

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

Member Governments

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

AGENDA

**August 9, 2006
9:00 AM**

**Committee Room
2nd Floor Durham City Hall**

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

ACTION ITEMS

**5. June 14, 2006 TAC Meeting Minutes
(Attachment 5)**

A copy of the June 14, 2006 TAC meeting minutes is enclosed as Attachment 5.

TAC Action: Approve minutes of the June 14, 2006 TAC meeting.

**6. Presentation by North Carolina Turnpike Authority on the Triangle Parkway
(Attachment 6, 6A, 6B)**

**Mark Ahrendsen, TCC Chair
David Joyner, NCTA**

The environmental study for the Triangle Parkway has commenced. A public meeting was held on June 20, 2006. The handout and map from that meeting is Attachment 6 and 6A. The TCC submitted comments to the project team on July 18, 2006 (Attachment 6B). David Joyner, Executive Director of the North Carolina Turnpike Authority, will give a presentation on the status of the project.

TAC Action: Receive presentation.

**7. Request by NC Turnpike Authority for Non-voting TAC Membership
(Attachment 7, 7A)**

**Mark Ahrendsen, TCC Chair
Ellen Beckmann, LPA Staff**

The DCHC TAC, by letter dated October 2, 2005, received a request from the North Carolina Turnpike Authority (NCTA) for membership on the TAC. At the November 2005 TAC meeting,

the TAC directed the TCC to create a policy for reviewing requests for non-voting membership to the TAC. The TCC Admin/UPWP Subcommittee met on January 18, 2006, and February 17, 2006 to create such a policy. This policy was considered by the TCC at its February meeting and a recommendation was made to the TAC. The TAC approved a policy for non-voting membership on the TAC at its March meeting (Attachment 7).

Subsequently, the application for non-voting membership was completed by the NC Turnpike Authority (Attachment 7A). The LPA staff reviewed the application and made a recommendation in favor of non-voting TAC membership for the NC Turnpike Authority. The TCC considered this request at the 4/26/06 TCC meeting and voted to recommend non-voting membership on the TAC for the NCTA. This issue was scheduled on the 5/10/06 and 6/14/06 TAC agendas, but was postponed.

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

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

8. 2006-2012 Metropolitan Transportation Improvement Program (MTIP) Amendment #3 (Attachment 8, 8A, 8B)

Mark Ahrendsen, TCC Chair

On November 29, 2005, the City of Durham received notification from the North Carolina Department of Transportation regarding receipt of approximately \$3,600,000 in federal SAFETEA-LU earmarks for the acquisition of rail corridors for and construction of bicycle and pedestrian trails in Durham and Durham County (see Attachment 8 and 8A). These earmarks include a \$1.6 million earmark specifically allocated for completion of the American Tobacco Trail, as well as an additional \$1.6 million earmark available for general bicycle and pedestrian project use.

The American Tobacco Trail is a top priority for the City of Durham and Durham County, as indicated in the FY 2006 – FY 2012 and FY 2007 – FY 2013 Regional Priority Lists for NCDOT Division 5. Metropolitan Transportation Improvement Program (MTIP) Amendment #3 directs the \$1.6 million American Tobacco Trail earmark (SEC. 1702 HPP No. 2863) and \$1 million of the General Bicycle/Pedestrian Earmark (SEC. 1702 HPP No. 3454) to use toward completion of the American Tobacco Trail Phase E project in Durham County. An 86% rescission was applied to these earmarks. In addition, a 20% local match is required and has been applied. This amendment is being requested immediately, instead of awaiting completion of the FY 2007 – FY 2013 TIP, so that the City of Durham may proceed with a contract for planning and design of the project in FY 2006 for construction as soon as possible.

Phase F of the American Tobacco Trail in Chatham County has received a statewide earmark from NCDOT. NCDOT is currently designing Phase F. The TCC bike/ped subcommittee recommended that Phase E and Phase F be fully funded.

A resolution (Attachment 8B) indicating adjustments to the FY 2006 – FY 2012 TIP funding amount for project #E-2921E is included as an attachment.

TCC Recommendation: That the TAC approve Amendment #3 to the 2006-2012 MTIP.

TAC Action: Approve the resolution amending the MTIP to fund the American Tobacco Trail Phase E in Durham County.

**9. Draft 2007-2013 Transportation Improvement Program (TIP)
(Attachment 9)**

Mark Ahrendsen, TCC Chair

Felix Nwoko, LPA Staff

David Bonk, TCC TIP Subcommittee Chair

The State Board of Transportation was scheduled to release the draft 2007-2013 STIP on August 2, 2006, but it has been delayed to mid-August or September. If available, the DCHC MPO supplement will be handed out at the TAC meeting.

The TCC has also been working on creating the 2007-2013 MTIP. A schedule outlining the steps for approval of the MTIP and STIP, assuming the draft STIP is released in September, is included as Attachment 9. The TAC will be asked to release the DCHC MPO supplement to the draft 2007-2013 STIP as the draft MTIP for public comment at the September 13, 2006 TAC meeting. The MPO has customarily done this to ensure that the public has one document to provide comment on and to minimize confusion. LPA staff expect there to be several changes made to the draft STIP based on local priorities and schedules.

TCC Recommendation: That the TAC review the DCHC MPO supplement to the draft 2007-2013 STIP and release it as the draft MTIP for public comment once it is released by the State Board of Transportation.

TAC Action: If the draft STIP is released, review the draft STIP and provide direction regarding the creation of the MTIP.

10. 2035 Long Range Transportation Plan (LRTP) and Comprehensive Transportation Plan (CTP) Schedule

(Attachment 10, 10A, 10B, 10C)

Mark Ahrendsen, TCC Chair

Andy Henry, LPA Staff

Felix Nwoko, LPA Staff

A draft schedule for the development of the 2035 LRTP and the CTP has been developed and is being presented to the TAC for review and comment. The most important characteristic of the schedule is to afford the TAC adequate opportunity for the input and review of plan products and deliverables. Essentially, the TAC always has a two-meeting review of anything that is to be approved. Other characteristics include substantial public involvement, concurrent development and review of the Comprehensive Transportation Plan (CTP), and coordination with the

schedules of State, federal and other agencies . Attachment 10 is a staff memo describing the schedule and Attachment 10A is a Work Plan that provides a narrative for each schedule task. A summary version of the draft schedule is Attachment 10B, and a detailed version is 10C.

TAC Action: Review the draft LRTP schedule, provide comments, and take action as appropriate.

11. MPO Public Involvement Policy (PIP) / MPO Citizen Transportation Advisory Board (CTAB)

(Attachment 11, 11A, 11B, 11C, 11D)

Felix Nwoko, LPA Staff

Ellen Beckmann, LPA Staff

The DCHC MPO Public Involvement Policy needs to be revised to reflect the new requirements of SAFETEA-LU, provisions of the Environmental Justice (EJ) and Limited English Proficiency (LEP) Executive Orders, comments from the federal Certification Team, and to address the TAC's concerns on LPA efficiency. Attachment 11 is a memo describing the proposed revisions. Attachment 11A is the updated DCHC MPO Public Involvement Policy.

A major feature of the Public Involvement Policy is the establishment of the MPO standing Citizens Transportation Advisory Board (CTAB) as requested by TAC and citizens, and suggested by the federal Certification Team. The CTAB will solicit input and comments on the MPO transportation process: LRTP, MTIP, UPWP, project development, corridor/sub area studies, etc. CTAG also will ensure that diverse groups (environmental justice/limited English proficiency groups, multi-modal groups, etc) are involved in MPO transportation planning processes. Attachment 11B is a draft plan and schedule for creating this committee. Attachment 11C is a document that overviews preliminary guidelines for the committee. Attachment 11D is a sample advertisement for the committee.

At the 7/26/06 TCC meeting, the TCC suggested that the TAC may also want to consider not creating the CTAB and instead deferring public input to the member governments. Carrboro, Chapel Hill, and Orange County already have established citizen transportation boards that can provide comment on MPO activities. Durham does not currently have a citizen transportation board.

TCC Recommendation: That the TAC review the public involvement policy and release a draft for public comment. That the TAC provide guidance on the creation of a CTAB.

TAC Action: Review the proposed revisions to the draft MPO Public Involvement Policy, provide comments and revisions as needed, and release the draft MPO Public Involvement Policy for a 45 day public comment period. Provide guidance to LPA staff regarding the creation of a CTAB.

12. Presentation by Division 5 Staff on NCDOT Resurfacing Projects

Jon Nance, NCDOT Division 5

Mike Kneis, NCDOT Division 5

NCDOT Division 5 will give a presentation on the costs and benefits of including bicycle facility improvements in State resurfacing projects. This presentation was requested by the TAC. Handouts will be provided at the TAC meeting.

TAC Action: Receive presentation, take action as needed.

REPORTS FROM STAFF:

13. Reports from Staff

(Attachment 13)

Felix Nwoko, LPA Staff

TAC Action: Receive Report from Staff

14. Report from the TCC Chair

Mark Ahrendsen, TCC Chair

TAC Action: Receive Report from TCC Chair

15. NCDOT Report

(Attachment 15)

Jon Nance, Division 5 – NCDOT

Mike Mills, Division 7 – NCDOT

TAC Action: Receive report of Division Engineers

INFORMATIONAL ITEMS

16. Recent News Articles and Updates

(Attachment 16)

17. Letter from NCDENR re Motor Vehicle Emissions Budgets (MVEB) – June 21, 2006

(Attachment 17)

18. Information on 2006-2007 SAFETEA-LU Federal Rescission

(Attachment 18)

19. Letter from TCC to NCDOT re Policy on Projects Selected by Entities Other than the State Board of Transportation – July 5, 2006

(Attachment 19)

20. Ratified Senate Bill 1381 - Turnpike Legislation

(Attachment 20)

Adjourn

Next meeting: September 13, 2006

TAC Directives to Staff

11/06/02 – 12/31/04 (Pending/In Progress/On Going)
01/01/05 – 08/09/06 (Completed/Pending/In Progress)

Meeting Date	Directive	Status
11/6/2002	Letter to NCDOT concerning pedestrian access at Garrett Rd./US15-501 intersection.	<u>Completed/Pending</u> Letter sent to NCDOT in March '03. Staff has met with NCDOT. Under consideration by NCDOT.
06/11/03	(TAC) Letter to Durham City Council and Jon Nance requesting they take some action to address the safety issue for pedestrians at US 15-501/ Garrett Road Service Road relocation project.	<u>Completed/Pending</u> – Letter sent to Council and NCDOT. Staff has met with NCDOT. Under consideration by NCDOT. Plan to include pedestrian improvements in the US 15-501 widening project (U-4012)
12/10/03	Provide summary on how to proceed to address issues pertaining to TTA rail corridor, identification, mapping, protection from development, and revenue sources.	<u>In Progress</u> – Chapel Hill-Durham Transit Corridor – US 15-501 Corridor alignment analysis and report have been prepared and presented to TAC. Letter sent to TTA regarding financing of the corridor. TAC approved Corridor Realignment in SW Durham and endorsed sending the Transit Corridor MOA to affected local governments and agencies. MOA sent Durham City, Durham, County, Chapel Hill and TTA for adoption. Durham and Chapel Hill offered comments on the MOA. Staff is working to address issues raised and incorporate agreed upon changes into a revised MOA.
01/14/04	Project information from NCDOT – Specifically need information on project starts, delays, completions, cause of delay, penalties for delay etc.	<u>Completed/Pending</u> – Report presented to TAC at December 2004 meeting. Follow up report forthcoming. Staff will coordinate with NCDOT regarding periodic updates.
02/11/04	TRM update from Service Bureau (Update of 2002 Tranplan Model, 2002 TransCad model, and major TRM update) – Capability of the model as analysis tool (sub-area requirements)	<u>On Going</u> – Service Bureau and LPA provided model update at the 02/08/06 TAC meeting. Periodic reports to be provided by Triangle Regional Model Service Bureau.

03/10/04	Send letter to NCDOT expressing concern over NC-147 /I-40 interchange and concern over backups occurring on NC-147.	<u>Completed/Pending</u> - Letter sent 03/17/04. Staff has discussed with NCDOT various alternatives under consideration by NCDOT.
05/10/04	Regional Priority Project List methodology and ranking process need to be revisited. Staff to work with subcommittee to do so.	<u>Completed/Pending</u> – Revisions to TIP Priority methodology approved by the TAC in February 2005, for use in development of Priority List for 2007-2013 TIP. Update for next Priority List under development (awaiting the completion of CMS study for performance measures).
08/25/04	Metropolitan Area Boundary	<u>Completed/In Progress</u> – TAC approved MAB for the 2030 LRTP. Staff to bring back proposal for MAB expansion for the next LRTP update.
08/25/04	Further study of Farrington Road/Stagecoach Road corridor to move projects forward for funding.	<u>In Progress</u> – Addressed in August 10 TAC Agenda Staff Report. Corridor study included the 2006-07 Unified Planning Work Program (UPWP). Study to be completed by June 2007.
08/25/04	Further study of Latta Road/Infinity Road/Roxboro Road intersection.	<u>In Progress</u> – To be evaluated as part of the next (2035) LRTP update.
02/09/05	Schedule public meeting on alternatives for US 15-501 Transit Corridor in SW Durham and report back to TAC	<u>Completed/In Progress</u> – Final report prepared by TJCOG. Public meetings held on 02/08/2005 and 05/23/2005. Final recommendation to TAC at 08/10/2005 meeting. TAC referred recommendation to affected local government and TTA for feedback. TAC approved an alignment for the transit corridor in SW Durham on 09/14/2005 and authorized that the MOA be sent to affected local agencies for review and approval on 10/12/2005. Memo describing feedback from the City of Durham is provided as Attachment 9 in the 04/12/2006 Agenda.
03/30/05	Prepare and forward letter of support for concept – Job Access and Reverse Commute Grant Application	<u>Completed</u> – Letter sent via fax and by mail 04/01/05

04/13/05	Request for funding for Durham County TDM program.	<u>Completed</u> – TAC approved use of STP-DA funds on 05/18/2005.
04/13/05	Collector Street Plan – recommendation on extent of collector street planning for MPO.	<u>Completed</u> - TAC approved study area for SW Durham Collector Street Plan on 05/18/2005.
04/13/05	MPO Modeling Goals and Objectives – TAC suggested certain changes	<u>Completed</u> – TAC approved Modeling Goals & Objectives on 05/18/2005.
04/13/05	Transit Vision Master Plan – Referred to TCC. Request for Composite Master Transit Plan to be brought back to TAC at May 18, 2005 meeting.	<u>Completed</u> – As directed at the 05/18/2005 TAC meeting, a letter has been sent to TTA. A copy of the letter was provided as Attachment 17 in the 08/16/05 Agenda.
04/13/05	Amendment to Functional Classification of Roadways. TAC approved with change to identify Mt. Carmel Church Rd as a collector. Request for brief description of functional classifications.	<u>Completed/In Progress</u> – Letter transmitting interim functional classification as approved by TAC forwarded to NCDOT.
04/13/05	Section 5307 Apportionment. TAC approved FY 2004-2005 apportionment and directed that allocation formula for next year be reexamined to consider percentages by ridership and efficiency.	<u>In Progress</u> – MPO transit operators agreed to maintain current allocation formula and review as new information becomes available.
04/13/05	FY 2006-2012 TIP – Request for analysis of loop funding. Request for analysis of project delays. Request for schedule of activities/events associated with 2006-2012 STIP and MTIP.	<u>Completed</u> – Analysis/schedule provided at 05/18/2005 TAC meeting.
04/13/05	2030 AQ Conformity Determination	<u>Completed</u> – TAC Resolution and Report forwarded to Federal agencies. (See 5/18/2005 LPA report.)
04/13/05	2005 – 2006 UPWP.	<u>Completed</u> - UPWP and Resolutions forwarded to NCDOT
05/18/05	Staff to work with TTA on measurable outcomes for region wide TDM program.	<u>In Progress</u> : TTA is distributing employer-based survey to collect travel data; SmartCommute participation analyzed to quantify results
06/8/05	Staff to schedule a presentation by NCDOT on the strategic highway corridor.	<u>Completed</u> : NCDOT presentation at 12/14/2005 TAC meeting.
06/8/05	Staff to include map of the revised Durham Comprehensive Plan on the next agenda packet.	<u>Completed</u> : Included in August 10 agenda packet as attachment 9D.
08/10/05	Refer draft 2007-2013 MTIP Regional Priority Project List to member jurisdictions for feedback prior to final action by TAC.	<u>Completed</u> : See 10/12/2005 TAC Agenda

08/10/05	Refer US 15-501 Transit Corridor Realignment Recommendation in SW Durham to affected local jurisdictions and TTA prior to final action by TAC.	<u>In Progress:</u> TAC approved an alignment for the transit corridor in SW Durham on 09/14/2005 and authorized that the MOA be sent to affected local agencies for review and approval on 10/12/2005.
08/10/05 & 9/11/05	8/10/05 - Staff to expand memo regarding voting status for TTA on TAC to address possible issues/concerns 9/11/05 -- Draft policy to evaluate requests from organizations seeking non-voting membership on TAC.	<u>Completed:</u> TAC voted to permit ex-officio members to make and second motions. <u>Completed:</u> See Attachment 9 of 3/08/06 TAC Agenda.
08/10/05	Draft letter to NCDOT Division 8 Engineer requesting that a driveway permit for a proposed major development in Chatham County on US15-501 just south of Orange County be withheld until further information is provided.	<u>Completed:</u> Letter sent August 25, 2005. See Attachment 13 of the 09/14/2005 TAC agenda
09/14/05	Staff to check with DATA about the possibility of designating a Park-and-Ride in northern Durham.	<u>In Progress</u>
09/14/05	Direct staff to look at assigning points to three Regional Priority List Ranking Criteria: "Expands Transportation Choices", Safety and "Air Quality Concerns" using qualitative methods with strong encouragement that bicycle and transit projects get consideration in points.	<u>Completed:</u> Reflected in Draft 2007-2013 MTIP Regional Priority Lists. See Attachment 7A and 7B of the 10/12/2005 TAC agenda
09/14/05	Refer the MOA to staff to draft a revision of the MOA which reflects the September 14, 2005 TAC actions and the suggested changes in section D of the Draft MOA that deals with Environmental and Community Impacts.	<u>Completed:</u> Reflected in Draft MOA. On 10/12/2005 TAC authorized that MOA be sent to local jurisdictions and agencies for review and approval .
09/14/05	Request that local governments seek right-of-way (ROW) dedication rather than reservation for this transit corridor through the development review process and also that local governments use the provisions of their development ordinances to maximize the opportunity for high densities and mixed uses and require transit supportive design in proximity to planned station locations	<u>Completed:</u> Letter sent to the City Of Durham, Durham County and the Town of Chapel Hill. See Attachment 8B of the 10/12/2005 TAC agenda
09/14/05	Request that TTA facilitate the development of a strategy for improved transit service between Durham and Chapel Hill consistent with the Memorandum of Understanding between the TTA and the DCHC MPO on transit planning.	<u>Completed:</u> Letter sent to TTA. See Attachment 8B of the 10/12/2005 TAC agenda

09/14/05	Request that City Attorney interpret the TAC By-Laws and make a recommendation to staff and TAC.	<u>Completed:</u> See Attachment 9 of the 10/12/2005 TAC agenda
09/14/05	Request that staff make a recommendation as to what could be removed from the current work program in order to place the Farrington Road/Stagecoach Road Corridor Study back in the work program or to recommend how the Farrington Road/Stagecoach Road Corridor Study could be placed on next year work program.	<u>Completed:</u> Corridor Study to be considered as part of the 2006-07 MPO Unified Planning Work Program (UPWP).
09/14/05	Request that NCDOT report on the status of the Durham signal system at the October TAC meeting.	<u>Completed:</u> Jon Nance provided information on the Durham signal system schedule at the 10/12/2005 TAC meeting.
10/12/05	Draft letter to Secretary Tippet and copies to Ken Spaulding and other appropriate BOT members and NCDOT officials requesting NCDOT to work with DCHC TAC on communication and other aspects of the TIP development process.	<u>Completed</u> – Letter sent to NCDOT on 11/16/05; included in 12/14/05 TAC agenda packet.
10/12/05	Refer the TTA Cost Reduction Proposals to staff for recommendation to be brought back at the November TAC meeting.	<u>Completed:</u> See Attachment 11 of the November 9, 2005 TAC agenda. Letter sent 11/18/05
10/12/05	Refer the American Tobacco Trail Funding to staff to bring back funding split proposal as well as information on population within 2 mile radius of the corridor and local matches provided by local jurisdictions thus far.	<u>In Progress:</u> TCC referred item to the Bicycle and Pedestrian Subcommittee. Additional information provided in Attachment 9 of the 11/9/2005 TAC agenda.
11/9/05	Refer the American Tobacco Trail to staff for final recommendation on: 1) selected design (trail surface and bridge); 2) funding (including allocation of earmark funding). Need improved cost information.	<u>In Progress:</u> TCC referred item to the Bicycle and Pedestrian and TIP Subcommittees. Letter sent to NCDOT - see Attachment 23 of 02/08/06 TAC Agenda. TIP amendment proposed – see Attachment 8B of the 8/09/06 TAC agenda.
11/9/05	Refer Old Durham/Chapel Hill Road Feasibility Study to staff for final recommendation on: 1) funding recommended design; 2) resolution of technical issues.	<u>In Progress:</u> Technical issues are resolved and final recommendation made. Funding recommendation is pending. See Attachment 10 of 02/08/06 TAC Agenda.
11/9/05	Draft a blunter letter than the previous one to Secretary Tippet concerning communication and process for FY 2006-2012 TIP.	<u>Completed:</u> See Attachment 18 of 12/14/05 TAC agenda. Letter sent 11/16/05

11/9/05	Draft a letter to Secretary Tippet – TAC expectation that I-40 pavement repairs not deducted from Division 5 equity balance.	<u>Completed:</u> See Attachment 17 of 12/14/05 TAC agenda. Letter sent 11/16/05
12/14/05	Update Website calendar to include 2006 TCC/TAC meeting schedule	<u>Completed</u>
12/14/05	Draft letter to NCDOT requesting that Strategic Highway Corridors be consistent with the LRTP and that designation as a Strategic Highway Corridor not be a determinant in allocating transportation funds.	<u>Completed:</u> See Attachment 15 of 1/11/06 TAC Agenda. Response from NCDOT received 1/23/06. See Attachment 22.
12/14/05	Draft letter to NCDOT endorsing Town of Hillsborough resolution to incorporate the Hillsborough Greenway Plan into planning for I-85 (I-305) and Elizabeth Brady Road (U-3808).	<u>Completed:</u> See Attachment 14 of 1/11/06 TAC Agenda.
12/14/05	Organize and support joint DCHC MPO and CAMPO TAC committee to address funding issues	<u>Completed:</u> Committee met 3/31/2006. See Attachment 11 of 4/12/2006 Agenda.
12/14/05	Draft letter to NCDOT to initiate the US 70/Northern Durham Parkway planning process	<u>Completed:</u> Letter sent 1/25/06. See Attachment 20 of 02/08/06 TAC Agenda.
01/11/06	Draft letter to NCDENR to recommend county-based motor vehicle emission budgets	<u>Completed:</u> Letter sent 1/19/06. See Attachment 18 of 02/08/06 TAC Agenda.
01/11/06	Draft resolution to be sent to the Governor and the DCHC legislative delegation to oppose the diversion of transportation taxes and fees to the General Fund and to oppose a change in the state motor fuels tax formula	<u>Completed:</u> Resolution sent 1/19/06. See Attachment 19 and 19A of 02/08/06 TAC Agenda.
02/08/06	Request that staff report on the funding of the Triangle Regional Model and the status of the model update	<u>Completed:</u> See Attachment 6 of 4/12/2006 TAC Agenda.
02/08/06	Refer Chapel Hill's request for a Long Range Transit Master Plan to the TCC. Examine the possibility of including the whole MPO.	<u>Completed:</u> UPWP adopted at 05/10/06 TAC.
02/08/06	Provide an overview of travel modeling, the assumptions used in the model, and potential applications.	<u>Completed:</u> Presentation given at 4/12/2006 TAC Meeting.
02/08/06	Draft a letter to NCDOT requesting the hiring of the Safe Routes to School Coordinator	<u>Completed:</u> See Attachment 15 of 03/08/06 TAC Agenda
03/08/06	Request that staff update the TAC on the New Freedom allocation.	<u>Completed:</u> See Attachment 7 of 05/10/06 TAC Agenda
03/08/06	Provide an organizational chart to illustrate staff resources and how UPWP funds are allocated.	<u>Completed:</u> See Attachment 8 of 04/12/06 TAC Agenda.

03/08/06	Draft a letter to NCDOT regarding funding the East End Connector and initiating the Northern Durham Parkway Study	<u>Completed:</u> See Attachment 22 of 06/14/06 TAC Agenda
04/12/06	Bring US 15-501 Memorandum of Agreement (MOA) back to TAC for consideration.	<u>In Progress:</u> Stakeholder's meeting held 05/12/06
04/12/06	Investigate use of peer review for Triangle Regional Model (TRM)	<u>In Progress:</u> TRM committee has taken up this project
04/12/05	Address cost splits for TRM tasks at next DCHC MPO/CAMPO joint TAC meeting	<u>In Progress:</u>
04/12/06	Make MVEB recommendations to TAC in light of Maintenance redesignation	<u>Completed:</u> See Attachment 9 of 05/10/06 TAC Agenda.
05/10/06	Send a letter to Senator Atwater requesting funds for the Farrington/Farrington Mill/Stagecoach Rd. corridor	<u>Completed:</u> See Attachments 16, 16A of 06/14/06 TAC Agenda.
05/10/06	Provide clarification on the effect of the Collector Street Plan on zoning and site plan approvals, Celeste Circle, George King Rd., and NC 54 Service Rd.	<u>In Progress:</u> See Attachment 6 of 06/14/06 TAC Agenda
06/14/06	Refer public comments on the Collector Street Plan to the TCC to develop a revised plan.	<u>In Progress:</u>
06/14/06	Work with the Regional Transportation Alliance and the Durham Chamber to craft alternate language for SB 1819/HB 2828.	<u>Completed:</u> See Attachment 20 of 08/09/06 TAC Agenda.
06/14/06	Review and provide input on the design of the Triangle Parkway	<u>Completed:</u> See Attachment 6B of 08/09/06 TAC Agenda.
06/14/06	Provide information on how the federal rescission was applied to other states	<u>Completed:</u> See Attachment 18 of 08/09/06 TAC Agenda.

TRANSPORTATION ADVISORY COMMITTEE

June 14, 2006

MINUTES OF MEETING

The Transportation Advisory Committee met on June 14, 2006, in the Council Committee Room on the second floor of Durham City Hall. The following attended:

**Diane Catotti	City of Durham
**Becky Heron	Durham County
**Alice Gordon	Orange County (TAC Vice-Chair)
**Ed Harrison	Town of Chapel Hill
*Ellen Reckhow	Durham County
**Mike Woodard	City of Durham
**Voting Member	
*Alternate or non-voting member	
Mark Ahrendsen	City of Durham/Transportation
Kristin Anderson	138 Celeste Circle
Ann Atkins	2308 Nelson Highway
Eddie Atkins	2308 Nelson Highway
Gary Barnes	217 Weaver Mine Trail
Ellen Beckmann	City of Durham/Transportation
Bob B.	George King Road
William Campbell	Resident
Alison Carpenter	City of Durham/Transportation
Mary J. Cefalo	300 Helmsdale Drive, Chapel Hill
Jane Cocke	Resident of Falconbridge
Ken Cotter	305 Helmsdale, Chapel Hill
Nancy Cotter	305 Helmsdale, Chapel Hill
H. Cross	308 Nottingham Drive
A. Wayne Daniel	4503 Pope Road
Daily Derr	Attorney for TOPS
Susan Egnoto	711 Meadowmont Lane
Marie D. Eldridge	439 Cedar Club Circle
Anita B. Elks	134 Celeste Circle
William D. Elks	134 Celeste Circle
Ina Evans	414 Cedar Club Circle, Chapel Hill
W.D. Frazer	324 Nottingham Drive, Chapel Hill
Bill Freeman	104 Springdale Way
Chuck Garrison	211 Celeste Circle
William L. Green	2300 Elmwood Drive
Patrick Hannah	Durham Chamber of Commerce

42	Joan Harrison	2408 Nelson Highway
43	Roger Henderson	Kimley-Horn and Associates
44	Andy Henry	City of Durham/Transportation
45	David Hill	105 Weaver Mine Road
46	Steven Hill	157 Celeste Circle
47	John Hodges-Copple	TJCOG
48	Bobby Hunt	5330 Ephesus Church Road
49	Debbie Hunt	5330 Ephesus Church Road
50	Sue Hunter	211 Celeste Circle
51	Linda Justice	105 St. Andrews Place
52	Everett Kemp	Oaks III
53	Rosemarie Kitchin	6702 Glen Forest Drive
54	Karen Lewis	306 Parkridge Avenue
55	Rick Lewis	306 Parkridge Avenue
56	Karen Lincoln	Orange County Planning
57	C.J. Malanga	Resident of Meadowmont
58	Mary Ellen Mangum	153 Celeste Circle
59	Natalie Mengelkoch	Kimley-Horn and Associates
60	Joe Milazzo II, PE	Regional Transportation Alliance
61	Joan Monnig	206 Helmsdale, Chapel Hill
62	Whit Morrow	218 Hillcrest, Chapel Hill
63	Don Norman	1204 Pinehurst Drive
64	Sally Norton	62 Fernwood, Chapel Hill
65	Felix Nwoko	City of Durham/Transportation
66	Pierre Osei-Owusu	City of Durham - DATA
67	Martha Oxenfeldt	624 Cedar Club Circle, Chapel Hill
68	Charles Paterno	405 Meadowmont Lane
69	Phil Post	104 St. Andrews Place
70	Barbara Post	104 St. Andrews Place
71	Martha Rankin	153 Celeste Circle
72	Ruth Ross	103 Helmsdale, Chapel Hill
73	Tim Ross	216 Oval Park NE, Chapel Hill
74	Marc Roth	107 Faison Road, Chapel Hill
75	Mary Ruvane	Oaks Villas Owners Association
76	Jack C. Scarborough	100 St. Andrews Place, Chapel Hill
77	Jacqueline Scarborough	100 St. Andrews Place, Chapel Hill
78	Bill Sax	Oaks Villas Association
79	Dr. Chris Selby	138 Celeste Circle
80	Dr. John Shillito	102 Cedar Meadows Lane, Chapel Hill
81	George Smart	5702 Williamsburg Way
82	Shannon Smith	108 Celeste Circle
83	Rolando Soler	Resident of Eastwood Park
84	Gail Stepp	108 Helmsdale, Chapel Hill
85	Mike Stepp	108 Helmsdale, Chapel Hill
86	Anne Stoddard	2404 Pathway Drive, Chapel Hill
87	Ben Stikeleather	209 Celeste Circle

88	Brian T. Stynes	Resident
89	Christopher Stynes	210 Celeste Circle
90	Joan W. Stynes	210 Celeste Circle
91	Mike Surasky	Chas H. Sells, Cary, NC
92	Eric Teagarden	Resident of Meadowmont
93	Bruce Umminger	Oaks Villas Owners Association
94	Margaret H. Walker	214 Celeste Circle
95	William C. Walker	214 Celeste Circle
96	Chao Wang	City of Durham/Transportation
97	Barbara Weigel	Triangle Transit Authority
98	Jim L. White	104 Kinsale Drive, Chapel Hill
99	Rochelle White	104 Kinsale Drive, Chapel Hill
100	Joanne Wildey	2412 Nelson Highway
101		

102 Alice Gordon, TAC Vice-Chair called the meeting to order at 7:07 p.m. and the

103 Roll Call was conducted.

104 **PRELIMINARIES:**

105 **Adjustments to the Agenda**

106 There were no adjustments to the agenda. Mark Ahrendsen stated additional

107 items were distributed at the beginning of the meeting that became available after the

108 agenda mail out. They will be discussed with the pertinent agenda items.

