

Member Governments

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

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

AGENDA

**August 23, 2006
9:00 a.m.**

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

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

ACTION ITEMS

- 4. Approval of July 26, 2006 TCC Meeting Minutes
(Attachment 4)**

A copy of the July 26, 2006 minutes is enclosed as Attachment 4.

TCC Action: Approve minutes of the July 26, 2006 TCC meeting.

- 5. Southwest Durham and Southeast Chapel Hill Collector Street Plan
(Attachment 5, 5A)
Felix Nwoko, LPA Staff
Andy Henry, LPA Staff**

The TAC conducted a public hearing at their June 14, 2006 meeting to hear citizen comments on the recommended Collector Street Plan. The TAC requested that the TCC revise the recommended plan based on citizen and TAC comments, and present the revised plan at the August or September TAC meeting. Members of the CSP Technical Steering Committee (TSC) and the consultant, Kimley-Horn Associates, met to revise the Collector Street Plan and discuss initiating related studies such as a public process to change the alignment of the Southwest Durham Drive. The Town of Chapel Hill has scheduled a public hearing for the CSP on October 18, 2006, 7PM, in the Chapel Hill Town Council Chambers.

Attachment 5 is a memo describing the revised plan. Attachment 5A is the Revised Collector Street Plan map. The Revised Collector Street Plan report represents only minor changes over the previous version, and given the large size of the document, the revised report is not attached but is available upon request.

TCC Action: Review Revised Collector Street Plan and make recommendation to the TAC on adoption of the plan and initiation of related studies.

6. Coordinated Human Services Transportation Plan**(Attachment 6, 6A, 6B, 6C, 6D, 6E)****Felix Nwoko, LPA Staff****John Tallmadge, Transit/TDM Subcommittee Chair**

The Coordinated Human Services Transportation Plan will guide the selection and funding of future Job Access/Reverse Commute and New Freedom projects. At the 6/28/06 TCC meeting, the TCC directed the Transit/TDM Subcommittee to create the process for creating the Coordinated Human Services Transportation Plan. The Transit/TDM Subcommittee met on 7/12/2006 and 8/10/2006 to discuss the planning process. A memo describing the recommendations of the subcommittee is included at Attachment 6.

The subcommittee created a Draft Scope of Work (Attachment 6A) and plans to use the Self-Assessment Tool for Communities to assess transportation needs (Attachment 6B). Attachments 6C and 6D list frequently asked questions for the JARC and New Freedom funding programs. Attachment 6E is a resolution to amend the 2006-2012 DCHC MPO MTIP to include \$22,344 in administrative funds to be used to create the Coordinated Human Services Transportation Plan. The subcommittee recommends using these administrative funds to contract with the Triangle Transit Authority for the creation of the plan.

TCC Action:

1. Review the Draft Scope of Work (Attachment 6A) and make a recommendation to the TAC.
2. Make a recommendation to the TAC regarding contracting with TTA for the creation of the Coordinated Human Services Transportation Plan.
3. Make a recommendation to the TAC regarding Amendment #4 to the 2006-2012 MTIP (Attachment 6E).

7. US 15-501 Transit Corridor Memorandum of Agreement (MOA)**(Attachment 7, 7A)****Felix Nwoko, LPA Staff****Andy Henry, LPA Staff**

At their April 12, 2006 meeting, the TAC made two requests after discussing the US 15-501 Memorandum of Agreement (MOA). The TAC requested that the TCC modify the MOA to resolve any jurisdictional issues and present a recommended MOA to the TAC. In addition, the TAC was uncertain whether the MOA, which the TAC approved on October 12, 2005, officially changes the corridor in the MPO's long-range transportation plan, and requested that the TCC resolve this issue. The TCC Transit Subcommittee met to discuss the TAC requests. The Subcommittee decided to simplify these issues by separating them into two separate MOAs: 1) an MOA that addresses changes to the long-range transportation plan; and, 2) an MOA that addresses protection of the US 15-501 Transit Corridor.

Attachment 7 is a memorandum providing more detailed background and discussion on this issue, and Attachment 7A is the proposed Memorandum of Agreement (MOA) for the US 15-501 Transit Corridor Protection, which addresses corridor protection. This MOA copy shows the proposed edits to the original MOA that the TAC adopted at their October 12, 2005 meeting. The MOA that addresses changes to the long-range transportation plan has not yet been drafted.

TCC Action: The TCC needs to review and discuss the US 15-501 Transit Corridor Protection MOA, recommend changes, and forward those recommendations to the TAC.

REPORTS FROM STAFF:

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

TCC Action: Receive Report from staff

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

TCC Action: Receive Report from TCC Chair

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

TCC Action: Receive report of Division Engineers

INFORMATIONAL ITEMS

- 11. Recent Newspaper Articles/Legislative Update**
(Attachment 11)

PENDING ITEMS

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

Adjourn

Next meeting: September 27, 2006

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TECHNICAL COORDINATING COMMITTEE

July 26, 2006

MINUTES OF MEETING

- *Mark Ahrendsen City of Durham/Transportation (TCC Chair)
- *Ellen Beckmann City of Durham/Transportation
- *David Bonk Town of Chapel Hill (TCC Vice-Chair)
- *Margaret Hauth Hillsborough/Planning
- *John Hunsinger NCDOT/Division 7 Project Engineer
- *Mike Kneis NCDOT/Division 7 Engineer
- *Karen Lincoln Orange County Planning
- *Dale McKeel Town of Carrboro
- *Felix Nwoko City of Durham/Transportation
- *Pierre Osei-Owusu City of Durham/DATA
- *Tamra Shaw NDOT/PTD
- *Scott Walston NCDOT/TPB
- Chassem Anderson City of Durham/DATA
- Bill Bussey Triangle Rails to Trails Conservancy
- Alison Carpenter City of Durham/Transportation
- Rupal Desai NCDOT/TPB
- Elizabeth Pratt City of Durham/Transportation
- Chao Wang City of Durham/Transportation
- *Voting Member

Mark Ahrendsen, TCC Chair, called the meeting to order at 9:10 a.m.

Preliminaries:

Adjustments to the Agenda

There were no adjustments to the agenda.

Public Comment

Bill Bussey, with the Triangle Rails to Trails Conservancy, spoke regarding the Fayetteville Road Assemblage Plan which abuts the American Tobacco Trail a mile south of the Southpoint Mall. They are working with the Durham Planning Board and are concerned about the lack of buffer. They requested a 50 foot buffer, which would serve

34 as the standard for future development along the American Tobacco Trail in Durham,
35 Durham County, and Chatham County. This is the same standard that the Town of Cary
36 is requiring along the ATT in their jurisdiction. They are concerned that Toll Brothers,
37 Hayden Stanziale, and John R. McAdams are designing this project to the absolute
38 minimum standards they can get away with instead of making it a project that the
39 community can be proud of. The developers have agreed upon a 25 foot buffer and
40 granted a twenty foot trail access easement that was not originally on the plan. In
41 addition, Triangle Rails to Trails asked for stairway access to the ATT because there is no
42 way to reach it from the development's internal greenway and it was granted.

43 The American Tobacco Trail is a 22-mile long project which continues past the
44 Durham County line into and through Chatham County and into Wake County. The
45 American Tobacco Trail is the only regional construction project going on in the Triangle
46 besides the RDU airport. The American Tobacco Trail's real value will not be fully
47 realized until all 22 miles of it in Durham, southern Durham, Chatham, and Wake
48 counties are connected and completed. This is evidenced by the order of magnitude
49 increase in use when the trail was completed in Durham from Cornwallis Road to NC 54.

50 There is a petition on line regarding this matter.

51 David Bonk asked how access to the undeveloped property northeast of the
52 Fayetteville Road Assemblage will be obtained without crossing the ATT. It is preferred
53 not to cross the ATT. This needs to be checked.

54 **Action Items:**

55 **Approval of June 28, 2006 TCC Meeting Minutes (Attachment 4)**

56 A motion was made by Felix Nwoko and Pierre Osei-Owusu to approve the June
57 28, 2006 TCC Meeting Minutes. The motion carried unanimously.

58 **2006-2012 MTIP Amendment #3 (Attachments 5, 5A, and 5B)**

59 Mark Ahrendsen provided an introduction for the 2006-2012 MTIP Amendment
60 #3, along with the attachments.

61 Alison Carpenter provided an update on the amendment. The amendment is to
62 allocate the \$1.6 million American Tobacco Trail (ATT) earmark to the project as well as
63 a portion of the general bike pedestrian earmark to provide funds for the entire project.

64 David Bonk asked about splitting the ATT earmark between Durham County and
65 Chatham County. Alison stated that after several months of conversation with the
66 NCDOT, the bike pedestrian division decided to allocate their statewide Transportation
67 Enhancement funds towards the Chatham County portion of the American Tobacco Trail.

68 Mark Ahrendsen asked what is the amount of funding we need to complete the
69 trail? Will the amendment fully fund the difference between current funding and the high
70 end costs for completing the ATT in Durham County? Alison said that it should be,
71 based on the estimates received. Mark asked if a match is required on the earmark.

72 Alison is unsure and Felix Nwoko stated he does not believe it is required. Mark
73 Ahrendsen stated we need to check to be sure. Mark asked that the amendment include
74 the estimated federal rescission. Mark is concerned with the phasing of the project as
75 only 20% is available each year beginning in 2005. How do we deal with programming
76 construction of the project? Mike Kneis, NCDOT Division 5 Project Manager, stated it
77 depends on how the agreement is designed. Planning and design may overlap into 2007.

78 A motion was made by Felix Nwoko and seconded by David Bonk to recommend
79 to the TAC approval with the possibility of amending the table to include the local match
80 if required, the federal rescission on the earmarks, and planning and design in 2006 and
81 2007. The motion carried unanimously.

82 **Draft 2007-2013 Metropolitan Transportation Improvement Program (MTIP)**
83 **(Attachment 6)**

84
85 Mark Ahrendsen provided an introduction for the Draft 2007-2013 Metropolitan
86 Transportation Improvement Program (MTIP), along with the attachment.

87 Mark's understanding is that the draft State TIP is scheduled to be released on
88 August 2, 2006, and will be published and comments received until December 2006. The
89 final TIP will be released in December 2006.

90 David Bonk stated attachment 6 is a product of several TIP Subcommittee
91 meetings. The subcommittee discussed each project and made corrections based on
92 changes in schedule, budget, and other things. They tried to reflect the flagged issues
93 previously identified for some of the projects which are listed in the right-hand column
94 on the attachment.

95 David Bonk asked if the TCC could take action today to authorize the MPO staff
96 to release it as the draft. Mark Ahrendsen stated that in the past the MPO has released the
97 draft STIP as the draft MTIP to ensure that only one version of the TIP is out for public
98 comment. The TAC will be asked to release the draft STIP as the draft MTIP for a 21
99 day public comment period at their August meeting. The TAC will then hold a public
100 hearing at the September TAC meeting and will adopt a final MTIP in October.

101 Pierre Osei Owusu stated on attachment 6, page 3 of 8, the last item U-4725
102 should be "Capital" not "Construction."

103 Mark Ahrendsen stated that there are prior year costs that need to be reflected.
104 Mark asked if the total estimated cost in this draft is the updated cost information
105 received from NCDOT. Ellen Beckmann stated that is correct. Mark stated that varies
106 already from the adopted TIP. Staff needs to try to reconcile the difference between the
107 revised new cost estimates and what was previously programmed for each project to try
108 to restore full funding to those projects that we were fully funded in the last TIP.

109 A TIP subcommittee meeting is scheduled for August 7, 2006 at 1:00 p.m. to
110 discuss the draft release.

111 TCC members were asked to review the attachment, especially the subcommittee
112 members, to see how it looks in terms of the projects in each jurisdiction, along with the
113 schedule, so the MPO is prepared when the draft STIP is released.

114 **2035 Long Range Transportation Plan (LRTP) and Comprehensive Transportation**
115 **Plan (CTP) Schedule (Attachment 7)**

116
117 Mark Ahrendsen provided an introduction for the 2035 Long Range
118 Transportation Plan (LRTP) and Comprehensive Transportation Plan (CTP) Schedule,
119 along with the attachment. Felix Nwoko reviewed the schedule with staff.

120 Mark is concerned with approving a public involvement plan before we have
121 approved the policy. The completion date will be changed.

