

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

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

AGENDA**January 10, 2007
9:00 AM****Committee Room
2nd Floor Durham City Hall**

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

ACTION ITEMS**5. December 13, 2006 TAC Meeting Minutes
(Attachment 5)**

A copy of the December 13, 2006 TAC meeting minutes is enclosed as Attachment 5.

TAC Action: Approve minutes of the December 13, 2006 TAC meeting.

**6. November 29, 2006 Joint TAC Meeting Minutes
(Attachment 6)**

A copy of the November 29, 2006 Joint TAC meeting minutes is enclosed as Attachment 6.

TAC Action: Approve minutes of the November 29, 2006 Joint TAC meeting.

**7. 2035 Long Range Transportation Plan
(Attachment 7, 7A)**

Mark Ahrendsen, TCC Chair
Andy Henry, LPA Staff

The SE Data is among the principal data inputs for the Triangle Regional Model (TRM), which is an important evaluation tool in the 2035 LRTP development process. The TAC received the preliminary Base Year socio-economic data (SE Data) at their meeting on November 8, 2006 and provided some comments. The 2035 LRTP schedule designates that the TAC will receive the preliminary SE Data at their January 2007 meeting and release the SE Data for a 42-day public comment period.

Attachments 7 and 7A use tables and maps to provide a summary of the current and future socioeconomic data including population and employment estimates. Upon TAC approval, the LPA will release this summary and provide detailed data through the DCHC MPO website, and conduct several public workshops to complete a detailed review of the SE Data. Note that the Chatham County SE Data will be distributed at the TAC meeting.

TCC Recommendation: That the TAC release the base year and forecast socio-economic data for a 42-day public comment period.

TAC Action: Release the base year and forecast socio-economic data for a 42-day public comment period.

**8. Fresh Look at Transit
(Attachment 8, 8A)
Mark Ahrendsen, TCC Chair**

At the November 29, 2006 Joint TAC meeting, the Capital Area MPO and the DCHC MPO decided to create a Joint MPO Advisory Committee as part of the Fresh Look at Transit initiative. Most of the details associated with the establishment of this committee were referred to the officers of both TACs. The TAC officers met on December 18, 2006 to discuss this issue. The agenda and notes from this meeting are provided as Attachment 8A.

At the meeting, the TAC officers agreed that the committee will be charged with making recommendations for regional transit priorities to both MPOs. However, the MPOs differed on how the committee should be established and the representation of each MPO. The TAC officers tabled the issues to allow for input from other TAC members. The options that the TAC should review are described in a staff memo (Attachment 8).

TAC Action: Receive update on the Fresh Look at Transit activities including the formation of a Joint MPO Advisory Committee.

**9. NC 55 Alston Avenue Widening (U-3308)
(Attachment 9, 9A, 9B)
Mark Ahrendsen, TCC Chair**

NCDOT is completing the environmental planning process and beginning the design of the NC 55 Alston Avenue widening project in Durham. This project extends from NC 147 (the Durham Freeway) to NC 98 (Holloway Street) in northeast central Durham. This area of Durham is also the location of a HOPE VI Neighborhood Revitalization project. The Community Builders Inc. has been working with the City of Durham and the Durham Housing Authority on the HOPE VI project.

The City of Durham and the Community Builders have repeatedly expressed to NCDOT concerns with certain aspects of the design of the project and its relationship to the revitalization project (Attachments 9 and 9A). While some of these concerns have been addressed, many have

not. The Community Builders recently sent a letter to all of the TAC members requesting that the TAC support the City of Durham's requests regarding the proposed design (Attachment 9B).

TAC Action: Receive request from Community Builders regarding the Alston Avenue widening project (U-3308) and request that NCDOT ensure that the comments from the City of Durham identified in their November 21, 2006 letter are reflected in the final design of the Alston Avenue widening project.

10. 2030 Long Range Transportation Plan Amendment
(Attachment 10)

John Hodges-Copple, TJ COG
Andy Henry, LPA Staff

Air quality regulations require that the 2030 Long Range Transportation Plan (2030 LRTP) be amended because the completion schedule for several regionally-significant projects has crossed an air quality threshold. The completion date for these projects has been delayed, and the air quality impacts of these delays must be analyzed to ensure that the 2030 LRTP meets air quality conformity standards. Funding constraints of the FY 2007-2013 Transportation Improvement Program (TIP) and policy changes, such as the delay of the TTA Phase I Rail System and the proposed tolling of the Triangle Parkway, have caused the completion delays. Interagency Consultation meetings have designated the projects in the DCHC MPO's 2030 LRTP that need to be amended and have proposed a schedule for making these amendments. Attachment 10 is a short memorandum that provides a summary and schedule.

TAC Action: Receive update on the 2030 LRTP Amendment process and schedule.

REPORTS FROM STAFF:

11. Reports from Staff

(Attachment 11)

Felix Nwoko, LPA Staff

TAC Action: Receive Report from Staff

12. Report from the TCC Chair

Mark Ahrendsen, TCC Chair

TAC Action: Receive Report from TCC Chair

13. NCDOT Report

(Attachment 13)

Wally Bowman, Division 5 – NCDOT

Mike Mills, Division 7 – NCDOT

TAC Action: Receive report of Division Engineers

14. Report from the TAC Chair
Alice Gordon, TAC Chair

TAC Action: Receive Report from TAC Chair

INFORMATIONAL ITEMS

15. Recent News Articles and Updates
(Attachment 15)

Adjourn

Next meeting: February 14, 2007

TAC Directives to Staff

11/06/02 – 12/31/05 (Pending/In Progress/On Going)

01/01/06 – Present (Completed/Pending/In Progress)

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

03/10/04	Send letter to NCDOT expressing concern over NC-147 /I-40 interchange and concern over backups occurring on NC-147.	<u>Completed/Pending</u> - Letter sent 03/17/04. Staff has discussed with NCDOT various alternatives under consideration by NCDOT.
05/10/04	Regional Priority Project List methodology and ranking process need to be revisited. Staff to work with subcommittee to do so.	<u>Completed/Pending</u> – Revisions to TIP Priority methodology approved by the TAC in February 2005, for use in development of Priority List for 2007-2013 TIP. Update for next Priority List under development (awaiting the completion of CMS study for performance measures).
08/25/04	Metropolitan Area Boundary	<u>Completed/In Progress</u> – TAC approved MAB for the 2030 LRTP. Staff to bring back proposal for MAB expansion for the next LRTP update.
08/25/04	Further study of Farrington Road/Stagecoach Road corridor to move projects forward for funding.	<u>In Progress</u> – Addressed in August 10 TAC Agenda Staff Report. Corridor study included the 2006-07 Unified Planning Work Program (UPWP). Study to be completed by June 2007.
08/25/04	Further study of Latta Road/Infinity Road/Roxboro Road intersection.	<u>In Progress</u> – To be evaluated as part of the next (2035) LRTP update.
04/13/05	Section 5307 Apportionment. TAC approved FY 2004-2005 apportionment and directed that allocation formula for next year be reexamined to consider percentages by ridership and efficiency.	<u>In Progress</u> – MPO transit operators agreed to maintain current allocation formula and review as new information becomes available.
09/14/05	Staff to check with DATA about the possibility of designating a Park-and-Ride in northern Durham.	<u>In Progress</u>
11/9/05	Refer Old Durham/Chapel Hill Road Feasibility Study to staff for final recommendation on: 1) funding recommended design; 2) resolution of technical issues.	<u>In Progress</u> : Technical issues are resolved and final recommendation made. Funding recommendation is pending. See Attachment 10 of 02/08/06 TAC Agenda.
01/11/06	Draft letter to NCDENR to recommend county-based motor vehicle emission budgets	<u>Completed</u> : Letter sent 1/19/06. See Attachment 18 of 02/08/06 TAC Agenda.