109 **Public Comments**

110 There were no public comments.

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

112 There were no comments regarding the Directives to Staff.

113 **ACTION ITEMS:**

114 **May 10, 2006 TAC Meeting Minutes (Attachment 5)**

115 Ellen Reckhow made the following adjustments to the May 10, 2006 TAC

116 Meeting Minutes. On line 92; it should read "outside of the corporate boundaries of

117 Durham and Chapel Hill." On line 108; "media" should be "median." Diane Catotti

made the following adjustment. On line 115; after roundabout "at Pope and Ephesus Church Road" should be added.

A motion was made by Diane Catotti and seconded by Mike Woodard to approve the May 10, 2006 TAC Meeting Minutes with the amendments noted above. The motion carried unanimously.

Southwest Durham/Southeast Chapel Hill Collector Street Plan (Attachments 6 and 6A)

Alice Gordon, TAC Vice-Chair opened the public hearing for the Southwest Durham/Southeast Chapel Hill Collector Street Plan.

Bill Sax, resident of 302 Helmsdale Drive spoke for the Oaks Villas residents regarding their concerns and suggested improvements to the consultant's recommended Southwest Durham Collector Street Plan. They have two serious concerns about the recommended plan and corresponding suggestions for solutions. (1) They are concerned that George King Road is proposed to be paved by developers in bits and pieces as developments are approved one by one over a long period of time. That will cause traffic from the initial developments to be diverted for years onto existing neighborhood streets - Lancaster, Nottingham, Donegal, and New Castle, and eventually to Pinehurst and Burning Tree Drives in the Oaks. Those streets will become de facto mini-thoroughfares for many years. Thus, they urge two modifications to the plan to solve this problem: (A) Early in the development of the area, pave the entire length of George King Road from Ephesus Church Road to Highway 54 and improve the intersections at both ends of George King Road. The plan will not work if it depends on piecemeal implementation of that critical collector street by developers. (B) Limit connections from new developments to Lancaster and other existing neighborhood streets to emergency vehicles

143 until such time as George King Road provides Collector Street service across the entire
144 area. (2) The plan provides no implementation component to retrofit existing streets that
145 are incorporated into the collector street system, so that the neighborhood streets
146 approximate the standards proposed for new streets. (A) Thus, they urge modification of
147 the plan to incorporate a capital improvement funding program by local governments,
148 particularly the Town of Chapel Hill and Durham County or the MPO, to bring existing
149 streets to the approximate standards of the new streets. Retrofitting cannot be feasibly
150 implemented through subdivision and other development regulations.

151 Sue Hunter, resident of 211 Celeste Circle spoke for Eastwood Park residents.
152 She presented a petition signed by 27 households in Eastwood Park to voice their
153 objection to the proposed Collector Street Plan. They consider any collector or arterial
154 road system connecting Farrington Road to Highway 54 via Eastwood Park to be
155 detrimental to the quality of life and property values in their neighborhood. Residents of
156 Eastwood Park have participated in the collector street plan community workshops and
157 their input is not reflected in the final plan. There are alternative road systems that will
158 not destroy residential units, and these have not been adequately considered.
159 Modifications to the Collector Street Plan have been made to preserve an arboretum on
160 George King Road, but no modifications have been made to accommodate the people
161 who live in Eastwood Park and pay property taxes. Preserving affordable housing in
162 Eastwood Park is an issue that should be relevant to all members of the TAC. Many of
163 the residents of our their neighborhood work in Chapel Hill, for employers including the
164 University of North Carolina and the Chapel Hill-Carrboro school system. Their
165 neighborhood is neither large nor wealthy, but their concerns are relevant and should be

166 addressed. They respectfully request that you take these issues into consideration when
167 voting on the Collector Street Plan. The residents believe there are alternative road
168 systems that will not jeopardize the safety and welfare of Eastwood Park homeowners
169 and their families as they walk or drive through a low density neighborhood, generate
170 noise and sound pollution associated with significantly increased traffic flow through
171 narrow streets; destroy the quality of life and residential property values in Eastwood
172 Park, and destroy residential units when less complicated and intrusive infrastructure is
173 possible. They encourage the agencies to consider placing any connecting, or arterial
174 roads through less developed areas of Durham County, and to remove all streets in
175 Eastwood Park from any proposed connector or arterial plan.

176 Chris Selby, resident of 138 Celeste Circle, spoke regarding the Collector Street
177 Plan (CSP). At the May 10, 2006 TAC meeting, when Mr. Henderson presented the
178 CSP, he said that the residents of Eastwood Park got a real double whammy. The first
179 whammy was finding out that they had been placed in a commercial land use area in the
180 Durham Comprehensive Plan. The second whammy, was finding out about all of the
181 streets crossing their neighborhood in the CSP. Mr. Henderson was correct. They were
182 unaware of the change in long-term land use designation from residential to commercial.
183 They are content living in a residential area where they enjoy affordable housing on half-
184 acre lots, in a good location. They are looking into amending the Comprehensive Plan to
185 locate them in a residential use area. They are currently zoned as residential. They are
186 here to respond to the second whammy, the CSP. On a map, Mr. Selby noted that the
187 plan is for medians to be erected, to prevent traffic from crossing Highway 54 at
188 Farrington and at Celeste. At Huntingridge, a traffic signal is being put up by the state.

189 Mr. Selby also pointed out where roads are to replace residential properties at
190 Huntingridge to Celeste and at New Farrington to Celeste. Finally, Farrington Road is
191 rerouted to connect with Celeste from two directions, and Celeste is to be upgraded from
192 a local to a collector street. Consequently, motorists traveling between Farrington road
193 on the north, to points south including I-40, Highway 54 and Farrington Road south will
194 need to travel through the light at Huntingridge, and along Celeste. Now, before
195 additional development, Farrington handles over 9,000 trips per day. Running this heavy
196 traffic of Farrington down Celeste will destroy the character of the Eastwood Park
197 community. It is not safe, not efficient, and not considerate to the residents. Another
198 reason the CSP is a whammy is the re-routing of George King to cross the Eastwood Park
199 neighborhood requiring the bulldozing of homes to provide right-of-way. Residents
200 realize that new roads will be built only after they sell to developers and that they do not
201 have to sell. However, their community is vulnerable to a real whammy if only a few
202 select residents sell their properties to provide right-of-way. Opposition of Eastwood
203 Park to the CSP is stated in the petition that has been presented. Among the errors in the
204 CSP map that has been provided, we note that Celeste is currently a local street, not a
205 collector. Also, Farrington is a minor thoroughfare, not a collector. Re-routing of
206 Farrington, like Southwest Durham Drive, should actually be considered not here but at
207 the review of the Long Range Transportation Plan. At the CSP Workshops, Alternative
208 Plans A, B, and C were presented, discussed, and voted on. These Alternatives are in
209 Chapter 4 of the Plan document. From our perspective, either A, B, or C is better than
210 the recommended plan, which incorporates the worst features of each, and turns Celeste
211 into a major east-west corridor. Two positive attributes of A, B, and C, which are

omitted from the recommended plan, include a collector that borders the Celeste properties to the north, which carries east-west traffic and the rerouting of George King Road through the stubout at Crossland Drive, with an intersection of Crossland and NC 54. Each of these features reduces the need to bulldoze housing, and the use of stubouts is required by Durham's UDO. There are three alternatives that could reduce the whammy. The first alternative assumes the worst case scenario, that the new Farrington and George King Roads traverse Eastwood Park. The alternative is to not upgrade Celeste to a collector to encourage or attempt to accommodate rerouted Farrington traffic. There are already alternative roadways in the plan, the service road for local traffic, and east-west collectors to the north for more distant Farrington traffic. Also the previously mentioned east-west collector just north of Celeste would function very nicely here. If anything, traffic calming may be needed on Celeste. Alternative #2 is based upon information from staff. In order for permits to be issued to developments in the study area, at least two collector streets will need to run north/south from Ephesus Church to Highway 54. The recommended CSP map shows that Old Farrington and George King are both collector streets to be included in the plan. They both run north/south and connect Ephesus Church with NC 54, so it is not necessary to create or divert new roads that cross Eastwood Park. Alternative #2 is to stick with the old Farrington and George King Roads. If there are problems upgrading the southern end of George King through wetlands, it could be rerouted through the Crossland Drive stubout. A drawback to Alternative #2 is that there is only one real access point along Highway 54, at the Huntingridge light. The intersections at Celeste and Farrington will be atrophied. This one light seems inadequate, although it is the same level of access provided by the

235 recommended CSP. Considering that three lights on NC 54 service Meadowmont, and
236 two lights service the Oaks and Glen Lennox, more access here seems appropriate.
237 Alternative #3 proposes another intersection with a light, located where George King
238 currently comes within feet of NC 54. There are several options as to where this road
239 could connect to the north. The Eastwood Park residents suggest that the road cross
240 east/west where there is an unmapped roadbed and connect with the new Farrington Road
241 near the proposed transit station. Again, if there are problems with wetlands, use the
242 Crossland Drive stubout. A road linking an NC 54 intersection at the south, in the area of
243 George King, with Farrington Road to the north, would make many people happy. It
244 would provide the new developments with an attractive, functional, southern entry.
245 When the long-range plan is reviewed, it could provide a new path for the Southwest
246 Durham Drive, which will make the Meadowmont residents very happy. It will make the
247 transportation people happy, because it will replace the current Farrington Road light at
248 NC 54, which is too close to the interstate, with a light as far as possible from I-40, and
249 allow for maximum traffic mixing. It will make the Eastwood Park neighborhood happy
250 because it diverts arterial traffic from their neighborhood. Also, it should make the TAC
251 happy, because it will have avoided destroying the character of the Eastwood Park
252 community, and the destruction of affordable housing, and it will have acted consistently
253 with its role to create roads that enhance the livability of all communities. As a
254 comparison, the intersection constructed at I-40 and Fayetteville Road, to service
255 Southpoint Mall, has improved the community at large, and we believe that an
256 intersection at or near NC 54 and George King, while being much more modest in scale,
257 will have a similar positive impact. One of the guidelines used to create the CSP, was

that roads were to stay away from Corps of Engineers land. Preserving affordable housing and the character of communities were not guidelines of the consultant. However, they are guidelines for the TAC and the Comprehensive Plan, and they are reasons to seriously consider the popular George King option. In summary, Eastwood Park residents feel that it is not appropriate for their neighborhood to be whammied, and that the CSP should be modified so that Celeste is not updated to handle heavy traffic. The residents have noted that many positive ideas from the workshops were not incorporated, including the routing of George King to the Crossland Drive stubout, and a collector that would parallel Celeste just to the north. In the Eastwood Park neighborhood's preferred alternatives, Celeste is not upgraded to handle heavy traffic. East-west traffic may use any of several east-west collectors that parallel Celeste. Farrington and George King Roads, in their current locations, could satisfy the requirement for north-south collectors to service future development. Finally, an intersection with a light should be located where George King or Crossland Drive approaches Highway 54. This southern intersection could connect with Farrington Road to the north. Eastwood Park residents believe that an unbiased critical review, and incorporation of their suggestions, which has not been done to date, can lead to an improved CSP. They also have an emotional message. Many of them are terrified of the opportunity here for their lives to be made miserable. Please do not be insensitive in your decision. (Reference Memo of June 9 and June 13, 2006).

Everett Kemp, President of Oaks III HOA, resident of 208 New Castle Place spoke for the Oaks III HOA. They urge all committee members to read carefully the report by Kimley-Horn and Associates. Please note how poorly it has been thought out.

281 Should you approve it, consider how it will negatively reflect on both the TAC and your
282 respective government entities. Please note the following: The plan has no data on the
283 number of cars, pedestrians, or bicycles that should be or could be managed. Shouldn't
284 an effective plan be based on some capacity data? The plan has no data nor has any
285 thought been put toward where people are coming from or going to. Shouldn't a
286 transportation plan be designed to help get folks to where they want to go? The plan
287 expects to use current streets like Nottingham and Lancaster as collector streets but has
288 no thought as where the money will come from to upgrade them to the plan's collector
289 street specifications. Shouldn't the governments involved be concerned about the
290 necessary expense this will cause? The plan dumps cars somewhere along NC 54 hoping
291 that there will be some DOT solution to the current NC 54/Farrington Road/I-40
292 problems. Shouldn't an effective plan complement the eventual solution to this current
293 traffic problem? The plan makes quiet residential areas into busy streets. Shouldn't the
294 effect on the quality of current neighborhoods be part of any planning? The plan ignores
295 current right-of-ways drawing planned streets through existing homes and neighborhoods
296 without reason or purpose. Shouldn't the effect on existing residents and neighborhoods
297 be part of the planning process? The plan includes a transit line with stations but no
298 access to those stations. Shouldn't a plan support the use of this transit system? The plan
299 degrades the Oaks neighborhoods, changing streets from quiet residential to high volume
300 collector streets. Is this killing the goose that is laying golden eggs? Homes in the Oaks
301 have high tax values and low demand for services and a small percent of current homes
302 put any demand on the school system. This will be changed by the plan. Shouldn't the
303 impact of the plan on tax revenue and demand for that revenue be considered? The Oaks

neighborhood urges the TAC to disapprove this current plan. It will reflect poorly on any committee or government agency that would approve it. It does not address the critical questions this body should be asking. Virtually all area residents and neighborhoods have excellent reasons why what is in this report should not be followed.

Mike Surasky, with Chas A. Sells is representing some developers in the study area. He wants to make sure that a definition of a collector is included in the plan. Right now in Durham, there is only one definition of a collector and it is an industrial collector which is 41 foot road and is not appropriate for residential areas. We need to have a better definition of a residential collector. There needs to be flexibility in the plan for developers. The real problem in the study area is the intersection of NC 54 and Farrington Road. A lot of the problems will be resolved with new development. One possible solution is a new interchange at Farrington Road and I-40. It would bring traffic from I-40 west to Farrington Road and move traffic down Farrington Road to I-40 east.

Phil Post, resident 104 St. Andrews Place spoke for the Oaks III. Residents have attended the workshops and the last TAC meeting. A petition was submitted by the residents of the Oaks III, located within Durham County and the Town of Chapel Hill, opposing the draft CSP for the following reasons: (1) Traffic Impact - The most glaring deficiency of the draft CSP is that it does not measure or even estimate the traffic impact on existing streets. The Town of Chapel Hill requires a complete Traffic Impact Study for any action that will add more than five hundred (500) vehicles per day to an existing street. The draft CSP will clearly add more than five hundred (500) vehicles per day to a number of Chapel Hill streets. Therefore, a Traffic Impact Study is required by Town rules and precedents. Certainly, wise planning and a proper respect for existing

327 neighborhoods require that traffic impacts be projected and that collector roads not
328 encourage "cut-through" traffic onto existing neighborhood streets. (2) Nottingham is a
329 "local" street. According to the MPO, a collector road is to "draw traffic from local
330 streets and expedite movement of this traffic...to an arterial or collector." The Draft Plan
331 dumps collector roads Kinsale and Kilkenny onto Nottingham, which is in complete
332 contravention of the key function of a collector road plan. Collector roads are supposed
333 to operate in exactly the opposite manner of the way they are depicted in the draft CSP.
334 Recently, the Chapel Hill Town Council reiterated its designation of Nottingham as a
335 "local" street. The draft CSP is fundamentally flawed by designating Kinsale and
336 Kilkenny as collector roads and dumping their traffic onto a "local" street. (3)
337 Nottingham has existing traffic safety problems. After a long study period of the traffic
338 safety problems on Nottingham, the Chapel Hill Town Council recently authorized four
339 (4) speed tables to be built on Nottingham. The Oaks III residents are in the process of
340 raising over \$8,000 to pay for speed tables that are visible and functional and that are in
341 keeping with those already installed along Pinehurst. The draft CSP will increase and
342 encourage "cut-through" traffic onto Nottingham. Any traffic increase, especially "cut-
343 through" traffic, will compound the already dangerous traffic safety problems. The draft
344 CSP is directly at odds with the neighborhood concerns and the Chapel Hill Town
345 Council action to help make Nottingham a slower, safer street. (4) Pinehurst/Ephesus
346 Church Road Intersection. This key intersection is just outside the study area of the draft
347 CSP, but it should have been included in the study area. The Pinehurst/Ephesus Church
348 intersection is characterized by poor sight distances, and it is on the inside of a curve,
349 with opposing traffic from Sharon. Because of the short block between Nottingham and

350 Ephesus Church, there is inadequate stacking distance. In addition, because of the traffic
351 calming median on Pinehurst, there is almost no stacking distance for left turns. The
352 draft CSP will place intolerable levels of new traffic onto the Pinehurst/Ephesus Church
353 intersection. It would appear that this intersection cannot handle the level of collector
354 road traffic that will result from the draft CSP. (5) Southeast Chapel Hill streets are
355 circuitous and tend to disperse traffic. The existing street system in the Oaks, Colony
356 Woods, Briarcliff, Ridgefield, and Meadowmont is characterized by residential streets
357 that are circuitous and do not form a "grid" pattern. The draft CSP proposes a classic
358 "grid" pattern on the new collector roads east of the Oaks. Such a "grid" pattern will
359 dump concentrated collector traffic onto the much more circuitous routes in Chapel Hill.
360 The "grid" pattern is not appropriate for Southeast Chapel Hill because it will be
361 detrimental to and will unfavorably change the existing neighborhood patterns. (6) The
362 draft CSP is "car-centric". The preamble of the plan discusses the importance of
363 accommodating other modes of travel, such as pedestrian and bicycle routes, but the plan
364 only contains pathways for cars and trucks. The draft CSP makes no special
365 accommodations for walkers or bikers. There are many different types of connectivity
366 that link neighborhood and streets together. The draft CSP is "car-centric." The only
367 way to have a true multi-modal plan for the twenty-first century is to supplement the plan
368 with pedestrian routes and bike routes. Until that is done, the draft CSP only serves one
369 constituency - the truck and car owners. (7) Maida Vale. The draft CSP is "topsy-turvy."
370 The Oaks is developed at two (2) units per acre. Maida Vale will be developed at six (6)
371 units per acre. The draft CSP shows two (2) collector roads dumping into the Oaks from
372 the east. Maida Vale has zero collector roads. It is clear that the Draft Plan expects

373 traffic to come from the high density neighborhood (Maida Vale) to the low density
374 neighborhood (the Oaks). This topsy-turvy draft CSP is in direct contravention of the
375 goal of protecting the nature and character of existing neighborhoods. For all of the
376 above reasons, the Oaks neighborhood urges the Transportation Advisory Committee to
377 not approve this plan.

378 Daily Derr spoke on behalf of TOPS Petroleum Corporation. He presented a
379 memo from Bill Wicker, Vice President of TOPS Petroleum Corporation. TOPS
380 Petroleum Corporation ("TOPS") of Durham, North Carolina owns the Shell convenience
381 store located at the corner of Farrington Road and Highway 54 in Durham County and
382 has owned it from its inception when it was one of the first businesses in this area. TOPS
383 is very concerned about the part of the proposed CSP that recommends de-emphasizing
384 the Farrington Road-Highway 54 intersection by removing existing traffic signals,
385 eliminating movement through the intersection, allowing right turns only, and otherwise
386 re-routing traffic from using that intersection. This will limit access to its store from I-40
387 and egress to Chapel Hill. TOPS urges the members to defer any action on this
388 recommendation until the North Carolina Department of Transportation completes the
389 following actions which it has plans to do to improve and enhance the functionality of
390 motorists through this intersection and the adjacent avenues of access: (a) Add signage to
391 exit ramp A to direct traffic to Farrington Road in order to alleviate traffic build-up and
392 congestion on westbound Highway 54; (b) Widening exit B ramp to two lanes; (c)
393 Convert existing two lanes to three lanes on the bridge and extend the additional lane to
394 the Farrington Road-Highway 54 intersection; (d) Add an additional lane along the
395 southern side of Farrington Road; (e) Synchronize the traffic signals at the intersections

relating to or within the Highway 54/I-40 interchange. Until all of these less-costly measures have taken place and ample time has occurred to properly and fully assess the results of these improvements, no decision should be made to re-route traffic from using the Farrington Road-Highway 54 intersection. TOPS is willing to provide a portion of its property as additional right-of-way to widen the southern side of Farrington Road. The draft CSP recommendation will result in a drastic negative impact of TOPS's business and will have a similar impact on the neighboring businesses such as eating establishments, banks and professional offices.

Charles Paterno, resident of Meadowmont Lane spoke representing one-hundred percent of Durham County and Orange County Meadowmont Lane residents. They support a common position with the East West Partner Development group and the Meadowmont Community Association Board of Directors in making three basic points: First, they support a Collector Street Plan provided it is not contingent upon Meadowmont Lane being upgraded from a Collector Road to an Arterial Road. Upgrading Meadowmont Lane to an arterial street will move a high volume of traffic through a highly dense residential neighborhood, anchored by an elementary school and a senior residential facility. They share the concern of the Durham County commissioners that the proposed arterial road will pass in very close proximity to both the Creekside Elementary School in Durham County, and the Rashkis Elementary School in Chapel Hill. This is not necessary, practical, or prudent. Second, they are not opposed to connectivity. Provided Meadowmont Lane remains a collector road with appropriate calming devices and traffic control, we can see the benefit of connectivity. Third and finally, they ask that this committee more thoroughly evaluate commercial and residential

development plans along, and to the east, of George King Road. It is our belief that an arterial road can better be aligned with the collector street plan in a safer, less intrusive manner at a significantly lower cost, especially in the proximity where George King Road stubs out at NC 54. To summarize, our intent is not to oppose the Collector Street Plan or connectivity through our neighborhood. Rather it is to have this committee go on record as stating that acceptance of the Collector Street Plan does not entail acceptance of the arterial alignment as contained in the recommendation before you.

Eric Teagarden, resident of Meadowmont Lane spoke representing one-hundred percent of Durham County Meadowmont Lane residents. They support a common position with the East West Partner Development group which developed and continues to promote Meadowmont as a safe, pedestrian and environmentally friendly community. Along with the Meadowmont Community Board of Directors, they have looked closely at the Collector Street Plan and have come to the following conclusions: First, they are not opposed to the proposed Collector Street Plan provided it is not contingent upon the current alignment of Southwest Durham Drive as an arterial road through the highly dense, residential Meadowmont community. The proposal of Meadowmont Lane as an arterial road - presented as a given to the CSP consulting group - will move a high volume of traffic through a residential neighborhood anchored by an elementary school and a seniors residential facility. As I believe Mrs. Heron noted at the last TAC meeting, she opposes placement of the Southwest Durham Drive alignment (aka Meadowmont Lane) near schools like Creekside Elementary. Meadowmont Lane has Rashkis Elementary adjacent to it. We thank this committee for opposing past mistakes that have placed major thoroughfares here. Second, in looking at the May 10, 2006 TAC

clarification issues, we would like to reinforce concerns expressed about the cost of elevated bridge systems and elevated road beds associated with spanning the swamps and creek systems in the Army Corps land. The elevation change from the Corps land to Meadowmont Lane is in excess of 25-30 feet for a quarter to a half mile, depending upon exact alignment positioning. As the long range transportation plan moves forward with updating the Highway 54 corridor and the signalized intersections along it, we fervently request that the arterial alignment of the Southwest Durham Drive be moved to the east of the Army Corps property for safety, environmental, and fiscal responsibility concerns. Finally, we request that this committee go on record as stating that the acceptance of the Collector Street Plan does not assume approval of the current arterial Southwest Durham Drive alignment. Given the manifold options for alternate alignment of Southwest Durham Drive running to the east of the Army Corps property, it seems that channeling arterial traffic volumes over extensive bridge systems via protected wetlands, routing twelve to fifteen thousand transit vehicles a day past an elementary school and across retirement community pedestrian crossings, and funneling a major thoroughfare into a quiet residential community that was designed to promote bicycle and foot traffic should merit careful scrutiny and reconsideration.

Bill Freeman, resident of 104 Springdale Way, spoke regarding the Collector Street Plan. His property abuts the trails used for biking, running and walking through the Chapel Hill Park along the Army Corps of Engineers wetlands and down through the game lands. His neighbors, friends, and himself enjoy using the trails and enjoy seeing others use them as well. Not only does the proposed conversion of Meadowmont Lane into an arterial road disturb the wetlands but also it could negatively impact the scope and

465 use of this trail system. To the layman, there are obvious, less intrusive alternate routes
466 for the proposed Southwest Durham Drive alignment. One specific alternative, using
467 George King Road, would solve the environmental and recreational problems associated
468 with the current proposed route. Further there is sufficient open land in that area to
469 provide ample space for a park and ride lot which would reduce traffic in and out of
470 Chapel Hill on NC 54. He asks that the TAC consider these factors in their decision-
471 making.

472 Gary Barnes, President of the Meadowmont Community Association, spoke. Last
473 week the Meadowmont Community Association adopted the following motion in support
474 of the Southwest Durham Collector Street Plan. It included two important provisos.
475 First, let me read the motion: (1) The Board supports the general concept of connectivity
476 that will provide Meadowmont residents with convenient access to southwestern Durham
477 County and US 15-501 to the north. (2) The Board supports the current (collector) plan
478 insofar as it includes all of the other proposed collector streets, including those in the
479 Oaks and George King Road. (3) The Board does not support the proposal to make the
480 connecting road through Meadowmont an arterial road designed to carry significant
481 volumes of traffic. Now let me underscore the provisos included in the motion. The
482 Board recognizes the need to connect neighborhoods in order to make sure that we are
483 not all trapped in our neighborhoods by overly congested arterials. We recognize a need
484 to do our part to address the need for connectivity in southwest Durham and in the eastern
485 side of Chapel Hill. At the same time, we recognize that unless the other collectors
486 shown on the current Southwest Collector Street Plan are built, Meadowmont residents
487 will bear a disproportionate part of the burden of providing for connectivity.

488 Furthermore, if Meadowmont Lane is connected as currently planned - that is as an
489 arterial instead of as a collector - the volume of traffic will be excessive. And this traffic
490 would move through one of the densest neighborhoods in Chapel Hill, passing an
491 elementary school and a large retirement community. Worse yet, if it were connected as
492 an arterial, it would be ineligible for traffic calming measures that would slow traffic to
493 safe speeds. The Meadowmont Community urges the TAC and the MPO to think of
494 Meadowmont Lane only as a collector and not as an arterial. Related to this
495 recommendation is our plea that this body insist that at least one connector on the
496 Durham side intersect with Highway 54, preferably as an arterial, if planners believe that
497 an arterial is in fact needed at all in this plan.

498 George Smart, resident of 5702 Williamsburg Way, spoke. Bill Green and
499 George Smart own the property that is bounded by Farrington, Cleora, Crescent, and
500 Rutgers. They feel that the various plans that were discussed in the workshops have been
501 combined to produce something that no one wants. George King Road is the obvious
502 choice to route traffic with various improvements. They feel the map has been over
503 designed. The collector road, as currently shown, cuts through the only home on their
504 property and unnecessarily complicates an intersection. They encourage the committee
505 to reject the plan and come up with something with more common sense.

506 W.D. Frazier, resident of Oaks III, spoke. He signed the petition that was referred
507 to earlier by Phil Post. Mr. Frazier asked how many of the TAC members attended any
508 of the workshops. He stated this is very much like a top-down plan. Many objections
509 have been raised and the objections have been ignored. Originally, Nottingham was a
510 collector street and he raised an objection because it was proposed as a collector street the

511 day after the Chapel Hill board adopted measures for traffic calming. Nottingham today
512 is a neighborhood street. The citizens have not been listened to by members. He asked
513 the committee members to take the response of the people to heart as you have a
514 responsibility to listen.

515 Jane Cocke, resident of Falconbridge. Falconbridge is totally ignored in the plan
516 with the exception of the fact you are talking about dumping all the traffic into our
517 neighborhood. Huntingridge is just as much a local street as all the other streets
518 mentioned tonight. It further concerns her that a fire station is being built thirty yards
519 from an intersection that is going to go away. New development has been approved and
520 Ms. Cocke wants to know how they are supposed to get to and from their locations.