122 David Bonk stated that one of the key elements of the development and ultimately
123 TAC approval of the data is, not only do the local jurisdictions prepare the data, but at
124 some point the jurisdictions need to approve it themselves. Do they approve it prior to
125 the release for public comment by the TAC, during the 42 day public comment period, or
126 after it is adopted? The TAC needs to have the local endorsement during the comment
127 period.

128 Felix Nwoko stated that the LPA is adding detail to this schedule and it will be
129 reviewed by the TAC in August and submitted for approval in September. Scott
130 Walston, NCDOT-TPB stated the plan must be consistent with state law, the Highway
131 Trust Fund Law, and the Strategic Highway Corridors initiative. Scott also stated that the
132 Transportation Planning Branch can offer no staff support at this time.

133 The dates on the schedule need to be revised based on the earlier conversations.

134 **MPO Public Involvement Policy (PIP) (Attachment 8 and 8A)**

135 Felix Nwoko provided an introduction for the MPO Public Involvement Policy,
136 along with the attachments. Felix reviewed the changes with TCC members.

137 Mark stated that on page 1 and page 7, there is a reference to ISTEPA that needs to
138 be changed to SAFETEA-LU.

139 **Establish Standing MPO Citizen Advisory Committee (Attachments 9, 9A, and 9B)**

140 Dale McKeel asked if the references to the CAC in the PIP are a specific
141 requirement. Felix stated no, it is not a requirement, but it is something that the TAC
142 approved last year. Dale McKeel is concerned that the development of a CAC may not
143 be time well spent by the LPA staff. Dale asked if we meet the requirement by making
144 sure all the existing citizens transportation groups are aware of the plans and have an
145 opportunity to comment without creating a CAC. Pierre Osei-Owusu thinks the
146 development of a CAC group would be helpful and Alison Carpenter agrees. Karen
147 Lincoln thinks it will be hard to get citizens to serve on another committee. Mark stated
148 that it is up to the TAC members to decide if there will be a CAC.

149 Bill Bussey stated he sees the CAC as a formal recommendation to the TAC.
150 They would bring forth a report saying they approve or disapprove. It would be
151 formalized.

152 David Bonk suggested presenting the MPO Public Involvement Policy to the
153 TAC highlighting the section that deals with the concept of the CAC and present to them
154 two options: (1) To establish a standing MPO Citizen Advisory Committee; or (2) Try to
155 use existing committees to a greater degree to fulfill the need to improve citizen
156 comment. Make it clear to the TAC that a CAC would be an additional demand on LPA
157 staff. Felix stated TAC needs to review both the PIP policy and the CAC at the same
158 time.

159 Bill Bussey stated that CAC meetings would need to be at night not during the
160 workday.

161 **Draft Household Survey Results (Attachment 10)**

162 Mark Ahrendsen provided an introduction for the Draft Household Survey
163 Results, along with the attachment.

164 Felix Nwoko provided an update on the results of the Draft Household Survey.
165 Mark stated staff needs to schedule a presentation for the TAC members. The LPA staff
166 will email the full report to all TCC members when the website is up.

167 **Reports from Staff:**

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

169 Felix Nwoko provided an update on the projects for the staff report.

170 **Report from the Chair**

171 Mark Ahrendsen stated staff is continuing to work with the consultant on the East
172 End Connector Environmental Study update. There will be a public meeting in
173 September. There has been some toll road legislation regarding the funding gaps. We
174 are continuing to work on the Southwest Durham Southeast Chapel Hill Collector Street
175 Plan and should bring it back to the next TCC meeting. We are also continuing to work
176 with TJCOG and TTA on the Regional Transit Blueprint. The next meeting will be held
177 August 21, 2006 at 10:00 a.m. We are also working on setting up a Joint TAC meeting
178 with CAMPO in the fall.

179 Alison Carpenter is leaving us to go to work for SURGE in Carrboro. We will
180 miss her greatly.

181 Dale McKeel asked for the status of non-motorized trip model. He asked if
182 consultants have been solicited on this project. Felix stated that the RFP should be done
183 in two weeks.

184 **NCDOT Report (Attachment 13)**

185 Mike Kneis, NCDOT Division 5 Project Manager, provided an update on
186 projects. The I-40/NC 54 interchange project has been awarded. A pre-construction
187 meeting has been held and the work is to begin today. Once they begin work, they have
188 100 days to complete the project. Dale McKeel asked if there is an update on making
189 changes to the roundabout at Ephesus Church Road. Mike stated they are waiting to hear
190 from the developer. Dale asked if NCDOT has looked at any temporary measures and
191 Mike stated not that he is aware of.

192 John Hunsinger, NCDOT Division 7 Engineer provided an update on projects.
193 The Superstreet has been awarded. The work began last week and the contract amount is

194 \$4.89 million. The Chatham County 15-501 project was scheduled to be complete at the
195 end of June 2006. He is unaware if it is complete; it has been at 96% complete for some
196 time. The secondary road construction projects are on schedule for resurfacing. The US
197 70 project from Alamance County to NC 86 is complete.

198 **Informational Items:**

199 **Recent Newspaper Articles/Legislative Update (Attachment 14)**

200 The recent newspaper articles/legislative updates are attached.

201 **Letter from TCC to NCDOT re Policy on Projects Selected by Entities Other than**
202 **the State Board of Transportation – July 5, 2006 (Attachment 15)**

203
204 The letter from TCC to NCDOT re Policy on Projects Selected by Entities Other
205 than the State Board of Transportation – July 5, 2006 is attached.

206 **Letter from NCDENR re MVEB Budgets – June 21, 2006 (Attachment 16)**

207 The letter from NCDENR re MVEB Budgets – June 21, 2006 is attached.

208 **Letter from TCC to Mulkey Engineering re Triangle Parkway – July 18, 2006**
209 **(Attachment 17)**

210
211 The letter from TCC to Mulkey Engineering re Triangle Parkway – July 18, 2006
212 is attached.

213 **Information on 2006-2007 SAFETEA-LU Federal Recision (Attachment 18)**

214 The information on 2006-2007 SAFETEA-LU Federal Recision is attached.

215 **Adjournment**

216 There being no further business before the Technical Coordinating Committee,
217 the meeting adjourned at 11:19 a.m.

MEMORANDUM

TO: Transportation Coordinating Committee (TAC)
DCHC MPO

FROM: Lead Planning Agency

DATE: August 23, 2006

RE: Revised Southwest Durham/Southeast Chapel Hill Collector Street Plan
(CSP)

Background

The TAC conducted a public hearing at their June 14, 2006 meeting to hear citizen comments on the recommended Collector Street Plan. The TAC requested that the TCC revise the recommended plan based on citizen and TAC comments, and present the revised plan at the August or September TAC meeting. In addition, the Town of Chapel Hill representative, Ed Harris, presented a resolution from the Town requesting that the TAC defer action on the Collector Street Plan until the Town Council conducts a public hearing on the plan. This public hearing is scheduled for October 18, 2006, 7PM, in the Chapel Hill Town Council Chambers.

Members of the CSP Technical Steering Committee (TSC) and the consultant, Kimley-Horn Associates, met to revise the Collector Street Plan.

Key Revisions

The citizen and TAC comments from the June 14th public hearing are summarized below, including a discussion on how the Revised CSP addresses these issues.

Eastwood Park/NC 54 Connections

Residents from Eastwood Park, also known as the Celeste Circle area, were concerned that two collector street alignments traversed through their neighborhood and through lots that currently have houses. The Revised CSP removes the two north/south collector streets from the Celeste Circle area (Eastwood Park) and uses a map note to indicate that northern segments of these two collector streets can potentially be connected to NC 54 based on future studies.

If major development occurs north of the Celeste Circle area, these map indications provide needed collector street connections to NC 54 and assure the Eastwood Park community and developers that there is ample flexibility to determine the ultimate location of collector streets.

Celeste Circle

Residents of Celeste Circle did not want their street designated as a collector street. The Revised CSP removes Celeste Circle as a collector street and replaces this collector street with one that extends west from Cleora Drive, which is indicated on the map as a “Proposed East/West Connection.”

If development occurs north of the Celeste Circle area, this map indication assures Celeste Circle neighbors that Celeste Circle does not have to become a collector street and provides sufficient road network access.

Stub-Outs in The Oaks Neighborhood

Residents of The Oaks neighborhood were concerned that connection of the existing stub-outs (Kinsale Drive and Kilkenny Drive) will encourage cut-through traffic, especially on Nottingham Drive. The Revised CSP deletes the proposed collector street created by the eastward extension of Kinsale Drive into Durham County.

The area will continue to experience low-density residential development and the alignment of the proposed collector street that extends eastward from Kilkenny Drive is only one-quarter of a mile to the south of Kinsale Drive. As a result, the deletion of the Kinsale Drive collector street is not likely to have a significant impact on the network efficiency and effectiveness.

Deemphasize Farrington Road

For varying reasons, several people opposed the proposed T-intersections on Farrington Road that would make this road a less attractive arterial. The Revised CSP eliminates the proposed T-intersections, and recommends that the major transportation facilities in this corridor, including the Farrington Road/NC 54 intersection, be part of a consolidated transportation study.

Lancaster Drive

Residents of Lancaster Drive, which the Town of Chapel Hill currently designates as a collector street, are concerned that connection of the Lancaster Drive stub-out to a collector street will increase cut-through traffic and encourage speeding. This concern is heightened by the prospect that the connection could be made before Southwest Durham Drive is built, thereby increasing cut-through traffic. If development occurs east of Lancaster Drive, the Durham Unified Development Ordinance (UDO) requires that the stub-out be connected to the new street network. The Revised CSP recommends that local jurisdictions adopt policy and dedicate funding to help construct traffic calming measures on new and existing collector streets, and adopt policies that permit narrower collector streets.

Major Facilities (Southwest Durham Drive/NC 54/Farrington Road Interchange)

Residents from the study area wanted changes to several major transportation facilities in the area, including Southwest Durham Drive, NC 54 interchanges and the Farrington Road/I-40 grade separation. Many Meadowmont residents believe that the future alignment of Southwest Durham Drive should not be connected to

Meadowmont Drive because the traffic from this minor arterial will pose safety, noise and aesthetic problems in the residential neighborhood. Some residents recommend that the alignment to be connected to Meadowmont Drive be designated as a collector street and have traffic calming measures. In addition, the Durham Public Schools has requested that the Durham Board of County Commissioners use their role in the Transportation Advisory Committee to find a path for Southwest Durham Drive that does not traverse the Creekside Elementary School property.

These transportation facilities are designated in the 2030 Long Range Transportation Plan (LRTP) for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO), and therefore cannot be modified by a change in the CSP. The DCHC MPO would need to amend or update the 2030 LRTP to modify these facilities. Furthermore, substantial technical assessment and a public involvement process would be required to make these modifications.

The Revised CSP recommends that the Southwest Durham Drive alignment, the potential Farrington Road/I-40 interchange, and the NC 54 corridor and intersections receive further study, and that these studies could potentially be consolidated into a single study.