01/11/06	Draft resolution to be sent to the Governor and the DCHC legislative delegation to oppose the diversion of transportation taxes and fees to the General Fund and to oppose a change in the state motor fuels tax formula	<u>Completed:</u> Resolution sent 1/19/06. See Attachment 19 and 19A of 02/08/06 TAC Agenda.
02/08/06	Request that staff report on the funding of the Triangle Regional Model and the status of the model update	<u>Completed:</u> See Attachment 6 of 4/12/2006 TAC Agenda.
02/08/06	Refer Chapel Hill's request for a Long Range Transit Master Plan to the TCC. Examine the possibility of including the whole MPO.	<u>Completed:</u> UPWP adopted at 05/10/06 TAC.
02/08/06	Provide an overview of travel modeling, the assumptions used in the model, and potential applications.	<u>Completed:</u> Presentation given at 4/12/2006 TAC Meeting.
02/08/06	Draft a letter to NCDOT requesting the hiring of the Safe Routes to School Coordinator	<u>Completed:</u> See Attachment 15 of 03/08/06 TAC Agenda
03/08/06	Request that staff update the TAC on the New Freedom allocation.	<u>Completed:</u> See Attachment 7 of 05/10/06 TAC Agenda
03/08/06	Provide an organizational chart to illustrate staff resources and how UPWP funds are allocated.	<u>Completed:</u> See Attachment 8 of 04/12/06 TAC Agenda.
03/08/06	Draft a letter to NCDOT regarding funding the East End Connector and initiating the Northern Durham Parkway Study	<u>Completed:</u> See Attachment 22 of 06/14/06 TAC Agenda
04/12/06	Bring US 15-501 Memorandum of Agreement (MOA) back to TAC for consideration.	<u>Completed:</u> See Attachment 9 of 09/13/06 TAC Agenda
04/12/06	Investigate use of peer review for Triangle Regional Model (TRM)	<u>In Progress:</u> TRM committee has taken up this project
04/12/05	Address cost splits for TRM tasks at next DCHC MPO/CAMPO joint TAC meeting	<u>In Progress:</u>
04/12/06	Make MVEB recommendations to TAC in light of Maintenance redesignation	<u>Completed:</u> See Attachment 9 of 05/10/06 TAC Agenda.
05/10/06	Send a letter to Senator Atwater requesting funds for the Farrington/Farrington Mill/Stagecoach Rd. corridor	<u>Completed:</u> See Attachments 16, 16A of 06/14/06 TAC Agenda.
05/10/06	Provide clarification on the effect of the Collector Street Plan on zoning and site plan approvals, Celeste Circle, George King Rd., and NC 54 Service Rd.	<u>Completed:</u> See Attachment 6 of 06/14/06 TAC Agenda
06/14/06	Refer public comments on the Collector Street Plan to the TCC to develop a revised plan.	<u>In Progress:</u> See Attachment 7C of 12/13/06 TAC Agenda.
06/14/06	Work with the Regional Transportation Alliance and the Durham Chamber to craft alternate language for SB 1819/HB 2828.	<u>Completed:</u> See Attachment 20 of 08/09/06 TAC Agenda.

06/14/06	Review and provide input on the design of the Triangle Parkway	<u>Completed:</u> See Attachment 6B of 08/09/06 TAC Agenda.
06/14/06	Provide information on how the federal rescission was applied to other states	<u>Completed:</u> See Attachment 18 of 08/09/06 TAC Agenda.
08/09/06	Follow up with the BPAC and DATA Boards regarding public involvement for MPO activities.	<u>In Progress:</u>
09/13/06	Schedule another public workshop for the Southwest Durham/Southeast Chapel Hill Collector Street Plan	<u>Completed:</u> Workshop held 10/10/06
09/13/06	Send a follow-up letter to NCDOT regarding the retail development on the Chatham-Orange County line.	<u>Completed:</u> See Attachment 19 of 10/11/06 TAC Agenda. Response received. See Attachment 14, 14A of 11/08/06 TAC Agenda.
10/11/06	Revise the 2007-2013 TIP to reflect public comments.	<u>Completed:</u> See Attachment 6A of 11/08/06 TAC Agenda.
10/11/06	Provide information on if a municipality can accelerate resurfacing using local funding.	<u>In Progress</u>
11/08/06	Send a letter to NCDOT Division 7 and 8 requesting coordination when reviewing a driveway permit for the retail development on the Chatham-Orange County line.	<u>Completed:</u> See Attachment 16 of the 12/13/06 TAC Agenda.

41 Jill Stark FHWA
42 Mike Waldroup 4201 University Drive, Durham
43 Chao Wang City of Durham/Transportation
44 Barbara Weigel Triangle Transit Authority

45
46 Alice Gordon, TAC Vice-Chair, called the meeting to order at 9:17 a.m. and the
47 Roll Call was conducted. Mayor Bell was excused from the meeting.

48 **PRELIMINARIES:**

49 **Adjustments to the Agenda**

50 Mark Ahrendsen stated that Dale McKeel with the Town of Carrboro would like
51 to present a resolution for the TAC to consider requesting that the N.C. Department of
52 Transportation reallocate State TIP funds to provide additional bike facilities on Estes
53 Drive which is not on the agenda. Alice Gordon asked if there was material to distribute
54 and if the item was time-sensitive and Mark Ahrendsen stated yes to both questions. The
55 resolution was distributed to the TAC members and will be considered after agenda item
56 9. Kevin Foy would like an update on the Blue Ribbon Committee. Mark Ahrendsen
57 will provide an update during the Report from Chair.

58 **Public Comments**

59 There were no public comments.

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

61 There were no comments regarding the Directives to Staff.

62 **November 8, 2006 TAC Meeting Minutes (Attachment 5)**

63 Becky Heron stated that the minutes need to reflect that she was excused from the
64 November 8, 2006 TAC meeting. A motion was made by Kevin Foy and seconded by
65 Becky Heron to approve the November 8, 2006 TAC Meeting Minutes with the
66 amendment noted above. The motion carried unanimously.

67 **Election of Chair and Vice Chair for 2007**

68 The nominating committee, Eric Hallman and Alex Zaffron, recommended Alice
69 Gordon as TAC Chair and Becky Heron as TAC Vice-Chair. There were no additional
70 nominations by the TAC.

71 A motion was made by Diane Catotti and seconded by Kevin Foy to elect Alice
72 Gordon as TAC Chair and Becky Heron as TAC Vice-Chair. The motion carried.

73 Alice Gordon accepted the TAC Chair position and appreciates the confidence
74 and will devote a significant portion of time next year to transportation issues. Becky
75 Heron accepted the TAC Vice-Chair position.

76 **Southwest Durham Southeast Chapel Hill Collector Street Plan (Attachments 7, 7A,**
77 **7B, 7C, and 7D)**

78
79 Mark Ahrendsen provided an introduction for the Southwest Durham Southeast
80 Chapel Hill Collector Street Plan, along with the attachments.

81 Andy Henry provided an update on the plan. The Town of Chapel Hill had a
82 public hearing on October 18, 2006. The Town of Chapel Hill Council addressed the
83 Collector Street Plan again on December 4, 2006 and has provided a resolution to the
84 TAC.

85 Diane Catotti asked for clarification on attachment 7, page 3, item 3. She asked is
86 it correct that Crossland Drive does connect with NC 54 and Andy Henry stated yes.

87 Diane Catotti also asked why staff chose Crossland Drive versus George King Road.

88 Andy Henry stated that the road will serve better using Crossland Drive. Diane Catotti
89 asked if there is any development planned in the area. Andy replied that some parcels are
90 platted but there is no development proposal for the area. Until the area is developed,
91 cars will continue to use the service road.

92 Becky Heron again expressed the concern to protect the Creekside Elementary
93 property. Andy Henry stated that they are not designating any arterial roads and they are
94 not changing intersections at NC 54, I-40, or Southwest Durham Drive. These will be
95 addressed during the long range transportation plan.