521 Dr. John Shillito, resident of 102 Cedar Meadows Lane, spoke. Current
522 problems: The main entrance to The Cedars retirement community is at Meadowmont
523 Lane at the foot of Sprunt Street. Traffic from the UNC Wellness Center contributes to
524 making this a busy corner. A traffic light has been approved for this area. Another part
525 of the Cedars, a cluster of 15 cottages, is entered from Barbee Chapel Road. This road
526 sweeps in a loop through Meadowmont, passing our part of the Cedars, an entrance to
527 Meadowmont Apartments, crosses Meadowmont Lane, passes the Village and Harris
528 Teeter, passes another Meadowmont residential area, and exits onto NC 54 close to
529 Finley Golf Course Road. Barbee Chapel is already a busy road, for drivers turn right off
530 of NC 54, sweep around to Meadowmont Lane, and go on to parts unknown. Few stop in
531 the Village. The road is downhill from NC 54, and few drivers observe the 25 mph limit.
532 Traffic is heavy in the early morning. Some "traffic calming" devices are needed on
533 Barbee Chapel between NC 54 and Meadowmont Lane, and beyond, where it passes a

534 cluster of townhouses on the hill above the Village. Many drivers, including ourselves,
 535 cut through Pinehurst Drive to get from Meadowmont to Ephesus Church Road, and
 536 thence to Chapel Hill or Durham, through a highly residential part of Meadowmont and
 537 then the Oaks and the Chapel Hill County Club areas. There should be a good alternative
 538 to this shortcut, away from any residential areas. Suggestions: (a) Traffic calming
 539 devices, as noted above, in the residential areas of Meadowmont. (b) When an extension
 540 north of Meadowmont Lane is planned, consider abandoning the proposed use of Mt.
 541 Moriah, which passes Home Depot and leads directly to the busy intersection of US 15-
 542 501 and the entrance to the New Hope Commons shopping area. Use instead the existing
 543 short-cut, Farrington Road, which crosses NC 54 at Falconbridge, goes north through a
 544 less-densely settled area to a crossing at Old Chapel Hill Road, then continues northward
 545 as Southwest Durham Drive to pass Patterson Place, which is the shopping area next to
 546 that of Home Depot and Witherspoon Nursery, and joins US 15-501 just northeast of
 547 where Mt. Moriah enters. There is already a traffic light there, and control of this "T"
 548 intersection is easier than an already-busy full crossing at Mt. Moriah. Realize that
 549 Farrington Road, which, as it goes south from Falconbridge, becomes Farrington Mill
 550 Road, then Farrington Point Road, provides access to Stagecoach Road, which is a
 551 shortcut to NC 751 and Southpoint, and continues on to the Governor's Club area,
 552 Carolina Meadows, Farrington Village, Jordan Lake and its Crosswinds Marina, and
 553 ultimately US 64 at Wilsonville. This is already a very popular commuters' alternative to
 554 US 15-501. Utilizing this straight shot south from US 15-501 would provide a better
 555 option than a Meadowmont collector street with traffic-calming devices and speed limits,
 556 and still permit easy exit north or south travel for Meadowmont and Cedars residents.

557 Shannon Smith, resident of 108 Celeste Circle, spoke. If the proposed plan went
558 through, a road would be built in her next door neighbor's yard and her property would be
559 completely isolated. We do not want to get rid of affordable housing. She opposes the
560 plan.

561 A motion was made by Becky Heron and seconded by Diane Catotti to close the
562 public hearing on the Southwest Durham/Southeast Chapel Hill Collector Street Plan.
563 The motion carried unanimously.

564 Ed Harrison stated that the TAC referred the draft plan to Durham and Chapel
565 Hill for review and comment. Chapel Hill wants to fully evaluate the draft plan and
566 provide Chapel Hill residents an opportunity to comment. Chapel Hill asks that the TAC
567 defer action until after October as their hearing is scheduled for October 18, 2006 at 7:00
568 p.m. Alice Gordon stated the recommended TAC action is that we refer the comments to
569 the TCC for consideration in developing a final recommendation regarding the Southwest
570 Durham/Southeast Chapel Hill Collector Street Plan and Ms. Gordon sees no reason to
571 not proceed with that. Andy Henry stated the plan is the same plan all the citizens
572 reviewed at the public workshop and provided comments on. We are aware of some of
573 the issues that were addressed tonight. Mr. Henry stated for the sake of not confusing
574 things, we brought forward the same plan to the May 10, 2006 TAC meeting and it is the
575 same plan being reviewed tonight. It would be good if we could move forward to allow
576 the TCC to take the recommendations from the public and come back with a modified
577 plan before the October 18, 2006 Chapel Hill meeting. Ellen Reckhow stated she hopes
578 that as the TCC is reviewing it they will look at replacing a lot of the lines with potential
579 guidelines for new roads associated with new development. Alice Gordon suggested that

580 comments be referred to TCC for consideration in developing a revised – but not final –
581 recommendation regarding the Southwest Durham/Southeast Chapel Hill Collector Street
582 Plan. Becky Heron stated staff should be directed to look through the comments again
583 and give due consideration to the comments made tonight along with the comments from
584 the schools. Ed Harrison stated that in terms of timing for the revised plan, that Chapel
585 Hill will want to refer this to their advisory board and that will be October 5, 2006. Mr.
586 Harrison stated there are six dotted lines on the plan that connect to the Chapel Hill Town
587 limits and the only dotted line that is about to get built is a road that will connect into
588 Newton Drive. The other dotted lines will not be built for at least a year. Alice Gordon
589 thanked the public for attending the meeting.

590 A motion was made by Becky Heron and seconded by Diane Catotti that
591 comments be referred to TCC for consideration in developing a revised recommendation
592 regarding the Southwest Durham/Southeast Chapel Hill Collector Street Plan. The
593 motion carried unanimously.

594 Mark Ahrendsen explained the handouts that were distributed at the beginning of
595 the meeting. The first two were addressed during the Southwest Durham/Southeast
596 Chapel Hill Collector Street Plan. The preliminary financial feasibility study is for the
597 Triangle Parkway, item 10. The last handout is a newsletter regarding the East End
598 Connector Project update and it is an informational item.

599 Ellen Reckhow asked for a follow up discussion on an item she requested an
600 update for at last month's TAC meeting.

601 **Federal Transit Administration (FTA) Job Access Reverse Commute (JARC) and**
602 **New Freedom Funds (Attachment 7 and 7A)**

603
604 Mark Ahrendsen provided an introduction for the Federal Transit Administration

(FTA) Job Access Reverse Commute (JARC) and New Freedom Funds, along with the attachments. Attachment 7 is the description memo that describes the request for JARC funding to continue the provision of service on a DATA route to Brier Creek. This service tries to connect some low income residents with job opportunities at Brier Creek. It was initiated last November and there are ridership statistics provided. Not surprisingly, as with any new service, the ridership has been very low. In July 2006, DATA is proposing, if approved, to make a modification to the route that they think will improve the ridership. Rather than the route beginning at the Village and going to Brier Creek, it will actually begin downtown so that other bus routes would feed into it to reduce the number of transfers associated with the current routing. The recommendation is to monitor the performance and if after six months it does not meet the performance standards the service will be discontinued.

Alice Gordon asked for clarification, the requested TCC/TAC action is to approve the request. However, she does not see evaluation referenced in the resolution. Mark Ahrendsen stated that the resolution is just to amend the TIP to provide the funding to operate the service.

Ellen Reckhow stated that the TTA has a route that goes from the Research Triangle Park to the airport and up to Brier Creek. It would be interesting to see if there could be any dovetailing of the routes because it could provide a connecting link for individuals traveling to the airport. Mark Ahrendsen stated staff will look at it. This proposal was developed with input from TTA, CAT, and DATA. The primary connection is pulsing with the CAT route that comes out to Brier Creek from Raleigh.

Ed Harrison asked about a formal plan for future spending. Mark Ahrendsen

628 stated that the plan will be developed during the course of the next year. There is not a
629 timetable yet. The plan will be required before 2007 and subsequent year apportionments
630 from this program can be allocated.

631 A motion was made by Diane Catotti and seconded by Becky Heron to approve
632 the Resolution to approve MTIP Amendment #2 which allocates \$96,876 of 2006 JARC
633 funds to DATA to continue service to Brier Creek with the understanding that the service
634 may be discontinued after January 1, 2007, if it does not meet minimum service
635 standards. The motion carried unanimously.

636 **Request by NC Turnpike Authority for Non-voting TAC Membership (Attachment**
637 **8 and 8A)**
638

639 Alice Gordon asked if anyone representing NC Turnpike Authority was in
640 attendance and Mark Ahrendsen stated they were not able to attend. The director had a
641 personal conflict and Robb Teer, our local representative, indicated he would not be able
642 to attend.

643 After discussion, Becky Heron made a recommendation to hold this item until NC
644 Turnpike Authority can be in attendance. Alice Gordon recommended that Robb Teer
645 and the director be invited to attend the August 2006 meeting and it will be discussed at
646 that time.

647 **Turnpike Bills Being Considered by the NC General Assembly (Attachments 9, 9A,**
648 **9B, 9C, and 9D)**
649

650 Mark Ahrendsen provided an introduction for the Turnpike bills being considered
651 by the NC General Assembly. There are two bills that were introduced. One is NC
652 Turnpike Encouragement and Assistance Bill (9) and the other is the Turnpike Revenue
653 Retention Bill (9A). Attachment 9B is a resolution that was enacted by the Durham City

654 Council at their last meeting. Attachment 9C is an expression of the action that the
655 Durham County Board of Commissioners has taken expressing opposition to the Senate
656 Bill 1819 / House Bill 2828 in its present form. There is also a brief memo that
657 summarizes the two bills provided as Attachment 9D.

658 Ellen Reckhow stated the Durham Chamber of Commerce is also taking a
659 position on Senate Bill 1819. Senator Jenkins pulled this item from the agenda of the
660 transportation committee meeting, so there was no discussion of the bill. Ms. Reckhow
661 has had some discussion with Joe Milazzo of the Regional Transportation Alliance
662 (RTA) about looking at an amendment of this bill that would address the major issue of
663 concern for the County which is the movement of trust fund money out of the loop funds
664 and designating gap financing for the turnpikes in another manner that might be
665 acceptable.

666 Joe Milazzo stated that the RTA is open to anything that will make the bill better
667 because their objective is to complete our top two loop projects which are the East End
668 Connector in Durham and the I-540 Western Wake Freeway in Wake County. Ed
669 Harrison stated that someone has to ask someone to amend it. Mr. Milazzo stated they
670 are trying to finalize the language and considering the timing issue. Ms. Reckhow stated
671 that we need to get a workgroup together to work on it. Patrick Hannah of the Durham
672 Chamber talked about working with Joe Milazzo to come up with language that would be
673 more acceptable to Durham. Becky Heron stated that in addition to loop funds, we would
674 hope that any money that might be appropriated through NCDOT would not impact our
675 equity formula.

676 Mark Ahrendsen asked the TAC if there was anything they would like to direct to

staff or the workgroup regarding what they would like to achieve as an outcome of a new version of the bill. Diane Catotti stated that we want to secure money for the East End Connector and other Durham projects. Ms. Catotti asked who in City of Durham is taking the lead for the MPO. Is the LPA or is Elizabeth Stoeber? Mark Ahrendsen stated that both are working on it. Ms. Reckhow stated that Patrick Hannah made a good suggestion today and that is that he would like to work actively with Deborah Craig-Ray, our legislative liaison, and Elizabeth Stoeber via weekly conference calls on Monday to really plan how we are represented in the legislature on a weekly basis. Ms. Reckhow would like staff to look at this and follow up on the questions. Ms. Reckhow stated perhaps the Transportation staff could work with Patrick Hannah and Joe Milazzo to get a suggested language change by this Friday. Alice Gordon stated staff will work with Mayor Bell, Diane Catotti, Ellen Reckhow, Becky Heron, Ken Spaulding, and others to get something together by this Friday. Mark Ahrendsen asked Joe Milazzo when this item is likely to be taken up again by the Senate. Joe Milazzo stated it will not be taken up before next week.

Triangle Parkway Update (Attachments 10, 10A, and 10B)

Mark Ahrendsen provided an introduction for the Triangle Parkway Update, along with the attachments. Mark Ahrendsen spoke with David Joyner with the NC Turnpike Authority about attending the August 2006 TAC meeting to discuss this item. Ellen Reckhow asked if there is a provision for vehicles with three or more passengers to travel for free. Mark stated no, this level of financial study was just looking at tolling all vehicles. There was no provision for managed lanes. Ms. Reckhow recommended having the TCC review and bring back some suggested recommendations to try to make

the roads as environmentally friendly as possible. Ms. Reckhow recommended having the TCC review and weigh in early.

Mark Ahrendsen provided a summary of the report. What they are saying is that their analyses have determined that these are viable toll projects. They projected the toll revenue at the rate they set. They consider this a reasonable toll compared to other toll projects in the country and based on the projected costs associated with the project. Alice Gordon stated that we will put this on the agenda for August and invite David Joyner to attend and in the meantime, ask the TCC to address the concerns that Ms. Reckhow raised.

Update

Ellen Reckhow raised concerns about the deletion of the median that was originally on the plans for the I-85/Hillandale interchange and the effect on pedestrians crossing this wide stretch of Hillandale just north of I-85. Ms. Reckhow raised this issue before and the minutes state that someone would provide an update. Mark Ahrendsen provided an update to Ellen. Mark met with Chris Boyer who will be responsible for maintaining any landscaped medians along I-85. A median on Hillandale at the north ramps and south ramps are going to be provided. The outside curbs still create a wide intersection but there will be a median pedestrian refuge area on both the north and south lanes. In fact, there is a small triangular median on the ramps on the west side of Hillandale.

Alice Gordon asked staff to investigate the maintenance issues and report back to the TAC.

Reports from Staff:

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

724 Felix Nwoko provided an update for the Lead Planning Agency (LPA) Staff
725 Report.

726 **Report from the TCC Chair**

727 Mark Ahrendsen stated staff is continuing to work with NCDOT on the Alston
728 Avenue widening project. They have completed the environmental document and there
729 are still some design features associated with the project that staff has concerns with.

730 Alice Gordon asked about the federal rescission requiring \$.86 on the dollar
731 instead of \$.92 because of Katrina. Did we ever get information back on what is
732 happening with other states? Mark Ahrendsen stated not that he was aware. Alice
733 Gordon asked Mark to get this information and bring it back to the TAC.

734 **NCDOT Report (Attachment 13)**

735 Mark Ahrendsen provided an update. As a result of the funding reduction and the
736 continued cash flow problems, all three projects scheduled to be let in Durham have been
737 delayed five months. The widening of Davis Drive/NC 54 was scheduled to be let in July
738 but it has been delayed until December; the Holloway Street widening was scheduled to
739 be let in November but it has been delayed until April of 2007; and the 15-501 widening
740 and Garrett Road bridge improvements were delayed by five months.

741 **Informational Items:**

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

743 Attached are the recent news articles and updates.

744 **HB 2301 - Funds for "Eat Smart...Move More" Initiative (Attachments 15 and 15A)**

745 HB 2301 - Funds for "Eat Smart...Move More" Initiative is attached.

SB 1751 - Transportation Corridor Study Funds (Farrington/Farrington Mill/Stagecoach Road (Attachment 16 and 16A))

SB 1751 - Transportation Corridor Study Funds (Farrington/Farrington

Mill/Stagecoach Road is attached.

Bicycle Friendly Communities: Carrboro (Attachment 17)

The Bicycle Friendly Communities: Carrboro is attached.

NCDOT 2003-2004 Transit Operating Statistics Report (Attachment 18)

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

USDOT: National Strategy to Reduce Congestion on America's Transportation Network (Attachment 19)

The USDOT: National Strategy to Reduce Congestion on America's

Transportation Network is attached.

Governor Easley's Recommended Adjustments for the 2006-2007 North Carolina State Budget Regarding Transportation (Attachment 20)

Governor Easley's Recommended Adjustments for the 2006-2007 North Carolina

State Budget Regarding Transportation is attached.

Notice of Public Hearing for TIP U-0624 (NC 86/South Columbia Street (Attachment 21)

The Notice of Public Hearing for TIP U-0624 (NC 86/South Columbia Street is

attached.

TAC Letter to NCDOT Regarding Durham Highway Trust Fund Loop Projects - May 4, 2006 (Attachment 22)

The TAC letter to NCDOT regarding Durham Highway Trust Fund Loop Projects

- May 4, 2006 is attached.

June 2006 Safe Routes to School Newsletter (Attachment 23)

The June 2006 Safe Routes to School Newsletter is attached.

777 **Fit Communities Informational Packet (Attachment 24)**

778 The Fit Communities Informational Packet is attached.

779 **Adjournment**

780 There being no further business of the Transportation Advisory Committee, the
781 meeting adjourned at 9:11 p.m. A motion was made by Diane Catotti and seconded by
782 Becky Heron to adjourn the meeting. The motion carried unanimously.



Triangle Parkway Public Meeting

June 20, 2006
TIP No. U-4763

Purpose of the Meeting

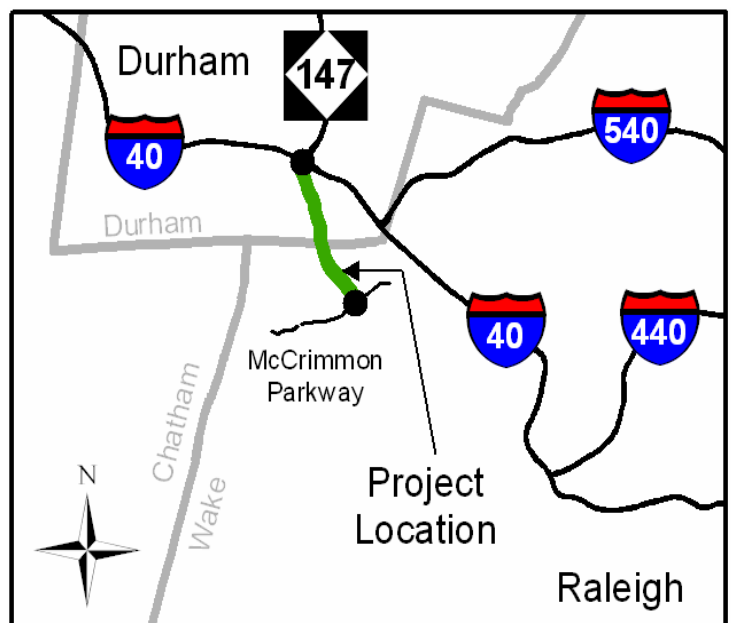
- Present information on the proposed transportation improvements.
- Discuss concerns, receive comments and answer questions on the proposed project.

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.



Continued on back

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

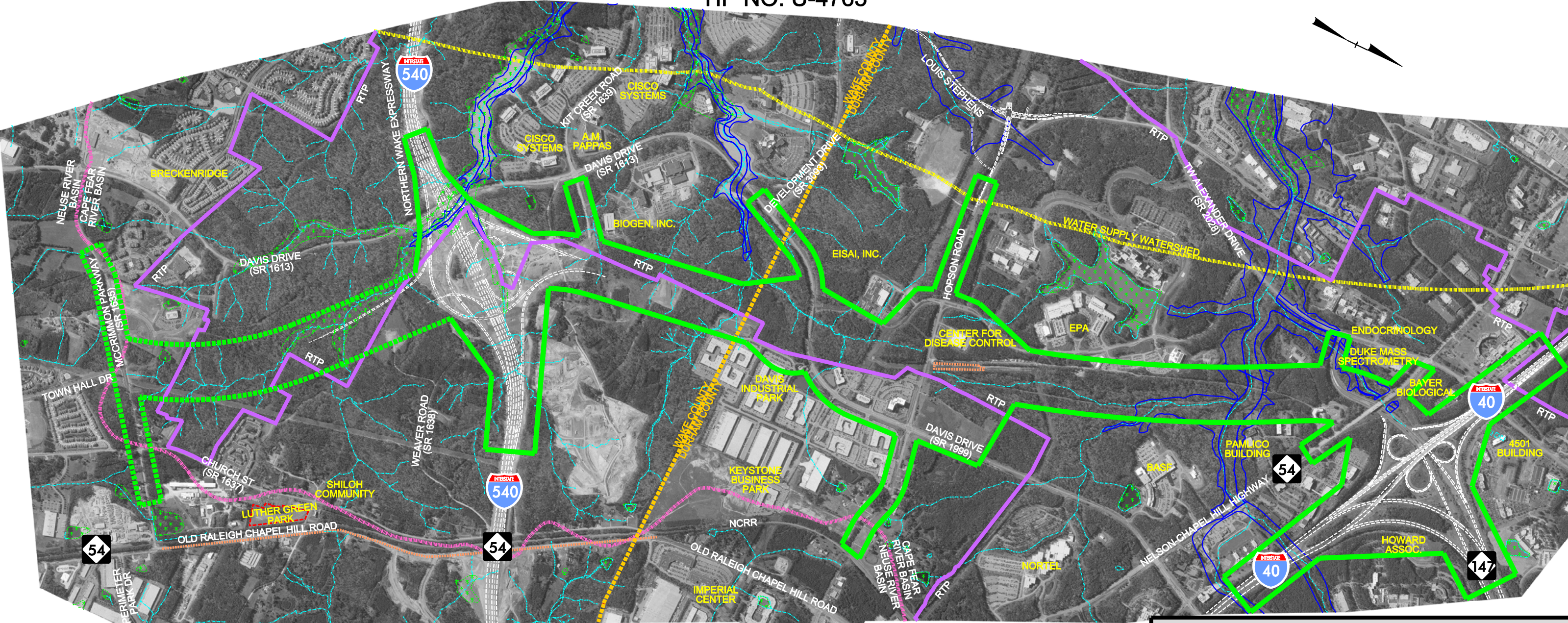
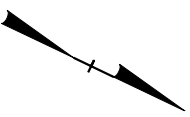
or Jay Bissett, PE
 Mulkey Engineers & Consultants
 Post Office Box 33127
 Raleigh, North Carolina 27636-3127
 Phone: 919-851-1912
 E-mail: jbissett@mulkeyinc.com

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	-----		



 DURHAM • CHAPEL HILL • CARRBORO METROPOLITAN PLANNING ORGANIZATION

Member Governments

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

July 18, 2006

Mr. Jay Bissett, PE
 Mulkey Engineers & Consultants
 PO Box 33127
 Raleigh, NC 27636-3127

RE: Triangle Parkway (TIP U-4763)

Dear Mr. Bissett:

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) offers several comments on the proposed Triangle Parkway (TIP U-4763) toll road.

The DCHC MPO would like to review the assumptions being used to conduct the travel demand modeling used to plan and design the roadway. The MPO realizes that this modeling is essential to determining the need and design of the proposed toll road, and the assumptions used may have significant effects on the final project. The DCHC MPO would like the project team to examine various tolling options including High Occupancy Toll (HOT) lanes and use of the road by buses and carpools. Because these toll options may have significant effects on potential toll revenues and the design of the roadway, the MPO wants to ensure that these options are not being precluded by the modeling assumptions that are being used for the financial feasibility, planning, and design studies.

Although the Triangle Parkway is a freeway prohibiting pedestrian and bicycle accommodations, the DCHC MPO would like consideration of bicycle and pedestrian facilities in the design of the roadway. The NCDOT Greenway Policy and the Center of the Region Enterprise (CORE) plans should be consulted. All planned and existing pedestrian and bicycle facilities on Y-lines should be accommodated for in the Triangle Parkway design. In addition, the DCHC MPO urges the project team to consider innovative design elements such as providing a separate parallel greenway trail in the Triangle Parkway right-of-way.

The DCHC MPO also requests that the toll road be placed in the reserved right-of-way to the extent feasible, considering the environmental and design constraints. The Research Triangle Foundation has been a strong supporter of the Triangle Parkway from the roadway's inception. The foundation has planned for the roadway by protecting a roadway corridor through the Research Triangle Park. Use of this corridor would minimize the impact on the businesses, facilities, and infrastructure.

The DCHC MPO requests that the Intelligent Transportation System (ITS) strategies used on the Triangle Parkway be consistent with the *NC Statewide ITS Strategic Deployment Plan: Triangle Regional Report*. In addition, modifications to interchange access are also an important issue. Safe and efficient ramp movements at I-40 and the Durham Freeway (NC 147) will need to be included in the design. The DCHC MPO is concerned about interchange access and design at Davis Drive, Hopson Road, I-540, and McCrimmon Parkway. Furthermore, the relocation of all utilities and fiberoptics will need special consideration in the design. We urge the project team to consult with the local governments on these issues.

Finally, the DCHC MPO continues to be concerned about additional funding that will be required to construct the project. The Turnpike Authority has stated that toll revenues will not cover all of the project costs. While the DCHC MPO is generally supportive of the Triangle Parkway, it is not the MPO's highest priority for funding. Realizing the tight competition for highway funding in Division 5, the MPO objects to any diversion of funds from the area's highest priority project, the East End Connector (U-71), or any other higher priority projects to the Triangle Parkway.

The MPO appreciates the project team's invitation to attend meetings and to provide comments on the project. The DCHC MPO hopes to be a partner in the planning, design, construction, and operation of the tollroad. Please contact me at 919-560-4366 if you have any questions or if you would like to set up a meeting to discuss our concerns.

Sincerely,



Mark Ahrendsen, Chair
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization
Technical Coordinating Committee

CC: DCHC MPO TAC members

Policy for Non-voting membership to the DCHC MPO TAC

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

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



DURHAM • CHAPEL HILL • CARRBORO METROPOLITAN PLANNING ORGANIZATION

Member Governments

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

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

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

1. Name of organization:

North Carolina Turnpike Authority

2. What is the mission of your organization?

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

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

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

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

The state of North Carolina

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

No.

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

The NCTA, in conjunction with NCDOT, fund and construct roadway facilities.

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

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

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

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

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

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

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

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



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

November 29, 2005

Mr. Patrick Baker, City Manager
City of Durham
101 City Hall Plaza
Durham, North Carolina 27702

Dear Mr. Baker:

The United States Congress Transportation Reauthorization Bill (SAFETEA-LU) included approximately \$3,600,000 in funding through Federal Fiscal Year 2009 for acquisition of rail corridors for and construction of bicycle and pedestrian trails in Durham and Durham County. It is our understanding that the City is interested in pursuing these projects. We will be happy to make the funds available through our normal federal aid reimbursement procedures. The City will be responsible for all matching funds required, in addition to any other costs associated with the project. We further anticipate the City will be responsible for all planning, design, right-of-way acquisition and construction activities.

Prior to the City incurring any expenses on this project, the State Transportation Improvement Program (TIP) must be amended and a municipal agreement executed. Please send us information regarding the proposed projects including a description, map, and a project timeline so that we may begin this process. Federal and state fiscal constraints may affect the effective amount of funding and the timing with which reimbursements can be made.

If we can provide you with additional information, please contact Mike Stanley at (919) 733-2039 or myself. Thank you.

Sincerely,


Calvin Leggett, PE
Manager, Program Development Branch

CWL/ms

cc: ✓ Mark Ahrendsen, City of Durham
✓ Alison Carpenter, City of Durham
Kenneth Spaulding, Member, Board of Transportation
Jon Nance, PE, Division Engineer, NCDOT Division 5
Caitlin Rayman, Federal Programs Coordinator
Laurie Smith, CPA, Funds Administration Section

PROGRAM DEVELOPMENT BRANCH
Room 146, Transportation Building
1542 Mail Service Center
Raleigh, NC 27699-1542

Demo ID	SEC. 1702 HPP No.	State	Project Description	SAFETEA-LU Section 1702 5-Year Authorized Amount	FY 2005 Allocation 20%	FY 2005 availability	FY 2006 Allocation 20%	FY 2006 availability
NC113	2863	North Carolina	Durham and Chatham Counties, NC Completion of American Tobacco Trail	\$1,600,000	\$320,000	\$273,751	\$316,800	\$275,768
NC122	3454	North Carolina	Construct bicycle and pedestrian trails, Durham and Durham County.	\$1,600,000	\$320,000	\$273,751	\$316,800	\$275,768
NC155	4456	North Carolina	Acquisition of rail corridors for use as bicycle and pedestrian trails, Durham	\$2,000,000	\$400,000	\$342,189	\$396,000	\$344,710

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

**AMENDMENT #3
August 9, 2006**

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

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

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

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

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

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

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

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

Now, therefore, be it resolved that:

The Durham-Chapel Hill-Carrboro Transportation Advisory Committee hereby amends the FY 2006-2012 Metropolitan Transportation Improvement Program of the Durham-Chapel Hill-Carrboro Urban Area, as approved by the TAC on October 12, 2005, and as described in the "Attachment to Resolution for Amendment #3 to DCHC 2006-2012 MTIP."

I, _____, Transportation Advisory Committee Chair, do hereby certify that the above is a true and correct copy of the excerpt from the minutes of a meeting of the Durham-Chapel Hill-Carrboro Transportation Advisory Committee, duly held on the 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: _____

Attachment to Resolution for Amendment #3 to DCHC 2006-2012 MTIP

Current FY 2006-FY 2012 TIP:

I.D. No.	System	Description	Funding		FFY
E-2921E	City of Durham	American Tobacco Rail Trail; I-40 Bridge and Multi-Use Trail from NC54 to Chatham County line	C (2004 Earmark)	\$496,000	2006
			STP-DA	\$1,181,000	2006
			Local	\$295,000	2006
			TOTAL	\$1,972,000	

Revised FY 2006-FY 2012 TIP:

I.D. No.	System	Description	Funding		FFY
E-2921E	City of Durham	American Tobacco Rail Trail; I-40 Bridge and Multi-Use Trail from NC54 to Chatham County line	Planning & Design	\$457,228	2006, 2007
			Construction	\$2,057,526	2007
			Construction	\$2,057,526	2008
			TOTAL	\$4,572,280	

Detailed funding source table:

I.D. No.	System	Description	Funding	
E-2921E	City of Durham	American Tobacco Rail Trail; I-40 Bridge and Multi-Use Trail from NC54 to Chatham County line	2005 SAFETEA-LU Earmark - ATT	\$1,376,000
			2005 SAFETEA-LU Earmark - General	\$860,000
			2004 Earmark	\$496,000
			STP-DA	\$1,181,000
			State	\$0
			Local	\$854,250
			TOTAL	\$4,572,280

**Development Process & Schedule for the DCHC
2007 - 2013 Metropolitan Transportation Improvement Program -MTIP**

1	8-Sep-06	NCDOT releases Draft 2007-2013 State Transportation Improvement Program (STIP)
2	Sept 8 - Sept 13	LPA reviews the MPO supplement to the draft 2007-2013 STIP, including analysis & comparison with the 2006-2012 MTIP and 2007-2013 Regional Priority List.
3	13-Sep-06	TAC receives the MPO supplement to the draft 2007-2013 STIP, including LPA analyses & comparison with the 2006-2012 MTIP and 2007-2013 Regional Priority List. TAC provides feedback on the draft STIP and staff analyses. TAC releases STIP as draft MTIP for public
4	27-Sep-06	TCC receives draft STIP MPO Supplement and staff analyses. TCC directs TIP subcommittee to develop a draft 2007-2013 MTIP
5	Sept - Oct	Development of the 2007-2013 MTIP
6	11-Oct-06	TAC holds Public Hearing on the Draft 2007-2013 MTIP (evening meeting) & provides direction to the TCC
7	25-Oct-06	TCC reviews preliminary Draft of the 2007-2013 MTIP
8	Sept - Oct	MPO holds One-on-One review session with the NCDOT/local BOT Members
9	8-Nov-06	TAC receives Draft of the 2007-2013 MTIP and offers feedback to the TCC
10	22-Nov-06	TCC considers public comments and recommends approval of 2007-2013 MTIP
11	13-Dec-06	TAC approves final 2007-2013 MTIP
12	20-Dec-06	MPO transmits 2007-2013 MTIP to the Secretary of Transportation (NCDOT)
13	Dec 06 - Jan 07	MPO and NCDOT reconcile TIP differences
		NCDOT Board of Transportation (BOT) approves FY 2007-2013 STIP

Memorandum

To: Transportation Advisory Committee
DCHC MPO

From: Transportation Coordinating Committee
DCHC MPO

Subject: 2035 Long Range Transportation Plan (LRTP) and Comprehensive
Transportation Plan (CTP) Schedule

Date: August 9, 2006

Background

The DCHC MPO must update the 2030 Long Range Transportation Plan (LRTP). Given the complexity of this update process, the MPO has drafted a development schedule. This development schedule takes into consideration the many detailed tasks that must be completed in order to adopt an updated plan, ensures that the MPO meets the many state and federal requirements for a valid plan, and ensures that the MPO policies are met (such as the public involvement policy). In addition, the schedule ties together the development and approval of the Comprehensive Transportation Plan (CTP) and the 2035 LRTP.