Plan Too Detailed/Lacks Flexibility

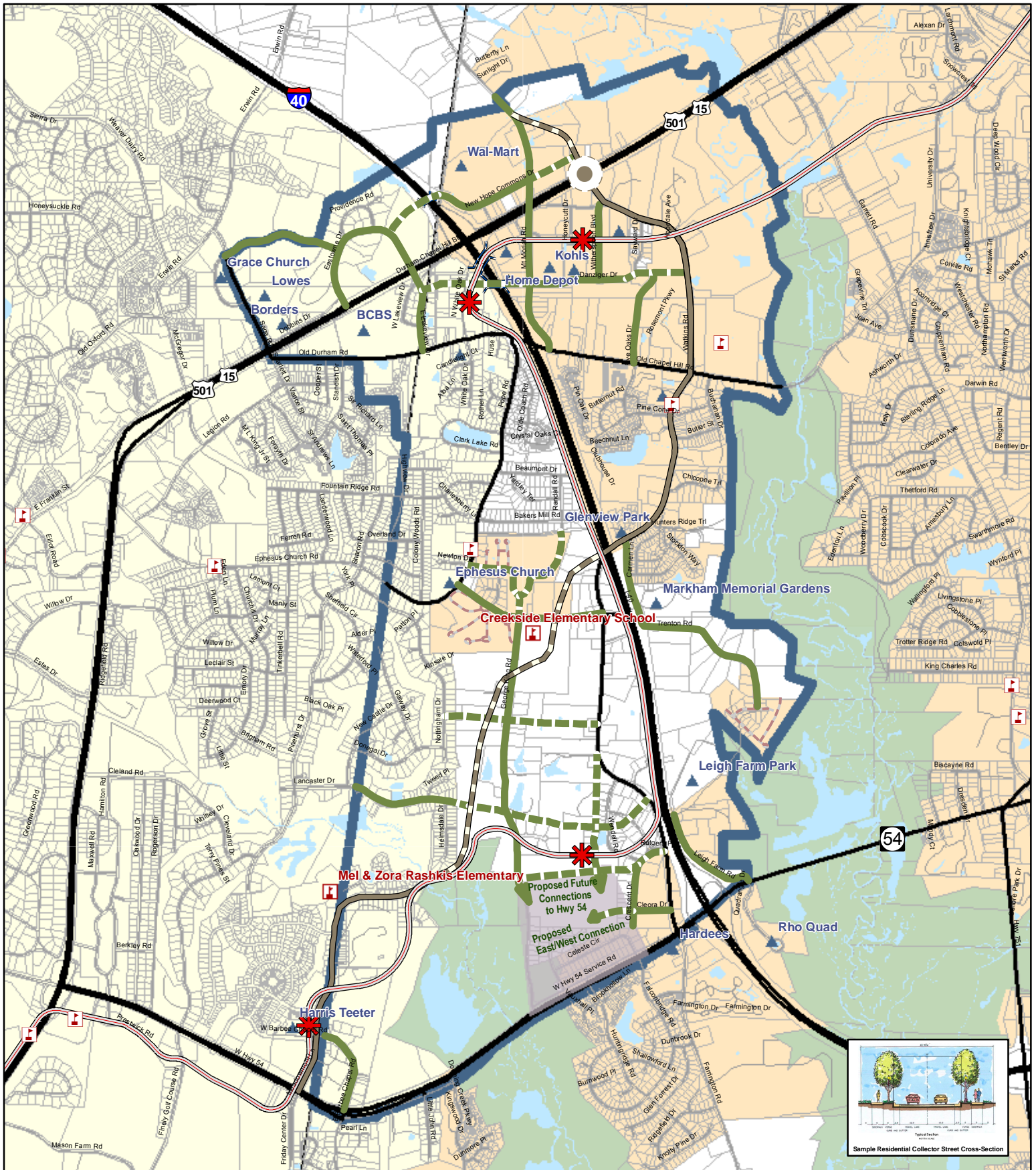
A few people believed the Draft CSP was too detailed and did not provide enough flexibility for developers to optimize land use and for neighborhoods to work with developers. The Revised CSP continues to clearly state in several sections of the report, e.g., *Plan Purpose* (page 1-4), and accompanying maps that the maps do not reflect the actual location or alignment of a facility. The collector street locations will depend on the proposed site plan, land use, and environmental and other constraints. The map associated with the CSP is intended to identify the general location of future collector streets and the desired level of connectivity.

TCC Action

1. Review Plan and Make Recommendation to the TAC
The TCC needs to review the Revised Southwest Durham/Southeast Chapel Hill Collector Street Plan and make a recommendation to the TAC concerning adoption of the CSP and initiation of related studies (e.g., Southwest Durham Drive).

Attachments

Attachment 5A is the Revised Collector Street Plan map. The Revised CSP report is available for review upon request to the LPA staff. The Revised report represents only minor changes over the previous version, and given the large size of the report, the Revised report is not attached.

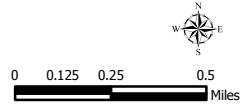


Southwest Durham - Southeast Chapel Hill Collector Street Plan Revised Draft Recommended CSP Network

	<ul style="list-style-type: none"> Study Area County Boundary Durham City Limits Chapel Hill Town Limits 	<ul style="list-style-type: none"> Corps of Engineers Land Destination Points Schools Overpass 	<ul style="list-style-type: none"> Proposed Interchange Approved SW Durham Drive Alignment Southwest Durham Drive 	<ul style="list-style-type: none"> Potential Connections to Hwy 54 Determined Through Future Studies 	<p>Recommended Collector Street**</p> <ul style="list-style-type: none"> Existing Road to be Classified as Collector* Proposed New Collector Streets 	<ul style="list-style-type: none"> Existing Higher Classification Facilities Approved Internal Neighborhood Street Proposed Transit Alignment Proposed Transit Stations
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* Inclusion in the plan may refer to an upgrade or facility rehabilitation, whether addition of sidewalks, bicycle lanes, or landscaping (not necessarily widening).
 ** The maps are not precise and do not reflect the actual location or alignment of a proposed facility.



Memorandum

To: Technical Coordinating Committee
DCHC MPO

From: DCHC MPO Lead Planning Agency

Subject: Draft Scope of Work for Development of a Coordinated Public
Transportation/Human Services Transportation Plan

Date: August 23, 2006

Purpose:

With the passage of SAFETEA-LU, projects receiving funding under the Job Access/Reverse Commute program or the New Freedom program must be “derived from a locally developed, coordinated public transit - human services transportation plan.” Further, the law requires that this plan be “developed through a process that includes representatives of public, private, and nonprofit transportation and human services providers and participation by the public.”

Background on JARC and New Freedom Funds:

The Job Access Reverse Commute grant program is intended to fund “the development and maintenance of transportation services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment.” There is an FTA document titled “Frequently Asked Questions: Job Access and Reverse Commute Program” included as Attachment 6C. For FY2006, the Durham UZA apportionment is \$152,453. These funds must be put into a grant within three years.

According to FTA, the purpose of the New Freedom Program is to provide improved public transportation services, and alternatives to public transportation, for people with disabilities, beyond those required by the Americans with Disabilities Act of 1990 (ADA). FTA’s FAQ document about this program is included as Attachment 6D. For FY2006, the Durham UZA apportionment is \$71,878. These funds must be put into a grant within three years.

Approach:

North Carolina has been a leader in moving to coordinated human service transportation programs, known as community transportation programs (such as OPT, Access, and Chatham Transit Network). Each of the three counties has an existing coordinated human service transportation plan. Furthermore, there have been initial efforts to look at a regional human services transportation system, coordinating or consolidating services between Durham, Orange, and Wake counties. This proposed planning process will build on this history, bringing together the community transportation providers, urban and regional public transportation providers, and other stakeholders to identify opportunities

to coordinate the community transportation services with the urban public transportation services for customers throughout the MPO.

The Transit/TDM Subcommittee recommends a single MPO-wide plan that will be used to guide investments in services or strategies aimed at meeting the greatest transportation needs of the plan's target markets – individuals with disabilities, older adults, persons with limited incomes, and reverse-commuters. We are recommending a scope of work for the plan development that follows the interim guidance provided by the Federal Transit Administration in their notice published on March 15, 2006 (71 FR 13456-13468). The plan will be developed with the assistance of a Planning Team including representatives of the community transportation providers, local and regional public transportation providers, county social service departments and WorkFirst programs from Orange, Durham, and Chatham counties. A draft scope of work is included as Attachment 6A. Attachment 6B is a document describing the Self-Assessment Tool for Communities that will be used for the review of transportation needs.

Development of this plan will require significant staff time (estimated at 350-400 hours). Since the Lead Planning Agency does not have available staff to commit to this level of work, and the Triangle Transit Authority has staff who are qualified and available, we are recommending that the City of Durham contract with TTA for this work. Ten percent of the JARC and New Freedom grant funds are eligible for administrative expenses, including plan development. This means that up to \$22,433 of the FY06 apportionment can be used for administrative expenses.

Recommendation:

The Transit/TDM Subcommittee recommends the following:

- Approval of the proposed scope of work (Attachment 6A)
- Approval of a contract between the City of Durham, as designated recipient of JARC and New Freedom funds, and the Triangle Transit Authority to provide staff support in the development of this plan.
- Approval of a TIP amendment for coordinated plan development and other administrative expenses for \$22,433 (Attachment 6E)

Coordinated Public Transportation / Human Services Transportation Plan Draft Scope of Work

August 23, 2006

Following the guidance provided by FTA in their March 15th Federal Register notice, TTA staff has drafted a scope of work for a Coordinated Public Transportation/Human Services Transportation Plan covering the DCHC MPO area.

Task 1. Convene the Project Planning Team

The Project Planning Team will include representatives from the following organizations:

- DATA
- Chapel Hill Transit
- Durham County Human Services Transportation
- Orange Public Transportation
- Chatham Transit Network
- Durham Division of Social Services
- Durham WorkFirst
- Orange Department of Social Services
- Orange WorkFirst
- Triangle Transit Authority
- North Carolina DOT

This team will guide the planning work as described below.

Task 2. Inventory of available human services transportation and public transportation

Through a review of current county community transportation plans and through discussions with community transportation staff and public transportation staff in Durham, Orange and Chatham counties, we will document all existing services, including their service areas, types, times, costs, and eligibility criteria.

Task 3. Assess the transportation needs for individuals with disabilities, older adults, persons with limited incomes, and "reverse-commuters*." Identify what the current systems do well and what we need to do better.

This assessment will be conducted using the "Self-Assessment Tool for Communities" provided by the Federal Interagency Coordinating Council on Access and Mobility (Attachment 6B). A large stakeholder work session will be invited to participate in this activity.

In addition to the input from stakeholders, TTA will work with the Project Planning Team to provide data about each of the issues identified in the work session.

* For the purposes of this assessment, we will define "reverse-commuters" as individuals who reside in the Durham-Chapel Hill urbanized area and are traveling to work in locations of the Durham-Chapel Hill or the Raleigh-Cary urbanized areas.

Task 4. Prioritize the gaps in service and the areas of redundant services. Identify key performance criteria for evaluating actions/strategies to address the priorities.

In a second stakeholder meeting, we will review the assessments, prioritize areas for improvement, and identify performance criteria that will be important in assessing the relative effectiveness of actions/strategies designed to address the priority area for improvement.

Task 5. Prepare a draft plan document.

The draft plan will include the following:

- inventory of services
- assessment of needs
- prioritized areas for improvement
- process for soliciting and selecting projects for funding with federal JARC/New Freedom grants
- criteria to be used in competitively evaluating projects

Task 6. Final document.

Following comments from the Project Planning Team, stakeholders, the Technical Coordinating Committee, and the Transportation Advisory Committee, TTA will prepare a final draft of the plan for adoption.

A proposed timeline for this work is as follows:

Task 1	Completed by September 15
Task 2	Completed by October 15
Task 3	Stakeholder meeting to be held by November 10 Draft assessment to be completed by December 1
Task 4	Stakeholder meeting to be held by December 15
Task 5	Draft plan to be presented to TCC Transit/TDM Subcommittee and the TCC meetings in January
Task 6	Final plan to be presented at February TAC meeting

A FRAMEWORK FOR ACTION
BUILDING THE FULLY COORDINATED
TRANSPORTATION SYSTEM

A Self Assessment Tool for Communities

A SELF ASSESSMENT TOOL FOR COMMUNITIES

Section 1: Making Things Happen by Working Together

Driving Factor Individuals and organizations are catalysts for envisioning, organizing, and sustaining a coordinated system that provides mobility and access to transportation for all.

1 Have leaders and organizations defined the need for change and articulated a new vision for the delivery of coordinated transportation services?

Decision Helpers

- Leaders in human services agencies and public transportation have acknowledged that the existing network of transportation services is not yet sufficiently efficient, cost effective, or flexible enough to meet the mobility needs of people in the community or region.
- A clear and inspiring vision statement for improved service and resource management through coordination is supported by all partners and is regularly revisited to ensure its vitality.
- The vision drives planning and action.

Using Decision Helpers

Circle statements that apply to your situation to help determine your progress. The more positive statements that you can identify describing your system will indicate that a higher rating is appropriate.

Progress Rating

Circle one rating that best describes your program



2 Is a governing framework in place that brings together providers, agencies, and consumers?
Are there clear guidelines that all embrace?

Decision Helpers

- A shared decision-making body such as a coalition, lead agency, advisory board, and/or working group is taking a leadership role.
- The shared decision-making body includes public and private transportation providers, non-profit human services agencies, health providers, employment providers, and consumers.
- Those at the table are clear about and comfortable with the decision-making process, whether it is based on consensus or majority rule.
- Roles and responsibilities are outlined in a formal, written agreement.
- The shared decision-making group communicates effectively with those not at the table.
- The group meets regularly, establishes strategic and measurable goals and objectives, follows a work plan, and regularly evaluates its progress and performance.