96 Andy Henry stated that the exact location of the collector streets will be decided
97 when someone comes forward with a development proposal. The plan shows the general
98 corridor. Andy also stated that there are recommendations to look at traffic calming as
99 the streets are built and a sequencing be considered as the development comes forward to
100 make sure that it does not force a lot of traffic into any one neighborhood.

101 Michael Waldrop, a citizen, spoke regarding the collector street plan. There is a
102 time bomb set to explode on the other side of I-40 in southwest Durham. It is the
103 400,000 to 500,000 square feet of office space that the County approved at the end of a
104 dead end road leading up to Leigh Farm. It is ironic that the internal circulators which
105 are quadrant to quadrant connectors around I-40 and US 15-501 have been included in
106 the collector street plan and yet in his discussions with staff and the consultant there
107 seems to be no openness to the idea of introducing the quadrant to quadrant connection
108 immediately north of NC 54 allowing for that half a million square feet of office space to
109 have a back door. He wonders when this concept might be introduced. There are
110 changes being proposed from Chapel Hill in regards to what happens between Old
111 Chapel Hill Road and 15-501. He was told repeatedly by staff and the consultant that this
112 was out of the scope of the plan and yet the circulator roads that were adopted as part of
113 the 15-501 master plan are shown as collector roads. There is a disconnect he fails to
114 understand through the course of the study. He wishes to bring this to the TAC's

115 attention and hopes they can do something.

116 Chris Selby, a citizen, spoke regarding the collector street plan. He spoke
117 regarding the connectivity and reducing traffic on the major artery where congestion is
118 caused. He was surprised when he witnessed the Chapel Hill Town Council meetings on
119 the collector street plan. They seem to value circuitous road routes and relocating roads
120 where they are not as useful. A case in point would be the Southwest Durham Drive
121 considering all the massive development going on at the UNC campus and the residential
122 development in southern Durham, certainly many of these new residents will commute to
123 UNC and the most straight forward route for them to use is down Southwest Durham
124 Drive to Meadowmont Lane to the massive intersection at Meadowmont Lane and NC
125 54. The Meadowmont residents can access via Southwest Durham Drive New Hope
126 Commons, the former South Square Mall area, Home Depot, and areas north. All this
127 travel will not require use of NC 54, US 15-501, or I-40 with Southwest Durham Drive in
128 its current location. Southwest Durham Drive functions very well as a collector in its
129 current location and the Chapel Hill staff told the Chapel Hill Council that Meadowmont
130 Lane is appropriately constructed to handle Southwest Durham Drive. Nevertheless,
131 Meadowmont residents seem to want to plug it up and send it somewhere else, mainly
132 down George King Road. In summary, the aspects of the Chapel Hill resolution may be
133 unhealthy for the regional transportation planning.

134 Everett Kemp, a citizen, spoke regarding the collector street plan. The reason
135 there has been so much negative comment about the proposal is in fact the consultant
136 unfortunately did a grave disservice, they put very little real thought into the plan itself.
137 There was poor public reaction to several consultant meetings and it can be clearly

138 demonstrated by the fact that when staff added a fourth meeting it was poorly attended
139 and very few attendees made written comments. Since then, there has been a significant
140 amount of thought put into this, both by professional engineers living in the affected area
141 and professional planners. This was put together in a series of resolutions that eventually
142 ended up in the Chapel Hill resolution, and he sincerely urges this body to read though
143 the resolution, to understand what it says and see why the comments are very critical to
144 actually serving the people living in the area. This is a chance to recover from the service
145 that the consultant provided.

146 Edward Kaiser, a citizen, spoke regarding the collector street plan. He taught land
147 use planning for 35 years at the UNC Department of City and Regional Planning. He
148 wanted to express support of the Chapel Hill resolution. It greatly improves the draft
149 plan before you by protecting neighborhood interests while improving connectivity. He
150 wants to thank the MPO and the TAC for undertaking this innovative approach to
151 collector street planning. It is much better than ad hoc building of roads by development
152 plans.

153 Charles Paterno, a citizen, spoke regarding the collector street plan. He also
154 commends the MPO and the TAC and especially the Chapel Hill Town Council for
155 listening to the concerns of the Chapel Hill residents. They have stressed the
156 Meadowmont community's position several times, they are not opposed to connectivity;
157 they would like to maintain Meadowmont Lane as a collector street with appropriate
158 calming devices. There is a retirement center at the end of Meadowmont Lane and an
159 elementary school at the other end. They are concerned about safety. At several
160 meetings, it was referenced that the arterial road, Southwest Durham Drive, was not part

161 of the collector street plan and there would be ample time in 2007-2009 to discuss the
162 alignment of Southwest Durham Drive. So in the event that the TAC supports the
163 collector street plan, we would encourage the TAC to do two things. One, please accept
164 the resolution and make sure there is a very strong caveat in the acceptance that the TAC
165 is not accepting the alignment of Southwest Durham Drive because the residents want the
166 opportunity to come back and discuss the alignment to address Ms. Heron's concern
167 about the school, as well as, the Meadowmont elementary school, retirement center, and
168 neighborhood. Public comments were closed at 9:48 a.m.

169 Ellen Reckhow would like the staff to respond to the point raised by Michael
170 Waldrop regarding the road service around the office complex on NC 54. Mark
171 Ahrendsen stated that the omission of connector streets was primarily to balance costs.
172 There are tremendous unmet, unfunded needs. There are two collector streets on either
173 side of 15-501. One connects a major shopping center on the north side to existing
174 development on the Chapel Hill side. We are continuing to see significant development
175 on the south side of 15-501 in Durham and there is a proposed collector that would
176 connect to a partially developed quadrant on the Chapel Hill side that is poised for further
177 development.

178 Ellen Reckhow and Diane Catotti asked for discussion regarding the Chapel Hill
179 resolution, and then Ms. Reckhow would like the TCC staff to provide the TAC with
180 their impression of how these proposals will impact the proposed collector street plan.

181 Kevin Foy, Mayor of Chapel Hill, provided an overview of each of the bullets on
182 the Chapel Hill resolution for the TAC as well as answered questions and concerns
183 expressed by TAC members. Chapel Hill needs to provide a new map.

184 A motion was made by Kevin Foy and seconded by Diane Catotti to refer the
185 Chapel Hill resolution back to TCC staff with comments, both written and verbal. The
186 motion carried unanimously.

187 **Amendment #5 to the 2006-2012 Metropolitan Transportation Improvement**
188 **Program (MTIP) (Attachment 8)**

189
190 Mark Ahrendsen provided an introduction for the Amendment #5 to the 2006-
191 2012 Metropolitan Transportation Improvement Program (MTIP), along with the
192 attachment. David Bonk stated that this amendment would amend the TIP to reflect the
193 last portion of funds necessary to complete the project.

194 A motion was made by Kevin Foy and second by Mike Woodard to approve the
195 amendment. The motion carried unanimously.

196 **Carrboro Bicycle Plan (Attachment 9 and 9A)**

197 Dale McKeel provided an introduction for the Carrboro Bicycle Plan, along with
198 the attachments. Becky Heron asked if this item should be directed back to the TCC for a
199 recommendation. Mark Ahrendsen stated that staff is okay with it, as it is an open
200 application process for municipalities. It will not come from any of our funding; they just
201 need to have an endorsement from the MPO of their request to seek the funds.

202 A motion was made by Mike Woodard and seconded by Diane Catotti to endorse
203 the resolution supporting a NCDOT bicycle planning grant application by the Town of
204 Carrboro. The motion carried unanimously.

205 **Resolution requesting that the N.C. Department of Transportation reallocate State**
206 **TIP funds to provide additional bike facilities on Estes Drive**

207
208 Dale McKeel provided an introduction for the Resolution requesting that the N.C.
209 Department of Transportation reallocate State TIP funds from a project to provide bike

210 facilities on Seawell School Road to a project to continue bike facilities on Estes Drive
211 from Seawell School Road to the Town of Carrboro.