Key Characteristics

The schedule has several important characteristics that deserve elaboration:

Ample TAC Review

The schedule provides the TAC ample opportunity to review and provide input for the 2035 LRTP products and deliverables. The TAC receives the products and deliverables at the TAC meeting that is at least one month before a decision and approval needs to be made.

Substantial Public Involvement

The schedule provides substantial public involvement including workshops, public hearings, Citizen Transportation Advisory Board (CTAB) input, newsletters and local government input for the major products and deliverables. These activities are indicated in the schedule under the column heading "Pub. Involve."

Concurrent Development of 2035 LRTP and CTP

The Thoroughfare Plan for the DCHC MPO needs to be updated – it was last updated in 1991. In the interim, the North Carolina Department of Transportation (NCDOT) has

changed the Thoroughfare Plan format and renamed the product the Comprehensive Transportation Plan (CTP). Among the most significant changes to the product is that the CTP is a multi-modal plan, and therefore it is a long-range transportation that is not fiscally-constrained (i.e., the CTP does not have to demonstrate a revenue source to pay the transportation facility costs). Given the similarities between the 2035 LRTP and CTP, these plans will be developed and reviewed concurrently.

Meet Deadlines

Timing is an important issue. Based on the new federal transportation legislation, called SAFETEA-LU, the 2030 LRTP for the DCHC MPO is valid for four years, or until June 15, 2009. In addition, air quality legislation requires the DCHC MPO to demonstrate air quality conformity within two years of establishing an emissions budget in the State Implementation Plan (SIP). The United States Environmental Protection Agency (US EPA) and the North Carolina Department of the Environment and Natural Resources (NC DENR) could possibly set this budget as early as April 2007, thereby requiring the DCHC MPO to demonstrate that the long range transportation plan conforms with air quality requirements by April 2009. The schedule ensures that the Plan will be approved by the earlier April deadline.

Agency Coordination

The development and approval of the 2035 LRTP must be coordinated with several state, federal and local agencies, including the US EPA, NC DENR, United States Department of Transportation (both FHWA -- Federal Highway Administration and FTA -- Federal Transit Administration), the Capital Area Metropolitan Planning Organization (CAMPO), and Triangle J Council of Governments (TJCOG -- administrator for the Triangle Rural Planning Organization). The schedule activities and due dates is coordinated with these agencies.

Attached Documents

Attachment 10A is a narrative of the work tasks, and 10B is the summary schedule and 10C is the detailed schedule.

TAC Action

Review the draft LRTP schedule, provide comments, and take action as appropriate.

DCHC 2035 LRTP, CTP and AQ Conformity Work Plan

1. Work Plan and Schedule

The process to develop the 2035 LRTP and Comprehensive Transportation Plan (CTP) will last over three years, involve hundreds of separate tasks, and include over a dozen different agencies. A detailed Work Plan and Development Schedule will be needed to organize the process and inform the TAC and various agencies of their responsibilities in completing the 2035 LRTP. The Development Schedule presents the Tasks and subtasks that need to be completed to adopt the 2035 LRTP, and includes a tabular monthly schedule to show when tasks will be worked on and completed, and when public involvement activities are planned. The Work Plan provides detailed data for each Task and subtask including the agencies responsible for completing the work and any dependency on the completion of related Tasks. Thus, the Task designations on this document, the Work Plan, correspond with those of the Schedule.

As the 2035 LRTP and CTP process unfolds, the Lead Planning Agency (LPA) will use a third document to manage the process – the LPA will provide a monthly update to the TCC and TAC on Task work-in-process and completed.

The process to approve the 2035 LRTP Work Plan and Schedule should coincide with the process to update the MPO Public Involvement Plan and approve the LRTP public involvement plan (see Task #2).

1.1 Develop 2035 LRTP/CTP work plan and schedule

Develop Plan -- The LPA develops draft Work Plan and Schedule based on TRM schedule, SAFETEA-LU and AQ Conformity regulations, MPO public involvement policy, State Comprehensive Transportation Plan (CTP) requirements, and TAC directives. Schedule shows tasks and due dates, and the Work Plan shows which agency is responsible for the completing the various components of each task.

Review Plan – The TCC reviews and comments on the Work Plan and Schedule, and refers to LRTP subcommittee, if needed. TCC approves and forwards plan to TAC

1.2 TAC receives 2035 LRTP Work Plan and Schedule

Reviews Plan – The TAC reviews and comments on the Work Plan and Schedule, and refers requested changes to TCC, if needed.

1.3 TAC endorses 2035 LRTP Work Plan and Schedule

Make Changes to Plan – The TCC, or LRTP subcommittee, makes changes to the Work Plan and Schedule based on TAC comments. The TCC recommends the modified plan to the TAC.

Endorses Plan – The TAC endorses the modified Work Plan and Schedule.

2. Update Public Involvement/Outreach Program

The MPO Public Involvement Policy must be updated to reflect SAFETEA-LU requirements and TAC requests approved in January 2005 that were part of the MPO efficiency plan. A notable addition to the Policy will be the establishment of a Citizen Transportation Advisory Board (CTAB) for ongoing review of MPO activities and products, as designated in the MPO efficiency plan. In addition to the Policy changes needed to reflect new federal legislation and MPO policy, the current MPO Public Involvement Plan requires a tri-annual review of the Policy.

The process to update the MPO Public Involvement Plan and approve the LRTP public involvement plan should coincide with the review and approval of the 2035 LRTP Work Plan and Schedule (see Task #1). The Policy, Plan and Schedule are directly related and therefore their development and review process can be completed more efficiently and effectively if done in tandem.

The Public Involvement Policy needs to be updated and the CAC needs to be established before the MPO can begin some of the first LRTP Tasks such as adopting the Goals and Objectives and approving the Socio-economic data.

2.1 Update Public Involvement Policy

Update Policy -- The LPA updates the current MPO Public Involvement Policy to reflect SAFETEA-LU requirements and TAC requests approved in January 2005 (as part of the MPO efficiency plan). A notable addition to the Policy will be the establishment of a Citizen Advisory Committee for ongoing review of MPO activities and products, as designated in the MPO efficiency plan. TCC reviews and comments on updated policy, and makes recommendation to the TAC. TCC may decide to send this task to the Administration subcommittee.

2.2 TAC releases Updated Public Involvement Policy

Release Policy – TAC reviews policies, makes comments, and releases Updated MPO Public Involvement Policy for 45-day public comment period.

Advertise Public Comment Period – LPA advertises public comment period and contact/comment information. LPA collects public comments.

Modify Updated Policy – LPA modifies Updated Public Involvement Policy based on comments from public, TAC and TCC.

Recommend Policy – TCC reviews and recommends Updated Public Involvement Policy for TAC approval.

2.3 TAC conducts public hearing

Conduct Hearing – TAC conducts a public hearing to receive public input on proposed changes to the MPO Public Involvement Policy. The hearing is required in the current Public Involvement Policy.

2.4 TAC approves Updated Public Involvement Policy

Approve Policy – TAC reviews public comments and changes to previous draft Policy, and approves Updated Public Involvement Policy. TAC may choose to refer updated Policy to TCC for changes, and then approve the Policy at the next TAC meeting.

2.5 Develop LRTP Public Involvement Plan and Establish CAC

Develop Plan – LPA develops specific plan for LRTP public involvement activities, and for the establishment of a Citizen Advisory Committee (CAC) to provide ongoing input on MPO activities and products. The CAC plan will likely include a recommended structure (i.e., distribution of membership) and a set of CAC guidelines.

Review Plan – TCC reviews LRTP public involvement plan and CAC structure and guidelines, makes comments and recommendation to the TAC. TCC may decide to refer this task to the Administration subcommittee.

2.6 Public involvement and outreach for LRTP and CTP

Conduct Orientation – LPA develops orientation materials and conducts orientation for CAC.

Provide Ongoing Support – LPA provides ongoing support to the CAC based on the CAC structure and guidelines approved by the TAC.

3. Goals and Objectives and Targets

The MPO will need to evaluate the various transportation projects and alternatives to select the Preferred Option that will ultimately become the 2035 LRTP. Criteria such as a set of goals and objectives, targets and measures of effectiveness (MOE) will be needed to guide this evaluation. The MPO used a set of criteria to evaluate alternative in the 2025 LRTP and 2030 LRTP development processes, but these criteria will need to be updated to ensure that they reflect the current desired of the community. In addition, new requirements in the federal SAFETEA-LU legislation require a “visioning” process to establish long-range plan evaluation guidelines.

Most components of this Task cannot begin until the TAC has updated the public involvement plan, approved the 2035 LRTP public involvement plan, and established the CAC (see Task #1 and Task #2).

3.1 Conduct Public Workshops to generate Community Vision

Conduct Workshops – LPA and partner agencies develop and conduct multiple public workshops throughout MPO area to solicit public input in creating a Community Vision. This Vision will comply with the new requirements in SAFETEA-LU. LPA mails notices to interested citizens and agencies, and advertises the workshops. Partner agencies provide contact information for any citizens to receive workshop notices (who are not already in the LPA database). CAC participates in workshops.

3.2 Identify MOE for Goals and Objectives

Identify MOE – LPA develops measures of effectiveness for the Goals and Objectives. The LPA will review the current capabilities of the Triangle Regional Model (TRM) and other transportation data sources to establish the availability of reliable data to support the MOE.

3.3 Summarize and tabulate Community Vision

Summarize Vision – LPA will tabulate and summarize the public input from the Community Vision workshops.

3.4 Develop draft LRTP Goals and Objectives and Targets

Develop G&O and Targets – LPA will draft LRTP Goals and Objectives and Targets, based on workshops and quality of data sources, and present to TCC along with Community Vision workshop summary. TCC provides comments, and may decide to refer the task to the LRTP subcommittee.

3.5 TAC releases LRTP Goals and Objectives and Targets

Review G&O and Targets – TAC reviews summary of Community Vision workshops, and draft Goals and Objectives and Targets, and provides comments.

Initiate Local Review -- Partner agencies, if desired, begin process to include Goals and Objectives, MOE, and Targets in local council/commissioner agenda for review and comment in timely fashion (i.e., local government review occur in time for comments to be considered in MPO review process).

Release G&O and Targets – TAC releases LRTP Goals and Objectives, MOE, and Targets for 42-day public comment period

Provide G&O and Targets to Public – LPA advertises public comment period and provides contact information. Partner agencies, if desired, include official draft Goals and Objectives, MOE, and Targets in local council/commissioner agenda.

3.6 TAC conducts public hearing on LRTP Goals and Objectives and Targets

Conduct Public Hearing – TAC conducts public hearing on LRTP Goals and Objectives, MOE, and Targets, and provides directives to TCC for drafting final document. Partner agencies present results from local council/commission review (e.g., resolution).

Modify G&O and Targets – LPA modifies Goals and Objectives, MOE, and Targets based on public hearing, TAC directives, and CAC input.

Review G&O and Targets – TCC reviews Goals and Objectives, MOE, and Targets, and makes recommendation to TAC based on public hearing, TAC directives and CAC input.

3.7 TAC adopts LRTP Goals and Objectives and Targets

Adopt G&O and Targets – TAC adopts Goals and Objectives, MOE, and Targets. TAC may choose to refer documents to TCC for changes, and then adopt them at the next TAC meeting.

Publish G&O and Targets – LPA publishes Goals and Objectives, MOE, and Targets on Web site.

4. Socio-economic Data (SE Data)

The Triangle Regional Model (TRM) requires corrected 2002 socio-economic data (SE Data) to calibrate the model transit to TranCAD. The Service Bureau will use the SE

Data to run the model then check the actual 2005 traffic counts with the model forecasts for 2005. The new model will require SE Data for the 2005 Base Year and forecasts in five-year increments, e.g., 2010, 2015...2035, for use in evaluating the various LRTP alternatives. In addition, alternative land use scenarios will produce alternative forecasts to create “what if” land use proposals. Given the important of the SE Data, it will be scrutinized by local governments and complete an extensive public review process.

Given the close relationship between the SE Data and model validation, the Service Bureau can work on the TransCAD transition and model validation concurrently with the SE Data review process. In fact, the TAC can review and accept the SE Data and model at the same meetings.

The development of alternative land use scenarios in Task #4.4 is directly related to Task 7.

4.1 Review and correct 2002 SE Data for model calibration

Review data -- The Triangle Regional Model (TRM) requires SE Data for calibration. The LPA provides the 2002 SE Data, which was used in the 2030 LRTP process, to partner agencies. The partner agencies (Chapel Hill, Carrboro, Orange County and Chatham County) review and correct the data, and forward the corrected data to the Lead Planning Agency (LPA).

Forward 2002 data to Service Bureau -- The LPA conducts several quality checks and forwards the data to the TRM Service Bureau in the needed format.

Calibrate TRM – Service Bureau uses 2002 SE Data to calibrate the TRM.

4.2 Collect, analyze and tabulate Base Year Data

Review employment data -- The 2005 Base Year employment data will be tabulated as of June 30, 2005. The LPA provides InfoUSA data to the partner agencies in an application that facilitates review, geocoding and editing at the parcel level. The partner agencies review and edit the data.

Forward employment data to Service Bureau -- The LPA conduct several quality control checks and forward the employment data to the TRM Service Bureau (by TAZ).

Collect CO data – The 2005 Base Year population data (i.e., housing units, households, population and mean income) will be tabulated as of June 30, 2005. Partner agencies forward geocoded CO (Certificates of

Occupancy) data to the LPA. The COs indicate new housing units from April 1, 2000 (date of last census) through June 30, 2005.

Forward population data to Service Bureau – The LPA tabulates CO and census data, conducts several quality checks, and forwards the population data to the Service Bureau (by TAZ).

Check Base Year Data – The Service Bureau performs quality control checks on Base Year data. Partner agencies work with LPA and Service Bureau to review and modify data.

4.3 Forecast Horizon Years

Forecast SE Data – The partner agencies forecast SE Data from 2005 to 2040 in 5-year increments, base forecasts on locally-adopted long-range land use plans, and provide the data to the LPA in a geocoded format (e.g., latitude/longitude or parcel).

Forward forecast data to Service Bureau – The LPA conducts quality checks and the partner agencies resolve any identified anomalies. LPA forwards the data to the Service Bureau.

4.4 Develop alternative land use scenarios

Develop Scenarios – LPA develops forecast data based on alternative land use assumptions. Beside the assumptions of the current comprehensive land use of the various MPO governments, which is to be used for developing the 2035 LRTP, alternatives might include: Possible alternatives include: using same control totals but rearranging growth; moderating growth below control totals.

4.5 TAC receives preliminary summary of SE Data

Receive Summary – TCC reviews preliminary data, makes comments, and recommends preliminary TAC review. TAC receives preliminary summary and provides comments. The LPA and partner agencies prepare agenda item for local government council and commissioners to permit proper local review in time for forwarding to TAC.

4.6 TAC release draft SE Data for 42-day public comment period

Communicate with public – The LPA prepares a detailed report of the draft SE Data, writes a newsletter, and sets-up, advertises and conducts a series of public workshops. Partner agencies proof their sections of the

detailed report and support public workshops that are likely to draw citizens from their jurisdictions.

Release SE Data – TAC reviews draft SE Data and release for 42-day public comment period.

4.7 TAC conducts public hearing; Local governments provide comments

TAC conducts public hearing – The TAC conducts a public hearing on the SE Data. The LPA and partner agencies present the SE Data to their local body of elected officials for comments, giving enough time for those comments to be forwarded to the TAC before the SE Data is to be approved.

4.8 TAC approves SE Data

TAC approves SE Data – The LPA and partner agencies make adjustments to the SE Data based on TAC and public comments. The LPA prepares the final detailed report. The TAC approves the SE Data, or refers the SE Data to the TCC for changes and then approves the document at the next TAC meeting.

Forward Approved SE Data to Service Bureau – The LPA forwards the approved SE Data to the Service Bureau. The LPA and partner agencies make adjustments to the approved SE Data without additional TAC action as technical errors are corrected. The TAC will need to approve changes that are based on policy changes.

5. Triangle Regional Model

The Triangle Regional Model is among the most important tools for evaluating the various transportation projects and transportation plan alternatives. The TRM Service Bureau is responsible for developing the TRM, including the transition to a TransCAD software platform and setting up the model to generate Base Year and forecasted output. The DCHC MPO is responsible for the Base Year and forecasted network information and SE Data that serve as input into the TRM for the MPO and certain adjacent areas. In addition, the MPO shares a responsibility to review TRM output for accuracy.

Given the close relationship between the SE Data and model validation, the Service Bureau can work on the TransCAD transition and model validation concurrently with the SE Data review process. In fact, the TAC can review and accept the SE Data and model at the same meetings.

The Service Bureau has contracted with several agencies to provide updates to the transportation parameters that are an integral part of the model. These updates, which

will be incorporated into the TRM in time for use in the 2035 LRTP development process, include: Travel Behavior Survey; Transit On-board Survey; Transit Boarding and Alighting Survey; Special Generator Survey; Speed/Travel Time Survey; 24-hour Traffic Counts; Commercial Vehicle Survey; and, External Station Survey/Screen Line Counts.

5.1 Service Bureau completes TransCAD model update

Provide SE Data – LPA and partner agencies provide corrected 2002 SE Data to the Service Bureau.

Perform Quality Check – Service Bureau provides Base Year (i.e., 2005 forecast) and forecasted model output, and quality assurance tools (e.g., forecast v. actual traffic count comparisons). LPA and partner agencies check output to ensure that model is consistent, logical and accurate, and provide comments to the Service Bureau.

Make TransCAD Model Corrections – Service Bureau makes model corrections based on their analysis and comments from the four TRM partners. TRM Executive Committee approves corrected TransCAD model for delivery to MPO and three other partner agencies.

5.2 Complete Base Year Validation

Complete Validation – Service Bureau completes 2005 Base Year validation including performance measures, maps, tables and other required output. The validation process requires the SE Data, and therefore this Task cannot be completed until the SE Data is completed. TRM Executive Committee approves validated model for delivery to MPO and three other partner agencies.

5.3 TAC Accepts Model

Make Recommendation – LPA and partner agencies review new TransCAD model, validated model, and performance measures. TCC reviews, comments and makes recommendation to TAC.

Accept Model – TAC reviews and accepts model and TRM validation. The TAC might choose to review and accept these items along with the SE Data.

5.4 Prepare Horizon Year and Air Quality models

Prepare Models – LPA uses validated model to generate data for 2005 Base Year, 2035 horizon year, and 2010, 2015, 2020, 2025 and 2030 Air Quality model years.

6. Deficiency Analysis and Need Assessment

The TRM will generate maps and other analysis that identify transportation deficiencies given the approved SE Data and the assumption that transportation projects that are currently funded will be implemented. The Deficiency Analysis will be multi-modal, e.g., congested roads, lack of transit. The Needs Assessment will compare the deficiencies with the Goals and Objectives to prioritize the deficiencies.

This Task depends on the completion and approval of the SE Data Work. Work on the Deficiency Analysis and Needs Assessment can begin by using the draft SE Data, but the final documents will require TAC-approved SE Data.

6.1 Generate Deficiency Analysis

Generate Analysis – LPA uses approved TRM to generate deficiency analysis for MPO and adjacent areas, including Base Year, and 2035 with existing plus committed transportation network. Partner agencies provide existing and existing plus committed transportation network, and review and comment of Deficiency Analysis.

6.2 Develop Needs Assessment

Develop Assessment – LPA develops Needs Assessment based on Deficiency Analysis and Goals and Objectives. Partner agencies review and comment on Assessment. TCC reviews Assessment and makes recommendation to TAC.

6.3 TAC receives Deficiency Analysis and Needs Assessment

TAC Review – TAC reviews, comments, and approves Deficiency Analysis and Needs Assessment. TAC may choose to refer documents to TCC for changes, and then approve them at the next TAC meeting.

7. Land Use Analysis

Land use has a great impact on transportation demand. As a result, the MPO wants to know how changes to local land use might impact transportation demand, deficiencies and needs. The MPO will develop alternative land use scenarios to identify the transportation impacts of changing land use. The TRM has a key role in identifying transportation deficiencies and generating performance indicators, and the SE Data is an integral input to the TRM. Thus, the Land Use Analysis Task will require the preparation of SE Data for the various land use alternatives.

7.1 Collate and map existing plans

Collate Existing Plans – Partner agencies provide existing land use plan, policies (to the extent possible), and zoning in prescribed GIS format. LPA collates information and produces maps and supporting documentation. Partner agencies review and comment on maps and documents.

7.2 Develop and test scenarios and impacts

Develop and Test – LPA generates indicators to evaluate land use scenarios. LPA and partner agencies develop and test land use scenarios and transportation impacts using the indicators.

7.3 TAC receives land use scenarios

Receive Scenarios – TCC reviews land use scenarios and transportation impacts, and forwards to the TAC with a recommendation. TAC provides comments and directives, and may decide to refer the documents back to the TCC for changes, and then approve them at the next TAC meeting. The land use alternatives might be an integral component of the 2035 LRTP report.

7.4 Land use impacts in Preferred Option

Impacts in Preferred Option – LPA and partner agencies incorporate chosen set of land use scenarios in to the Preferred Option and measure the transportation impacts.

8. Alternatives Analysis

The MPO will generate and evaluate alternatives for meeting transportation needs. Thus, this Task depends on completion of the Goals and Objectives, Deficiency Analysis and Needs Assessment. Each Alternative is a set of highway, transit, bicycle, and other transportation mode projects that reflect a combination of several key characteristics. Considerable effort will be required to reflect the many adopted transportation plans and other potential transportation facilities in the Alternatives, and to include the cost and other key information necessary to evaluate the projects. The following plans and studies will be included: TTA Phase I Rail Corridor; TTA RDU access study; US 15-501 Transit Corridor; I-40 HOV study; US 15-501 highway corridor study; CORE transit loop; transit system five-year and master plans; NC 54/I-40 transit study; bicycle and pedestrian plans; and, transportation demand management (TDM) and transportation system management (TSM) programs and policies.

8.1 Establish LRTP Alternatives Evaluation Criteria

Establish Criteria – LPA provides format for Alternatives evaluation criteria. This Task depends on the completion of Task #3 – Goals and Objectives, and Targets and Measures of Effectiveness.

8.2 Generate Alternatives

Generate Alternatives – Partner agencies provide transportation network information based on approved local plans, MPO plans, and other local needs. LPA generates Alternatives based on Goals and Objectives and Needs Assessment, and includes a methodology to forecast the costs for each transportation project that might be included in an Alternative.

8.3 TAC provides input and comment on Alternatives

Provide Comments – TAC reviews Alternatives and evaluation results and provides comments. TAC may decide to have LPA make modify, add or delete Alternatives, and address these Alternatives at next TAC meeting.

8.4 Evaluate Alternatives

Evaluate Alternatives – LPA evaluates Alternatives using evaluation criteria, including Environmental Justice (EJ), environmental screening, and financial analysis. Some of the evaluation might not occur until the TAC has narrowed the choices to the most-promising Alternatives.

8.5 TAC receives Alternatives and selects Preferred Option

Refine Alternatives -- TAC will likely go through several iterations in which they request the addition, deletion, and modification of Alternatives, and the TCC and LPA make changes to the set of Alternatives to narrow the choices to the most-promising Alternatives, and present the new set of Alternatives to the TAC.

Select Option -- TAC selects an Alternative, called the Preferred Option, for additional development before incorporation into the 2035 LRTP.

9. Develop Comprehensive Transportation Plan (CTP)

The North Carolina Department of Transportation and State legislation require the MPO to develop a Comprehensive Transportation Plan that the Board of Transportation subsequently reviews and approves. The CTP, which has replaced the previous Thoroughfare requirement, does not need to be fiscally-constrained and therefore does not need to demonstrate a reasonable funding source to pay for the transportation projects. Thus, Preferred Option can be developed into the CTP by changing the

presentation format and completing additional analysis to meet NCDOT requirements. Efforts to develop the CTP can occur at the same time as the Preferred Option becomes focused, but the final CTP analysis cannot occur until the TAC approves the Preferred Option.

9.1 Develop Comprehensive Transportation Plan (CTP)

Develop Plan – LPA uses Preferred Option to develop CTP modes and programs, such as highway, transit fixed-guideway, Intelligent Transportation Systems (ITS), Transportation Demand Management (TDM), bicycle, and pedestrian, and presents in format required by NCDOT, which is mostly in a map format.

9.2 Develop Other CTP Studies

Develop Unique Components – LPA develops any unique components of the CTP – in other words, those components that have not already been completed as part of the 2035 LRTP. These components might include: Environmental Mitigation; Consideration of Planning Factors; Purpose and Need for Major Projects.

9.3 Interagency Consultation/Concurrence with NCDOT

Consultation and Concurrence –

9.4 TAC endorses draft CTP

Consultation and Concurrence – TAC endorses the CTP. TAC may choose to request that the TCC make additional changes and then endorse the Plan at the next TAC meeting. Note: This Task is subsumed in Task 11.7.

10. Financial Plan

Federal regulations require the long-range transportation plan to be fiscally-constrained. This requirement means that there must be a reasonable expectation that there will be adequate revenues to cover the costs of completing the many modal projects in the 2035 LRTP. To demonstrate fiscal constraint, the MPO must employ a reliable methodology to forecast costs and revenues. This Task depends on TAC approval of the Preferred Option.

10.1 Refine Cost Estimates and Revenue Forecasts

Refine Estimates and Forecasts – LPA refines the cost estimates, which have already been developed during the Alternatives Development Task, and the revenue forecasts that will be from traditional revenue sources.

10.2 Develop Non-Traditional Revenue Strategies and Financial Plan

Develop Financial Plan – LPA develops strategies for non-traditional revenue sources, and completes Financial Plan for the Preferred Option using costs, traditional revenues and non-traditional revenues.

11. Adoption of CTP and 2035 LRTP

The TAC endorsement of the draft 2035 LRTP and CTP will likely occur after several iterations in which the TAC reviews the drafts, requests changes and additional information, and receives the updated draft from the TCC.

The Triangle J Council of Governments (TJCOG) will have coordinated several meetings Interagency Consultation meetings to ensure that the LRTP process for the DCHC MPO, CAMPO and various Rural Planning Organizations (RPO) is well integrated with the requirements of the various federal and State oversight agencies (such as NCDENR, US EPA and US DOT/FHWA). At this point in the LRTP development process, these meetings will occur more frequently and the oversight agencies might be able to begin review efforts of the LRTP data before TAC approval.

11.1 Prepare draft Fiscally-Constrained 2035 LRTP

Prepare Fiscally-Constrained 2035 LRTP – LPA integrates Financial Plan and Preferred Option to prepare report and presentation of Fiscally-Constrained 2035 LRTP. TCC reviews draft 2035 LRTP and makes recommendation to TAC. Partner agencies prepare council and commissioner agenda for local government review of the documents.

11.2 TAC Releases draft 2035 LRTP and CTP for Public Comment

Release for Public Comment – TAC reviews draft 2035 and CTP, makes comments, and releases for 42-day public comment period. TAC may choose to refer documents back to TCC for changes and then releasing the documents at the next TAC meeting. LPA publishes documents, and partner agencies include draft documents in council and commissioner agenda.

Provide Data to Oversight Agencies – Although the TAC has not yet approved the LRTP, some oversight agencies (such as the NCDOT and NCDENR) might be able to begin review of the data that is required to complete conformity analysis.

11.3 TAC Conducts Public Hearing on draft 2035 LRTP and CTP

Conduct Public Hearing – TAC conducts public hearing on draft 2035 and CTP, and provides directives to TCC.

11.4 Local Jurisdictions take action on draft 2035 LRTP and CTP

Review and Take Action – Local jurisdiction elected bodies, such as the city and town councils and boards of county commissioners, review the draft 2035 LRTP and CTP, and take action, which is commonly through a resolution to the TAC.

11.5 TAC receives and considers input

Compile and Make Recommendation – LPA compiles and summarizes public input and actions from local elected bodies, and develops list of recommended changes to respond to the input. TCC reviews summary and recommendations, and makes recommendation to the TAC.

Receive Input – TAC receives summary and compilation of public and local elected body input and TCC recommendations for changes. TAC provides directives to TCC for any desired changes.

11.6 Final modifications to draft 2035 LRTP and CTP

Compile and Make Recommendation – LPA compiles and summarizes public input and actions from local elected bodies, and develops list of recommended modifications to the 2035 LRTP for responding to the input. TCC reviews summary and recommendations, and makes recommendation to the TAC.

11.7 TAC Endorses 2035 LRTP and CTP

Endorse Plans – TAC endorses the 2035 LRTP (pending Air Quality Conformity acceptance) and CTP. TAC may choose to request that the TCC make additional changes and then endorse the Plans at the next TAC meeting.