Progress Rating

Circle one rating that best describes your program



3 Does the governing framework cover the entire community and maintain strong relationships with neighboring communities and state agencies?

Decision Helpers

- The shared decision-making body covers an appropriate area, such as a region, and maintains collaborative working relationships with neighboring areas and with human service and state transportation agencies.
- The relationships are used to address service issues such as ensuring transportation services can cross jurisdictional boundaries, customers have access to easy transfer points, and that service is provided to individuals where transportation gaps exist or when people are too frail to use public transportation.
- The relationships are also used to work on policy and financial issues to create a framework that enhances coordination.

Progress Rating

Circle one rating that best describes your program



4 Is there sustained support for coordinated transportation planning among elected officials, agency administrators, and other community leaders?

Decision Helpers

- The shared decision-making body has sustained support for coordination by calculating and communicating the specific benefits to community stakeholders.
- Elected officials, agency administrators, and community leaders have been active in coordinated transportation services planning.
- It is widely recognized and accepted that transportation must be integrated into community initiatives related to aging, disability, job training, health care, and services to low-income persons.
- Community leaders provide sufficient staff and budget and provide leadership on policy initiatives to support coordination efforts.

Progress Rating

Circle one rating that best describes your program



5 Is there positive momentum? Is there growing interest and commitment to coordinating human service transportation trips and maximizing resources?

Decision Helpers

- Participation in and budget support for coordination initiatives are regularly increasing.
- Agencies are actively working together to ensure that service information, routes, and vehicles are coordinated; funding deployment is coordinated; and policies allow for better resource management and increased ridership.
- Momentum has been maintained even through difficult events such as budget crises and changes in leadership.

Progress Rating

Circle one rating that best describes your program



EVALUATION

Section 1

Evaluation: After reviewing each of the questions and assessing our progress, my overall evaluation of how well we are doing in the area of *Making Things Happen by Working Together* is:



Notes: _____

A SELF ASSESSMENT TOOL FOR COMMUNITIES

Section 2: Taking Stock of Community Needs and Moving Forward

Driving Factor A completed and regularly updated community transportation assessment process identifies assets, expenditures, services provided, duplication of services, specific mobility needs of the various target populations, and opportunities for improvement. It assesses the capacity of human service agencies to coordinate transportation services. The assessment process is used for planning and action.

6 Is there an inventory of community transportation resources and programs that fund transportation services?

Decision Helpers

- All entities in the region that buy, sell, or use transportation services have been identified.
- The inventory encompasses public transit systems, community non-profits, churches, schools, and private providers such as taxis.
- Transportation services provided by different federally funded programs such as Meals on Wheels, Medicaid, Head Start, Vocational Rehab Services, Independent Living Programs, employment services, and other programs have been identified and their scope of services catalogued.

Progress Rating

Circle one rating that best describes your program



7 Is there a process for identifying duplication of services, underused assets, and service gaps?

Decision Helpers

- All entities providing transportation service in the region have been surveyed and information has been collected on geographic areas serviced, spending for transportation, types and number of trips provided, hours of operation, cost per trip, sources of funds, number and types of vehicles, number of trips per day/hour, and type of maintenance.
- Agencies providing travel training and eligibility assessments have been identified.
- The data has been analyzed to assess service duplication, underutilized assets, and inefficient service delivery.
- The data and the analysis have been shared with the decision-making body, community leaders, and others to drive and enhance coordination efforts.
- The data is regularly updated to ensure its ongoing value.

Progress Rating

Circle one rating that best describes your program



8 Are the specific transportation needs of various target populations well documented?

Decision Helpers

- Information and data that outlines the needs and expectations of individuals with disabilities, older adults, youth, job seekers and persons with low-incomes has been collected.
- Non-users of transit have been asked through surveys, focus groups, or similar means to identify what characteristics would make transit an attractive choice.
- Major health and human service agencies have been asked through surveys, focus groups, or similar means to articulate what would motivate their clients to ride public transit.
- The data has been analyzed and used by the shared decision-making body to drive the coordination planning process.

Progress Rating

Circle one rating that best describes your program



9 Has the use of technology in the transportation system been assessed to determine whether investment in transportation technology may improve services and/or reduce costs?

Decision Helpers

- The current use of transportation technology by transportation providers, service agencies, and advocacy groups for scheduling, dispatching, reservations, billing, and reporting has been assessed.
- Research has been conducted on ways in which investments in transportation technology can improve services and/or reduce costs.
- The survey and research data has guided decision making about adopting new technologies.
- The local provider is investigating ways, such as pooled acquisition, to help transportation providers, service agencies, and advocacy groups acquire transportation services technology.
- Ongoing discussions about using technology for coordinated transportation are conducted among providers and client agencies through list serves, face-to-face forums, and other means.

Progress Rating

Circle one rating that best describes your program



10 Are transportation line items included in the annual budgets for all human service programs that provide transportation services?

Decision Helpers

- Each human services agency participating in transportation coordination has listed transportation costs as a separate item in its budget to facilitate a strategic planning process for transportation services.
- These agencies have completed an analysis of how improved coordination can extend their current transportation resources and/or reduce the amount of funds spent on transportation.

Progress Rating

Circle one rating that best describes your program



11 Have transportation users and other stakeholders participated in the community transportation assessment process?

Decision Helpers

- Stakeholder groups throughout the community have been systematically included in the assessment process through meetings, surveys, focus groups, and other means.
- Customers representing people with disabilities, older adults, and low-income populations serve on work groups and are actively engaged in the assessment and planning process.

Progress Rating

Circle one rating that best describes your program



12 Is there a strategic plan with a clear mission and goals? Are the assessment results used to develop a set of realistic actions that improve coordination?

Decision Helpers

- A regularly updated strategic plan or similar document has tangible goals and objectives, timelines, and methods for measuring performance and evaluating benefits.
- The mission and program goals are sufficiently long-range, comprehensive, and compelling to transcend changes in leadership or circumstances, conflicts over power and control of resources, and competing goals or personalities.
- Priorities for coordinating transportation services and a strategic action plan for achieving them were developed through open and informed discussions among all stakeholders.

Progress Rating

Circle one rating that best describes your program



13 Is clear data systematically gathered on core performance issues such as cost per delivered trip, rider ship, and on-time performance? Is the data systematically analyzed to determine how costs can be lowered and performance improved?

Decision Helpers

- Operations planning and service planning are priorities in our system.
- Data in core performance areas is collected, disseminated, and analyzed.
- In addition to typical reviews, there are efforts to lower costs and improve performance through exploring new and creative means to provide services.

Progress Rating

Circle one rating that best describes your program



14 Is the plan for human services transportation coordination linked to and supported by other state and local plans such as the Regional Transportation Plan or State Transportation Improvement Plan?

Decision Helpers

- Human service agency representatives participate in transportation planning together with metropolitan or rural planning organizations, taking full advantage of their resources and coordination expertise.
- The cross-participation has created a set of mutually supportive and linked plans that actively strengthen coordination efforts.

Progress Rating

Circle one rating that best describes your program



15

Is data being collected on the benefits of coordination? Are the results communicated strategically?

Decision Helpers

- To maintain support for transportation coordination, the benefits of coordination are routinely documented and communicated to community leaders and the public.
- The number of individuals that receive transportation services, the types of services they receive, and the costs associated with those services are all tracked.
- There is also a focus on collecting information on the economic and quality of life benefits of connecting people to jobs, health care, education, training, and social support networks.
- The results are regularly published and disseminated for community members, elected officials, and agency leadership.
- Presentations are made throughout the year at local committee meetings to help agencies and organizations recognize the needs and the opportunities for coordinated transportation services.

Progress Rating

Circle one rating that best describes your program



EVALUATION

Section

2

Evaluation: After reviewing each of the questions and assessing our progress, my overall evaluation of how well we are doing in the area of *Taking Stock of Community Needs and Moving Forward* is:



Notes: _____

A SELF ASSESSMENT TOOL FOR COMMUNITIES

Section 3: Putting Customers First

Driving Factor Customers, including people with disabilities, older adults, and low-income riders, have a convenient and accessible means of accessing information about transportation services. They are regularly engaged in the evaluation of services and identification of needs.

16 Does the transportation system have an array of user-friendly and accessible information sources?

Decision Helpers

- Information about transportation services and options is easy to obtain in the community.
- There is a “one-stop” resource such as a toll-free number or a Web site where consumers can obtain information about service and schedules and make reservations regardless of provider.
- There are “mobility managers” within human service agencies who advise their clients about transportation options.
- Information is accessible and can be obtained in electronic, Braille, or large-print formats.
- Customer representatives are available to assist first time users or people needing extra help.
- The system is designed for the general public as well as for people with special needs and clients of human service agencies.
- Technology is used effectively to enable and support information systems.

Progress Rating

Circle one rating that best describes your program



17 Are travel training and consumer education programs available on an ongoing basis?

Decision Helpers

- Persons with disabilities and others can avail themselves of travel training programs to learn how to safely ride public transportation.
- There are transitional programs for older adults and others that help individuals recognize and feel comfortable with alternative transportation options if and when they are not able to drive a car.
- Consumer education programs are available to help new or potential riders learn how to use the system, including learning how to read a schedule, how to identify the bus number, how to pay the fare, where to wait for the bus, and other key skills.

Progress Rating

Circle one rating that best describes your program



18 Is there a seamless payment system that supports user-friendly services and promotes customer choice of the most cost-effective service?

Decision Helpers

- Regardless of the funding source for each particular trip, the customer or client uses the same payment mechanism each time.
- If there is a fixed route system, a transit pass has been implemented to encourage riders to choose lower-cost fixed route services. The billing process is transparent to the consumer.
- The seamless payment system enables customers to choose appropriate cost-effective transportation services.
- These payment systems may include universal payment cards, fare cards, and similar mechanisms.
- Up-to-date technology is being used to support and manage this system.

Progress Rating

Circle one rating that best describes your program



19 Are customer ideas and concerns gathered at each step of the coordination process? Is customer satisfaction data collected regularly?

Decision Helpers

- Customer input was gathered during the planning and needs assessment process through town meetings, surveys, focus groups, or similar means.
- Consumer representatives are active members of advisory and other work groups. In addition, a customer service-monitoring program provides information for a yearly “report card” or similar status report.
- Customers are encouraged to submit suggestions, complaints, and compliments. Actions are taken on complaints within 24 hours of receiving them.

Progress Rating

Circle one rating that best describes your program



20 Are marketing and communications programs used to build awareness and encourage greater use of the services?

Decision Helpers

- There are active marketing and communications programs that promote the ease and accessibility of coordinated transportation services.
- The programs use an array of media such as direct marketing, public service announcements, advertisements in local newspapers, and articles and notices in newsletters of various community organizations.
- Information is also disseminated through human service agencies, employment specialists, health care providers, and civic organizations and churches.

Progress Rating

Circle one rating that best describes your program



EVALUATION

Section 3

Evaluation: After reviewing each of the questions and assessing our progress, my overall evaluation of how well we are doing in the area of *Putting Customers First* is:



Notes: _____

A SELF ASSESSMENT TOOL FOR COMMUNITIES

Section 4: Adapting Funding for Greater Mobility

Driving Factor Innovative accounting procedures are often employed to support transportation services by combining various state, federal, and local funds. This strategy creates customer friendly payment systems while maintaining consistent reporting and accounting procedures across programs.

21 Is there a strategy for systematic tracking of financial data across programs?

Decision Helpers

- Systems have been created to enable the tracking and sharing of financial data across programs.
- Participating agencies have agreed on common measurements and definitions to support the tracking system.
- Up-to-date technology is being used to support and manage this system.

Progress Rating

Circle one rating that best describes your program



22 Is there an automated billing system in place that supports the seamless payment system and other contracting mechanisms?

Decision Helpers

- A technology interface has been implemented that allows transportation providers to track clients from multiple agencies and funding sources and submit both the report and the bill electronically to the appropriate agency.
- The system effectively supports grant monitoring and reporting requirements.

Progress Rating

Circle one rating that best describes your program



EVALUATION

Section 4

Evaluation: After reviewing each of the questions and assessing our progress, my overall evaluation of how well we are doing in the area of *Adapting Funding for Greater Mobility* is:

Needs to Begin  Needs Significant Action  Needs Action  Done Well 

Notes: _____

A SELF ASSESSMENT TOOL FOR COMMUNITIES

Section 5: Moving People Efficiently

Driving Factor Multimodal and multi-provider transportation networks are being created that are seamless for the customer but operationally and organizationally sound for the providers.