212 A motion was made by Diane Catotti and seconded by Mike Woodard to approve
213 the resolution requesting that the N.C. Department of Transportation reallocate State TIP
214 funds to provide additional bike facilities on Estes Drive. The motion carried
215 unanimously.

216 A substitute motion was made by Becky Heron to send it to the TCC for a
217 preliminary study and cost estimate, along with a recommendation from the TCC. Dale
218 McKeel stated that the Town of Carrboro is asking the NCDOT do a study as part of the
219 reallocation. NCDOT has done a preliminary cost estimate. Ellen Reckhow asked if this
220 was time-sensitive and Dale McKeel stated yes. Diane Catotti asked if the TCC should
221 review for further analysis and Mark Ahrendsen stated that the TCC is aware of both of
222 the projects and has expressed support of both of the projects. This motion did not
223 receive a second.

224 **2007 TAC Meeting Schedule (Attachment 10)**

225 A motion was made by Mike Woodard and seconded by Becky Heron to approve
226 the 2007 TAC Meeting Schedule as submitted. The motion carried unanimously.

227 **Reports from Staff (Attachment 11 and 11A)**

228 The report from staff is attached. Staff provided an update on projects.

229 **Report from the TCC Chair**

230 At the November Joint TAC meeting the MPOs agreed to establish an advisory
231 committee on regional transit priorities. The chair and vice-chair of the two MPOs are to
232 bring a recommendation regarding the function of this committee, who will serve on the

233 committee, and what they will be charged to handle. There is a meeting scheduled for
 234 December 18, 2006 to discuss the points raised.

235 The individual MPO meeting with NDOT Division 5 was held on Monday,
 236 December 11. The meeting with NCDOT Division 7 has not been scheduled and at this
 237 point it looks like it will be early January.

238 **NCDOT Report (Attachment 13)**

239 Joey Hopkins, NCDOT Division 5 Engineer, provided an update on the projects.
 240 The Secretary committed to try to find non-equity funds to help pay for the I-40 repairs at
 241 the last board meeting. The I-85 landscaping will proceed in January 2007. Kevin Foy
 242 stated that there seems to be a traffic signal timing problem at exit 274B. Mr. Hopkins
 243 will check with the resident engineer on this item. Alice Gordon stated that there are
 244 backups on NC 54/55 from I-40. Diane Catotti stated that all efforts are appreciated.

245 Stanley Buff, NCDOT Division 7 Engineer, provided an update on the projects.
 246 They are in the process of scheduling a one-on-one meeting in January 2007. On the
 247 Homestead widening project and signal, the widening from Camden to High School Road
 248 is complete. The signal is in the process of blinking now and will be turned on Monday.

249 **Informational items:**

250 **Recent News Articles and Update (Attachment 14)**

251 The recent news articles and updates are attached.

252 **Joint DCHC MPO CAMPO Resolution on I-40 Repairs (Attachment 15)**

253 The joint DCHC MPO CAMPO resolution on I-40 Repairs is attached.

254 **Letter to Division 7 and 8 regarding the Driveway Permit for the Retail**
 255 **Development on the Orange-Chatham County Line (Attachment 16)**

256
 257 The letter to Division 7 and Division 8 regarding the Driveway Permit for the

258 Retail Development on the Orange-Chatham County Line is attached.

259 **Adjournment**

260 There being no further business of the Transportation Advisory Committee, the
261 meeting adjourned at 11:16 a.m. A motion was made by Kevin Foy and seconded by
262 Diane Catotti to adjourn the meeting.

Joint Meeting of the Transportation Advisory Committees of the Capital Area MPO and the Durham-Chapel Hill-Carrboro MPO

November 29, 2006

MINUTES OF MEETING

The Joint Transportation Advisory Committee met on November 29, 2006 in the Congressional Room at the NC Biotechnology Center. The following attended:

DCHC TAC Members

- **Mayor William V. "Bill" Bell** Mayor, City of Durham (TAC Chair)
- **Diane Catotti** City of Durham
- **Alice Gordon** Orange County (TAC Vice-Chair)
- *Ed Harrison** Town of Chapel Hill
- **Becky Heron** Durham County
- *Ellen Reckhow** Durham County
- *Bill Strom** Triangle Transit Authority
- **Mike Woodard** City of Durham

CAMPO TAC Members

- **Bob Ahlert** Town of Clayton
- **Lynwood Buffaloe** Franklin County
- **Joe Bryan** Wake County (CAMPO TAC Chair)
- **Frank Eagles** Town of Rolesville
- **Jan Faulkner** Town of Morrisville
- **Anne Franklin** TTA
- **Hubert Gooch** Granville County
- **Vivian Jones** Town of Wake Forest
- **Buck Kennedy** Town of Garner
- **Charles Meeker** City of Raleigh (CAMPO TAC Vice-Chair)
- **Darryl Moss** City of Creedmoor
- **Dick Sears** Town of Holly Springs
- **Russ Stephansen** City of Raleigh, Council Member
- **Nina Szlosberg** NCDOT

****Voting Member**

***Alternate or non-voting member**

- Stephen Appald** KIFE-UNC
- Ellen Beckmann** City of Durham/Transportation
- Anna Biton** Town of Chapel Hill
- David Bonk** Town of Chapel Hill
- Wally Bowman** NCDOT-Division 5 Engineer
- John Burris** CAMPO

43	Catherine Campbell	N.C. Railroad Company
44	Carl Dawson	City of Raleigh
45	Rupal Desai	NCDOT-TPB
46	Mark Dunzo	Kimley-Horn and Associates, Inc.
47	David Eatman	City of Raleigh
48	Fleming El Amin	Triangle Transit Authority
49	Mike Fendrick	Parsons Brinckerhoff & Quade, Inc.
50	Alison Fiori	Smart Commute
51	Dee Freeman	Triangle J COG
52	Bob Geary	The Independent
53	Wib Gulley	Triangle Transit Authority
54	Michele Hane	Town of Morrisville
55	Patrick Hannah	Durham Chamber of Commerce
56	Roger Henderson	Kimley-Horn and Associates, Inc.
57	Andy Henry	City of Durham/Transportation
58	Ben Hitchings	Town of Morrisville
59	John Hodges-Copple	Triangle JCOG
60	Joe Huegy	Triangle Transit Authority
61	Sig Hutchinson	Triangle Transit Authority
62	Ed Johnson	CAMPO
63	Phyllis Jones	NC DENR - DAQ
64	David Joyner	N.C. Turnpike Authority
65	Mike Kennon	City of Raleigh
66	David King	Triangle Transit Authority
67	Michael Kozak	NCDOT-PTD
68	Eric Lamb	City of Raleigh
69	Denise Lavender	NCDOT-PTD
70	Karen Lincoln	Orange County Planning
71	Roy Magyar	UNC-CH
72	Stephen Mancuso	City of Durham-DATA
73	Grady McCallie	N.C. Conservation Network
74	Dale McKeel	Town of Carrboro
75	Joe Milazzo	Regional Transportation Alliance
76	Melissa McMahan	UNC-CH Kenan Institute
77	Natalie Mengelkoch	Kimley-Horn and Associates, Inc.
78	Beau Mills	NC Metropolitan Coalition
79	Bill Murchison	Triangle Transit Authority
80	Greg Northcutt	Triangle Transit Authority
81	Pierre Osei Owusu	City of Durham-DATA
82	Jonathan Parker	NCDOT-TPB
83	Shelby Powell	KerrTar RPO
84	Brian Rhodes	City of Durham/Transportation
85	Liz Rooks	Research Triangle Foundation
86	Cap Russell	Town of Wake Forest
87	Brad Schulz	Triangle Transit Authority
88	Juanita Shearer-Swink	Triangle Transit Authority

89	Sara Sherman	NCDOT-TPB
90	Jeffrey Starkweather	Chatham County, NC Smart Growth Alliance
91	John Tallmadge	Triangle Transit Authority
92	Rob Teer	N.C. Turnpike Authority
93	Rawley Vaughan	UNC-CH Kenan Institute
94	Tony Vanderbeck	Chatham County
95	Duane Verner	URS
96	Randy Voller	Mayor, Town of Pittsboro
97	Michael Waldroup	Durham Citizen
98	Scott Walston	NCDOT-TPB
99	Chao Wang	City of Durham/Transportation
100	Barbara Weigel	Triangle Transit Authority
101	Don Willis	Wake County Human Services
102	Jennifer Willis	Wake County Government
103	Diane Wilson	CAMPO
104	Melanie Wilson	Wake County Planning
105	Kenneth Withrow	CAMPO
106	Patrick Young	Franklin County

107
 108 Mayor Bell, DCHC TAC Chair called the meeting to order at 9:04 a.m. and the Roll Call
 109 was conducted.