12. Air Quality Conformity Determination

Based on the endorsed 2035 LRTP, the TRM will generate speed, mileage and other data that is used to estimate pollutant emissions and determine if the long range transportation plans meeting Air Quality Conformity. Coordination among the DCHC MPO, CAMPO, RPOs and various State and federal oversight agencies intensifies at this point, and

generally the TJCOG takes the lead in coordinating these efforts through the Interagency Consultation meetings.

12.1 Prepare Air Quality Networks and Modeling Analysis

Prepare Networks and Analysis – LPA prepares the air quality networks and modeling analysis, and forwards this information to several oversight agencies. TJCOG compiles data from DCHC MPO, CAMPO and RPOs, and coordinates submission of data.

12.2 Generation of Emission Factors

Generate Factors – Oversight agencies generate emission factors based on the speed, mileage and other model data from the LPA.

12.3 Conduct Emissions Analysis

Conduct Analysis – Oversight agencies conduct emission analysis of VOC and NOX (for ozone conformity) and CO (for carbon monoxide conformity).

12.4 Prepare draft Air Quality Conformity Report

Prepare Report – TJCOG uses emissions analysis and background information to prepare the draft Conformity Determination Report for the Triangle air quality area (i.e., DCHC MPO, CAMPO and RPOs). TJCOG conducts several Interagency Consultation meetings to ensure the planning organizations are meeting the requirements of the oversight agencies.

13. Final LRTP AQ Conformity Adoption

The 2035 LRTP is not viable until the plan has been shown to meet Air Quality Conformity requirements. The TJCOG will compile a Unified Conformity Determination Report that covers the entire Triangle air quality area, and the TAC and oversight agencies will provide comments on the report before final federal review and approval.

13.1 TAC releases draft Unified Conformity Report

Review Report – LPA reviews report. TCC reviews report and makes recommendation to TAC. TCC and oversight agencies are likely to request changes from TJCOG during the report develop and public comment periods.

Release Report – TAC reviews Unified Conformity Report, makes comments, and releases for 30-day public comment period. LPA publishes draft report and advertises public hearing.

13.2 TAC conducts public hearing

Conduct Hearing – TAC conducts public hearing on draft Unified Conformity Report, and provides directives to TCC. Depending on the public comments, the TAC may decide to approve the report (assuming some directed changes) after the public hearing comments

13.3 TAC approves Unified Air Quality Determination Report

Approve Report – TAC approves Unified Air Quality Determination Report. TAC may request that the TCC make changes and then approve the report at the next TAC meeting. LPA forwards report to appropriate federal agencies.

13.4 Federal Approval of Unified Air Quality Determination Report

Approve Report – Oversight agency approves Unified Air Quality Determination Report.

13.5 Lapse Date

Lapse Date -- Lapse Date –Based on the new federal transportation legislation, called SAFETEA-LU, the 2030 LRTP for the DCHC MPO is valid for four years, or until June 15, 2009. In addition, air quality legislation requires the DCHC MPO to demonstrate air quality conformity within two years of establishing an emissions budget in the State Implementation Plan (SIP). The United State Environmental Protection Agency (US EPA) and North Carolina Department of the Environment and Natural Resources (NC DENR) could possibly set this budget as early as April 2007, thereby requiring the DCHC MPO to demonstrate that the long range transportation plan conforms with air quality requirements by April 2009. In order to avoid a plan or air quality lapse, the Plan must be approved by the earlier of the two dates.

14. CTP Adoption Process

14.1 Prepare draft CTP reports and maps

Prepare Report and Maps – (See Task 9.1 and Task 9.2 for a description)

14.2 Board of Transportation (BOT) approves CTP

Approve CTP – LPA forwards the TAC-approved CTP to the appropriate NCDOT agency for submittal to the North Carolina Board of Transportation (BOT), and the BOT approves the CTP.

DCHC MPO CTP 2035 LRTP
Summarized Development Schedule

TAC 08/09/06 Attachment 10B

Public Involvement Activities	
C= CTAB Meeting	W = Public Workshops/meetings
N = LRTP Newsletter	H = Public Hearings
M = Mailing List - mailing of flyers, information, material:	O = Other Public Involvement Activities

Bold/Blue Script = Description of TAC task/action
(bold/blue block) = Calendar Length of TAC task/action
(light/blue crosshatch) = First TAC review or action
Regular Script = Description of LPA or other agency's task/action
(light grey block) = Calendar Length of LPA or other agency task/action

Task ID#	Plan Tasks	Pub. Involve.	2006 Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	2007 Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	2008 Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	2009 Jan	Feb	Mar	Apr	May	Jun
1	2035 LRTP Work Plan and Schedule -- develop, review and endorse.																																								
2	Update and Approve Public Involvement Policy -- update, release for comment, conduct hearing and approve.	M, O, H																																							
3	Goals & Objectives and Targets -- conduct workshop, develop, release for comment, conduct hearing and adopt	N, M, W, H, O																																							
4	Socio-economic Data (SE Data) -- develop, release for comment, conduct hearing and approve	C, N, M,O, W, H																																							
5	Triangle Regional Model (TRM) -- Service Bureau model update and Base Year validation, and TAC approval																																								
6	Deficiency Analysis and Needs Assessment -- generate deficiency analysis, develop needs assessment, and TAC review and comment																																								
7	Land Use Analysis -- collect existing land use information, test scenarios, TAC provide feedback, use results with Preferred Option																																								
8	Alternatives Analysis -- establish evaluation criteria, generate and evaluate alternatives, TAC selects Preferred Alternative	C, M, W																																							
9	Development of Comprehensive Transportation (Vision) Plan -- develop plan, apply environmental, planning factors and purpose and needs, and TAC approval																																								
10	Financial Plan -- refine cost estimates and traditional revenue forecasts, and incorporate non-traditional revenue strategies into Plan																																								
11	Adoption of CTP and 2035 LRTP -- release fiscally-constrained 2035 LRTP for comment, conduct hearing and endorse Plans	C, N, W, H, O																																							
12	AQ Conformity Determination -- prepare networks, conduct emissions analysis and prepare draft report																																								
13	Final LRTP AQ Conformity Adoption -- release report for comment, conduct public hearing, TAC report approval and then federal approval	C, M, H																																							
►	Conformity Lapse Date -- June 15, 2009																																								
14	CTP Adoption process -- prepare CTP reports and maps, and NCDOT Bd. Of Transportation approval																																								

**DCHC MPO CTP 2035 LRTP
Detailed Development Schedule**

TAC 08/09/06 Attachment 10C

Public Involvement Activities			
C=	CTAB Meeting	W=	Public Workshops/meetings
N=	LRTP Newsletter	H=	Public Hearings
M=	Mailing List - mailing of flyers, information, materials	O=	Other Public Involvement Activities

Bold/Blue Script	= Description of TAC task/action
(bold/blue block)	= Calendar Length of TAC task/action
(light/blue crosshatch)	= First TAC review or action
Regular Script	= Description of LPA or other agency's task/action
(light grey block)	= Calendar Length of LPA or other agency task/action

Task ID#	Plan Tasks	Pub. Involve.	2006 Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	2007 Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	2008 Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	2009 Jan	Feb	Mar	Apr	May	Jun
1	Work Plan & Schedule																																								
1.1	Develop 2035 LRTP/CTP work plan and schedule																																								
1.2	TAC receives 2035 LRTP Work Plan and Schedule																																								
1.3	TAC endorses 2035 LRTP Work Plan and Schedule																																								
2	Update Public Involvement/Outreach Program																																								
2.1	Update Public Involvement Policy to reflect SAFETEA-LU requirements, comments and TAC requests approved in January 2005																																								
2.2	TAC releases updated Public Involvement Policy (PIP) for 45-day comment period	M, O																																							
2.3	TAC conducts public hearing	H																																							
2.4	TAC approves updated MPO Public Involvement Policy																																								
2.5	Develop LRTP Public Involvement Plan																																								
2.6	Public input/outreach for LRTP/CTP																																								
3	Goals & Objectives and Targets																																								
3.1	Conduct public workshops to generate Community Vision	M, W, O																																							
3.2	Identify measures of effectiveness (MOE) for Goals and Objectives																																								
3.3	Summarize and tabulate Community Vision																																								
3.4	Develop draft LRTP Goals & Objectives, MOEs, Policies and Targets																																								
3.5	TAC releases Goals and Objectives, MOEs, and Targets for 42-day comment period	N, M,O																																							
3.6	TAC conducts public hearing on Goals and Objectives, MOEs, and Targets	H																																							
3.7	TAC adopts Goals and Objectives, MOEs, and Targets																																								
4	Socio-economic Data (SE Data)																																								
4.1	Review and correct 2002 SE Data for Model Calibration																																								

DCHC MPO CTP 2035 LRTP
Detailed Development Schedule

TAC 08/09/06 Attachment 10C

Public Involvement Activities	
C=CTAB Meeting	W=Public Workshops/meetings
N=L RTP Newsletter	H=Public Hearings
M=Mailing List - mailing of flyers, information, materials	O=Other Public Involvement Activities

Bold/Blue Script = Description of TAC task/action
(bold/blue block) = Calendar Length of TAC task/action
(light/blue crosshatch) = First TAC review or action
Regular Script = Description of LPA or other agency's task/action
(light grey block) = Calendar Length of LPA or other agency task/action

Task ID#	Plan Tasks	Pub. Involve.	2006	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	2007	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	2008	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	2009	Jan	Feb	Mar	Apr	May	Jun
4.2	Collect, analyze and tabulate Base Year (2005) SE Data																																												
4.3	Forecast Horizon Years (5-year increments 2010-2035)																																												
4.4	Develop alternative land use scenario and document existing land use plans (see Tasks 7.1 and 7.2)																																												
4.5	TAC receive preliminary summary of SE Data																																												
4.6	TAC releases draft SE Data for 42-day public comment period	C, N, M, O																																											
4.7	TAC conducts public hearing; local governments provide comments	W, H																																											
4.8	TAC approves SE Data																																												
5	Triangle Regional Model (TRM)																																												
5.1	Service Bureau completes TransCad Model update, including QC, base year validation and future year consistency checks																																												
5.2	TRM Service Bureau completes 2005 Base Year validation including performance measures, generate maps, tables, etc.																																												
5.3	TAC accepts model and TRM validation (performance measures) from TRM Executive Committee																																												
5.4	Prepare Horizon Year & AQ years models																																												
6	Deficiency Analysis and Needs Assessment																																												
6.1	Generate Deficiency Analysis: 1- Base year; 2- existing plus committed																																												
6.2	Develop Needs Assessment/linkage to Goals and Objectives																																												
6.3	TAC receives Deficiency Analysis and Needs Assessment, and provides comments																																												
7	Land Use Analysis																																												
7.1	Collate and map existing land use plans, policies and zoning (integrated MPO GIS maps).																																												
7.2	Develop and test land use scenarios and transportation impacts (generate indicators to test and compare scenario).																																												
7.3	TAC receives Land Use Scenarios & provides input and feedback																																												
7.4	Land use impacts (and features) of transportation preferred option -																																												

DCHC MPO CTP 2035 LRTP
Detailed Development Schedule

TAC 08/09/06 Attachment 10C

Public Involvement Activities	
C=CTAB Meeting	W=Public Workshops/meetings
N=L RTP Newsletter	H=Public Hearings
M=Mailing List - mailing of flyers, information, materials	O=Other Public Involvement Activities

Bold/Blue Script = Description of TAC task/action
(bold/blue block) = Calendar Length of TAC task/action
(light/blue crosshatch) = First TAC review or action
Regular Script = Description of LPA or other agency's task/action
(light grey block) = Calendar Length of LPA or other agency task/action

Task ID#	Plan Tasks	Pub. Involve.	2006 Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	2007 Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	2008 Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	2009 Jan	Feb	Mar	Apr	May	Jun
8	Alternatives Analysis																																								
8.1	Establish LRTP Alternatives Evaluation Criteria																																								
8.2	Generate Alternatives																																								
8.3	TAC provides inputs and comment on alternatives																																								
8.4	Evaluate Alternatives (environmental screening, EJ, financial analysis)																																								
8.5	TAC receives alternative evaluation results and selects Preferred Option	C, M, W																																							
9	Development of Comprehensive Transportation (Vision) Plan																																								
9.1	Development of unconstrained CTP components (Highway, transit, rail, ITS, TDM, bike & pedestrian, etc)																																								
9.2	Apply environmental mitigation, planning factors and purpose & need of major Plan projects.																																								
9.3	Interagency consultation/Concurrence with NCDOT																																								
9.4	TAC endorses draft CTP - unconstrained transportation vision plan																																								
10	Financial Plan																																								
10.1	Refine cost estimates and revenue forecasts from traditional sources.																																								
10.2	Develop non-traditional revenue strategies and incorporate into Financial Plan.																																								
11	Adoption of CTP and 2035 LRTP																																								
11.1	Preparation of Draft fiscally-constrained 2035 LRTP																																								
11.2	TAC comments on and releases draft CTP & 2035 LRTP for 42-day public comment period	C, N, W																																							
11.3	TAC conducts public hearing on draft CTP & 2035 LRTP	H																																							
11.4	Local jurisdictions take action on the Draft LRTP and CTP																																								
11.5	TAC receives and considers public comments and input from local govt.	O																																							
11.6	Final modifications to draft 2035 LRTP																																								

**DCHC MPO CTP 2035 LRTP
Detailed Development Schedule**

TAC 08/09/06 Attachment 10C

Public Involvement Activities			
C=	CTAB Meeting	W=	Public Workshops/meetings
N=	LRTP Newsletter	H=	Public Hearings
M=	Mailing List - mailing of flyers, information, materials	O=	Other Public Involvement Activities

Bold/Blue Script	= Description of TAC task/action
(bold/blue block)	= Calendar Length of TAC task/action
(light/blue crosshatch)	= First TAC review or action
Regular Script	= Description of LPA or other agency's task/action
(light grey block)	= Calendar Length of LPA or other agency task/action

Task ID#	Plan Tasks	Pub. Involve.	2006 Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	2007 Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	2008 Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	2009 Jan	Feb	Mar	Apr	May	Jun
11.7	TAC endorses CTP & 2035 LRTP pending AQ Conformity Determination																																								
12	AQ Conformity Determination																																								
12.1	Prepare air quality networks and modeling analysis																																								
12.2	Generate emissions factors																																								
12.3	Conduct emissions analysis (VOC, NOX, CO)																																								
12.4	Prepare draft Air Quality Conformity Report and Unified Conformity Report/Interagency consultation																																								
13	Final LRTP AQ Conformity Adoption																																								
13.1	TAC releases draft Unified Conformity Report for 30-day public comment period	C, M																																							
13.2	TAC conducts public hearing	H																																							
13.3	TAC approves Air Quality Conformity Report on the 2035 LRTP																																								
▶	Federal approval Air Quality Conformity Report																																								
▶	Conformity Lapse Date -- June 15, 2009																																								
14	CTP Adoption process																																								
14.1	Prepare draft CTP reports and maps																																								
▶	BOT approves CTP for DCHC MPO																																								

Memorandum

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Subject: Amendment to the MPO Public Involvement Policy

Date: August 9, 2006

The memo presents an amendment to the MPO Public Involvement Policy (PIP). The PIP has been revised and updated to reflect the new requirements of SAFETEA-LU, federal Environmental Justice (EJ) and Limited English Proficiency (LEP) provisions, and to address comments from the federal Certification Team, the TAC, and the public.

A new section, titled General Policy Framework has been added. Summary of changes is provided as follows:

- a. Introduction – no change
- b. Purpose – no change
- c. Objectives – no change
- d. General Policy Framework – new section added. No major substantive changes.
- e. Special Elements – no change
- f. Access to MPO Public Documents – no change
- g. Review procedure – minor wording changes

Sub-Policies

- 1. TAC - minor changes to update federal legislation and requirements.
- 2. Transportation Plan - minor changes to update federal legislation and requirements.
- 3. MTIP - minor changes to update federal legislation and requirements.
- 4. Air Quality Conformity – minor changes
- 5. MIS - minor changes to update current federal legislation.
- 6. UPWP – changed to reflect TAC requests (LPA Efficiency)
- 7. ADA – no change



Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

Member Governments:

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

Public Involvement Policy

August 9, 2006

**City of Durham
Transportation Division
101 City Hall Plaza
Durham, NC 27701**

(919) 560-4366

RESOLUTION
Adopting the Public Involvement Policy for the
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

October 11, 2006

The following resolution was offered by _____ and seconded by _____ and upon being put to a vote was duly adopted.

WHEREAS, federal regulations require the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) to update its Public Involvement Policy to incorporate the public participation mandates of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); and

WHEREAS, The DCHC MPO, in response to federal regulations and Executive Orders, have revised the MPO Public Involvement Policy to include early and proactive public input and participation for citizens, federal, and state agencies responsible for land use, environment, and economic development as well as environmental justice communities; and

WHEREAS, The DCHC MPO Public Involvement Policy incorporates mechanisms for disseminating information to the public, including visualization, electronic accessible formats, and the MPO website; and

WHEREAS, The DCHC MPO, through its Public Involvement Policy, supports early and continuing public involvement throughout its planning processes; and

WHEREAS, The Transportation Advisory Committee has determined it to be in the best interest of the Urban Area to update the Public Involvement Policy for the DCHC MPO; and

Now, therefore, be it resolved that:

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee hereby updates the MPO Public Involvement Policy to incorporate federal regulations, SAFETEA-LU mandates, and comments by the public and the TAC.

I, William V. "Bill" Bell, Transportation Advisory Committee Chair, do hereby certify that the above is a true and correct copy from the excerpt from the minutes of a meeting of the Durham-Chapel Hill-Carrboro Transportation Advisory Committee, duly held on the ____ day of _____, 2006.

 Signature of the TAC Chair
 Durham-Chapel Hill-Carrboro Transportation Advisory Committee

STATE of: North Carolina
 COUNTY of: Durham

I, _____, Notary Public of _____ County, North Carolina do hereby certify that William V. "Bill" Bell personally appeared before me on the ____ day of _____, 2006 to affix his signature to the foregoing document.

 Notary Public
 101 City Hall Plaza
 Durham, NC 27701

Table of Contents

A. MPO Public Involvement Policy	1
I. Introduction	1
II. Purpose	1
III. Objectives	1
IV. General Policy Framework	2
V. Policy Elements.....	7
VI. Specific Requirements	7
VII. Access to MPO Documents and Technical Information.....	7
VIII. Review Procedures/Reassessment of PIP	7
 B. Sub-policies	
1. Transportation Advisory Committee.....	9
2. Transportation Plan	11
3. Metropolitan Transportation Improvement Program	17
4. Air Quality Conformity Determination.....	21
5. Major Investment Study	23
6. Unified Planning Work Program.....	25
7. Americans with Disabilities Act Provisions	27

I. Introduction

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization's (DCHC MPO's) Public Involvement Policy is an umbrella policy, encompassing the plans and programs of the Urban Area's transportation planning process. Public involvement is an integral part of the DCHC MPO's planning efforts. The Public Involvement Policy is comprised of the public involvement programs for all the major planning activities, including the Transportation Plan, Metropolitan Transportation Improvement Program (MTIP), the Air Quality Conformity Determination, the Major Investment Study (MIS), the Unified Planning Work Program (UPWP), MPO's provisions for the American with Disabilities Act (ADA), and on-going transportation planning (3C) process. The policy decision making body, the Transportation Advisory Committee (TAC), also has a standing public process as part of its monthly meetings. The planning activities mentioned above are, therefore, subject to the TAC's process for public involvement. The Policy also contains a review component to assess the value of the MPO programs on a tri-annual basis.

The DCHC MPO will seek public input through a menu of techniques, including public notices, comment periods, workshops, charrettes, public hearings, newsletters, surveys, media relations and the formation of citizen advisory committees (CAC's). The techniques employed will vary, depending on the specific planning task. The MPO will hold a forty five (45) day public comment period for amendments to the Policy and will hold a public hearing every three years to seek input and feedback on the MPO's public involvement efforts. The DCHC MPO's Public Involvement Policy will be consistent with the requirements of the SAFE, Accountable, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the National Environmental Policy Act (NEPA) and the FTA/FHWA Guidance and Proposed Rule Making (NRM) on Public Participation.

II. Purpose

The purpose of the DCHC MPO Public Involvement Policy is to create an open decision making process whereby citizens have the opportunity to be involved in all stages of the transportation planning process. This Policy is designed to ensure that transportation decisions will reflect public priorities.

III. Objectives

1. Bring a broad cross-section of the public into the public policy and transportation planning decision-making process.
2. Maintain public involvement from the early stages of the planning process through detailed project development.

-
3. Use different combinations of public involvement techniques to meet the diverse needs of the general public.
 4. Determine the public's knowledge of the metropolitan transportation system and the public's values and attitudes concerning transportation.
 5. Educate citizens and elected officials in order to increase general understanding of transportation issues.
 6. Make technical and other information available to the public using the MPO website and other electronically accessible formats and means as practicable.
 7. Employ visualization techniques to MPO long range transportation plans, MTIPs and other project planning activities.
 8. Consult with federal and State agencies responsible for land management, natural resources, environmental protection, conservation, historic preservation and economic development in the development of long range transportation plans MTIPs and project planning.
 9. Establish a channel for an effective feedback process.

Evaluate the public involvement process and procedures to assess their success at meeting requirements specified in the SAFETEA-LU, NEPA and the Interim FTA/FHWA Guidance on Public Participation.

IV. General Policy Framework

It is the policy of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organizations (DCHC MPO) to have a proactive public involvement process that provides complete information, timely public notice, and full public access to DCHC MPO activities at all key stages in the decision making process. It is also DCHC-MPO policy to involve the public early in the planning process, and to actively seek out the involvement of communities most affected by particular plans or projects. Furthermore, it is a goal of the PIP that the MPO's MTIP, UPWP and transportation plans and programs, be developed in a manner that assures that the public, and affected communities in particular, are afforded ample opportunity to participate in the development of such plans.

IV.A Activities Subject to Public Involvement.

DCHC MPO shall provide early and continuing public involvement opportunities throughout the transportation planning and programming process.

IV.A.1. Planning Activities: Special emphasis shall be given to engage the public in planning studies that form the basis for later programming decisions. Planning activities include corridor studies and special regional studies, environmental assessment studies, development of the DCHC MPO Long Range Transportation Plan and Comprehensive Transportation Plan. The MPO shall make effort to involve the affected community through methods such as local direct mailing, standing citizen advisory committee, public information meetings, and newsletters.

IV.A.2. Programming Activities: Opportunities for the public to participate shall also be provided through the project selection, programming, NEPA Process and project development phases. These activities include the development of the Regional Priority List and the Metropolitan Transportation Improvement Program (MTIP), and the adoption or amendment of Regional Priority List and MTIP.

IV.B Definition of public and Stakeholders.

DCHC-MPO shall make an effort to inform and engage both the general public and stakeholders as appropriate.

IV.B.1 General Program. As part of its general planning and programming process, DCHC MPO will try to involve the following: citizens, member municipalities, affected public agencies, representatives of neighborhood groups, public and private providers of transportation, and other parties who express an interest in the process.

IV.B.2 Special Studies. For special studies that DCHC MPO conducts, it shall make an effort to identify and involve persons and groups that might be affected by potential changes to the particular transportation service or facility under review. Examples include the following; abutting property owners, neighborhoods associations, environment groups, appropriate federal, State and local agencies responsible for land-use, environmental and economic development and businesses within the study area.

IV.B.3 Outreach to Special Groups – The DCHC MPO shall also make a special effort to seek out and consider the needs of groups or communities traditionally not well served by existing transportation systems. These include, but are not limited to low-income households and minority households. To assure adequate participation of these groups, the MPO shall use tools such as, Advisory Board (whose members shall be either low-income or minority individuals, or represent low-income or minority groups), target mailing list, workshops, public notices in minority or low income targeted media outlets, etc.

The MPO's efforts in this regard shall be consistent with the Environmental Justice Executive Order (EO 12898) dated February 11, 1994, and other related guidance from the Federal Highway Administration and Federal Transit Administration.

The MPO shall also make a special effort to seek out and consider the needs of individuals or communities with Limited English Proficiency. DCHC-MPO efforts in this regard shall be consistent with the signed Executive Order 13166, "Improving Access to Services for Persons with Limited English Proficiency" dated August 11, 2000, and other related guidance from the Federal Highway Administration and Federal Transit Administration.

Federal regulations define Persons with Limited English Proficiency as individuals with a primary or home language other than English who must, due to limited fluency in English, communicate in that primary or home language if the individuals are to have an equal opportunity to participate effectively in or benefit from any aid, service or benefit in federally funded programs and activities.

IV.C Adequate Time for Public Comment.

The MPO shall allow reasonable time for public review and comment at key decision points. These include, but are not limited to, action on the Long Range Transportation Plan and the Transportation Improvement Program (TIP). Minimum notification periods shall be as follows:

- Amendments to DCHC-MPO's Public Participation Policy – 45 days
- Adoption of the MTIP & major MTIP amendments – 21 days
- Adoption of the TIP Regional Priority List & major amendments – 21 days
- Adoption of the LRTP/CTP & major amendments – 42 days
- Adoption of the Air Quality Conformity Determination – 30 days
- Adoption of the UPWP & major amendments – 21 days
- Policy Board (TAC) & Technical Committee (TCC) meetings – 7 days

IV.D Method of Notifying the Public

The MPO shall use appropriate methods to notify the public of its activities and of opportunities for public involvement. Determination of which methods to use must be done for each individual transportation planning program or study. However, the minimum requirements are listed below:

- Legal notices in minimum of four newspapers
- MPO website
- Mailing lists
- Targeted mailings to neighborhood and advocacy groups
- Press Releases

- Periodic MPO newsletters

IV.D. 1 Schedule of Meetings.

For regularly scheduled meetings (Transportation Advisory Committee - TAC and the Technical Coordinating Committee -TCC), the annual schedule of meetings shall be filed with the City of Durham (the Lead Planning Agency) clerks office and each town clerk's office at the beginning of each calendar year.

IV.D.2 Meeting Notices.

A notice of each TCC and TAC meeting shall be filed with every town clerk's office. A notice for MPO public involvement meetings or workshops shall be advertised in local newspapers. The notice for public meetings/workshop shall include a statement, in Spanish, that translator services may be requested in advance. The notice shall also include a statement that sign language services may be requested in advance.

IV.D.3. TAC & TCC Meetings Public Comment.

Every TCC and TAC meeting by DCHC MPO will include on the agenda an opportunity for public comment.

IV.D.4. Mailing Lists.

DCHC MPO shall maintain a master mailing lists for public involvement/outreach activities. The mailing lists shall include broad representation of MPO member jurisdictions, multi-modal transportation groups, Environmental justice communities, neighborhood groups, local and State agencies responsible for environmental protection, conservation, land use management, natural resources, historic preservation, etc. The following separates lists shall be maintained: TAC, TCC, CAC, EL/LEP, special projects, bicycle and pedestrian advocacy, LRTP/CTP, MTIP, sub-area projects and UPWP. Notices of meetings shall be sent to all persons on the mailing list. Anyone may request that his or her name be added to a particular mailing list, by indicating the appropriate list and providing either an email address or a regular mail address.

IV.D.5. DCHC MPO Website.

DCHC MPO shall maintain a calendar of meetings and activities on its Website. The MPO also shall make technical and other information available to the public using the MPO website and other electronically accessible formats and means as practicable The Website shall also include copies of appropriate reports, plans, maps and visualization information pertaining to MPO planning activities and programs.

IV.D.6. Visualization Techniques.

DCHC MPO shall employ visualization techniques in disseminating information relating to MPO long range transportation plans, MTIPs and other planning programs. The goal of the MPO visualization policy is to help the public and decision makers visualize and interact with transportation plans and projects, alternatives, large data sets and land-use information more effectively. Visualization techniques will vary, and could range from GIS displays, mappings and land-use/transportation scenario planning tools to information technology, such as three-dimensional digital models, Web-based information systems, transportation and urban simulation, and Internet communications.

IV.D.7 Legal Notices in Newspapers.

Anytime the MPO initiates a formal public comment period, notice of the opportunity to comment shall be posted in a legal ad in the area's major daily newspaper; and other local, minority, or alternative language newspapers as appropriate.

IV.D.8 Interested Parties.

DCHC MPO shall mail meeting notices to persons who have expressed a special interest in DCHC MPO's overall transportation program, or specific studies. The MPO shall add persons who have expressed such an interest to the appropriate DCHC MPO mailing list.

IV.D.9 Additional Methods.

DCHC MPO shall give consideration to alternative methods of involving the public appropriate to the project. Such methods may include, but are not limited to newsletters, MPO standing Citizen Advisory Committee (CAC), advertising in minority and alternative language newspapers, distributing information through public libraries and community groups (especially those serving EJ and LEP communities, the elderly and persons with disabilities), using local government cable access stations, using open house format meetings, involving focus groups for specially selected topics, preparing press releases, and holding events at special locations.

II E Documentation of Public Comment & Response.

DCHC MPO shall document public comments received during the course of public input process. The MPO shall also document how it responded to public comments.

II.E.1. Comments Received.

Documentation of comments may be accomplished in a manner appropriate to the project and the nature of the comments. Documentation may consist of meeting minutes, a file of letters, or a special memo that summarizes the comments. A written summary of comments and responses shall be prepared to provide the public a feedback.

II.E.2. Response to Comments.

DCHC MPO shall provide a descriptive summary of how it responded to significant public comments during the development of a plan or document such as the LRTP/CTP, air quality conformity, Regional Priority List and MTIP. The summary may be produced as a separate report or included as a short section in the final plan or document.

V. Policy Elements

The DCHC MPO's Public Involvement Policy is comprised of a number of sub-policies. All planning programs and activities are required to go through the Transportation Advisory Committee's public process. In addition, the MPO has initiated public involvement programs for the Transportation Plan, the Metropolitan Transportation Improvement Program (MTIP), the Air Quality Conformity Determination, the Major Investment Study (MIS), the Unified Planning Work Program (UPWP) and the MPO's provisions for American with Disabilities Act (ADA). The final component of the Public Involvement Policy is the policy review element designed to ensure that the programs are meeting their goals.

VI. Specific Requirements

The Durham-Chapel Hill-Carrboro MPO's Public Involvement Policy is designed to be consistent with the requirements of SAFETEA-LU, NEPA and the Interim FTA/FHWA Guidance of Public Participation. These requirements are included in the appendix of the document.