23 Has an arrangement among diverse transportation providers been created to offer flexible services that are seamless to customers?

Decision Helpers

- A system to coordinate numerous transportation providers, such as a brokerage, has been established.
- Providers, such as public transit agencies, taxi and other private paratransit operators, school transportation operators, nonprofit faith and community based organizations, and human service non-profit agencies, are systematically engaged and blended with informal transportation providers (recognizing that the most cost effective travel for some may be paying a neighbor for mileage) to create an array of flexible services for the customer.
- The “broker” identifies the most cost effective transportation provider appropriate to the client’s needs, schedules the trip, dispatches the services, bills the appropriate funding source, and tracks the utilization and data associated with the trips.

Progress Rating

Circle one rating that best describes your program



24 Are support services coordinated to lower costs and ease management burdens?

Decision Helpers

- Systematic studies have been completed in our communities which have led to the coordination of essential support services for transportation providers.
- These may include joint purchasing and/or leasing of equipment and facilities; shared maintenance facilities; maintaining a single phone number for customers; maintaining a shared internet information system; using a single or coordinated fare mechanism; sustaining coordinated reservation, dispatching, scheduling, and payment systems; or establishing a single entity to provide human service transportation to all participating human service agencies.

Progress Rating

Circle one rating that best describes your program



25 Is there a centralized dispatch system to handle requests for transportation services from agencies and individuals?

Decision Helpers

- Agency case managers and mobility managers find it easy to schedule regular and one-time trips for their clients through a centralized dispatch system or a similar mechanism appropriate to your locale.
- Agency clients and the general public can easily schedule trips using the dispatch system.
- The dispatchers can help agencies and individuals wisely choose from available transportation alternatives.
- There are also mechanisms, such as transit passes, to reduce dependency on individualized services.
- Technology is used to enhance overall dispatch services, including communication with drivers and passengers, scheduling and mapping routes, locating vehicles, and other critical aspects.

Progress Rating

Circle one rating that best describes your program



26 Have facilities been located to promote safe, seamless, and cost-effective transportation services?

Decision Helpers

- Location decisions for common destinations such as the offices where clients are served have taken transportation issues into account.
- Services are co-located or near to each other to reduce transportation needs.
- Pickup locations, which can be used by any transportation provider, are safe and accessible.

Progress Rating

Circle one rating that best describes your program



EVALUATION

Section 5

Evaluation: After reviewing each of the questions and assessing our progress, my overall evaluation of how well we are doing in the area of *Moving People Efficiently* is:

Needs to Begin  Needs Significant Action  Needs Action  Done Well 

Notes: _____

FRAMEWORK FOR ACTION:

OVERALL COMMUNITY SELF-ASSESSMENT

You have completed Step 1 of the Community Self-Assessment. The five sections highlighted in the questionnaire represent the core elements of building a fully coordinated transportation system.

This questionnaire was designed to help you see the big picture of your community's overall progress. Take a moment to review the evaluations you made at the end of each section and make a note of them on this page. By doing so, you will create an at-a-glance summary of your individual assessment that identifies areas where your system is working well and areas that can be improved.

Section	1	Making Things Happen by Working Together	Needs to Begin		Needs Significant Action		Needs Action		Done Well	
Section	2	Taking Stock of Community Needs and Moving Forward	Needs to Begin		Needs Significant Action		Needs Action		Done Well	
Section	3	Putting Customers First	Needs to Begin		Needs Significant Action		Needs Action		Done Well	
Section	4	Adapting Funding for Greater Mobility	Needs to Begin		Needs Significant Action		Needs Action		Done Well	
Section	5	Moving People Efficiently	Needs to Begin		Needs Significant Action		Needs Action		Done Well	

Notes: _____

Next Steps

The next step of the assessment process is to share and discuss your evaluations with your partners. A group leader who can guide the next steps of the assessment and action planning process will facilitate the meeting. The goal of the meeting will be to clarify the results of the assessments as a group, establish priorities, and develop an action plan. The next steps will involve implementing the actions and moving you further down the road to a fully coordinated transportation system.

FREQUENTLY ASKED QUESTIONS

Job Access and Reverse Commute Program

1. What is the purpose of the Job Access and Reverse Commute (JARC) Program?

JARC supports the development and maintenance of transportation services so that welfare recipients and eligible low-income individuals can access jobs and job-related activities.

2. What level of funding is available for the program?

A total of \$602.5 million is available for the program from FY2006 to FY2009, starting at \$138 million in FY2006 and rising to \$164.5 million in FY 2009. Funding is subject to the Congressional appropriations process.

3. How are funds allocated?

Funds are formula apportioned based on the population of welfare recipients and eligible low-income individuals. Nationally, 60 percent of the funds goes to designated recipients in urbanized areas with populations of 200,000 or more; 20 percent goes to States for urbanized areas between 50,000 and 200,000; and 20 percent goes to States for non-urbanized areas.

States have the flexibility to shift funds between funding categories for urbanized areas with less than 200,000 in population and non-urbanized areas, if the Governor certifies that all of the objectives of JARC are being met in the area from which funds are being shifted. States may fund projects anywhere in the State, if the State has established a statewide program to meet JARC objectives.

In urbanized areas with populations of 200,000 or more, the designated recipient must solicit applications and make competitive selections, in cooperation with the Metropolitan Planning Organization (MPO). In non-urbanized areas and urbanized areas with populations of less than 200,000, the State will conduct a Statewide solicitation for applications and make competitive selections. Recipients must certify that allocations to sub-recipients are distributed on a fair and equitable basis.

States may transfer funds to FTA's urbanized or non-urbanized area programs as long as funds are used for JARC purposes and for projects selected through the competitive process. These transfer provisions are intended to ease the administrative burden for grantees that may get funding under another FTA program. It allows States to submit one grant application for both programs, and provides options for States that choose not to have an oversight role for transit agencies in small urbanized areas.

States that transfer funds to Section 5307 (Urbanized Area Formula Grant Program) must certify that JARC projects have been coordinated with nonprofit providers of services.

4. How may JARC funds be used?

Funds may be used for capital expenses with Federal funds provided for up to 80 percent of the cost of the project, or operating expenses with Federal funds provided for up to 50 percent of the cost of the project.

All projects funded must be derived from a locally developed, coordinated public transit-human services transportation plan (a “coordinated plan”). The planning process must involve representatives of public, private, and nonprofit transportation providers, human service providers, and the public.

There is no limit on the level of funds that can be used for operating expenses.

A designated recipient or State may use up to 10 percent of the funds made available under the JARC program for planning, administration and technical assistance.

Match for FTA funds can come from other non-Department of Transportation Federal sources that allow their funds to be used for transportation purposes, such as Health and Human Services.

5. What types of projects may be funded under the program?

Projects include but are not limited to:

- Developing new or expanded transportation projects or services that provide access to employment opportunities;
- Promoting public transportation by low-income workers, including the use of public transportation by workers with nontraditional work schedules;
- Promoting the use of transit vouchers for welfare recipients and eligible low-income individuals;
- Promoting the use of employer-provided transportation, including the transit pass benefit program under section 132 of the Internal Revenue Code of 1986;
- Subsidizing the costs associated with adding reverse commute bus, train, carpool, van routes, or service from urbanized areas and other than urbanized areas to suburban workplaces;
- Subsidizing the purchase or lease by a nonprofit organization or public agency of a van or bus dedicated to shuttling employees from their residences to a suburban workplace;
- Facilitating public transportation services to suburban employment opportunities.

JARC has changed from a discretionary/competitive program to a formula program, but definitions of eligible projects are unchanged from TEA-21. The Conference Report accompanying SAFETEA-LU includes the following language: “The conferees expect FTA to continue its practice of providing maximum flexibility to job access projects that are designed to meet the needs of individuals who are not effectively served by public transportation, consistent with the use of funds described in the Federal Register, Volume 67 (April 8, 2002).”

6. What Federal requirements apply to the program?

Section 5307 requirements apply. Labor protective arrangements must be certified.

7. Will there be an opportunity for public comment while FTA is forming the program?

Yes. FTA will solicit public input as it develops guidance for the JARC program. There will also be a notice and comment period in the spring of 2006, during which individuals and organizations may comment on FTA's proposed circular.

8. How are JARC-funded services required to be coordinated with other human services transportation programs?

All projects funded through the New Freedom program, JARC, and the Elderly Individuals and Individuals with Disabilities program must be derived from a coordinated plan. For more information on coordinated planning, see FTA's "Frequently Asked Questions: Coordinated Human Services Transportation Planning Provisions."

9. Will FTA be publishing New Freedom and JARC amounts in the Federal Register for all the small urbanized areas in each State as well as for the urbanized areas over 200,000 and for rural areas?

FTA will publish the amounts apportioned directly to urbanized areas over 200,000 for the New Freedom and JARC programs in the Federal Register Notice of apportionments and allocations for FY 2006. FTA will publish the total amount apportioned to each State for urbanized areas smaller than 200,000 and the total amount for rural areas. Each State will allocate funds for projects in these areas based on a competitive selection process. Solely for informational purposes, FTA posted on its website the amounts attributable to each small urbanized area based on formula factors, but in the Federal Register Notice of Apportionments FTA will publish the total amount apportioned to the State for all small urbanized areas.

10. When will FTA have JARC program guidance available?

FTA is working to develop guidance for the JARC program by the end of spring in 2006. However, interim guidance for the administration of the program in FY 2006 was published in a Federal Register notice. FTA is now seeking input from stakeholders to develop the public transit-human services transportation plans that will be required prior to receiving funds in FY 2007. The guidance will be put out for public review and comment before being finalized.

11. What happens to urban areas over 200,000 that may not use their JARC funding but do not have a roll-over provision?

Funds cannot be transferred simply to augment the urbanized or non-urbanized formula program. The purpose of this restriction is to ensure that all JARC funds are used for the intended purpose: to assist low-income individuals with access to jobs, while streamlining grant administration.

The designated recipient in a large urbanized area under Section 5307 is responsible, in cooperation with the MPO, for soliciting applications in a competitive selection process. Projects selected must be derived from a coordinated plan. The statutory provision that funds be apportioned directly to large urbanized areas assumes that there is a need for job access projects in every such area, but does not require that the transit authority provide all JARC services. Eligible sub-recipients include State and local governmental authorities, nonprofit organizations, and operators of public transportation services. The locally developed plan will identify service gaps and a strategy for meeting the needs. The transfer provisions in JARC allow the transfer of the funds by the State to 5307 or 5311, but only for the purpose of eligible selected JARC projects.

12. Does SAFETEA-LU make ADA vehicles under JARC and New Freedom eligible for the 83 percent Federal participation ratio?

Yes. Because JARC and New Freedom are now part of Chapter 53 of Title 49, the provisions of Section 5323(i) apply to these programs. Because JARC was established outside Chapter 53 of Title 49 under TEA-21 and not codified in Chapter 53 until SAFETEA-LU, Section 5323(i) did not previously apply to JARC. Further, in TEA-21 all JARC grants (both capital and operating) had a 50 percent Federal share.

In SAFETEA-LU, Section 5323(i) was amended to include ADA and Clean Fuel related facilities, not just equipment, as eligible for 90 percent Federal funding. The higher share applies only to the incremental costs related to ADA or to Clean Air Act (CAA) compliance, not to the entire piece of equipment or facility. For administrative convenience, FTA calculated a “blended” share of 83 percent for a bus meeting ADA or CAA requirements (counting 90 percent for the portion attributable to these requirements). FTA expects that a bus facility that has a portion devoted to meeting Clean Fuel requirements would have that portion of the facility funded at 90 percent, with the remainder funded at 80 percent. FTA does not expect to establish a blended share for ADA or Clean Fuel facilities, since those projects are likely to be so varied that a single blended share would not be appropriate.

13. Now that the JARC program is formularized, can you explain why Section 5307 small urbanized areas have to apply to the State for these funds instead of applying for them directly as they currently do?

Under SAFETEA-LU, the State is responsible for soliciting applications and selecting projects derived from locally developed, coordinated public transit-human services transportation plans (“coordinated plans”). Once projects have been selected, however, funds can be transferred to the Section 5307 program so that small urbanized areas can apply directly to FTA for the grant, rather than receiving funds as a sub-recipient of the State.