110 Joe Bryan, CAMPO TAC Chair provided a welcome from CAMPO. There are new faces on
 111 CAMPO; they are representing Franklin, Johnston, Harnett, and Granville County.

112 **Adjustments to the Agenda**

113 There were no adjustments to the agenda.

114 **Triangle Regional Transit Planning**

115 Mark Ahrendsen provided an overview of the transit issue for the Triangle Regional Transit
 116 Planning.

117 David King, with TTA spoke regarding the Regional Transit Infrastructure Blueprint. We
 118 need to have a Triangle-wide vision and that requires the two MPOs working together. The agency
 119 has spent about a decade working on the plan that Mark described that was created in the mid 90's.
 120 When it was created it was a regional plan but over the last decade, it became characterized as a
 121 TTA plan. This is part of the reason why it has not been successful to date. It needs to be a

122 regional plan. Everyone needs to understand why we arrived at this particular plan and be able to
123 explain it to anyone that asks. If we can't, the plan probably will not succeed. As we embark on
124 this voyage today of trying to come up with a new regional plan that will be the objective. The
125 technical team needs to supply TAC members with the necessary information so that everyone
126 understands the problems and the need for transit in the Triangle. We need to do a Triangle-wide
127 rail and not just pieces. When we have a plan that everyone can agree to and move forward
128 together on, we will be successful. TTA challenges the MPOs to keep the region together.
129 Everyone should be thinking about if and when the two MPOs might merge.

130 John Hodges-Copple, with Triangle J COG provided a power point presentation on the
131 Regional Transit Infrastructure Blueprint Project. This is the technical piece which looks at the
132 land use, travel in the corridors, and the costs associated with the investments. It is not the decision
133 making piece. Some information that has not been available before is: 1) new growth forecast for
134 the region taking us out to 2035 which is due to be completed before the holidays. 2) We will have
135 a new regional transportation model. We expect the technical analysis to be done by next summer.
136 Staff is in the process of setting up a technical oversight committee. This will be made up of staff
137 from local governments, the transit systems, regional organizations (universities). The technical
138 committee will meet for the first time in December. John stated that the study area is TTA's
139 authorized service area. That includes the three central counties that make up TTA, Durham,
140 Orange, and Wake, as well as a ten mile buffer around those counties. The corridors themselves
141 come from a lot of the existing plans and studies: the LRTPs, the Comprehensive Transportation
142 Plan that is being developed, TTA's mid-nineties regional transit plan and the project level studies.

143 Barbara Weigel, with Triangle Transit Authority, spoke regarding the Regional Transit
144 Infrastructure Blueprint Project. One of the tasks assigned will be to look at the travel patterns and

145 markets in the various corridors. We will also look at the transit potential for the same corridors.
146 Once we have an idea of the potential uses; we will use that information to help point toward certain
147 technologies or service characteristics that would best meet the transit markets. The team decided
148 that there are four different technologies they will be looking at and they are: local bus, bus rapid
149 transit, light rail transit, and regional rail/commuter rail. There is an overlap in many of these
150 services.

151 Mayor Meeker asked if the team is looking at express bus service and Barbara responded
152 yes. If the area is applicable, it will be applied. These categories are broad. Ellen Reckhow asked
153 if the team is going to look at express buses in HOV lanes. Barbara replied yes that could be a
154 possibility. The team will identify opportunities to choose a more specific type of technology.

155 Alice Gordon stated that the express bus needs to be added as a separate category under the
156 different types of technology.

157 Mark Ahrendsen described the attachments that require TAC action and/or discussion.

158 Mayor Meeker stated that the public outreach is going to be very important. The time to do
159 it is when we have a draft Regional Transit Blueprint so there is something the public can look at,
160 analyze and comment on. This should be late spring/early summer of next year. The main thing to
161 focus on today is to see if we can agree on the size, composition, and get the joint advisory
162 committee moving quickly. Perhaps the committee could have up to fifteen people, nine appointees
163 by CAMPO and six appointees by DCHC, and we should try to get the appointees made in
164 December so they can begin meeting in January. This advisory group could start talking about what
165 type of public outreach is needed, what kind of guiding principles we have and do the initial
166 analysis of the blueprint once the draft comes in.

167 Darryl Moss spoke regarding why it was important for Creedmoor and Granville County to
168 become a member of CAMPO. As you know, we are a very rural community and the data we look
169 at shows that our traffic infrastructure is being impacted primarily by Wake and Durham County. It
170 is very important that we don't lose sight of the infrastructure. Mayor Bell agreed with Mr. Moss.

171 Mayor Bell stated that he would like to get agreement between the two MPOs stating that
172 they want to establish a joint advisory committee. A motion was made by Mayor Meeker and
173 seconded by Jan Faulkner to establish a joint advisory committee formed by the two MPOs. The
174 motion carried unanimously.

175 In regards to setting up the committee, Bill Strom feels that the advisory committee should
176 be set up half and half appointed by each respective MPO. Becky Heron asked who will be making
177 the appointments because we need to make sure the entire community is represented. Mayor Bell
178 stated that if this motion passes, he was going to suggest that the two Chairs and two Vice-Chairs of
179 the respective MPOs meet to try to come up with a recommendation that they could take back to
180 their respective MPO.

181 Joe Bryan spoke regarding why he thinks it is important to establish the committee. They
182 established a blue ribbon committee last year on the future of Wake County and pulled together
183 sixty-five business and community leaders to look at the infrastructure needs for the next twenty-
184 five years, transportation, education, open space, criminal justice, and water/sewer, to get their
185 input. This approach gives a lot of backup for getting community support.

186 Mayor Bell stated that the ultimate responsibility for developing the long range
187 transportation plan rests with the MPO.

188 Mayor Meeker stated that as long as the group is represented, the ratio is not important.

189 Ellen Reckhow supports the creation of a committee but hopes we will be flexible in the amount of

190 members. Ms. Reckhow stated that the public process should be at the beginning so we don't miss
191 any new ideas.

192 Mayor Bell suggests that the Chair and Vice Chair of the two MPOs get together and come
193 up with a recommendation to bring back to members. Mayor Meeker suggested having a
194 conference call before the December CAMPO TAC meeting.

195 Alice Gordon stated that it is important to remember that this committee needs solid
196 data/information and have a broad base of community outreach.

197 Ann Franklin asked if the blueprint work can be done quicker. There are some on going
198 projects that shouldn't be confused. They are establishing a couple of different groups; a technical
199 group to the blueprint and in the CAMPO area there is comprehensive transportation plan activity,
200 and transit discussion that is a part of that. There will be regional meetings within CAMPO taking
201 place in January and February. Please make sure it is very clear as to what process is going on and
202 when.