VII. Access to MPO Documents and Technical Information.

DCHC MPO shall provide reasonable public access to technical and policy information used in the development of the Long Range Transportation Plan (LRTP), the Metropolitan Transportation Improvement Program (MTIP), and related studies, plans, and programs.

VIII. Review Procedures/Reassessment of PIP

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (MPO) Public Involvement Policy will be reviewed and evaluated on a tri-annual basis to ensure that the objectives of the plan are being met and that the process provides full and open access to all. A forty-five (45) day public comment period and a public meeting will be held during the tri-annual review to solicit input on the Public Involvement Policy. A summary highlighting the results of the evaluation review will be prepared. The summary will document the effectiveness of the various public involvement mechanisms and will respond to public comments received. The public comments and the MPO's response will be included in the appendix of the updated Public Involvement Policy.

The MPO will also solicit comments on the effectiveness of the Public Involvement Program through outreach programs to seek out and consider the needs of those traditionally under-served by existing transportation systems, including environmental justice (low-income & minority), elderly and LEP households.

1. Transportation Advisory Committee

Transportation Advisory Committee (TAC) - The Transportation Advisory Committee is the policy and decision-making body for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization. The TAC is comprised of elected and appointed officials from the City of Durham, the Town of Chapel Hill, the Town of Carrboro, the Town of Hillsborough, Durham County, Orange County, Chatham County and the North Carolina Department of Transportation. The TAC also has advisory (non-voting) members from the Triangle Transit Authority, the Federal Highway Administration and the Research Triangle Foundation of North Carolina. The TAC is responsible for providing opportunities for citizen participation in the transportation planning process.

Regular Public Involvement Opportunities

The TAC holds regular monthly meetings on the 2nd Wednesday of every month. These meetings are open to members of the public and, upon request, anyone can be placed on the TAC mailing list. At the beginning of each regular meeting, the TAC provides time to receive public comments as a set part of its agenda.

Public Involvement for Specific Planning Items

For particular planning issues (i.e. plan development & updates, studies, amendments to planning documents, etc.), the TAC will open a public comment period (3-6 weeks depending on the item) and hold a public hearing. The notice for the public comment period and the public hearing are advertised in *The Herald Sun*, *The Carolina Times*, *The News & Observer*, *The Chapel Hill News* and *The Independent* newspapers, as well as on the public service announcement on Time Warner Cable. Local member jurisdictions are advised to publicize the public comment period/hearing in their local media as well. The notices will include an announcement that states that persons with disabilities will be accommodated. Special provisions will be made if notified 48 hours in advance (i.e. having available large print documents, audio material, someone proficient in sign language, a translator or other provisions as requested). Both written and oral comments received are compiled by the planning staff and reviewed by the TAC.

Response to Public Comment

The TAC acknowledges public comments in two ways. The TAC may incorporate public comments and the MPO's response, as an appendix, into the specific planning document. Or depending on the number of comments, the TAC may instruct the planning staff to respond directly by letter. Acknowledging public comments is a way to let the public know that its comments are being addressed and is part of the public involvement feedback process.



2. Transportation Plan

Preamble

The Transportation Plan public review and participation process is designed to provide early and adequate opportunities for citizens and public officials (including elected officials) to be involved in the Durham-Chapel Hill-Carrboro (DCHC) Transportation Plan development. This public participation program is designed to involve all parties in the early stages of plan development and the subsequent update process. It is also designed to provide gradual progression from the general information (vision setting and formulation of goals, objectives and policies) pertaining to the plan to very specific information regarding alternatives and plan selection. Each public forum or input technique will use information collected at previous "forums" in order to build progression concluding with the adoption of the Transportation Plan.

Purpose of Public Involvement Process

The purpose of the public involvement policy is to develop and implement strategies to inform and involve citizens in all stages of the development and update of the Transportation Plan.

Mission of the Public Participation Process

Public ownership of the Transportation Plan: the goal of the program is to ensure that policy decisions (at key decision points) will reflect the values, needs, and priorities of those affected by the decisions (i.e. the general public).

Objectives

1. Encourage citizens to take a proactive role in the development of Transportation Plan.
2. Bring a broad cross-section of members of the public into the public policy and transportation planning decision making process.
3. Educate the public and elected officials in order to increase public understanding of both the options and the constraints of transportation alternatives.
4. Determine the public's knowledge of metropolitan transportation system, and public values and attitudes concerning transportation.
5. Determine public concerns/perceived impacts of elements of the Transportation Plan.

6. Determine which elements of the Transportation Plan would support or diminish the citizens' desired lifestyle.
7. Establish a channel for an effective feedback process.

Elements of the Public Involvement Procedure

The Public Involvement Process for the Transportation Plan consists of a series of innovative public participation techniques, including: a citizen advisory committee, public service announcements, a newsletter, public meetings, surveys, and the mass media. These techniques will be employed at various stages of the plan development.

Public Involvement Process

1. The Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization will provide opportunity for early and meaningful public involvement in the development and update of the Transportation Plan. The MPO shall develop a public involvement plan for the development and update of long range transportation plans.
2. Proactive participation techniques will be employed to involve citizens and provide full access to information and technical data. The technique will generally include, but not be limited to; public meetings/hearings, surveys, focus groups, newsletters, public service announcements, charrette, citizen advisory committee, mass media, etc.
3. Information dissemination, notification of meeting, publication of proposed plans will be integral elements of the public involvement process.
4. The DCHC MPO will initiate the Transportation Plan update process as required by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEAU-LU), the Clean Air Act Amendments (CAAA) and subsequent federal regulations. Elements of the Transportation Plan, and/or amendments will meet all current Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Environmental Protection Agency (EPA), and the North Carolina Department of Transportation (NCDOT) requirements.
5. A draft work program and schedule for the Transportation Plan update process will be developed by the TCC and made available for public review. The work program will detail the strategy for the Transportation Plan update process including work elements and a tentative schedule.
6. Copies of the draft work program and schedule will be distributed to the member jurisdictions, citizen groups and agencies, and will also be placed in the local

libraries. Notification of the draft Transportation Plan work program will be provided via:

The Herald Sun
The Carolina Times
The News & Observer
The Chapel Hill News
The Independent
Time Warner Cable Public Service Announcement

The notification will inform the public of the availability of the draft work plan for review and comment, where to send written comments, and addresses and phone numbers of contact persons. The notices also will include an announcement that states that persons with disabilities will be accommodated. Special provisions will be made if notified 48 hours in advance (i.e. having available large print documents, audio material, someone proficient in sign language, a translator, or other provisions as requested). Additionally, the notice will inform the public that copies of the draft Transportation Plan work program are available for review at local libraries, and offices of member agencies.

7. The public comment period will be for a minimum six week (42-day) public comment period, effective from the date of the public notice publication. Written comments will be received during the comment period and will be directed to the Lead Planning Agency (LPA). The Lead Planning Agency's contact person, phone number and e-mail address will be included in the public notice.
8. Public meeting(s)/workshops will be held to: formulate a vision for the Transportation Plan development; provide the public background information on the metropolitan transportation system and other issues as well as the proposed framework of the Transportation Plan update process; and to receive citizen input.
9. Public meetings (forums) designed to solicit public comment will be held at various locations around the metropolitan area to encourage the greatest public participation. Public meetings will be held at a location which is accessible to persons with disabilities and which is located on a transit route.
10. The TCC will assemble all comments and forward comments to the Transportation Advisory Committee (TAC). The TAC may choose to hold a public hearing before adopting the strategy and work program for the Transportation Plan. Comments regarding the draft strategy will be considered and addressed in adopting the final program.

11. Any significant revision and amendment to the Transportation Plan work program will be subject to the public review process as outlined above.
12. The public participation component of the Transportation Plan will generally follow the same citizen input and review as outlined in aforementioned PIP Policy Framework. Public input will be solicited to review and comment on any major Transportation Plan amendment proposal as well as analyses conducted as part of the amendment request. Adequate opportunity will be provided for public involvement in the amendment of the Transportation Plan, and any significant revisions to the Transportation Plan will also be subject to public comment period as described in # 7 of this policy.
13. The DCHC MPO will endeavor to consult with federal and State agencies responsible for land management, natural resources, environmental protection, conservation, historic preservation and economic development in the development of long range transportation plans and LRTP air quality conformity determination.
14. The DCHC MPO will endeavor to employ visualization techniques in disseminating information relating MPO long range transportation plans. Visualization tools is intended to aid the public and decision makers visualize and interact with transportation plans and projects, alternatives, large data sets and land-use information more effectively. Visualization techniques will vary, and could range from GIS displays, mappings and land-use/transportation scenario planning tools to information technology, such as three-dimensional digital models, Web-based information systems, transportation and urban simulation, and Internet communications.
15. The DCHC MPO will endeavor to make technical and other information available to the public using the MPO website and other electronically accessible formats and means as practicable The Website shall also include copies of appropriate reports, plans, maps and visualization information pertaining to the LRTP.
16. The DCHC MPO will endeavor to involve the public at key decision points of the Transportation Plan development. Decision points are those stages where the TAC will be required to endorse or take action on particular work elements. These include, but are not limited to:
 - Formulation of vision, goals and objectives
 - Policy development
 - Review and approval of socio-economic and demographic projections

- Review of land use information and scenarios
 - Review of modeling process
 - Review and determination of transportation deficiencies
 - Identification of transportation (facility) needs
 - Evaluation of alternatives and selection of preferred option
 - Plan recommendation and adoption
17. The process for developing, updating, and amending the Transportation Plan will generally follow the sequence described above.



3. Metropolitan Transportation Improvement Program

Overview

The Metropolitan Transportation Improvement Program (MTIP) is the document that describes the funding and scheduling of transportation improvement projects (highway, bicycle, pedestrian, and transit capital and operating assistance) using State and federal funds. The MTIP serves as the project selection document for transportation projects and, therefore, is the implementation mechanism by which the objectives of the Transportation Plan are reached. The Intermodal Surface Transportation and Efficiency Act (SAFETEA-LU) and preceding legislations, TEA-21 and SAFETA-LU mandate an opportunity for public review of the MTIP. The following is the proposed public involvement procedure for the Durham-Chapel Hill-Carrboro Metropolitan Transportation Improvement Program.

Introduction

The Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization (MPO) will prepare a Metropolitan Transportation Improvement Program, which is consistent with the requirements of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEAU-LU), and any implementing federal regulations. The MTIP will be developed based on 1) revenue estimates provided by the North Carolina Department of Transportation (NCDOT) and 2) the DCHC Regional Priority List. The public input element of the Metropolitan Transportation Improvement Program is presented as follows:

Public Involvement Process

1. The DCHC Technical Coordinating Committee (TCC) will develop a draft Regional Priority List from the Local Project Priorities of the MPO jurisdictions.
2. The Regional Priority List will be published for a minimum three week (21-day) public comment period and the notice will be published by the Lead Planning Agency (LPA) in:

The Herald Sun
The Carolina Times
The News & Observer
The Chapel Hill News
The Independent
Time Warner Cable Public Service Announcement

The notices for the public comment period and the public hearing will include

- an announcement that states that persons with disabilities will be accommodated. Special provisions will be made if notified 48 hours in advance (i.e. having available large print documents, audio material, someone proficient in sign language, a translator or other provisions as requested). The Regional Priority List will be on file in the City of Durham Department of Transportation, Town of Chapel Hill Planning Department, Town of Carrboro Planning Department, Town of Hillsborough Planning Department, Counties of Durham, Orange, Chatham Planning Departments, the Triangle Transit Authority and the county public libraries for public review and comment.
3. The MPO Citizen Advisory Committee will be afforded opportunity to provide input and comments the development of the MTIP priority lists.
 4. The Transportation Advisory Committee (TAC) will hold a public hearing on the draft Regional Priority List. The public hearing will be held at a location which is accessible to persons with disabilities and which is located on a transit route. The TAC will approve a final Regional Priority List after considering the public comments received.
 5. The DCHC MPO Technical Coordinating Committee will develop a draft MTIP from the approved Regional Priority List and from revenue estimates provided by the North Carolina Department of Transportation. The TCC will forward the draft MTIP to the Transportation Advisory Committee. The Transportation Advisory Committee will publish the draft MTIP for public review and comment.
 6. Copies of a draft MTIP will be distributed to TAC members and the MPO Citizen Advisory Committee (CAC). Each jurisdiction will also have copies available for public review. The draft MTIP will follow the same notification procedures as outlined above for the Regional Priority List.
 7. The public comments will be assembled and presented to the Durham-Chapel Hill Carrboro TAC. The TAC will hold a public hearing on the draft MTIP. The public hearing will be held at a location which is accessible to persons with disabilities and which is located on a transit route. Public comments will be addressed and considered in the adoption of the MTIP.
 8. The DCHC MPO, being a maintenance area for air quality will provide additional opportunity for public comment on the revision of the draft MTIP (if the final MTIP is significantly different and/or raises new material issues).
 9. The process for updating and approving the Metropolitan Transportation Improvement Program will follow the sequence and procedure as illustrated in

Exhibit 3, sections 2, 3 and 4 above, and as described in the aforementioned PIP framework.

10. Amendments to MTIP will be available for public review and comment, if they make a substantial change to the MTIP. A substantial change is classified as the addition or deletion of a project with an implementation cost exceeding \$1 million. Public comment on project additions or deletions of less than \$1 million may be sought at the discretion of the TAC by majority vote. As long as a project's description, scope or expected environmental impact have not materially changed, the TAC may approve changes to project funding without a separate public meeting.
11. Written public comments and their responses will be published as an appendix to the final MTIP.



4. Air Quality Conformity Determination

Introduction

The Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization (MPO) is required to make a conformity determination on its Transportation Plan. The Metropolitan Transportation Improvement Program is a subset of the Transportation Plan and is therefore covered by the conformity analysis.

Public Involvement Procedure for the Air Quality Determination

1. The DCHC MPO in conjunction and cooperation with the air quality inter agency partners will prepare an air quality conformity analysis for the Durham-Chapel Hill-Carrboro metropolitan planning area boundary.
2. The DCHC Technical Coordinating Committee will receive the draft Conformity Report, review it, and forward it to the Transportation Advisory Committee (TAC). The Transportation Advisory Committee will then publish the draft Conformity Report for public review and comment.
3. Copies of a draft Conformity Report will be distributed to TAC members. Each jurisdiction will also have copies available for public review. Notices regarding the draft Air Quality Conformity Report will be advertised by the Lead Planning Agency in the following media:

The Herald Sun

The Carolina Times

The News & Observer

The Chapel Hill News

The Independent

Time Warner Cable Public Service Announcement

Notices may also be published in member jurisdictions' local newspapers by the member agencies' staff. The notice will inform the public that a draft Conformity Report has been published by the DCHC MPO and that copies are available for public review and comment at local MPO jurisdictions and the county libraries. The notices will include an announcement that states that persons with disabilities will be accommodated. Special provisions will be made if notified 48 hours in advance (i.e. having available large print documents, audio material, someone proficient in sign language, a translator or other provisions as requested).

4. The public review period will be for a minimum one month (30-day) period, effective from the date of public notice publication. Written comment will be received during the public review period, and will be directed to the LPA. The Lead Agency's contact person, phone number and e-mail will be included in the public notice.
5. The public comments will be assembled and presented to the Durham-Chapel Hill Carrboro TAC. The TAC will hold a public hearing on the draft Air Quality Conformity Report. The public hearing will be held at a location which is accessible to persons with disabilities and which is located on a transit route. Public comments will be addressed and considered in the Air Quality Conformity Determination.
6. The DCHC MPO, being a maintenance area will provide additional opportunity for public comment on any revisions to the draft Conformity Report (if the final Conformity Report is significantly different than the one which was made available for public comment by the MPO, and raises new material issues, which interested parties could not reasonably have foreseen for the public review notifications).
7. The Air Quality Determination is valid for four years, unless changes are made to the Transportation Plan (or MTIP) which would have an impact on the air quality analysis. If such changes are made a new analysis needs to be conducted, including the public involvement procedure outlined above.
8. The process for updating and approving the LRTP Air Quality Conformity Determination shall generally follow the principles as described in the PIP Framework of this document.

5. Major Investment Studies

Introduction

The major investment study (MIS) supports decisions on significant federally funded transportation investments along a corridor or subarea level of the metropolitan area. The MIS identifies all reasonable strategies for the study area in order to meet its transportation demands and relieve any transportation problems. It is a detailed analysis designed to provide local decision makers with more comprehensive corridor level technical analysis early in the transportation planning process. Although MIS is no longer required by SAFETEA-LU (MIS was required by SAFETEA-LU), federal regulations encourage the integration of MIS with MPO planning process.

Public Involvement Process

The scope of a major investment study for the Durham-Chapel Hill-Carrboro will be determined on a project-by-project basis. Therefore, the MPO will choose the appropriate public involvement initiatives to meet the goals of the MIS. The public involvement techniques that may be used are public informational meetings, newsletters, media relations and the formation of a Citizen Advisory Committee.

These techniques will be used through the development and approval of the MIS. The MIS will also be subject to the public procedures of the Transportation Advisory Committee and will be consistent with the MPO's ADA provisions.



6. Unified Planning Work Program

Introduction

The Intermodal Surface Transportation Efficiency Act of 1991 (SAFETEA-LU) requires that each Metropolitan Planning Organization (MPO) prepare an annual work program known as the Unified Planning Work Program (UPWP). The UPWP must identify the MPO planning tasks to be undertaken with the use of federal transportation funds, including highway and transit.

Purpose

The purpose of public involvement in the UPWP process is to keep the public apprised of and to receive input on the planning activities to be undertaken by the Metropolitan Planning Organization.

Public Involvement Process

1. The Distribution Formula for FTA Section 5307 funds for the appropriate federal fiscal year is submitted to the Transportation Advisory Committee (TAC) for approval. The TAC meetings are open to the public and comments on the Distribution Formula may be received at this time.
2. The Lead Planning Agency distributes FHWA Section 104(f) planning funds based on the TAC approved formula.
3. The local jurisdictions will prepare a list of tasks and funding for the federal fiscal year according to the approved Distribution Formula. These lists are submitted to the Lead Planning Agency for compilation into a draft Unified Planning Work Program.
4. The draft Unified Planning Work Program is reviewed by the Technical Coordinating Committee (TCC). The TCC meetings are open to the public. The TCC then endorses a draft UPWP and forwards the document to the TAC for release for a minimum of 21-day comment period.
5. The draft UPWP is then reviewed by the TAC. TAC release draft UPWP for a 21-day comment period. The draft is sent to the Public Transportation Division for comments.
6. The final UPWP comes back again to the TAC for approval. Upon TAC approval, the UPWP is then forwarded on to the State and FHWA/FTA.

7. The process for updating and approving the annual UPWP shall generally follow the principles as described in the PIP Framework of this document.

7. Americans with Disabilities Act (ADA) Provisions

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

- All notices for planning activities of the Metropolitan Planning Organization will include an announcement that states that persons with disabilities will be accommodated. Special provisions will be made if notified 48 hours in advance (i.e. having available large print documents, audio material, someone proficient in sign language, a translator or other provisions requested).
- Notices for the public comment period and the public hearing will be advertised in *The Herald Sun*, *The Carolina Times*, *The News & Observer*, *The Chapel Hill News* and *The Independent* newspapers, as well as on the public service announcement on Time Warner Cable. Local member jurisdictions are advised to publicize the public comment period/hearing in their local media as well. Public meetings will be held in locations accessible to persons with disabilities and will be located near or on a transit route.

The Durham Area Transit Authority (DATA)

- There is a DATA Access Advisory Committee for Durham which serves as an ongoing mechanism for public participation. The Committee is composed of paratransit users, persons with disabilities who are not paratransit users and representatives from agencies and employers who work with disabled persons.
- Committee meetings are held bi-monthly and are advertised by notices on paratransit vehicles, in the City Calendar, and notices sent to Radio Reading Services.
- The written notices are printed in large (15 point) font.
- For policy changes, public forums and public hearings are held. Announcements are advertised through public notices in local newspapers, public service announcements on local radio and television stations, the Radio Reading Service and large print notices posted in the paratransit vehicles.
- DATA has updated its Paratransit Plan and is in compliance with the ADA requirements. Copies of the Paratransit Plan are available in large print and on audio cassette.

Chapel Hill Transit

- The Chapel Hill and Carrboro Transportation Boards serve as an ongoing mechanism for public participation.
- For policy changes, the Transportation Boards hold public hearings. Notices are published in the local newspapers.
- Chapel Hill Transit has updated its Paratransit Plan and is in compliance with the ADA requirements. Copies of the Paratransit Plan are available in large print and on audio cassette.

Draft

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Citizen Transportation Advisory Board (CTAB) Plan and Schedule

Purpose

This document presents the procedure and schedule for establishing a Citizen Transportation Advisory Board (CTAB) for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO). A separate document called *CTAB Guidelines* provides the background, role, conduct standards and other pertinent information for the CTAB.

Standing Committee

The CTAB would be a standing committee. It will facilitate public input to the Technical Advisory Committee (TAC) on a continuing basis for the MPO's major products and processes such as the Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP) and Unified Planning Work Program (UPWP). It will not be established for a single project such as the LRTP or a corridor study.

Schedule

The following schedule will establish the CTAB:

Date (2006)	Action
July 26	<u>TCC</u> reviews and comments on CTAB Plan and Guidelines.
August 9	<u>TAC</u> reviews and comments on CTAB Plan and Guidelines, and approves advertisement for membership.
August 16	<u>LPA</u> staff conducts mailing and advertising outreach to solicit CTAB applications.
September 27	<u>TCC</u> recommends final CTAB Plan and Guidelines, and draft membership list.
October 11	<u>TAC</u> reviews and approves final CTAB Plan and Guidelines, and comments on proposed membership list.
October 25	<u>TCC</u> recommends final membership appointments
November 8	<u>TAC</u> appoints membership.
November 17	<u>LPA</u> notifies membership and conducts CTAB orientation session.
Nov.-Dec.	<u>CTAB</u> conducts first meeting.

Draft**Membership Diversity Goals and Recruitment**

It is important that the CTAB membership to broadly represent the MPO planning area both in geographic and social diversity terms. This section proposes general goals for membership representation. The tables below propose geographic goals for the three different counties in the MPO planning area based on population and diversity goals. Although the MPO will work hard to achieve these goals, there is no guarantee that the appointed CTAB membership will exactly reflect these goal numbers. The CTAB membership will also reflect the number and diversity of the qualified applications that are received.

Geographic

Jurisdiction	% Population	# Representatives
Durham County	65%	26
- Durham City (~50%)		
- Durham County (~15%)		
Orange County	30%	12
- Chapel Hill		
- Carrboro		
- Hillsborough		
- Unincorporated areas		
Chatham County	5%	2
Total	100%	40

Note: For illustration purposes, this table assumes a 40-member CTAB.

Diversity

Type of Representation	# Representatives
Neighborhood & Citizen Groups	10
Environmental & Alternative Transportation	10
Business and Industry	10
Institutions & Non-profits Organizations	10
At-Large Appointment (to balance geography & diversity)	(as needed)
Total	40

Note: For illustration purposes, this table assumes a 40-member CTAB.

Draft**Recruitment**

The LPA staff will make a substantial effort to ensure that as many citizens as possible are aware of the opportunity to serve on the CTAB. This advertising will include:

- Sending a letter to citizens that have been involved in the public input processes of the local jurisdictions of the MPO. For example, citizens involved in the Durham City/County comprehensive plan update and the Southwest Durham/Southeast Chapel Hill Collector Street Plan would be included in this mailing. There are over 900 contact names in this mailing database.
- Special advertisement in the newsletters and Web sites of citizen and business organizations such as the Chamber of Commerce, neighborhood associations, professional organizations, economic and social justice organizations.
- Advertising in local newspapers.

Draft

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Citizen Transportation Advisory Board (CTAB) Guidelines

Purpose

This document provides background, role, conduct standards and other pertinent information on the Citizen Transportation Advisory Board (CTAB) of the DCHC MPO. The CTAB will use these guidelines and other instructions from the Technical Advisory Committee (TAC) of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO).

CTAB Role

The role of the CTAB is to facilitate an environment where the broad public can provide input on the development of the major products and processes of the DCHC MPO. CTAB members will serve as the primary liaison to the public for the Technical Coordinating Committee (TCC) and the TAC. The TAC is the policy and decision-making body of the DCHC MPO, being composed of elected officials from the various jurisdictions in the DCHC MPO and an NCDOT board member. The TCC provides advice and recommendations to the TAC, being composed of staff members from agencies in the region that have transportation interests. These CTAB liaison responsibilities will be carried out through public workshops, CTAB discussion meetings, and CTAB reviewing and monitoring of the DCHC MPO products.

TAC Role

Generally, the TAC is committed to keeping the CTAB properly informed on the MPO products and processes, fairly considering CTAB input in the decision-making process and responding to inquiries raised by CTAB members. Specifically, the TAC appoints CTAB members and administers this set of guidelines.

MPO Products and Processes

The products and processes in which the CTAB is likely expected to facilitate public input include:

- Long Range Transportation Plan (LRTP) – The LRTP lists the transportation projects planned for the next 30 years and must be updated every 4 years. Given the complexity and importance of the LRTP, a component in its development is almost always under development.
- Transportation Improvement Plan (TIP) – The TIP lists the funding source for project planning, right-of-way acquisition and construction over the next 7 years. The TIP is updated every two years.

Draft

- Unified Planning Work Program (UPSP) – The UPWP lists the funding source and various planning efforts and projects for the DCHC MPO. The UPWP is updated annually.
- Socio-Economic Data (SE Data) – The SE Data consists of residential and employment data that is input into the regional travel model, which is used to develop the LRTP and the air quality conformity determination. The SE Data is updated every four years as part of the LRTP update process.
- Environmental Justice (EJ) – EJ studies ensure that minorities and the economically-disadvantaged do not experience disproportionately negative impacts from transportation projects, or are underserved by such projects. Also, EJ ensures that these groups and persons with limited English proficiency are aware of the opportunities to provide input into the process.
- Special Projects – Special projects might include a major investment study for a specific transportation corridor, a collector street plan, or an environmental study for a major highway or transit facility or service.

Membership

Citizens interested in being members of the CTAB will complete and forward an application to the TAC. The TAC will appoint CTAB members based on the existence of a vacancy, the current composition of the CTAB, and the qualifications of the applicant. CTAB members are volunteers and will serve without compensation. The MPO intends to appoint a CTAB membership that represents a balance of the many geographical, social, economic, cultural, business and environmental interests in the MPO planning area. At its discretion, the TAC may remove CTAB members at any time. A CTAB member may be a member of another board, committee or commission of one of the DCHC MPO member jurisdictions.

Meetings and Administration

The CTAB will meet at least quarterly, and more often depending on the demand imposed by the various MPO product cycles. The Lead Planning Agency (LPA) will provide logistical and administrative support to the CTAB. On some occasions, the CTAB might choose to hold separate meetings in Durham and Orange counties, in which case members may attend either meeting with the assurance that duplicate information will be shared at both meetings and meeting minutes of all CTAB meetings will be sent to all members. On some occasions, the CTAB meeting will be held in conjunction with a public workshop. The CTAB meetings are open to the public and will be well publicized.

The MPO will help the CTAB maintain awareness of important activities, decisions and issues of the TAC and the TCC by providing the CTAB members with an electronic copy of the monthly TAC and TCC meeting agendas and attachments.

Structure

Draft

At a minimum, the TAC will select two Co-Chairs for the CTAB. The two Co-Chairs will be selected on the basis of one from Durham County and one from Orange County. The Co-Chairs will serve as the principal liaison to the TAC and will preside over CTAB meetings and processes. The CTAB may appoint subcommittees composed of its members and the subcommittee may appoint officers for that subcommittee.

Attendance Requirement

The TAC may replace CTAB members who have been absent for 3 consecutive meetings.

Ethical Standards

The DCHC MPO will adopt the following general Code of Ethics for the CTAB. CTAB Members will:

- Treat other CTAB members fairly, respectfully, and allow other views to be presented;
- Refrain from using information that is not available to the general public for his or her personal or financial advantage;
- Abstain from voting upon matters in which he or she has a financial interest; and,
- Abstain from engaging in any activities that might be construed as being in conflict with their responsibilities as a CTAB member.

Limitations of the CTAB

The CTAB is not empowered to:

- Speak for the TAC or any other governmental body;
- Make staff assignments; and,
- Enter into any contracts for goods or services under the auspices of the MPO, CTAB or a governmental body.

Guideline Changes

The TAC may change these guidelines at its discretion. The CTAB may request that the TAC make changes, additions, or deletions to these guidelines.

DCHC MPO Citizen Transportation Advisory Board (CTAB) Membership Solicitation

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) is soliciting persons to serve on a Citizen Transportation Advisory Board (CTAB). The CTAB is a standing advisory committee whose central purpose is to facilitate public input and comments to the MPO on a continuing basis. The application process for the CTAB will end on Day, Month date, 2006.

The Durham - Chapel Hill - Carrboro Metropolitan Planning Organization (DCHC MPO) is an umbrella agency whose responsibility, under federal law, is to coordinate and make decisions on comprehensive transportation planning and programming in the urban area. The DCHC MPO planning area involves seven local governments - Carrboro, Chapel Hill, Chatham County (north east portion), Durham, Durham County, Hillsborough and Orange County as well as NCDOT. The Triangle Transit Authority (TTA) and the Turnpike Authority serve as ex-officio members.

Public participation and involvement is critical to the transportation planning process. An important element of the DCHC MPO Public Involvement Policy (PIP) is ensuring that the citizens of the area are involved in various aspects of the MPO transportation planning processes, plans and programs. The CTAB will review and comment on the plans, programs and planning process on an ongoing basis. The CTAB will be appointed by the MPO Transportation Advisory Committee, the policy body of the DCHC MPO. The CTAB will consist of approximately 40 members from throughout the planning area and will meet quarterly or as needed.

Members will serve for three years and could seek reappointment for another term.

For further information, about the Citizen Transportation Advisory Board or the DCHC MPO transportation planning process, please contact: Felix Nwoko (felix.nwoko@durhamnc.gov) or Ellen Beckmann (ellen.beckmann@durhamnc.gov) at the Durham Transportation, 101 City Hall Plaza, Durham N. C. 27701, Mon. - Fri., between the hours of 8-4:30 at (919) 560-4366 or fax (919) 560-4561. A committee membership application and additional information will be provided after contact.