FREQUENTLY ASKED QUESTIONS

New Freedom Program Provisions of SAFETEA-LU

1. What is the purpose of the New Freedom Program?

The purpose of the New Freedom Program is to provide improved public transportation services, and alternatives to public transportation, for people with disabilities, beyond those required by the Americans with Disabilities Act of 1990 (ADA). The program will provide additional tools to overcome barriers facing Americans with disabilities who want to participate fully in society.

2. What level of funding is available for the program?

A total of \$339 million is available for the program from FY 2006 to FY 2009, starting at \$78 million in FY 2006 and rising to \$92.5 million in FY 2009.

3. How are funds allocated?

Funds are formula apportioned based on the population of persons with disabilities. On a national basis, 60 percent of the funds go to designated recipients in urbanized areas over 200,000 in population; 20 percent go to States for urbanized areas between 50,000 and 200,000, and 20 percent go to States for non-urbanized areas.

Fund recipients must solicit applications and make competitive selections based on requirements established by the recipient that are consistent with Federal eligibility.

States may transfer funds to FTA's urbanized or non-urbanized area programs so long as funds are used for eligible projects selected under the New Freedom Program. This transfer provision aims to ease the administrative burden for grantees that may get funding under another FTA program by allowing them to submit one grant application for both programs. The transfer provision also relieves State departments of transportation from oversight of small urbanized areas.

States that transfer funds to Section 5307 (Urbanized Area Formula Grant program) must certify that New Freedom projects have been coordinated with nonprofit providers.

4. How may funds be used?

Funds may be used for capital expenses with Federal funds provided for up to 80 percent of the cost of the project, or operating expenses with Federal funds provided for up to 50 percent of the cost of the project.

All projects funded must be derived from a locally developed, coordinated public transit-human services transportation plan (a "coordinated plan").

The coordinated plan must be developed through a process that includes representatives of public, private, and nonprofit transportation and human service providers and participation from the public.

There is no limit on the level of funds that can be used for operating expenses.

A designated recipient or State may use up to ten percent of the funds made available under the New Freedom program for planning, administration and technical assistance.

The match for FTA funds can come from Federal sources outside of the Department of Transportation that allow their funds to be used for transportation, such as the Department of Health and Human Services.

5. What types of projects may be funded under the program?

The program funds public transportation services and alternatives, beyond those required by the ADA, that assist individuals with disabilities. Conference Report language gives examples of projects and activities that might be funded under the program. These include, but are not limited to:

- Purchasing vehicles and supporting accessible taxi, ride-sharing, and vanpooling programs.
- Providing paratransit services beyond minimum requirements (3/4 mile to either side of a fixed route), including for routes that run seasonally.
- Making accessibility improvements to transit and intermodal stations not designated as key stations.¹
- Supporting voucher programs for transportation services offered by human service providers.
- Supporting volunteer driver and aide programs.
- Supporting mobility management and coordination programs among public transportation providers and other human service agencies that provide transportation.

6. What Federal requirements apply to the program?

The requirements of Section 5310 (Formula Grants for Special Needs of Elderly Individuals and Individuals with Disabilities) apply, to the extent that the Secretary of Transportation deems appropriate.

7. How does FTA define "beyond the ADA"?

The ADA and the U.S. Department of Transportation implementing regulations (49 CFR Parts 27, 37 & 38) contain specific requirements for making transportation systems and services accessible to persons with disabilities. The New Freedom program is intended to fund

¹ NOTE: The ADA requires that any alterations or renovations to an existing facility must be accessible, whether it is a key station or not. See 49 CFR 37.43. FTA seeks comment on how to define accessibility improvements that would be beyond the scope of the ADA for purposes of the New Freedom Program.

transportation services that are outside of those already required for individuals with disabilities under the ADA. FTA is interested in public comment on how best to provide guidance while maintaining flexibility.

8. How are New Freedom-funded services required to be coordinated with other human services transportation programs?

All projects funded through the New Freedom program, the Job Access and Reverse Commute program, and the Elderly Individuals and Individuals with Disabilities program must be derived from a coordinated plan. For more information on coordinated plans, see FTA's "Frequently Asked Questions: Coordinated Human Services Transportation Planning Provisions of SAFETEA-LU."

9. Will FTA be publishing amounts in the Federal Register for specific small urbanized areas?

When FTA issues the Federal Register Notice of apportionments and allocations for FY 2006, it will publish the total amounts apportioned to each state for urbanized areas smaller than 200,000 and for rural areas. These funds are not entitlements to individual localities. Each State will allocate the funds for projects in these areas based on a competitive selection process using criteria established by the State that are consistent with program objectives and Federal requirements. For information purposes only, the SAFETEA-LU tables posted on FTA's website include amounts attributable to each small urbanized area based on the formula factors. In the Federal Register Notice of apportionments, however, FTA will publish only the total amount apportioned to the State for all small urbanized and rural areas.

10. When will FTA issue guidance regarding the New Freedom program?

FTA is currently soliciting input and comments from the public on implementation strategies for the New Freedom Program. Once this process is complete a circular will be developed that outlines the guidelines for the program. The proposed circular will be open for public comment before it is finalized.

In addition, FTA published a Federal Register Notice on November 30, 2005 that includes interim guidance for implementing the program in FY 2006. FTA is soliciting public comment on this notice.

11. Will the public have opportunities for comment during the development of the New Freedom program?

FTA is conducting several listening sessions with stakeholders to gather input. In addition, FTA is collecting public comment on the Federal Register Notice published November 30, 2005. Finally, FTA will release a draft circular for public comment, and review all comments before issuing a final circular.

12. Is the formula used to apportion New Freedom funds strictly based on the population of persons with disabilities, or will it also consider the elderly population, which has many of the same mobility needs?

The New Freedom formula is based on the ratio of individuals with disabilities in an area to the total population of individuals with disabilities in the corresponding category (non urbanized, urbanized area less than 200,000 in population and urbanized area greater than 200,000 in population.) The census data used for individuals with disabilities includes elderly individuals with disabilities.

13. What level of matching funds will be required under the New Freedom program?

New Freedom funds can fund 80 percent of capital expenses, 50 percent of operating expenses, and 100 percent of the up to 10 percent of the apportionment available for administration, planning, and technical assistance. The remainder of the net project costs can come from other non-Department of Transportation Federal funds eligible for transportation projects, as well as local contributions and contract revenue.

14. Will projects funded by the New Freedom program be required to comply with the Americans with Disabilities Act?

Yes, projects funded must be in compliance with the ADA.

15. Will the ADA definition of “disability” apply to the New Freedom program?

The ADA uses a functional definition of “disability;” it refers to any physical or mental impairment that substantially limits one or more of an individual’s major life activities, such as performing manual tasks, seeing, hearing, speaking, breathing, learning, and working. It is not based on specific medical diagnoses; any condition that meets these criteria is a disability.

FTA is interested in public comment, however, on whether New Freedom Program funding may be used to fund activities such as paratransit service provided to individuals with disabilities who do not meet the eligibility criteria found in 49 CFR 37.123.

16. Is the New Freedom program primarily a work related program?

According to the Conference Report, the New Freedom program is intended to address barriers facing Americans with disabilities, who seek integration into the workforce and full participation in society. Hence, the New Freedom program includes but is not limited to work-related transportation.

17. How will FTA ensure consistency in the interpretation of ADA requirements?

FTA will ensure consistent interpretation of and compliance with ADA requirements just as it does with all Federal requirements. FTA's two major oversight mechanisms are: the Triennial Reviews of grantees receiving Section 5307 Urbanized Area Formula Grants; and State Management Reviews of grantees receiving FTA funds for State-managed programs. In addition to these oversight reviews, FTA conducts oversight reviews in specific areas when the grantee is either participating in a special program or is at-risk or out of compliance in a specific area (including civil rights).

FTA is also represented on the Department's Disability Law Coordinating Council (DLCC), a mechanism established by the Secretary to ensure consistency throughout the Department in interpretations and guidance involving the ADA and other disability-related statutes and regulations.

18. Suppose an area wants to work with a local cab company to get accessible cabs (i.e., "beyond" ADA). Can these vehicles then also be used as part of the basic complementary paratransit service, or are they restricted to "beyond"?

As long as the primary purpose of the New Freedom program grant is to develop more accessible taxicab service within a locality to meet a variety of transportation needs for persons with disabilities, vehicles may be used incidentally to integrate ADA-complementary paratransit trips within conventional taxi services. However, vehicles may not be used primarily to meet ADA-complementary paratransit needs.

19. Can New Freedom money be used to update or renovate the transit system's or a contractor's facilities to make them more accessible for current or potential employees with disabilities?

No. The New Freedom Program is intended (49 U.S.C. 5317(b)(1)) to provide "new public transportation services and public transportation alternatives" that assist persons with disabilities with transportation. Improvements to agency facilities for the benefit of agency employees do not meet this definition.

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

**AMENDMENT #4
September 13, 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 #4 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 13th day of September 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 _____ 2003 to affix his signature to the foregoing document.

Notary Public
My Commission expires: _____

Attachment to Resolution for Amendment #4 to the DCHC MPO 2006-2012 MTIP**Add New Project**

I.D. No.	System	Description	Funding		FFY
XXXX	City of Durham	Job Access / Reverse Communte and New Freedom Programs - Human Services Transportation Plan	JARC	\$22,433	2007
			TOTAL	\$22,433	

MEMORANDUM

TO: Transportation Coordinating Committee (TCC)
DCHC MPO

FROM: DCHC Lead Planning Agency Staff

DATE: August 23, 2006

RE: US 15-501 Transit Corridor – Memorandum of Agreement (MOA)

Background

The Transportation Advisory Committee (TAC) of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) adopted a modified alignment for the US 15-501 Transit Corridor at its September 14, 2005 meeting, and requested that a letter be sent to the four affected jurisdictions to make a formal notification of the adopted alignment modification and to advise that a Memorandum of Agreement (MOA) will soon follow. The TAC approved a proposed MOA to be considered by the Town of Chapel Hill, Durham County, the City of Durham and the Triangle Transit Authority (TTA), at the TAC's October 12, 2005 meeting. In summary, the MOA states that each signatory shall include modified alignments in transportation plans and adopt supportive land uses along the corridor and at proposed transit stations. In addition, the parties agree to defer development decisions requiring a change in the transit corridor alignment until the TAC has had an opportunity to review and comment on analyses associated with the proposed alignment change. The Durham County Board of County Commissioners approved the MOA at its December 12, 2005 meeting, but the MOA has not moved forward in the other jurisdictions.

In its consideration of the MOA, the City of Durham identified several issues that needed to be resolved and these issues were presented to the TAC at their April 12, 2006 meeting.

TAC Requests

At its April 12, 2006 meeting, the TAC made two requests after discussing the MOA. The TAC requested that the TCC modify the MOA to resolve any jurisdictional issues and present a recommended MOA to the TAC. In addition, the TAC was uncertain whether the MOA, which the TAC approved on October 12, 2005, officially changes the corridor in the MPO's long-range transportation plan. Three different perspectives were presented to the TAC:

- 1) The Memorandum of Understanding (MOU) that establishes the DCHC MPO and the TAC, which was signed by the member jurisdictions and agencies, grants the authority to the TAC for approving transportation plans. And, in many cases,

local comprehensive plans reference, and grant authority to, the DCHC MPO Long Range Transportation Plan (LRTP). As such, local ratification is not necessary. The TAC approval of the MOA on October 12, 2005 officially modified the US 15-501 Transit Corridor in the LRTP.

- 2) The project corridors in the LRTP are generalized alignments that basically identify a general type of transportation service or facility that is to run between Point A and Point B. As the feasibility and environmental studies for those projects are completed, it is expected that the corridors will become more refined. The TAC approval of the MOA does not modify the corridor in the LRTP, but instead provides an expected corridor refinement that directs future actions related to the Transit Corridor such as the reservation and dedication of right-of-way and ridership estimates.
- 3) The TAC is required to follow a specific process and take a specific action to change the US 15-501 Transit Corridor in the LRTP. The Major Investment Study (MIS) that established the Transit Corridor in the LRTP was already a refined alignment. Any change to this refined alignment requires a specific process and action.