203 Ed Johnson stated that the comprehensive transportation plan (CTP) is something that
204 NCDOT has been working on to replace the thoroughfare plan. It is a vision plan that is not tied to
205 federal law; it is basically a multimodal thoroughfare plan. The CAMPO area is working on this
206 and in the process they are making it very clear that the transit element is a work in progress and the
207 process we are discussing today is what is going to ultimately form the transit element of the CTP.
208 It is not intended to be driving this process; it is actually the other way around. We are trying to
209 have a dialogue about transit at the same we are discussing the comprehensive transportation plan
210 and all of the other elements.

211 Ann Franklin asked what the meetings in January and February will be about. Ed Johnson
212 stated it is largely to develop the maps that show the road system, the transit system and things of

213 that nature. When we actually adopt them is up to the MPO and the NCDOT because they have to
214 sign off on it also. This is really a work in progress.

215 Nina Szlosberg stated one thing about the public outreach effort is that we are going to have
216 to think about it in terms of financial commitment and where the funds will come from because it
217 will take professional facilitation in her view, as well as a lot of meetings and publications. She
218 does not know whose responsibility it is to come up with a budget but it is something that we need
219 to look at now.

220 Mayor Bell stated that he expects staff to have recommendations to bring back to the MPO
221 regarding this item.

222 Alice Gordon stated that it has to be a joint effort because our staff has made it clear, they do
223 not have the resources budgeted right now to do extensive public outreach.

224 **Triangle Seamless Public Transportation Service Project**

225 Mayor Bell stated back in 2002 Raleigh, Durham, Chapel Hill, and Cary transportation
226 agencies discussed having a merged bus system. It was put together under the leadership of TTA
227 and it evolved to a discussion of a seamless transportation system. We will be discussing where we
228 are at this point and the direction we are going to move in. Raleigh, Durham, TTA, and the
229 NCDOT are involved.

230 Dee Freeman, with Triangle J COG, provided an update on this project. We looked for
231 windows of opportunity that would allow us to take advantage of the assets that we have and our
232 work over the past couple of years has centered on how we can improve our service. In order to
233 move this process along, the Mayors at their last meeting on November 17, 2006, met with the work
234 groups that are processing this initiative and received an update on the project. Handouts of the
235 meeting summary have been provided. All eight workgroups that are involved are staff driven.

236 They are comprised of staff members from the cities of Durham and Raleigh, and TTA. The
237 regional brand of Go Triangle has been identified as the method by which to identify this effort.
238 This will not be something we substitute for existing logos like CAT and DATA. It will be an
239 additional logo that will be visible. The Regional Call Center will be up and running by March
240 2007. A centralized capital procurement strategy is still under work but has great promise. When
241 CAT, DATA, and TTA go to buy buses and other equipment, they need to join together and take
242 advantage of economics of scale. In the area of technology, a fair amount of progress has been
243 made. Procedures for policies for safety, security and dispatching communications are items that
244 staff has also made progress on. An area that needs a lot of work is Regional Bus Plan/Service
245 Coordination. This is the tough part where we get individuals on their turf trying to work with
246 others in other communities to make this whole process work. We have workgroups currently
247 working on this item. The Mayors have been very specific in their instruction for staff to do certain
248 things. They discussed Expanded Regional Bus Service, and based on the earlier conversation
249 about the rapid bus segment of the plan this would fit well with it. There are a number of interlocal
250 agreements on paratransit service and centralized maintenance that need work. There was
251 discussion about expansion of urban bus service particularly from the prospect of going from city
252 center to city center. This is something that Mayor Meeker in particular noted. The MPOs must be
253 involved. We also discussed the notion of regional bus service, as well as other work, that may
254 qualify for funding through the state legislature. We must have the attention of the public for
255 outreach and public involvement. The workgroups are to report by March 12, 2007 to TJCOG.
256 TJCOG will compile and prepare a report much like the one attached that the Mayors will review
257 and we will then use the Mayors meeting on April 20, 2007 to provide an update.

258 Becky Heron asked if this is going to have any impact on transportation for the elderly and
259 handicapped. Mr. Freeman stated his understanding about paratransit is it will work pretty much
260 the way it does now. Ms. Heron stated that we need to be very careful with this aspect, as the
261 elderly and handicapped depend on this service. Mark Ahrendsen stated that the focus will be on
262 seamless regional service for travel within the Triangle. Traveling within the Triangle is currently a
263 real challenge. Ms. Heron asked what is going on with the current studies. Mr. Freeman stated that
264 there is a separate study for county bus service community transportation services. Alice Gordon
265 stated that it is important to have a seamless plan. Ms. Heron stated there is a big difference in unit
266 costs between counties.

267 **Transportation Funding/Local Option Revenue Source**

268 Ed Johnson stated that for the first time, the MPOs have come up with a joint legislative
269 agenda that was adopted in the spring of 2006. We have a number of initiatives going on. They are
270 using a “goal post map” process for showing what is going on. They have had a difficult time
271 finding out exactly how much revenue each county generates. They spent a lot of time developing a
272 technique that uses the vehicle miles of travel data that the state reports to the highway
273 administration which is called the Highway Performance Monitoring System (HPMS). We have the
274 data going back fifteen years identifying total spending, gas tax revenue and things of that nature.
275 Essentially, we calculated a mile per gallon rate that we applied to the vehicle miles and came up
276 with the amount of revenue each county generated. It is important to remember that a county like
277 Orange County may or may not have much gas being purchased in Orange County, but because of
278 I-40 and I-85 and all the traffic that goes through the county, there is a lot of gas being consumed by
279 motorists. It is important to remember that our process uses vehicle miles of travel to calculate
280 revenue coming from each county. The total spending jumps from the data in something NCDOT

281 calls a “never ending” report, which supposedly accounts for every dime that they spend going for
282 all modes of travel, maintenance, staff hours and everything else at the county level. We have
283 compared those two numbers to show you a rate of return for each county. North Carolina is a
284 donor state and we only get back about 85 cents on the dollar of what goes to Washington. The
285 gross revenue is before anyone takes any money. The \$250 million a year that the legislature pays
286 is off the top of the gross tax revenue. What does not come back from Washington is also in this
287 figure. Beyond that, it is a matter of looking at a number of things regarding how much you are
288 generating versus how much you are getting back. You can see that there are relative differences
289 from one county to another. It is similar to what we have created showing per-capita spending.
290 Small rural counties with expensive infrastructure, particularly in the mountains, are going to have
291 more expensive projects. This is the first time that this information has been compiled. A copy was
292 sent to NCDOT for comments about a month ago asking for them to provide data for the next seven
293 years of the TIP, which they said they could provide, but I have not received anything as of yet.
294 The maintenance part is the most difficult part for the NCDOT to estimate because they can tell
295 what is in the TIP, but they can’t tell you the rest. Mr. Johnson feels that if they show the next
296 seven years, it will be even worse for the Triangle because there are very few big projects in the
297 Triangle area within the next seven years. This donor county relationship is expected to get worse
298 not better. The equity formula was developed in 1989 as part of the Highway Trust Fund. It was
299 established to build a network of interstate highways and thus that is what drives the formula. This
300 data makes you think that it is time to take a fresh look at it.

301 Nina Szlosberg asked if the numbers imply in any way that the equity formula that was
302 created in 1989 is not applied per the legislation. Ed Johnson stated that he is not implying that
303 anyone is violating state law; but he would note that in 1990, the original equity formula was

304 modified. It used allow for plus or minus ten percent over two highway divisions over seven years
305 resulting in an ability to move funds.

306 Mayor Meeker stated that it should be noted that we have never had an accounting audit so
307 we don't really know whether the equity formula has been applied correctly. Also, in the past we
308 have only received about seventy cents on the dollar and the projection for the future is much
309 worse. We need to find out if the formula is being applied correctly.