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: August 9, 2006

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

This memorandum provides a summary status of tasks for projects in the FY 2006-2007 Unified Planning Work Program.

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

2006-07 Unified Planning Work Program (UPWP) Emphasis Projects

Transit On-Board Survey

- ✓ Consultant has been selected for the survey.
- ✓ Scoping and contract negotiations have been completed.
- Kick-off meeting August 8, 2006
- Survey to take place in fall of 2006.

Travel Time Survey/Speed Study

- ✓ Consultant has been selected for the survey.
- ✓ Scoping and contract negotiations completed.
- Field reconnaissance and data collection to commence in September 2006.
- Survey to be completed in spring of 2006.

GIS/Data Integration and Automation

- Consultant's solicitation underway.

Land-use Model development

- Consultant's solicitation underway

Non-Motorized Model development

- Consultant's solicitation is underway

ITS Deployment Plan

- Two Triangle regional stakeholder coordination meetings held.
- Work has commenced on the update of ITS short range strategies for the 2007-2013 TIP.

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

MPO Collector Street Plan

Long Range Transportation Plan (LRTP) / Comprehensive Transportation Plan (CTP) Update

- Draft schedule – August 2006

7-Year Transportation Demand Management Program

Regional Transit Infrastructure Blueprint

Chapel Hill/Carrboro/UNC Long Range Transit Plan

Coordinated Human Services Transportation Plan (JARC/New Freedom)

- Framework for creating the plan – September 2006
- Plan complete – December 2006
- Selection of projects – January 2007

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

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-August 2006 (Durham – complete; Orange – in progress).
- Data Analysis and Projection likely to be completed in (Durham - August 2006; Orange - ?).

- Determine and quantify historic and existing measures likely to be completed in July-August 2006.
- Identify new measures to be completed in August 2006.
- Identify GHG target and model reduction targets anticipated to be completed in September 2006.
- Criteria Air Pollutant (CAP) Analysis anticipated to be completed in September 2006.
- Formulate Action Plan anticipated to be completed in October 2006.
- Recommend reduction targets, strategies and action plan anticipated to be done by October 2006.
- Draft Report likely to be done in October 2006.
- Final Plan anticipated to be finalized in November 2006.
- Plan Adoption (Carrboro, Chapel Hill, Durham City, Durham County, Orange County and TAC) anticipated occurring during the months of November and December 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 about 60% complete.
- 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 summer 2007.
- Adoption anticipated in summer/fall 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 complete.
- ✓ 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 conversion to TransCad to be completed in August 2006.
- Calibration of 2002 model in TransCad anticipated to be completed in September 2006.
- Validation of 2002 model against 2005 count data anticipated to be completed in November/December 2006

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 prepared 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 January 2005 meeting.
- Incorporates new public involvement requirements of SAFETEA-LU
- Draft to be ready for August 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 complete.
- ✓ Received project schedule and time line from NCDOT.
- ✓ Newsletter distributed May 2006
- ✓ Speakers Bureau presentations June 2006 – ongoing
- First public meeting September 26, 2006

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

Southwest Durham/Southeast Chapel Hill Collector Street Plan

- Public Hearing held in June
- Draft plan complete – currently being revised.
- Town of Chapel Hill public hearing scheduled in October 2006
- Plan adoption (City of Durham, Durham County, Town of Chapel Hill and TAC) in November.

Travel Behavior (household) Survey

- Survey is complete; draft report released June 27, 2006.

Transit Boarding and Alighting Counts

- Complete

Comprehensive Pedestrian Plan for Durham

- ✓ Final Plan presented to Council for adoption on May 1, 2006.
- Pending final approval

Comprehensive Bicycle Plan for Durham County

- ✓ Draft plan complete
- Final Plan, presentation and adoption likely to occur in the months of August/September 2006.

Old Durham-Chapel Hill Road Bicycle and Pedestrian Feasibility Study

- ✓ TAC approved February 2006
- Programming to be determined.

NCDOT PROJECTS UNDER CONSTRUCTION IN DURHAM COUNTY - 8/1/2006												
County	TIP #	Route	Location Description	Contract Amount	Length	Contractor Name	Resident Engineer	RE Ph. #	Contract Completion	Scheduled Progress	Actual Progress	Estimated Completion
Durham	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%	10/1/2006
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%	9/30/2006
Durham, Gran, Pers, Wake	R-4404	US-64	DIVISIONWIDE GUARDRAIL - US-15 / 501, US-64, US-70, US-158 & NC-147.	\$ 1,138,560.10	28.5 miles	Elderlee Inc	Phillip R. Johnson, PE, PLS	(919) 733-9499	6/6/2006	100%	93.3%	8/15/2006
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	100%	79.0%	11/30/2006
Durham	I-306DB	I-85	WIDENING OF I-85 FROM WEST OF BROAD STREET TO WEST OF CAMDEN AVE.	\$ 73,297,064.77	4.093 km	Granite Construction Company	Aaron V. Earwood, PE	(919) 560-6857	12/31/2004	97.5%	97.3%	12/31/2006
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	97.0%	86.6%	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	78.2%	77.0%	08/01/2007
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 - 8/1/2006												
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	\$ 38,100,000.00	6.363 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												

[illegible]

Churton street redesign praised

By Emily Coakley, The Herald-Sun
June 26, 2006 10:33 pm

HILLSBOROUGH -- Town officials praised a plan to revitalize and redesign Churton Street Monday night.

"I'm very excited about this. We have a lot to work with here," said Mayor Tom Stevens of the Churton Street Corridor Plan.

The corridor in question is nearly 5 miles long, starting at N.C. 57 north of town, passing south through downtown past Interstate 85, and ending just south of Interstate 40.

Churton Street is the town's main north-south connector, and is heavily traveled. And while there isn't too much at the south end of the corridor right now, big plans are under way. Waterstone, a 337-acre development of homes, retail and a Durham Technical Community College campus, is planned for land just north of I-40 between N.C. 86 and Old N.C. 86. Churton Street at the southern end of town is also Old N.C. 86. At U.S. 70 Business it becomes N.C. 86.

Residents surveyed for the plan ranked reducing congestion, improving pedestrian access and reducing sign clutter as some top priorities.

The corridor plan has a variety of short-term and longer-term recommendations. It recommends adding sidewalks along the corridor, widening the road to four lanes in the southern end and adding tree-planted medians in some areas.

The plan does not recommend widening Churton Street downtown or removing parking, said Margaret Hauth, the town's planning director.

Roundabouts, or replacing an intersection with a circle, are recommended at some spots, including around I-85, at Orange Grove Road and at N.C. 57.

Eric Hallman, a Town Board member, asked what the state Department of Transportation thought of urban roundabouts.

Hauth said DOT is building them in some areas.

Roundabouts eliminate the need to make a left turn, are safer and are easier to maintain. Eliminating a left turn with a roundabout could keep traffic moving and reduce accidents, Hauth said.

The plan is designed to improve and revitalize the Churton Street corridor, she said. It won't eliminate the need for the proposed Elizabeth Brady Road extension, which is expected to help relieve Churton Street congestion.

Another part of the plan recommended creating a system of signs to help people find their way around town. As part of that, one recommendation is to divide the corridor into districts: Waterstone, Churton South, Downtown and North Churton.

Hillsborough has set aside \$15,000 in a budget adopted earlier this month to start designing a sign system. The plan also recommended changing ordinances to require low, monument-style signs.

The Town and Planning boards will take public comments on the Churton Street Corridor Plan at a hearing July 25.

URL for this article: <http://www.herald-sun.com/orange/10-747712.html>

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

Road Worrier:

Published: Jun 27, 2006 12:30 AM

Modified: Jun 27, 2006 02:57 AM

Money woes create project gridlock

BRUCE SICELOFF, Staff Writer

We'll need more dough to make the bulldozers go. Please insert \$920 million for the next three years.

New highway projects here and across North Carolina are being delayed by five months, starting with contracts that were scheduled to be awarded this summer.

How come? The federal moolah flow is much too slow. State road builders have cut their spending plans accordingly.

The state Department of Transportation had planned to accept bids in July on jobs worth about \$40 million to widen seven miles of Davis Drive, N.C. 54 and Page Road in Research Triangle Park. Now it has shoved back those projects to December.

Also delayed are the widening of Airport Boulevard in Morrisville and a safety upgrade at the Interstate 440 Beltline interchange for Wake Forest Road in Raleigh. Those contracts will move from August to January 2007.

Durham's Holloway Street widening is bumped from November to April 2007. The widening of a mile of U.S. 15-501 in Durham and related Garrett Road improvements will move from December to July 2007.

DOT engineers didn't waste indelible ink when they marked up the calendar. They used well-chewed pencils with well-worn erasers. These jobs have been rescheduled before.

DOT Secretary Lyndo Tippettt warned in May that construction would slow. Over the next three years, DOT expects to take in \$920 million less than it previously counted on for road building, maintenance and other needs.

Why? The cost of a new bridge or road has increased by 50 percent in three years. This inflation will add \$120 million to predicted project costs for the next three years. Meanwhile, state transportation tax receipts are almost flat, even after January's 3-cent hike in the gas tax.

The big source of fiscal disappointment is the federal government -- \$720 million less in allocations than we had expected.

DOT's five-month delay comes on the heels of a bigger slowdown announced last year. The postponed projects were the main items on our current calendar, but they're small potatoes compared with larger jobs shifted several years into an uncertain future.

Among them are extensions to the Interstate 540 Outer Loop, the four-lane conversion of U.S. 401 from North Raleigh into Franklin County, and the East End Connector that would provide a stoplight-free link between U.S. 70 and N.C. 147 in Durham.

These money woes affect all 50 states. The portion of the federal Highway Trust Fund dedicated to road building is expected to run dry in 2009. The feds will fall \$12 billion short of paying for the road work promised in a multiyear package Congress passed in 2005.

That's not a cheerful prospect this week, as we mark the 50th anniversary of the Federal-Aid Highway Act of 1956. President Eisenhower signed the law on June 29, 1956. It established the interstate highway system and, to pay 90 percent of the construction cost, created the Highway Trust Fund.

So what will we do for money?

Funding options

The federal gas tax, 18.4 cents per gallon, has not changed since 1993. Gov. Mike Easley and state legislators are unlikely to allow further increases in North Carolina's 29.9-cent tax. But they are on track to help DOT by restoring money they shifted in recent years to nontransportation needs.

N.C. Go, a coalition of roadbuilding industries and other business and transportation interests, favors a \$1 billion bond issue to get the bulldozers moving again. It says North Carolina should increase the highway use tax collected on auto sales from its current 3 percent to 5 percent, matching the higher rates of neighboring states.

There are other prospective money sources, but tolls are still the favorite among DOT and legislative leaders. The Senate has scheduled its second vote Wednesday on a proposal that would accelerate North Carolina's turnpike transformation.

Senate Bill 1381 adds a loophole to the state ban against putting tollbooths on roads that were built entirely with tax money. It would allow the N.C. Turnpike Authority to collect tolls on a segment of a free road contiguous to a planned toll project -- if it determines that doing so "is needed to help establish the financial viability" of the toll project.

That's what the Turnpike Authority wants to do in Wake County, on a two-mile stretch of tax-funded, toll-free I-540 that will open next year between N.C. 54 and N.C. 55. It would connect two separately proposed toll roads -- the Triangle Parkway through RTP and a 12-mile extension of I-540 from RTP to Holly Springs.

Maybe you think DOT bulldozers are wasteful tax guzzlers. Maybe you blame Triangle traffic hassles on an anti-urban tilt in state priorities. Maybe you're steamed about the idea of paying cash on your route to work, while other roads are toll-free.

Maybe you're right.

But tax dollars are not keeping up with the Triangle's accelerating need for better roads and transit service. Increasingly, it appears that if we want to get new expressways built in a few years rather than a few decades -- and, perhaps, if we want to modernize the old interstates as well -- we're going to have to get used to the idea of toll roads.

Enlighten the Road Worrier with comments, questions or tips: bruce.siceloff@newsobserver.com or 829-4527. Please include name, address and daytime phone num

© Copyright 2006, The News & Observer Publishing Company

A subsidiary of [The McClatchy Company](#) 

Columbia Street project open for comments

BY ROB SHAPARD, The Herald-Sun
June 27, 2006 7:07 pm

CHAPEL HILL -- The N.C. Department of Transportation is taking comments on long-awaited improvements to a stretch of South Columbia Street, although it doesn't expect to actually start construction until March 2009.

The project area is the narrow, winding stretch of South Columbia between Manning Drive and Purefoy Road, near the U.S. 15-501/N.C. 54 Bypass intersection. The DOT's current schedule calls for it to start acquiring the additional land it would need for a new right-of-way next March.

But it would be another two years after that before the department plans to award a contract for the construction, and the contractor likely would start work two or three months after that on a March 2009 date, said Jason Moore, an engineer in the DOT's Roadway Design Unit.

Moore was among several DOT representatives who set up displays in the cafeteria of Culbreth Middle School on Tuesday, part open house and part public hearing. Residents peered and pointed at the colored design drawings taped to the walls and asked the engineers about the details.

"My initial reaction is that it's sorely needed," said Sue Foster, who lives along Westwood Drive at its intersection with South Columbia. "They've been talking about it for as long as we've lived in the house, which is 15 years. I hope it goes through."

Although the project is a widening of the street, the proposed design from DOT does not call for adding new travel lanes for vehicles.

Instead, the aim is to widen the two existing travel lanes to make them each 12 feet wide and to add a center turn lane. The design also includes new, five-foot sidewalks on each side of the street and four-foot bicycle lanes in each direction.

There's a lot of history in that design. It represents the Town Council's wishes for how the road should be improved, rather than a full-scale widening.

In past years UNC Health Care officials wanted to see the DOT add new travel lanes to the street, as a major roadway into the UNC Hospitals complex. But health-care and UNC Chapel Hill officials have publicly backed the town's preferred design in recent years.

Along with the broad outlines, some of the details include:

- Preserving all of the stone wall that lines part of South Columbia. To do that, the DOT plans to focus its right-of-way acquisition on the eastern side of the street.
- Removing four houses along that eastern side. Records list Jean McClean and 211, Inc., as the owners of those properties, and it's the DOT's understanding that they are rental houses.
- Expanding the street's right-of-way from its current 60 feet to a width varying from 80-100 feet.
- Installing curbs and gutters on each side of the street.

The DOT currently estimates the cost at about \$4.9 million, with federal funds to cover 80 percent.

"I think they've done a real nice job in general," said Pete Andrews, as he studied the drawing.

"They've protected the side of the road that gives it its character," he said. "I'm glad to finally see this coming to fruition, at this scale."

Andrews, who lives off Mt. Carmel Church Road, said he felt a full-scale widening would have had "greater consequences for the character of this road and probably of the town."

Residents with comments can contact Jamille Robbins at jarobbins@dot.state.nc.us, phone 715-1534, fax 715-1501 or N.C. DOT, 1583 Mail Service Center, Raleigh NC 27699-1583.

URL for this article: <http://www.herald-sun.com/orange/10-748043.html>

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

Drivers face changes on way to Superstreet

The Herald-Sun
July 18, 2006 5:26 pm

CHAPEL HILL -- As a contractor for the N.C. Department of Transportation starts work on the Superstreet project at the busy intersection of U.S. 15/501, Erwin Road and Europa Drive, motorists can expect a number of things at the work site.

For example, Dobbins Drive between Erwin and Sage roads will be closed for about six months, as crews reconstruct Dobbins to allow widening along U.S. 15/501.

In addition, the DOT says that:

-- Most of the construction will be done at night, to ensure that traffic continues to flow normally during peak times. Therefore, motorists traveling during the day should not encounter construction delays; however, nighttime motorists should expect lane closures and delays on U.S. 15/501.

-- Lanes on U.S. 15/501 and Erwin Road/Europa Drive will be open between the hours of 7 a.m. to 9 p.m., Monday through Friday, and 10 a.m. to 9 p.m. on Saturday. Lanes on U.S. 15/501 and Erwin Road/Europa Drive will be open between the hours of 6 a.m. to midnight, Monday through Sunday.

-- Residential and business driveway access will be maintained during construction.

-- Changeable message signs will be used to inform motorists of lane closures.

A Superstreet is a roadway design that prohibits direct left-hand turns from the main street (in this case, U.S. 15/501) onto the side streets (Erwin Road and Europa Drive).

All left-hand turns will be accommodated by two traffic signals at the future u-turn points about 800 feet north and south of the current intersection. Improvements also include a new pedestrian crosswalk and a bicycle trail at the intersection.

The nearly \$5 million project was awarded to Triangle Grading and Paving and is scheduled for completion in late 2007. For more information, contact the resident engineer at (800) 228-8540.

URL for this article: <http://www.heraldsun.com/orange/10-753714.html>

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

Study: Public could favor toll roads

July 11, 2006

By Gregory Phillips, The Herald-Sun

If the state wants to sell drivers on toll roads, it needs to show them the benefits and make them more aware of the alternatives, according to a consultant hired to examine public attitudes toward tolls in North Carolina.

"This is all very new to people," consultant Frank Wilson told the N.C. Turnpike Authority board Tuesday. "There is an information void here that gradually needs to be filled."

Consultants met with business and community leaders and held a series of 12 focus groups with 120 residents of areas across the state where toll projects are proposed, as part of a comprehensive study the turnpike authority has commissioned to determine the feasibility of the six toll projects it's identified across the state.

The focus groups acknowledged the need for relief from traffic congestion and showed an increasing preference for tolls -- compared with tax increases or registration fee hikes -- the more information they were given, Wilson said.

"When it begins to impact the quality of life, your attitude begins to change," Wilson said. "They will not use it every day, but they will use it for those important trips."

Drivers expressed a growing frustration with congestion and an acceptance that tolls are a fair way to pay for roads, according to the study. But there was a widespread feeling that governments should be able to build roads without exacting tolls. North Carolina is facing \$700 million less than expected in federal funding in the upcoming budget, with inflation eating away at what's left.

Still, Wilson said, "People do not believe there's a funding problem."

Of the six toll projects the authority is considering, the need for the 3.5-mile Triangle Parkway in Durham wasn't well-understood in the focus groups, Wilson said. The road would cut through Research Triangle Park, connecting Interstate 40 with the section of Interstate 540 currently under construction. It's proposed primarily as a commuter route to take some of the RTP traffic away from I-40.

"Once it's explained a little bit more, they'll look at it as a congestion reliever," Wilson said. "They'll look at it as a shortcut, and it will be a quicker commute."

The current 140,000 cars on I-40 through RTP are expected to increase to 225,000 by the time the parkway would be open.

"I-40 will simply not carry that sort of capacity," State Transportation Secretary Lyndo Tippet said after the meeting.

Negative attitudes to the parkway project are unlikely to derail it, since the authority plans to finance that road jointly with the Western Wake Freeway to get more for its money. Construction could begin on those projects as soon as late 2007 and be completed by 2011.

A bill passed the state Senate last week that would also allow part of the under-construction segment of I-540 to be tolled because it would connect the two toll projects.

The Western Wake Freeway -- the part of I-540 that would skirt southwestern Durham -- faced a problem of fairness in the focus groups, since the northern portion of the road was built toll-free.

That's indicative of the what's-in-it-for-me attitude that most drivers settle on, Wilson said. It's also reflected in the positive attitude among the focus group members who approved of toll roads because they felt others -- tourists and through-traffic -- would be paying for them.

"This is what it all boils down to in the end," Wilson said.

COPYRIGHT 2006 by The Durham Herald Company. All rights reserved.

Published: Jul 09, 2006 12:30 AM

Modified: Jul 09, 2006 06:32 AM

How do we fix the interstates?

FALLING APART AT AGE 50: With shortfalls in state and federal revenue, the nation's 47,000-mile interstate highway system is deteriorating. North Carolina leaders say paying for improvements will require innovative financing plans

OTHER MONEY OPTIONS

Feeling the pinch from the rising costs of maintaining and upgrading highways, officials in North Carolina and other states are seeking new ways to pay for transportation.

Here are some of the funding options at play in other states or up for discussion in North Carolina:

TOLLS: North Carolina law allows tolls on new roads and bridges but not on existing highways. There is a proposal to charge a toll on Interstate 95, but opponents worry that this would discourage tourism.

CONGESTION PRICING OR VALUE PRICING: Some states, such as California, Texas, Minnesota and Maryland, allow drivers to pay extra to use express lanes and avoid congested roads.

TAXING BY MILEAGE: Oregon has a pilot program in which volunteers are charged by the number of miles they travel rather than by the gallons of gas they buy.

HIGHER HIGHWAY USE TAXES: NC Go!, which represents the highway construction industry and other groups, has called for raising the North Carolina levy of 3 percent on the sale of cars. Other states impose taxes of 5 percent or more.

BOND ISSUES: NC Go! is pushing for a \$1 billion bond issue to jump-start transportation and transit improvements and repair.

PRIVATIZATION: Indiana recently handed over a toll road to private investors for \$3.8 billion, and Virginia is leasing its Pocahontas Parkway to an Australian company. Other states also are considering selling or leasing roads to private firms.

BRUCE SICELOFF, Staff Writer

Interstate 85 traffic rattles across the wide Yadkin River on two cramped, antique bridges with no shoulders and no room for mistakes.

There may be slower bottlenecks on the I-85 drive north from Charlotte, but there are none scarier.

"I always get white-knuckled through there," said Jeff Merritt of Raleigh, who does a lot of driving as a regional executive for Los Angeles-based KB Home. "I usually turn the radio down. I tell my kids to be quiet."

Built in 1955, the narrow I-85 bridges near Salisbury are notorious among travelers and long overdue for replacement. But a planned \$196 million overhaul was postponed indefinitely last year. The state could not afford it.

The nation's aging, 47,000-mile interstate highway system is deteriorating in North Carolina and across the country. State and federal revenues have fallen behind the sharply rising expense of replacing worn-out pavement, upgrading outmoded interchanges and widening clogged bridges and roadways.

Fifty years ago this summer, Congress established the interstate network and created the Highway Trust Fund to help pay 90 percent of construction and maintenance costs. But federal auditors have warned that the fund, fueled primarily with gas tax revenues, might run dry by 2009.

The Federal Highway Administration says it needs \$10 billion each year merely to keep the heavy congestion and crumbling pavement from getting worse -- but it has only \$7.5 billion to spend.

Congress has held the federal tax at 18.4 cents per gallon since 1993, when regular gas retailed for about \$1.10.

A national commission on highway funding will report next summer on how to cover the shortfall.

Meanwhile, North Carolina leaders are searching for ways other than the state gas tax -- 29.9 cents per gallon -- to pay for the state's share of interstate costs as well as improvements in other roads.

"The investment we are making in the highest level of our transportation system in this state is not keeping pace with the loadings of traffic and the trucks and the stress we are putting on the system," said Len Sanderson, the state highway administrator. "And there is great need for additional moneys to do that."

North Carolina's 1,084 miles of interstates carry 20 percent of the state's highway traffic, but they consume a much bigger share of our highway money. Interstates account for \$3 billion, or 37 percent, of the state's scheduled highway spending over the next seven years.

This summer, the state Department of Transportation is wrapping up a 13-year, \$270 million makeover for an eight-mile stretch of I-85 in Durham. The new lanes and interchanges will open to traffic in August.

But for every section of old interstate made new, funding setbacks elsewhere add more and more interstate projects to a costly state backlog.

"It's been incremental, and there's still a long way to go," Merritt said.

He finds it increasingly difficult to know how long an interstate trip will take.

"The predictability of our interstate system has really dropped. That has become a problem, because you don't know how to budget your time."

Taking up local funds

While the interstates serve truckers and motorists from across the state, the cost of maintaining and expanding them falls most heavily on urban counties with the worst traffic congestion.

The state distributes transportation money according to an "equity formula" that gives an extra share to the more populous counties -- but not enough to cover the expense of heavy urban commuter traffic.

Durham County is still reeling from the double-whammy cost of the improvements to I-85 plus \$55 million to widen 10 miles of I-40. During the past seven years alone, the two interstate jobs sucked up 71 percent of Durham's state and federal highway money -- \$285 million out of a total \$404 million.

That left just \$17 million per year for other highway improvements in a county with more than 200,000 residents and plenty of street hassles.

Dozens of planned road improvements have languished on Durham's waiting list, including upgrades to Hillandale Road in north Durham, U.S. 15-501 in west Durham and N.C. 54 in south Durham.

"We've been paying the price for a long time here in Durham," said Ellen Reckhow, chairwoman of the county commissioners. "And as a consequence, we have many neglected road needs that have not been addressed."

Nancy W. Dunn, a Winston-Salem businesswoman, also worries about local needs in the five Piedmont counties she represents on the state Board of Transportation. I-85 passes for 41 miles through two counties in her area, Division Nine, but it consumes more than 50 percent of the division's highway money each year.

Dunn shares Merritt's dread of the I-85 drive across the Yadkin. She looked forward to the start of construction this year on a modern, wider replacement for the notorious bridges and six miles of worn-out roadway on either side of the river.

But the estimated cost of the project zoomed from \$148 million in 2003 to \$196 million in 2005. At the same time, DOT reduced its overall spending. New revenues were slowing and a budget surplus had been exhausted faster than expected, so DOT reduced its awards of new highway contracts from \$1 billion in 2004 to less than \$400 million last year.

Reluctantly, the state postponed the Yadkin bridge project indefinitely. I-85 drivers will continue to suffer while DOT moves forward with plans to ease congestion in the fast-growing suburbs west of Winston-Salem and finishes the widening of busy U.S. 70 between Salisbury and Statesville.

"If we were to build the [Yadkin] project, it then would preclude our having any other project in Division Nine for the next seven years," Dunn said. "It doesn't seem quite fair, does it?"

State transportation board member Nina Szlosberg of Raleigh says it would be fairer to pay for interstate improvements at the state level, rather than continuing to take the money from the allocations to local highway divisions. The remaining highway money would be reserved for transportation needs that are more strictly local in nature.

But interstate costs are part of a bigger problem that must be solved in Washington, she says.

"We've got real needs in North Carolina to improve secondary roads," Szlosberg said. "We've got regional and local thoroughfare systems that desperately need to be improved to meet the needs of a growing state. We need to provide alternatives and transportation choices to people. And we can't do that if we've got to maintain [the interstates], if the elephant is still in the room."

Figuring out where to send the bill is one thing, but a larger challenge is simply dealing with the expense of interstate highway improvements.

Repairs on the fly

These days, only a small portion of interstate work involves new roadway construction. Most interstate projects involve extensive improvements to busy freeways, where construction crews share their workspace with tens of thousands of motorists.

"It's like living in your house while you're rebuilding it," said Steve Varnedoe, DOT's chief highway operations engineer.

That work takes more time. DOT says 30 percent of its \$270 million overhaul on I-85 in Durham involved temporary construction -- including six temporary bridges -- to route traffic around the work sites.

"Today for the most part, we're out there reconstructing this under traffic," said Sanderson, the state highway administrator. "The environment is totally different, and the costs are much higher."

Construction costs on I-85 in Durham averaged about \$30 million per mile, according to statistics on a DOT Web site. By comparison, construction costs are running below \$14 million per mile on a 12-mile addition to I-540 in Wake County, where traffic hassles are relatively minor.

The interstate system was inspired partly by the Autobahn in Germany, which had impressed President Eisenhower and other Americans during World War II. After the war, some Washington leaders wanted to expand turnpikes that had been established in northeastern states.

Recently toll financing has made a rapid comeback in states across the country, and North Carolina is joining the trend. An extension of Wake County's I-540 loop appears likely to be the first project of the new N.C. Turnpike Authority.

Dunn, Szlosberg and other DOT leaders say North Carolina will have to pursue toll-funding and other alternatives to cover interstate and other transportation costs.

DOT expects to take in only \$55 billion over the next 25 years to pay for transportation needs projected to cost \$85 billion. The \$30 billion gap prediction came from the state's first long-range transportation plan in 2004.

Dunn presided over that effort. When the numbers are updated later this year, she says, DOT's 25-year funding gap could grow to \$100 billion or more.

While North Carolina struggles to upgrade its old interstate highways for 21st century use, the state also hopes to add new freeways to the system.

I-73 and I-74 originate in the Midwest, with proposed routes through North Carolina's midsection. The two routes share some sections, with 36 miles now open and another 51 scheduled or under construction. The state would need \$2 billion to build the remaining 283 miles.

South Carolina has said it will build part of I-74, which ends in Myrtle Beach, as a turnpike. North Carolina leaders are considering toll funding, too.

Dunn believes the new freeways are needed. To build them, North Carolina will have to find new ways to pay for them, she says -- with tolls, with the help of private investors, or through some other innovative means.

Otherwise, she doubts she will see the completion of I-73 and I-74.

"Probably not in my lifetime," Dunn said. "If it goes through the usual process, where you wait for tax money to be generated, I don't think it will happen in time for me to drive on it."

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

Pedal to the mettle

By JEREMY WATSON, CORRESPONDENT

CARRBORO -- Twice a week, Niles Barnes bounds up and down the steps of Kenan Stadium, sometimes hopping on one leg. Barnes doesn't quit until he's lapped the whole football field.

He and four others are building up their muscles and stamina to haul folks in Chapel Hill and Carrboro in pedicabs, bicycle taxis found mostly in Western tourist hotspots and Asian countries.

"Fitness will be a requirement," said Dennis Markatos-Soriano. "If two sumo wrestlers come up to us, we'll do our best to serve them."

The service is run by Greenway Pedicabs, a company formed by local investors and members of SURGE, a student-led environmental and social justice network headquartered at UNC.

Greenway's first cab, a two-seater with a white frame, black cushioned seats, a black canopy and a black bike came in Wednesday and may carry riders this weekend.

A Carolina blue cab that seats three adult passengers will arrive in July.

"We know the people of Chapel Hill and Carrboro like quality, so that's what we went for," said Markatos-Soriano, Greenway's manager and SURGE's executive director. "These are really the nicest bikes around."

Riders can hail pedalers between the Carrboro Farmers' Market and the Morehead Planetarium and Science Center on Tuesdays, Thursdays, Fridays and Saturdays. They can also make calls for pick-ups on those days.

Markatos-Soriano doesn't have a rate schedule yet, but estimates a trip from He's Not Here on West Franklin Street to Kenan Stadium would cost \$4 to \$5 per person, meaning a \$9 to \$10 tab for two riders.