Staff Recommendations

The TCC Transit Subcommittee met to discuss the TAC requests. They identified two main issues in the draft MOA and decided to simplify the process by separating these issues into two separate MOAs:

1. Adoption Procedures – An MOA to clarify the procedures for adopting changes to the LRTP. At this time, the Adoption Procedure MOA has not been drafted.
2. Corridor Protection – An MOA to identify the procedures, including changes to local development ordinances, to protect the US 15-501 Transit Corridor and encourage adjacent land use that supports transit service. It was noted that there are five keys to protecting this corridor:
 - a. Notification -- The local governments provide timely notification to the DCHC MPO that a submitted development plan impacts the US 15-501 Transit Corridor.
 - b. Major Change -- A trusted committee determines whether the impacts represent a Major Change, and therefore merit further study.
 - c. Study Scope -- A trusted committee determines the scope of the study, ensuring that the scope is commensurate with the expected impacts.
 - d. Timing – The development review process provides adequate time for the study to be completed and reviewed by the DCHC MPO and the appropriate local boards and commissions.
 - e. Study Reception – The resulting study receives serious review and consideration by local boards, commissions and elected officials.

Attachments

Attachment 7A is the proposed Memorandum of Agreement for the US 15-501 Transit Corridor Protection, which is to be reviewed and approved by the Town of Chapel Hill, City of Durham, Durham County and the DCHC MPO. This MOA copy shows the proposed edits to the original MOA that the TAC adopted at their October 12, 2005 meeting.

TCC Action

The TCC needs to review and discuss the Corridor Protection MOA, recommend changes, and forward those recommendations to the TAC.

MEMORANDUM OF AGREEMENT

~~NORTH CAROLINA~~

~~DURHAM-CHAPEL HILL-CARRBORO
METROPOLITAN PLANNING ORGANIZATION~~

Regarding

THE US 15-501 TRANSIT CORRIDOR

~~Between~~Among

TOWN OF CHAPEL HILL, CITY OF DURHAM, COUNTY OF DURHAM,
~~TRIANGLE TRANSIT AUTHORITY,~~ AND THE DURHAM-CHAPEL HILL-
CARRBORO METROPOLITAN PLANNING ORGANIZATION

~~October 12, 2005~~

WHEREAS, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) was created in 1994 through a Memorandum of Understanding signed by the Town of Chapel Hill, the City of Durham, the County of Durham (herein, the "local government parties"), other member governments in the region, and the State of North Carolina, through the Governor and Department of Transportation;

WHEREAS, the DCHC MPO, under the authority of federal and state law, and the 1994 Memorandum of Understanding, is recognized as the body is actively involved in, and responsible for; coordinating the transportation planning ~~process~~ in the Planning Area defined by the Metropolitan Area Boundary (MAB) of the Durham-Chapel Hill-Carrboro Urban Area Metropolitan Planning Organization and the North Carolina Department of Transportation (NCDOT), and the MAB; which includes all of Durham County and portions of Orange County and Chatham County; and

WHEREAS, the Transportation Advisory Committee ("TAC"), created by the 1994 Memorandum of Understanding, is the duly recognized transportation decision-making body of the DCHC MPO, as required by 23 CFR Part 134; and

WHEREAS, the ~~Transportation Advisory Committee~~TAC consists of elected officials of member governments in the DCHC Planning Area, including the local government parties, and a representative of the North Carolina Board of Transportation; and

WHEREAS, the TAC has the authority to adopt a Comprehensive Transportation Plan under the authority of federal and state law, and the above Memorandum of Understanding; and

WHEREAS, the purpose of the TCC (Technical Coordinating Committee) of the DCHC MPO is to provide guidance on matters that encompass multiple jurisdictions and technical fields, facilitate coordination among the policy boards of the agencies represented in the TAC, and make recommendations to the TAC, and

WHEREAS, the Memorandum of Understanding (~~dated September 10, 1993~~), ~~which established the DCHC MPO and is signed by the participating local governments~~, states that:

- “Transportation policy decisions within the Planning Area are the shared responsibility of the Transportation Advisory Committee... and participating governments.”
- “The continuing transportation planning process will be a cooperative one, and all planning discussions will be reflective and responsive to... the comprehensive plans for growth and development of the Municipalities of Durham, Chapel Hill, Carrboro, and Hillsborough; and the Counties of Durham, Orange, and Chatham.”
- “The subscribing local governments shall coordinate zoning and subdivision approvals within its jurisdiction in accordance with the adopted Comprehensive Transportation Plan and mutually adopted Thoroughfare Plan.”

and

WHEREAS, ~~the US 15-501 Transit Corridor Plan is part of the~~ DCHC MPO has adopted a Comprehensive Transportation Plan, called the Long Range Transportation Plan (LRTP), and, in addition, has adopted as part of that plan the US 15-501 Transit Corridor Plan; ~~of the DCHC MPO, or Comprehensive Transportation Plan,~~ and

WHEREAS, the following studies have established and directly addressed the status of the US 15-501 Transit Corridor:

1. The “US 15-501 Major Investment Study, Phase I Report (Draft),” prepared by HNTB North Carolina, P.C., was completed on August 6, 1998;
2. The “US 15-501 Major Investment Study, Phase II Report,” prepared by HNTB North Carolina, P.C., was completed in December 2001;

3. In 2003, concerned that the right-of-way preservation and land use occurring in the US 15-501 transit corridor might be detrimental to future transit development, the DCHC MPO requested that the Triangle Transit Authority (TTA) conduct a follow-~~upon~~ study of the status of the corridor and make recommendations, as appropriate;
4. This follow-~~on~~^{up} study made the following recommendations to the DCHC MPO for preserving right-of-way and land use in the US 15-501 transit corridor:
 - Evaluate alternatives and choose a preferred alignment through Southwest Durham;
 - Local and regional authorities adopt the alignment;
 - Analyze land use in and near the transit corridor;
 - Require cost, community/environmental, ridership and operational analysis of any future alignment changes; and,
 - Request that the Triangle Transit Authority (TTA) facilitate a strategy for transit service implementation in the corridor consistent with the memorandum of agreement between the TTA and DCHC MPO;

WHEREAS, the “US 15-501 Major Investment Study (MIS)” established an alignment for the transit corridor, ~~and, called the 15-501 Corridor Alignment, and that alignment was approved by the TAC and is a part of the DCHC MPO’s adopted Comprehensive Transportation Plan; in addition, the 15-501 Corridor Alignment was approved by the affected local governments, notwithstanding that legally, under the Memorandum of Understanding creating the DCHC MPO, it did not have to be so approved; and~~

~~WHEREAS, and~~ since the initial establishment of the 15-501 Corridor Alignment, at time, three modifications have been made to, or recommended for, the 15-501 Corridor Alignment by action of one or more of the local government parties and/or the TAC, which including the following modifications ~~that~~ are depicted on the attached map:

1. The modified alignment near the former South Square Mall in the City of Durham;
2. A ~~possible alternative modified~~ alignment near Glenwood Elementary School in Chapel Hill; and,
3. A modified alignment ~~The preferred alignment~~ through Southwest Durham, moving the alignment away from Creekside Elementary School in the County of Durham, and closer to I-40, as recommended by the US 15-501 Corridor Alignment Analysis, and adopted by the ~~TAC, DCHC MPO.~~

WHEREAS, actions taken on the 15-501 Corridor Alignment have created confusion regarding the following issues: what changes to the 15-501 Corridor Alignment are significant; what input the local government parties and TAC should have regarding changes to the Corridor Alignment; and what analysis, if any, should occur prior to certain changes in alignment being considered;

WHEREAS, it is important for the local government parties affected by the 15-501 Corridor Alignment to establish clearer understandings and procedures regarding the above issues, and to affirm their general support for using land use policies and regulations within their jurisdictions in support of the adopted Comprehensive Transportation Plan, including the 15-501 Corridor Alignment ;

NOW THEREFORE, in consideration of the above premises and the common objective of planning for and implementing a high quality transit corridor between the City of Durham and Town of Chapel Hill, the parties hereto ~~desire to cooperate and mutually~~ agree to the following: ~~terms:~~

C.Changes to Modify Corridor Alignment; Definition of “Major Change”

The parties to this Agreement (“the parties”), which are the including the DCHC MPO (through the TAC), the Town of Chapel Hill, the City of Durham, and the County of Durham Triangle Transit Authority (TTA) and participating local governments, will recognize that under the authority of the 1994 Memorandum of Understanding, the DCHC MPO, through its official body, the TAC, has been delegated the authority to make decisions regarding the adopted Comprehensive Transportation Plan, and that the Comprehensive Transportation Plan includes the 15-501 Corridor Alignment. The parties hereby agree that the modify the transit corridor alignment in the “US 15-501 Major Investment Study (MIS)” to include the three modifications identified above are appropriate modifications to the 15-501 Corridor Alignment and the Comprehensive Transportation Plan, without further separate action by the TAC. The parties’ ratification of these changes shall not be interpreted to require that in the future, individual local government parties, through individual actions or memoranda of understanding, must approve changes to the 15-501 Corridor Alignment outside their land use jurisdiction. In addition, the parties’ ratification shall not be interpreted as an understanding that the three described changes are “major changes” as further defined in this Agreement.

In the future, a “major change” to the 15-501 Corridor Alignment shall be described as a change that ~~XXXXXXXXXXXXXXXXXXXXXXXXXX~~ (needs definition by TCC or by TAC staff. This definition should also address whether the station locations are considered as set in stone as the corridor location. Note that I took out the reference to the station locations in part D below, with the assumption that the degree of their protection would be defined in the concept of “major change.”) Such major changes shall be brought to the TAC for consideration and action in order to be adopted as an

approved change to the 15-501 Corridor Alignment by the DCHC MPO, and included as an adopted part of the Comprehensive Transportation Plan.

D. Include Modified Alignments in Transportation Plans

The parties agree that three changes described above and future changes to the 15-501 Corridor Alignment approved by the TAC shall be reflected in to this Agreement, including the DCHC MPO, Triangle Transit Authority (TTA) and participating local governments, will include the modified alignment identified above, and future alignment modifications to the "US 15-501 Major Investment Study (MIS)", into local and regional transportation plans. In addition, upon notification by the local government with jurisdiction over the matter, minor changes to the 15-501 Corridor Alignment shall be shown on local and regional transportation maps maintained and updated by the TAC. by reference, and the DCHC MPO will consider the alignment modifications in the following update to the Long Range Transportation Plan (LRTP).

C.CA. Consideration of Adopt Supportive Land Uses

The parties shall seek right-of-way dedication for the 15-501 Corridor Alignment, is corridor, rather than reservation, where possible, through their development review process, consistent with applicable ordinances of each jurisdiction and constitutional constraints. In addition, the parties shall consider recommended changes to use the provisions of their comprehensive plans and development ordinances that maximize the opportunities for high densities and mixed uses, and that require transit supportive design in proximity to planned station locations along the 15-501 Corridor Alignment.

In particular, the parties to this Agreement will consider means of encouraging development in proximity to the US 15-501 Transit Corridor and stations, through local zoning and development ordinances, consistent with the guidelines set forth in the document "Station Area Development Guidelines for the Regional Transit Stations" (Triangle Transit Authority, December 1997). It should be noted that the Guidelines state:

"As individual local governments prepare plans for their regional transit station areas, they will select and refine the elements most appropriate for each station area and they will determine the extent to which these elements may be encouraged, discouraged, avoided or required."

DB. Require Analysis of Proposed Major Changes to Alignment

The parties to this Agreement agree to consider adoption of ordinance revisions that will require that any development application proposing a major change, as defined above, shift in the adopted US-15-501 Transit Corridor Alignment shall first require consideration and recommendation by the TAC as the official decision-making body of the DCHC MPO.

The parties understand that requirements for studies and analysis may be imposed by the DCHC MPO on parties seeking to make a Major eChange, which requirements may include: or designated station locations 1) include an analysis that meets or exceeds the technical level of corridor analysis in the current, or subsequently amended, “Chapel Hill-Durham Transit Corridor: Southwest Durham Alignment Evaluation” and that includes the impacts identified below; 2) preparation of such analysis in consultation with the The parties to this Agreement further agree that DCHC MPO technical staff and compliance with will be consulted for current guidelines prepared by the staff; 3) review of prior to the preparation of any such analysis, and that the completed analysis will be supplied promptly to by the DCHC MPO staff.; and 4) addressing the impacts below in such analysis: for technical review. The analysis will include impacts on the following characteristics:

1. Cost – capital costs for building alignment and stations, and vehicle operations costs (developed in consultation with TTA); and,
2. Environmental – extent of negative environmental impacts including wetlands and stream crossings; and,
3. Community – extent of negative impacts including residential and business relocations, and street crossings; and,
4. Land Use Plans – consistency of existing and future land use and development with comprehensive plans, and,
5. Transportation Plans – consistency with local and regional transportation plans, including the Long Range Transportation Plan of the DCHC MPO; and,
6. Ridership – potential ridership estimates from TTA, based on housing and employment projections within one-quarter and one-half mile of proposed stations; and
7. Operations – feasibility of operations, and service quality impacts (developed in consultation with TTA).