310 Joe Bryan stated that they have been trying to raise this issue to the state legislators and now
311 we have a document to show them. All seven counties are donors but the reality is that the federal
312 government gives us ninety two cents on the dollar back. Wouldn't it be nice not to be a donor at
313 the federal government level? We have a major congestion problem in the area and money we are
314 generating is not returning. This is an excellent piece of information generated by staff.

315 Mayor Bell stated that the newspaper showed Durham with a plus. Ellen Reckhow stated
316 that the formula doesn't account for employment. We have a lot of extra pressure on our roadways
317 because we are a job center. When we are doing our transportation model, we are looking at
318 population and employment. The equity formula leaves the employment out. That is a large
319 problem for the region. Durham County imports eighty-one thousand people on a typical workday
320 to work and the roads get pulse of traffic but we are not getting extra funds to help. We are not
321 getting funding that matches the need.

322 Joe Bryan stated that this is just one item where our region is a donor to the entire state.
323 Wake County sends in about one billion dollars and we get back six hundred million dollars for
324 education and Medicaid. We are a four hundred million dollar donor in just that one area. As we
325 continue to build these cases of making sure that we have sustainable resources available to make

326 sure that we have core infrastructure in place. Part of it is educating the public and our delegation
327 to not just say raise your taxes. This case has to be made at the state legislature.

328 Nina Szlosberg asked for clarification if the data implies that the amount of gas money
329 consumed in a county, not purchased in a county. Ms. Szlosberg stated that there are some studies
330 in the U.S. regarding revenue collection. A VMT fee structure may be a revenue stream more
331 directly tied to our need and if we are putting together a legislative agenda item asking for a remedy
332 this needs to be added.

333 Ed Harrison stated that there should be a legislative committee to look at why the General
334 Assembly is not looking at the equity formula.

335 Nina Szlosberg stated that they had a highway trust fund study commission about two years
336 ago which she served on. There may be greater reluctance within the legislature to look at the
337 formula. It is a political problem and needs to be addressed.

338 David King stated that it is not just the Triangle, the Triad and Charlotte area also have the
339 problem. Everyone should work together as it is not just rural versus urban. Rural collar counties
340 have similar interests.

341 Mark Ahrendsen provided an overview of the agenda item.

342 Beau Mills, Director of the N.C. Metropolitan Coalition, which is an affiliate of the North
343 Carolina League of Municipalities (NCLM), spoke on his organization's work. They are focusing
344 on infrastructure with the four million new people coming to the state within the next twenty-five
345 years. It is going to be a priority for local governments. Specifically, in order of priority, the
346 NCLM have identified infrastructure financing as our top priority. In particular, we are focusing on
347 transportation. We need dedicated revenue sources to address the growth, and we also need local
348 option revenue sources to address our transportation problem. They are going to be pursuing a state

349 bond package. The NCLM is going to be a full partner working with the local governments. The
350 staff is working closely with local staff and with the Association of County Commissioners. There
351 are meetings to address the infrastructure problem. The Association of County Commissioners'
352 number one priority is Medicaid problems. We are going to see if we can find a way to tie the two
353 problems together. Joe Bryan stated that education will also be a legislative priority.

354 Ellen Reckhow stated that the NCLM is going to seek a legislative study. As Nina
355 mentioned, we just completed a study. What does the NCLM feel they can accomplish with another
356 study? Mr. Mills stated that it is a complicated issue as there is a problem with the way existing
357 funds are used. They are going to study this problem. Part of it is the equity formula and part is the
358 way NCDOT itself is set up in terms of the regions and divisions and how it relates to actual
359 transportation.

360 Ed Johnson stated that it will have a lot to do with the next Governor. That person will have
361 a lot to do with this study.

362 Joe Milazzo, N.C. Transportation Alliance, presented a power point presentation. The goals
363 for the 2007 legislature are: turnpike gap funding and fixed route transit alternatives.

364 Nina Szlosberg stated that \$23 million for transit went back to the General Budget over the
365 last two years because there were no eligible projects. Transit is not subject to the equity formula.
366 The legislature needs to think about how specific we will get. Should we hold the TTA transit
367 money somewhere? Obviously, we just lost \$350 million because we got it early.

368 David King thanked Wib Gulley who now works with TTA. We need to work together on
369 the specificity of state support.

370 Joe Bryan thanked Joe Milazzo and Beau Mills for helping keep the toll revenue generated
371 in the region.

372 Nina Szlosberg stated that she hopes we continue to support the N.C. Turnpike Authority.
373 We need a choice on toll ways, e.g. HOV, HOT, etc.

374 David Joyner stated that they are waiting for information from TTA to check the effect of
375 HOV and transit on the toll roads. Nina Szlosberg stated that the fear is they want to make sure the
376 figures work. There will be a revenue loss so we need to decide how important the funds are and
377 how we will make up the lost revenue. David Joyner stated that express buses can only operate on
378 toll roads because they need congestion free conditions.

379 Beau Mills spoke regarding his work with the Charlotte City Council. They have a very
380 bold transportation action plan from the city's transportation responsibilities. Over the next twenty-
381 five years, in addition to their \$3 billion transit system that they are building with their five cents
382 sales tax, they have a \$3 billion dollar shortfall for the city's own transportation system over the
383 next twenty-five years. In order to close the gap, they are looking at revenue sources for
384 transportation. The budget committee recommended to the full City Council that they pursue as a
385 top priority a one percent land transfer tax and that the second priority, should that not be
386 successful, is impact fees for transportation. They are also talking, but have not made a decision,
387 about taking more responsibility for the lower tier state roads. They also agreed that the transfer
388 from the Highway Trust Fund is something that needs to end. They are also looking at the
389 opportunity to work more with the N.C. Turnpike Authority for regional HOV, HOT, and managed
390 lanes.

391 Dick Sears, Mayor of Holly Springs, stated that they lost about \$52 to \$53 million in the
392 Highway Trust Fund transfer. He was under the understanding it was illegal to begin with. How do
393 we end the Highway Trust Fund transfer to General Fund itself? Beau Mills stated that they have
394 the judicial ruling on the transfer and it is legal. It will require legislation to change it. The transfer

395 from the Highway Trust Fund to the General Fund was part of the 1989 Highway Trust Fund
396 legislation. Because it is made into law, it can be changed by law and that is exactly what we are
397 going to pursue. Becky Heron stated that the counties need to work toward a menu of local options.

398 Mark Ahrendsen stated that all states are dealing with transportation problems. A lot of
399 communities have begun to take the funding issue on locally over the last five years. The most
400 successful are linked to a package of improvements.

401 Anne Franklin stated that they have avoided working with other communities nationally and
402 that we should talk more. We need to be partners with each other. The federal government should
403 be a partner with infrastructure. Joe Bryan agrees with Anne Franklin. If the local governments
404 pay for everything, the state government is going to let us. They will allow us to keep raising taxes
405 as long as we are doing it. The State is supposed to be building the roads and is not.

406 Mark Ahrendsen stated that the latest reports received from the NCDOT with the projections
407 for federal revenue is they do not anticipate a sufficient revenue stream to even fund the most recent
408 transportation authorization. By 2009 or 2010, there will be less than an eighty-eight percent return
409 because there will not be sufficient revenue coming in at the federal level to reallocate back to the
410 states in accordance with the authorization bill.

411 Ed Johnson stated that the legislative agenda could be updated for the next session if the
412 group wishes.

413 Nina Szlosberg asked if they could task the staff to come up with a proposed language and
414 put on the agenda next month for a vote.

415 Alice Gordon stated that in the long term the group should get together to make amendments
416 to the legislative agenda. The Chairs and Vice Chairs could create a recommendation.

417 David King stated that, through a potential partnership with Cherokee Investment Partners,
418 TTA has an opportunity to do something that is extremely powerful and nationally significant in
419 marrying transit with land use through a master developer agreement.