Tar Heel Taxi, which bases its fares on zones, would charge \$6 total for up to three people, with an additional \$3 for each extra person.

Brion Stracensky, owner of Revolve Pedal Cab in Eugene, Ore., recommends the pedalers ask to be paid up front. A rider once ran off without paying after Stracensky pedaled him six miles.

Markatos-Soriano plans to pay \$11 an hour. Tips are welcome, but pedalers won't be miffed if they don't get one. "We're all pretty laid back," he said.

Safety is a priority for the pedalers.

The cabs come with front and brake lights, and all pedalers get background checks and training. To avoid accidents, pedalers will veer to the side of the road or take side streets if they clog traffic.

They won't pedal in sleet or snow but may travel through light rain if the canopy covers riders' legs. In winter months, Greenway will keep riders warm with wool blankets.

The company expects to do its best business with tourists, fans going to Carolina games, students, couples and the bar crowd.

"It would be a good alternative to a cab if you had too much to drink," said Scott Williamson, a Durham resident who walks and drives in Chapel Hill.

For couples, Barnes said pedicab rides are romantic and perfect for weddings.

But Shannon Morrow of Durham said she wouldn't ride one to set the mood.

"It's not like it's a horse-drawn carriage," said Morrow, who works at Salon 135 in Chapel Hill and may ride a cab once for fun. "A guy pedaling or a girl pedaling furiously might take the romance out of it."

Pedicab companies have done well in college towns, said Ed Oliver, production manager at Main Street Pedicabs, which sold the cabs to Greenway for \$9,000.

During a football weekend in Norman, Okla., Oliver had to stop giving rides after his hundredth trip because he was too tired to pedal any farther.

Three-fourths of any profits Greenway makes will go to the investors -- Barnes, Markatos-Soriano and Danny and Tim Toben of Chapel Hill. One-fourth is being earmarked for SURGE projects, such as Earth Action Fest, which raised \$1,000 to help put energy-efficient appliances in Orange County schools.

More than money, Greenway's main goal is to reduce greenhouse gas emissions by curbing the use of fossil fuels.

"We're talking miles per burrito instead of miles per gallon of gasoline," Markatos-Soriano said of the emissions-free cabs.

Contact Jeremy Watson at 932-2025 or jwatson@nando.com.

Fit to live in

Two Triangle communities earn a special designation for promoting well-being

JOE MILLER, Staff Writer

Ten years ago, a speed bump in front of your house was a sign the neighbor kids saw your street as a drag strip. Today, a speed bump symbolizes a community that cares about its residents' health.

Speed bumps, traffic circles, sidewalks, workplaces with showers, school lunches with non-fried options -- these are among a variety of traits health experts look for when determining whether a town takes the health of residents seriously. And such are the traits that helped two Triangle communities -- Chapel Hill and Durham -- become two of eight communities to earn the state's first-ever Fit Community designation. Forty-one North Carolina communities applied; in addition to Chapel Hill and Durham, Apex was the only other Triangle community to apply.

Briefly, the Fit Community program is a joint effort by the N.C. Health and Wellness Trust Fund and Blue Cross and Blue Shield of North Carolina. Criteria for what constitutes a Fit Community were derived by

Active Living By Design, a Chapel Hill nonprofit that advises 25 communities nationwide -- from Seattle to Columbia, Mo. -- on ways to be healthier.

Each Fit Community aspirant had to fill out a questionnaire with more than 160 questions (not to mention a special essay section).

To determine a Fit Community, Active Living wanted to know more than just what sort of physical fitness facilities the communities had on the ground. Sure, having parks within a quarter-mile of half the population helped. So did a high ratio of sidewalks to roads.

But places to get moving were not the only thing.

"Exercise was not necessarily the top value," says Active Living's Mark Dessauer.

The communities also had to prove a long-term commitment to the health and well-being of their residents.

Are healthy amenities actively promoted? Do the cities adequately finance health and nutrition programs? Do the towns' largest employers make an effort to create a healthy environment?

The reward for being named a Fit Community may not seem like much: a plaque to hang in the mayor's office, highway signs, and eligibility to apply for a modest pool of Fit Community grants.

Plus, of course, bragging rights.

Those bragging rights, though, could yield economic dividends.

"For a retiree looking to move or a business looking to relocate, being labeled a Fit Community could give you a leg up," says Lt. Gov. Beverly Perdue, who is chairwoman of the Health and Wellness Trust Fund.

Perdue also capitalizes on the Fit Community she lives in, Chapel Hill, by running or walking an hour every morning.

State writer Joe Miller can be reached at 812-8450 or jmiller@newsobserver.com.

Amended toll road bill en route to Senate

By GREGORY PHILLIPS, The Herald-Sun
July 19, 2006 8:54 pm

RALEIGH -- An amended bill to allow the state to charge drivers a toll on a road already under construction through southwestern Durham passed the House on Wednesday and could go back before the Senate today.

The bill would enable the N.C. Turnpike Authority to impose tolls on the 3-mile stretch of Interstate 540 between N.C. 55 and N.C. 54.

The House Committee on Transportation amended the proposal to address the concerns of local planners who want to be involved in any conversion of a free road to a toll road.

The amendments require the conversion to have the approval of any planning organizations in the affected area and compel the Turnpike Authority to spend the toll revenues from the road only on that road itself or any connecting toll road.

"The way I understand the bill, you couldn't convert it, collect toll revenue and spend it somewhere else," Durham Transportation Manager Mark Ahrendsen said.

Ahrendsen said the Durham-Chapel Hill-Carrboro Municipal Planning Organization, which asked for the amendments, now would support the bill.

The Turnpike Authority wants to toll that stretch of I-540 to help it seek joint bond funding for the two proposed toll projects it would connect: the 4-mile Triangle Parkway and the Western Wake Freeway portion of I-540.

The bond funding is needed to meet the construction costs for the toll roads that the tolls won't cover. A study found that combining the two projects would help tolls cover up to 75 percent of the cost and help keep the tolls low.

The bill is unusual because tolls usually are approved when a road is proposed as the means to pay for it, not after construction is under way.

Traffic could be using the new I-540 segment as soon as December but tolls wouldn't be imposed immediately, officials have said.

URL for this article: <http://www.heraldsun.com/durham/4-754105.html>

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

Published: Jul 26, 2006 12:30 AM

Modified: Jul 26, 2006 08:07 AM

Ethanol station opens Friday

Durham has only local E85 outlet

SUE STOCK, Staff Writer

With the price of gas hovering dangerously close to \$3 a gallon again, one Triangle gas station is adding a new option.

On Friday, the Cruizers convenience store on Sedwick Road in Durham will become the first station in the area and one of only a handful nationwide to sell a cleaner-burning ethanol fuel known as E85. It also will sell regular gasoline and B20, a form of biodiesel.

Only about 830 stations of 168,000 nationwide sell E85, which derives its name from its composition of 15 percent gasoline and 85 percent ethanol .

But interest is growing, said Phil Lampert, executive director of the National Ethanol Vehicle Coalition. "We're putting in about two stations a day nationwide."

However, switching to the new fuel isn't simple. Station owners must invest in the tanks, pipes and tubing for an ethanol tank. Drivers must buy cars that can use the gas, be willing to give up a little fuel efficiency and -- at the moment -- pay a little more.

Stations selling E85 are banking on demand as more consumers buy environmentally friendly cars.

Holmes Oil of Chapel Hill owns the Cruizers station and 20 others, mostly in Raleigh, Durham and Chapel Hill. The company picked the Durham location as its first E85 station because of its proximity to Interstate 40, the future Interstate 540, N.C. 55 and Research Triangle Park, spokesman Barber Holmes said.

The company also is planning to offer E85 at a station in Pittsboro that will open next year. But further availability of E85 depends on demand.

"We really hope we get support from the community, and I think the future of E85, and our prospects for expanding it in the future will be how successful we are at this location," Holmes said.

Until now, the only E85 in the Triangle was reserved for state-owned vehicles. The N.C. Department of Transportation operates two E85 pumps in Raleigh.

There may be more stations looking seriously at ethanol because continued high gas prices have dramatically reduced demand for premium gas, Lampert said. Those tanks could be converted for about \$3,000, whereas installing new tanks and equipment can cost as much as \$70,000.

"No one's buying premium anymore," he said. "Vendors want to get rid of premium and fill that tank with ethanol."

The Cruizers station converted an existing diesel tank to add the E85 fuel. Holmes said the company has spent \$45,000 to \$50,000 to upgrade the station.

For station owners wanting to put in new equipment, the state offers a 15 percent tax credit for the installation cost, and the federal government offers a 30 percent credit, said Tobin Freid, spokeswoman for the Triangle Clean Cities Coalition.

"It's an investment that some station owners aren't willing to make if they can't be confident they're going to recoup those costs," she said. "It's probably not going to save these people money, but it will save our planet."

Consumers interested in using E85 must have a "flexible fuel vehicle" capable of burning the special gas. There are about 16,000 of them in the Triangle and 5.5 million nationwide, Freid said. Automakers are rolling out more models each year.

"Before people would kind of buy them by accident almost, and now people are seeking them out," she said.

North Carolina's E85 will likely be a little pricier than in the Midwest, where the majority of the country's E85 stations are located. Most E85 is produced in the Midwest, and transportation costs add to the final price, Lampert said.

"Here in Jefferson City [Mo.], there are three stations," he said. "E85 is 55 cents a gallon less than regular unleaded. But your E85 will be a few cents more to cover shipping costs, and we have competition."

Right now, consumers should expect to pay more for E85 because of the regular summer spike in prices and an abnormally tight supply this year, said Tim Whitesides, general manager of Ray Thomas Petroleum. The Shelby-based company distributes regular gasoline, E85 and biodiesel fuel. The price should fall in September and October, he said.

Another challenge: Because the fuel contains less raw energy than gasoline, fuel efficiency may be anywhere from 5 percent to 20 percent lower, depending on the person's driving style, Lampert said.

But if consumers demand E85, gas stations will sell it, said Jeff Lenard, spokesman for the National Association of Convenience Stores.

"We'll sell whatever cars run on that customers want," he said.

Staff writer Sue Stock can be reached at 829-4649 or sstock@newsobserver.com.

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



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

Michael F. Easley, Governor

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

June 21, 2006

The Honorable William V. Bell
Chair, Transportation Advisory Committee
Durham-Chapel Hill- Carboro Metropolitan Planning Organization
101 City Hall Plaza
Durham, NC 27701

Dear Mayor Bell:

Thank you for your letter about setting motor vehicle emission budgets (MVEBs) for the Raleigh-Durham-Chapel Hill 8-hour ozone nonattainment area. We greatly appreciate your feedback on the setting of the MVEBs.

We have decided to set county level MVEBs for transportation conformity purposes in this nonattainment area and appreciate your support of this. We believe that county level MVEBs better serve our goals of attaining and maintaining the standard in order to protect public health.

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

Sincerely,



B. Keith Overcash, P.E.

BKO:lab

cc: Sheila Holman, NCDAQ
Laura Boothe, NCDAQ
Mark Ahrendsen, Chair, DCHC MPO Technical Coordinating Committee
Eddie Dancausse, USDOT FHWA
Mike Bruff, Director, NCDOT Transportation Planning Branch
Scott Walston, NCDOT Transportation Planning Branch
Dan Thomas, NCDOT Transportation Planning Branch
Joe Bryan, Chair, Capital Area MPO Transportation Advisory Committee
Ed Johnson, Director, Capital Area MPO Lead Planning Agency

Planning Section

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

One
North Carolina
Naturally
Page 1 of 1

SAFETEA-LU Funding & FY 2006 Rescission

State		Original Amount	Total amount Rescinded	Amount Awarded	% funds Rescinded	2000Census	\$ Per Capita
Alabama		\$535,056,170	\$21,853,785	\$513,202,385	4.1%	4,480,139	\$119
Alaska		\$228,288,252	\$8,635,605	\$219,652,647	3.8%	640,699	\$356
Arizona		\$499,506,758	\$20,703,510	\$478,803,248	4.1%	5,438,159	\$92
Arkansas		\$330,837,555	\$14,356,652	\$316,480,903	4.3%	2,706,606	\$122
California		\$2,381,267,388	\$107,175,539	\$2,274,091,849	4.5%	34,988,088	\$68
Colorado		\$338,198,419	\$15,211,009	\$322,987,410	4.5%	4,498,407	\$75
Connecticut		\$376,937,736	\$16,341,977	\$360,595,759	4.3%	3,458,382	\$109
Delaware		\$104,178,113	\$4,776,050	\$99,402,063	4.6%	805,767	\$129
District of Columbia		\$112,407,878	\$5,363,820	\$107,044,058	4.8%	564,624	\$199
Florida		\$1,289,559,918	\$52,301,841	\$1,237,258,077	4.1%	16,677,860	\$77
Georgia		\$940,654,903	\$38,618,001	\$902,036,902	4.1%	8,581,731	\$110
Hawaii		\$120,644,520	\$5,429,113	\$115,215,407	4.5%	1,234,401	\$98
Idaho		\$197,536,278	\$8,291,293	\$189,244,985	4.2%	1,343,973	\$147
Illinois		\$898,006,320	\$40,024,068	\$857,982,252	4.5%	12,586,839	\$71
Indiana		\$661,150,145	\$28,129,956	\$633,020,189	4.3%	6,154,739	\$107
Iowa		\$288,499,793	\$13,729,673	\$274,770,120	4.8%	2,934,340	\$98
Kansas		\$292,376,091	\$13,534,117	\$278,841,974	4.6%	2,712,454	\$108
Kentucky		\$460,544,276	\$18,010,022	\$442,534,254	3.9%	4,088,510	\$113
Louisiana		\$404,683,450	\$18,617,506	\$386,065,944	4.6%	4,475,003	\$90
Maine		\$128,192,073	\$5,739,543	\$122,452,530	4.5%	1,296,978	\$99
Maryland		\$418,246,584	\$18,834,326	\$399,412,258	4.5%	5,442,268	\$77
Massachusetts		\$466,003,994	\$21,501,592	\$444,502,402	4.6%	6,411,568	\$73
Michigan		\$828,533,266	\$35,798,222	\$792,735,044	4.3%	10,039,379	\$83
Minnesota		\$425,664,013	\$18,602,665	\$407,061,348	4.4%	5,023,526	\$85
Mississippi		\$310,973,491	\$13,912,355	\$297,061,136	4.5%	2,866,349	\$108
Missouri		\$618,465,606	\$27,641,703	\$590,823,903	4.5%	5,681,045	\$109
Montana		\$255,215,718	\$10,589,465	\$244,626,253	4.1%	910,395	\$280
Nebraska		\$197,252,237	\$9,226,766	\$188,025,471	4.7%	1,726,753	\$114
Nevada		\$172,076,917	\$7,721,396	\$164,355,521	4.5%	2,167,867	\$79
New Hampshire		\$130,407,725	\$5,786,336	\$124,621,389	4.4%	1,274,666	\$102
New Jersey		\$695,744,922	\$31,238,480	\$664,506,442	4.5%	8,576,089	\$81
New Mexico		\$250,952,902	\$11,088,300	\$239,864,602	4.4%	1,855,400	\$135
New York		\$1,292,715,319	\$57,347,040	\$1,235,368,279	4.4%	19,164,755	\$67
North Carolina		\$755,312,308	\$31,101,092	\$724,211,216	4.1%	8,312,755	\$91
North Dakota		\$166,994,190	\$7,420,778	\$159,573,412	4.4%	633,571	\$264
Ohio		\$951,965,833	\$41,281,978	\$910,683,855	4.3%	11,404,651	\$83
Oklahoma		\$413,931,430	\$18,862,301	\$395,069,129	4.6%	3,487,076	\$119
Oregon		\$299,292,210	\$14,115,730	\$285,176,480	4.7%	3,522,342	\$85
Pennsylvania		\$1,287,067,418	\$53,871,744	\$1,233,195,674	4.2%	12,324,415	\$104
Rhode Island		\$134,484,666	\$6,457,112	\$128,027,554	4.8%	1,068,550	\$126
South Carolina		\$424,589,865	\$18,182,192	\$406,407,673	4.3%	4,102,568	\$103
South Dakota		\$174,696,675	\$7,756,198	\$166,940,477	4.4%	760,368	\$230
Tennessee		\$572,103,666	\$23,658,856	\$548,444,810	4.1%	5,790,312	\$99
Texas		\$2,183,334,526	\$90,670,526	\$2,092,664,000	4.2%	21,722,394	\$101
Utah		\$190,146,092	\$8,628,503	\$181,517,589	4.5%	2,336,673	\$81
Vermont		\$115,678,528	\$5,256,822	\$110,421,706	4.5%	616,274	\$188
Virginia		\$697,407,933	\$29,052,079	\$668,355,854	4.2%	7,286,061	\$96
Washington		\$448,545,807	\$21,212,285	\$427,333,522	4.7%	6,066,319	\$74
West Virginia		\$285,867,458	\$9,476,792	\$276,390,666	3.3%	1,804,529	\$158
Wisconsin		\$520,781,728	\$21,824,105	\$498,957,623	4.2%	5,439,137	\$96
Wyoming		\$174,357,693	\$8,039,181	\$166,318,512	4.6%	499,045	\$349
TOTAL		\$26,447,336,756	\$1,143,000,000				

SAFETEA-LU 2007 Total Funding & Rescission							
State		Original Amount	Total amount Rescinded	Amount Awarded	% funds Rescinded	2000Census	\$ Per Capita
Alabama		\$673,584,011	\$13,428,941	\$660,155,070	2.0%	4,480,139	\$150
Alaska		307,189,210	5,306,496	\$301,882,714	1.7%	640,699	\$479
Arizona		632,744,688	12,722,108	\$620,022,580	2.0%	5,438,159	\$116
Arkansas		425,705,923	8,822,025	\$416,883,898	2.1%	2,706,606	\$157
California		3,126,022,265	65,858,337	\$3,060,163,928	2.1%	34,988,088	\$89
Colorado		431,837,119	9,347,019	\$422,490,100	2.2%	4,498,407	\$96
Connecticut		458,428,006	10,041,988	\$448,386,018	2.2%	3,458,382	\$133
Delaware		133,600,410	2,934,838	\$130,665,572	2.2%	805,767	\$166
District of Columbia		136,976,767	3,296,017	\$133,680,750	2.4%	564,624	\$243
Florida		1,647,093,983	32,138,978	\$1,614,955,005	2.0%	16,677,860	\$99
Georgia		1,192,870,170	23,730,389	\$1,169,139,781	2.0%	8,581,731	\$139
Hawaii		143,810,103	3,336,138	\$140,473,965	2.3%	1,234,401	\$117
Idaho		249,678,059	5,094,920	\$244,583,139	2.0%	1,343,973	\$186
Illinois		1,156,214,059	24,594,405	\$1,131,619,654	2.1%	12,586,839	\$92
Indiana		843,719,437	17,285,587	\$826,433,850	2.0%	6,154,739	\$137
Iowa		362,426,825	8,436,752	\$353,990,073	2.3%	2,934,340	\$124
Kansas		346,551,876	8,316,584	\$338,235,292	2.4%	2,712,454	\$128
Kentucky		577,391,629	11,066,985	\$566,324,644	1.9%	4,088,510	\$141
Louisiana		524,387,093	11,440,279	\$512,946,814	2.2%	4,475,003	\$117
Maine		156,682,178	3,526,895	\$153,155,283	2.3%	1,296,978	\$121
Maryland		529,407,456	11,573,513	\$517,833,943	2.2%	5,442,268	\$97
Massachusetts		563,191,427	13,212,522	\$549,978,905	2.3%	6,411,568	\$88
Michigan		1,039,951,397	21,997,662	\$1,017,953,735	2.1%	10,039,379	\$104
Minnesota		565,723,662	11,431,158	\$554,292,504	2.0%	5,023,526	\$113
Mississippi		398,970,519	8,549,007	\$390,421,512	2.1%	2,866,349	\$139
Missouri		791,295,411	16,985,561	\$774,309,850	2.1%	5,681,045	\$139
Montana		322,675,493	6,507,124	\$316,168,369	2.0%	910,395	\$354
Nebraska		246,299,012	5,669,758	\$240,629,254	2.3%	1,726,753	\$143
Nevada		220,654,453	4,744,725	\$215,909,728	2.2%	2,167,867	\$102
New Hampshire		155,607,900	3,555,647	\$152,052,253	2.3%	1,274,666	\$122
New Jersey		880,995,966	19,195,745	\$861,800,221	2.2%	8,576,089	\$103
New Mexico		322,801,084	6,813,654	\$315,987,430	2.1%	1,855,400	\$174
New York		1,541,104,135	35,239,205	\$1,505,864,930	2.3%	19,164,755	\$80
North Carolina		961,899,421	19,111,322	\$942,788,099	2.0%	8,312,755	\$116
North Dakota		208,890,796	4,559,996	\$204,330,800	2.2%	633,571	\$330
Ohio		1,235,102,640	25,367,376	\$1,209,735,264	2.1%	11,404,651	\$108
Oklahoma		517,168,935	11,590,702	\$505,578,233	2.2%	3,487,076	\$148
Oregon		382,083,265	8,673,981	\$373,409,284	2.3%	3,522,342	\$108
Pennsylvania		1,536,270,235	33,103,668	\$1,503,166,567	2.2%	12,324,415	\$125
Rhode Island		164,005,149	3,967,833	\$160,037,316	2.4%	1,068,550	\$153
South Carolina		537,479,943	11,172,781	\$526,307,162	2.1%	4,102,568	\$131
South Dakota		224,917,049	4,766,109	\$220,150,940	2.1%	760,368	\$296
Tennessee		737,018,511	14,538,140	\$722,480,371	2.0%	5,790,312	\$127
Texas		2,762,973,964	55,716,165	\$2,707,257,799	2.0%	21,722,394	\$127
Utah		239,239,396	5,302,132	\$233,937,264	2.2%	2,336,673	\$102
Vermont		143,932,683	3,230,265	\$140,702,418	2.2%	616,274	\$234
Virginia		903,652,105	17,852,222	\$885,799,883	2.0%	7,286,061	\$124
Washington		566,945,454	13,034,746	\$553,910,708	2.3%	6,066,319	\$93
West Virginia		362,657,111	5,823,397	\$356,833,714	1.6%	1,804,529	\$201
Wisconsin		657,751,701	13,410,704	\$644,340,997	2.0%	5,439,137	\$121
Wyoming		229,386,467	4,939,999	\$224,446,468	2.2%	499,045	\$460
TOTAL		\$33,476,966,551	\$702,362,500				



DURHAM • CHAPEL HILL • CARRBORO METROPOLITAN PLANNING ORGANIZATION

Member Governments

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

July 5, 2006

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

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

Dear Secretary Tippet:

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) is aware of a draft policy that NCDOT has proposed regarding projects selected by entities other than the State Board of Transportation. The DCHC MPO has some questions and concerns about this policy and would appreciate clarification of the intent and language of the policy.

The DCHC MPO is primarily concerned about this policy's impact on projects funded by the STP-DA and CMAQ programs. STP-DA and CMAQ projects may span multiple jurisdictions or may be located in unincorporated parts of counties where there would be no municipal project sponsor. In addition, these projects may be located on or require significant consideration of roads on the state-maintained system. In these cases, it would be greatly advantageous for NCDOT to conduct pre-construction activities rather than local governments that may not have the expertise to manage the projects.

The language in the current draft policy is unclear. The draft states that the policy applies to all projects that an MPO or other governmental entity directs funds to that are not funded in the current STIP. The DCHC MPO currently allocates STP-DA and CMAQ funds to projects through a cooperative process that includes NCDOT staff and State Board of Transportation members. The MPO does not direct funds to projects independently outside of this cooperative process. The DCHC MPO is concerned that the language used in the draft policy potentially applies to all STP-DA and CMAQ projects to be included in future STIPs, regardless of who proposes the project.

Additional state or federal funding used to cover the entire costs of projects partially funded by STP-DA or CMAQ funds is currently provided through the STIP. The process to develop the STIP requires coordination between the MPOs and the State Board of Transportation. In our opinion, it is unnecessary to create an NCDOT policy that requires MPOs and local governments to be generally responsible for all additional funding for

these projects. For the great majority of projects receiving STP-DA and CMAQ funds, additional funding will come from a variety of sources, including local, state, and federal sources, and will be determined through a cooperative process between local government, the MPOs, and the State Board of Transportation.

The DCHC MPO agrees that projects selected by entities other than the State Board of Transportation outside of the cooperative process for developing the STIP and MTIP should be subject to this policy. Non-governmental agencies that direct legislative earmarks to projects that have not been given priority and approved by the MPOs should be subject to this policy. However, the current draft policy potentially applies to all MPO-initiated projects (even those developed through the cooperative STIP process).

The DCHC MPO respectfully requests that the State Board of Transportation delay action on this policy until these concerns are addressed. In addition, the DCHC MPO would like the Board of Transportation to consider examples of how this policy would be applied to different types of projects and communicate these examples to the MPOs before taking action on the policy. Other MPOs and the NC Association of MPOs have raised similar concerns regarding this policy. The DCHC MPO requests that the NCDOT consider these concerns and work with the MPOs to develop a clear policy that targets appropriate projects. Please contact me at 919-560-4366 if you have any questions about the DCHC MPO's concerns.

Sincerely,

A handwritten signature in cursive script that reads "Mark Ahrendsen".

Mark Ahrendsen, Chair
Durham-Chapel Hill-Carrboro MPO
Technical Coordinating Committee

Cc: DCHC MPO TAC Members
Doug Galyon, NC Board of Transportation
Ken Spaulding, NC Board of Transportation
Nina Szlosberg, NC Board of Transportation

**GENERAL ASSEMBLY OF NORTH CAROLINA
SESSION 2005**

**SENATE BILL 1381
RATIFIED BILL**

AN ACT TO REPEAL THE NORTH CAROLINA BRIDGE AUTHORITY AND THE AUTHORIZATION FOR THE DEPARTMENT OF TRANSPORTATION TO ISSUE A PRIVATE PILOT TOLL PROJECT LICENSE, AS RECOMMENDED BY THE JOINT LEGISLATIVE TRANSPORTATION OVERSIGHT COMMITTEE, TO AUTHORIZE THE NORTH CAROLINA TURNPIKE AUTHORITY TO CONVERT A PORTION OF INTERSTATE 540 UNDER CONSTRUCTION IN WAKE AND DURHAM COUNTIES TO A TOLL FACILITY, TO CLARIFY WHICH PROJECTS THE TURNPIKE AUTHORITY IS AUTHORIZED TO CONSTRUCT, TO REQUIRE LEGISLATIVE APPROVAL FOR ADDITIONAL TURNPIKE AUTHORITY CONSTRUCTION PROJECTS, AND TO GRANT THE TURNPIKE AUTHORITY RIGHT OF ENTRY FOR SURVEYS.

The General Assembly of North Carolina enacts:

SECTION 1. Article 6F of Chapter 136 of the General Statutes is repealed.

SECTION 2. Article 6G of Chapter 136 of the General Statutes is repealed.

SECTION 3. G.S. 136-89.187 reads as rewritten:

"§ 136-89.187. Conversion of free highways prohibited.

The Authority Board is prohibited from converting any segment of the nontolled State Highway System to a toll ~~facility-facility~~, except for a segment of Interstate 540 under construction as of July 1, 2006, located in Wake and Durham Counties, and extending from I-40 southwest to N.C. 55. No segment may be converted to a toll route pursuant to this section unless first approved by the Metropolitan Planning Organization (MPO) or Rural Planning Organization (RPO) of the area in which that segment is located."

SECTION 4. G.S. 136-89.188 reads as rewritten:

"§ 136-89.188. Use of revenues.

(a) Revenues derived from Turnpike Projects authorized under this Article shall be used only for Authority administration costs; Turnpike Project development, right-of-way acquisition, construction, operation, and maintenance; and debt service on the Authority's revenue bonds or related purposes such as the establishment of debt service reserve funds.

(b) The Authority may use up to one hundred percent (100%) of the revenue derived from a Turnpike Project for debt service on the Authority's revenue bonds or for a combination of debt service and operation and maintenance expenses of the Turnpike Projects.

(c) The Authority shall use not more than five percent (5%) of total revenue derived from all Turnpike Projects for Authority administration costs.

(d) Notwithstanding the provisions of subsections (a) and (b) of this section, toll revenues generated from a converted segment of the State highway system previously planned for operation as a nontoll facility shall only be used for the funding or financing of the right-of-way acquisition, construction, expansion, operations, maintenance, and Authority administration costs associated with the converted segment or a contiguous toll facility."

SECTION 5. G.S. 136-89.183 (a)(2) reads as rewritten:

"(2) To study, plan, develop, and undertake preliminary design work on up to nine Turnpike Projects. At the conclusion of these activities, the Turnpike Authority is authorized to design, establish, purchase, construct, operate, and maintain ~~up to nine Turnpike Projects. One of the Turnpike Projects shall be located in whole or in part in a county with a population equal to or greater than 650,000 persons, according to the latest decennial census, and one Turnpike Project shall be located in a county or counties that each have a population of fewer than 650,000 persons, according to the latest decennial census. One of the Turnpike Projects shall be a bridge of more than two miles in length going from the mainland to a peninsula bordering the State of Virginia.~~ the following projects:

- a. Triangle Parkway.
- b. Gaston East-West Connector.
- c. Monroe Connector.
- d. Cape Fear Skyway.
- e. A bridge of more than two miles in length going from the mainland to a peninsula bordering the State of Virginia.
- f. I-540 in Wake and Durham Counties.

Any other project proposed by the Authority in addition to the projects listed in this subdivision must be approved by the General Assembly prior to construction.

A Turnpike Project selected for construction by the Turnpike Authority shall be included in any applicable locally adopted comprehensive transportation plans and shall be shown in the current State Transportation Improvement Plan prior to the letting of a contract for the Turnpike Project."

SECTION 6. G.S. 136-89.194 is amended by adding a new subsection to read:

"(d) Entry for Surveys. – The Turnpike Authority and its employees and contractors shall have the same right of entry for surveys, borings, soundings, or examinations as granted the Department of Transportation in G.S. 136-120."

SECTION 7. This act is effective when it becomes law.
In the General Assembly read three times and ratified this the 27th day of
July, 2006.

Beverly E. Perdue
President of the Senate

James B. Black
Speaker of the House of Representatives

Michael F. Easley
Governor

Approved _____m. this _____ day of _____, 2006