C. Determination of Major Change

The parties agree to consider adoption of ordinance changes that defer to the Technical Coordinating Committee (TCC) of the DCHC MPO the determination of whether or not a proposed change in the 15-501 Transit Corridor constitutes a Major Change, and as a result, makes the proposed development action susceptible to the analysis, notification, deferral and TAC comments stipulations in Part B and Part D. The TCC shall consider the following criteria in making a determination:

1. The distance the corridor is to be moved;
2. Likely impacts on capital and operational costs and service quality;
3. Likely changes in the physical and social environmental impacts;

4. Whether a station location is to be changed, and the likely ridership and design constraint impacts;
5. Proximity of the proposed corridor and station location to other transportation facilities; and,
6. Whether the change impacts the corridor or station location on adjacent parcels and sites.

**ED. Defer Development Decisions for DCHC MPO Board
Action Recommendations by the TAC**

The parties ~~to this Agreement~~ agree to consider adoption of ordinance changes that:

1. Notification -- Require timely notification to the TAC of all proposed actions on development that would constitute a change to the 15-501 Corridor Alignment, whether major or minor; and,
2. Deferral -- Rrequire or allow deferral of approval of zoning, site plan and other development cases in which analysis of a major change is required under Paragraph ~~D-B~~ of this Agreement, until the Transportation Advisory Committee (TAC) of the DCHC MPO has had adequate time to review and comment on the analysis and make a recommendation on the proposed change. The TAC agrees to complete its review in an expeditious and timely fashion, upon submission of the required analysis by the applicants proposing the major change and to make a recommendation on the proposed major change; and,
3. Receive Comments – Require each local government party to include the TAC comments and supporting materials that have been submitted in materials going to the decision-making body of the local government. ~~.- In addition, each local government party agrees to notify the TAC of all proposed actions on development that would constitute a change to the 15-501 Corridor Alignment, whether major or minor, and to include in materials going to the decision making body of the local government all recommendations and supporting materials regarding such change submitted by the TAC for consideration.-.~~

FE. Action Subsequent to TAC Recommendation

In the event that the TAC recommends approval of the proposed major change to the 15-501 Corridor Alignment, and the local government party approves the land use decision embodying such change, the parties agree that the change may be included in the 15-501 Corridor Alignment and the Comprehensive Transportation Plan without further action by the TAC.

GF. Information from Local Government Parties

Upon request by the TAC, the local government parties will furnish timely information to the TAC regarding current and proposed land use development and decisions that affect

the 15-501 Corridor Alignment. Such information shall include but not be limited to: copies of development approvals for development in proximity to the Corridor; relevant policies in plans adopted by the party, such as comprehensive plans; development actions that result in changes that do not constitute “major changes” under this MOU; relevant ordinance requirements that serve to further this MOU or the protection of the Corridor; and identification of land that has been protected through reservation or dedication for the Corridor.

HG. Local Government Legislative Discretion.

Nothing in this MOA shall be construed to limit or impair the authority of the governing bodies of the local government parties from exercising or performing any legislative or governmental powers or functions pursuant to applicable law, or to bind the future legislative or governmental discretion of such governing bodies.

IH. Additional Conditions of Agreement:

This Memorandum of Agreement:

1. Shall become effective when signed by all the parties and shall continue in force until terminated by any party;
2. May be terminated thirty (30) days after written notification by any party;
3. May be amended by mutual consent of the parties, which consent shall not be unreasonably withheld;
4. Shall be in addition to any specific agreements between the parties presently in place establishing specific practices for planning and implementing the US 15-501 Transit Corridor;
5. Shall not require any party to implement a practice or policy that is not in compliance with local ordinances or State statutes.

NOW, THEREFORE, BE IT RESOLVED that this Agreement is hereby formally approved by the City/Town Council of the City of Durham and Town of Chapel Hill, the Board of County Commissioners of Durham County, the Board of Directors of the Triangle Transit Authority, and the Mayor/Board Chairs and Clerk of these municipalities and county are hereby empowered to sign and execute the Agreement among these parties.

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

By _____
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CLERK~~

~~By _____
BOARD CHAIR~~

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>

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY

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

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.

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Wake mayors give go-ahead to toll road

Turnpike officials agree money raised by parkway won't go to far-off projects

BRUCE SICELOFF, Staff Writer

Wake County mayors cautiously approved more work on a proposed western Wake toll road Wednesday after state turnpike officials responded to their concerns about how tolls would be collected and spent.


"We understand this is not an easy decision," David W. Joyner, director of the N.C. Turnpike Authority, told mayors and other local officials who make up the Capital Area Metropolitan Planning Organization. "Nobody is crazy about toll roads, especially being the first toll road in the state."

Joyner said that the Triangle Parkway through Research Triangle Park and the Western Wake Parkway, extending Interstate 540 from RTP to Holly Springs, could be built by 2011 if state and local officials approve them next year as toll projects. If Wake County relied on traditional highway funding, he said, the roads might not be open before 2035.

Several mayors sought guarantees that local tolls would not be spent elsewhere in the state and that toll collection would cease when the \$800 million, 16-mile project was paid for. Raleigh Mayor Charles Meeker said that the state should pay a projected \$12 million per year in costs that tolls would not cover.

Joyner promised to negotiate terms on these issues. Meeting a few hours later, the state turnpike board pledged to spend tolls only in the highway corridors where they are collected.

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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.

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Smart commuting means less polluting

Challenge offers incentives to get Triangle residents out of the driver's seat

From Staff Reports

Triangle workers and college students are the targets of a seven-week, three-county campaign started Tuesday to curb traffic congestion and air pollution by promoting alternatives to solo driving.

The SmartCommute Challenge offers prizes, merchant discounts and other incentives to encourage commuters to leave their cars at home at least once between now and Sept. 30.

People who commute to workplaces and campuses in Wake, Durham and Orange counties are invited to promise that they'll try telecommuting from home or traveling by carpool, vanpool, bus, bicycle or shoe leather.

"Longer commute times not only lead to higher stress levels but to more air pollution," said Ed Willingham, executive vice president of First Citizens Bank, at the SmartCommute kickoff meeting. "And due to pollution, we've seen increases in ozone-induced asthma in children, and adult health issues including severe sinus problems and migraine headaches."

The annual campaign started five years ago with employers at Research Triangle Park and was expanded last year to include the three counties. It is sponsored by RTP employers, the Triangle Transit Authority and the Triangle Air Awareness Coalition, a clean-air advocacy group.

To sign the SmartCommute pledge or to learn about commuting options, go to www.SmartCommuteChallenge.org online or call 485-7475.

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DOT begins upgrade on Homestead Road

BY JENNIFER FERRIS, The Herald-Sun
August 16, 2006 7:16 pm

CARRBORO -- A stalled project to upgrade portions of Homestead Road near Chapel Hill High has finally started, thanks to an in-house work team from the N.C. Department of Transportation.

After two rounds of bidding earlier this year for the project -- which would include a turn lane onto High School Road, a traffic signal, a four-foot bike lane and a sidewalk -- no contractor was able to meet DOT requirements.

At issue was the relocation of several utility lines, which contractors thought would delay the project; their bids were high, claiming the move was at the utility companies' discretion and could slow down work.

John Hunsinger, the project's manager, said Wednesday parts of the project were too important to delay through a third round of bidding; starting this week an in-house DOT team will begin work on the first phase of the project.

"We felt like we needed to do something to alleviate traffic congestion," Hunsinger explained.

The DOT team will construct a 600-foot left turn lane from Homestead Road onto High School Road, Hunsinger said, and add a traffic signal at that intersection. This is only a portion of the scheduled work, which encompasses a four-tenths-mile section of the road near the Chapel Hill-Carrboro border.

Carrboro Town Manager Steve Stewart said at a Monday night meeting of the town's New Horizons Task Force that a DOT engineer said this phase of the work also would include some sidewalk construction.

The DOT hopes to build a portion of the sidewalk between Camden Lane and High School Road in the places where utility lines don't prevent construction, Stewart said.

Wednesday afternoon Hunsinger said he was unaware of that portion of the plan, but said if the team is able, they will try to start part of the sidewalk.

"We're not guaranteeing sidewalks this fall with our people," Hunsinger said. "Our goal is to do what asphalt widening we can do and put in a signal. Everything else is just gravy."

Hunsinger said he expects to put the remainder of the project out for bids this fall and expects its completion by the end of next spring.

That completion date -- as well as the success of the DOT's current project to add the turn lane -- is still dependent on the relocation of utility lines. There are power poles, water pipes and gas lines in the way of progress.

Hunsinger said the utility companies said they would have their lines moved by Aug. 31 and that he is still optimistic they will meet that deadline. Only two power poles needed to be moved in order to start the grading work for the turn lane.

The utility lines were just one of many reasons this project has had so many fits and starts, Hunsinger said.

Typically, a road project takes two years of planning before it can even get off the ground. For the Homestead Road improvements, the DOT tried to follow an accelerated schedule, Hunsinger said, and some stages -- such as the acquisition of right-of-way for the widening -- took longer than expected.

Drivers can expect slowdowns during daylight hours on Homestead, although Hunsinger said the workers will try to respect the school schedule.

If the work can't be done before school begins on Aug. 25, Hunsinger said the workers will limit lane closures to times when school traffic is at a minimum.

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End in sight for road projects

BRUCE SICELOFF, Staff Writer

Relief is in sight for some of the Triangle's hot, muggy traffic.

* INTERSTATE 85 IN DURHAM: All lanes, four or more in each direction, should be open for traffic by the weekend of Aug. 26, the state Department of Transportation says.

It took DOT 13 years and \$270 million to add lanes, replace cramped interchanges and fix engineering mistakes that have tormented travelers since this eight-mile stretch of I-85 opened in 1961. Most of the work is done, but there are lots of orange-and-white construction drums yet to be rolled away.

Some northbound lanes were opened this past weekend, easing the flow from U.S. 15-501 into I-85, DOT engineer Aaron V. Earwood says. After the last southbound lanes open later this month, drivers will find the Triangle's first, worst interstate transformed into a mighty good road.

* I-540 IN RALEIGH FROM CAPITAL BOULEVARD EAST TO U.S. 64-264: DOT engineer Robert E. Shultes hopes to put traffic on this new arc of the Outer Loop by the end of the year.

"Weather permitting," he adds. This concise caveat is applied to all DOT construction forecasts, especially during hurricane season. It means: "The good Lord willin' and the creeks don't rise."

The I-540 paving work has been completed south of the Neuse River and is moving north toward Capital Boulevard. Most of the paving is done at night. When the daytime thermometer hits 95, it's too hot to pave -- not for the sweating road crews, but for the concrete itself.

If you're wondering about the western end of I-540, from I-40 through Research Triangle Park to N.C. 55, that job is due to be completed by August 2007.

* N.C. 55 WIDENING FROM U.S. 64 IN APEX TO CORNWALLIS ROAD IN RTP: This job has run past its originally scheduled completion in June. DOT engineer Phillip R. Johnson says the contractor, Blythe Construction Co., expects to finish by the end of this year.

Blythe has added more workers to the job and is to start the final asphalt paving soon. The first section from U.S. 64 to High House Road could be open by the first of October, Johnson says.

The new road will have four lanes with a median. RTP commuters have complained as much about inconsistent traffic signals along N.C. 55 as they have about basic construction delays. Joshua Higgin of Apex says his 15-mile drive home takes 25 minutes on a good day -- and sometimes as much as 55 minutes.

"The widening is great," Higgin said Monday. "But if they're not going to time the lights, it's going to make for a lot of stop-and-go."

Some of the new N.C. 55 intersections will be added to Cary's new synchronized traffic signal network.

* U.S. 1-64 WIDENING IN CARY FROM TRYON ROAD TO THE RALEIGH BELTLINE: It's a pretty big job that got under way in January 2005, and DOT planned to move pretty fast to finish it by the end of October.

The new lanes have been paved except in places where they tie in to new ramps and loops. Most of the remaining work involves overhauls for the interchanges at Walnut Street and Cary Parkway.

The work has fallen behind, but DOT engineer Cadmus Capehart hopes to have all lanes open to traffic by the end of November.

That would still qualify as pretty fast.

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

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