420 Ed Johnson stated that he has thirty-two years in the Triangle. When he served on the Wake
421 County Blue Ribbon Commission and he presented a six billion dollar deficit to one county and all
422 the other leaders were there, they stated that we have to take charge of this and started thinking.
423 This region has to have a single MPO, empowered with dedicated funding with total authority,
424 sooner not later.

425 **Other Business:**

426 **Joint Resolution by the Durham-Chapel Hill-Carrboro MPO and Capital Area MPO to**
427 **Exempt Expenditures Associated with Repairs to I-40 from NC 147 t US 15-501 from the**
428 **Equity Formula**
429

430 Mayor Bell stated that Ellen Reckhow is leaving the meeting early and asked that this item
431 be discussed early in the meeting.

432 It is a joint resolution by the two MPOs regarding the repairs on I-40. Ellen Reckhow stated
433 that we spent \$44.8 million over a three year period to widen I-40. We now hear that the concrete is
434 failing in two of the lanes. It will cost approximately \$18.6 million to repair the road. The repair
435 cost represents 41.5% of the original project cost and the repaired surface will have a shorter life.
436 All this is a bitter pill to swallow. Ms. Reckhow hopes that the TAC can support the resolution
437 which would ask the state to look at a different approach rather than taking this out of the equity
438 formula in terms of funding.

439 Joe Bryan spoke regarding the repairs on I-40. There has been an \$18.6 million mistake
440 made and if action is not taken, they are going to take the \$18.6 out of our equity formula. Mayor
441 Meeker recommended adding a paragraph to the resolution stating “WHEREAS, this region is a

442 donor region and sends in a lot of money that we don't receive back". Let Ed Johnson and Mark
443 Ahrendsen work on the exact amount of the equity formula to make our case.

444 Nina Szlosberg asked for an update on the I-40 repairs. Wally Bowman, NCDOT Division
445 5 Engineer, provided an update on the project. We solicited statements of interest from contractors
446 and, of the three that solicited, we have short listed it to two. This is a design build project and the
447 big design portion is the traffic control. The Department of Transportation has given the contractor
448 some guidelines and parameters that he must build the project by as far as when lanes can be closed.
449 There will not be lane closures both day and night like with the original project. It will be all night
450 work with occasional weekend work, but not every weekend. We have variable message signs,
451 highway advisory radios, and media to make sure that the public is informed. Of the two
452 contractors, one indicated that they could finish the project in one construction season.

453 Nina Szlosberg asked how long will the asphalt work last compared to concrete. Wally
454 spoke with the engineers who did the design and the 3" concrete overlays is equivalent to thirty year
455 design as if it was a full depth 14 1/2". There would be ongoing maintenance every six to eight
456 years. Asphalt typically lasts ten to twelve years.

457 A motion was made by Mayor Meeker and seconded by Alice Gordon to approve the
458 resolution, putting in language about the Triangle being a major donor region. The motion carried
459 unanimously.

460 Becky Heron is concerned that we are getting a double whammy. We are already paying for
461 a big portion of the improvements on I-85. Ellen Reckhow stated that the CAMPO members need
462 to discuss this with their NCDOT board member as the DCHC members have done.

463 Nina Szlosberg stated that the concrete that is removed will be reused and will not go to the
464 landfill because of environmental concerns and it is a part of the design specifications in the
465 contract.

466

467 **Adjournment**

468 There being no further business before the Joint Meeting of the Transportation Advisory
469 Committees of the Capital Area MPO and the Durham-Chapel Hill-Carrboro MPO, the meeting
470 adjourned at 11:13 a.m.

DCHC MPO SE Data Summary

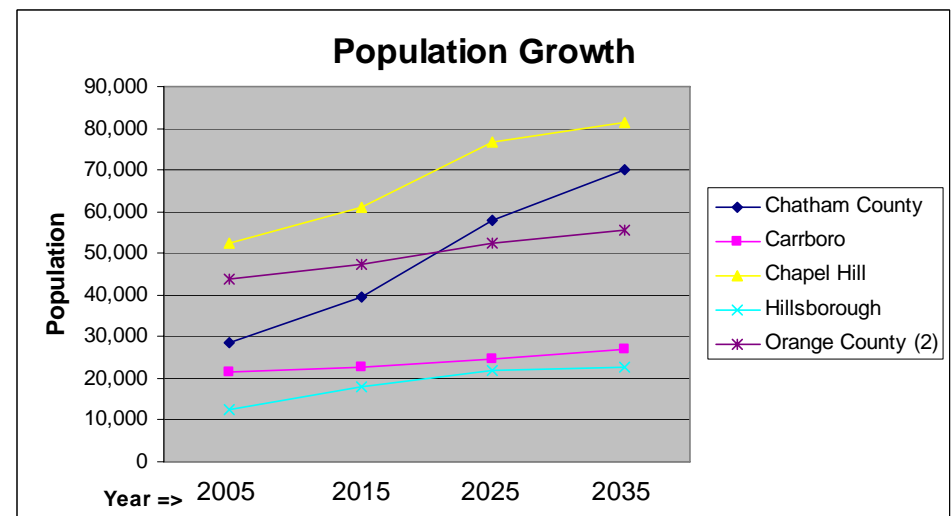
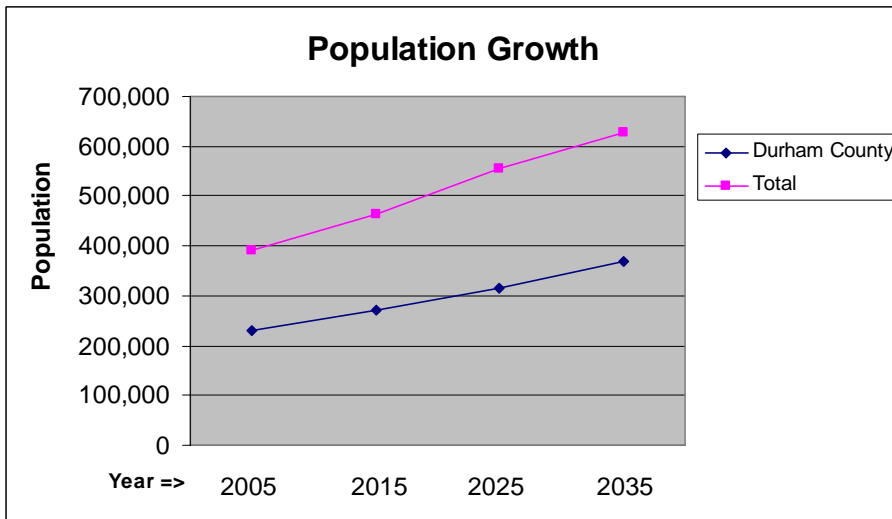
Population (January 10, 2007)

Population Estimates and Forecasts

Jurisdiction	Total Population				Percent Growth				Annual Growth Rate
	2005	2015	2025	2035	'05-'15	'15-'25	'25-35	'05-35	'05-35
Chatham County (1)	28,375	39,605	57,932	70,001	40%	46%	21%	147%	3.1%
Durham County	229,796	271,449	316,828	370,007	18%	17%	17%	61%	1.6%
Carrboro	21,328	22,628	24,844	26,879	6%	10%	8%	26%	0.8%
Chapel Hill	52,394	61,157	76,580	81,297	17%	25%	6%	55%	1.5%
Hillsborough	12,651	17,856	22,034	22,613	41%	23%	3%	79%	2.0%
Orange County (2)	43,739	47,221	52,432	55,537	8%	11%	6%	27%	0.8%
Total	390,288	461,931	552,675	628,369	18%	20%	14%	61%	1.6%

(1) Includes the part of Chatham County that is in the Triangle Regional Model area. This population estimate is based on 2030 LRTP.

(2) Includes the unincorporated areas of Orange County, i.e., not including Chapel Hill, Carrboro and Hillsborough.



Population Guidance Checks

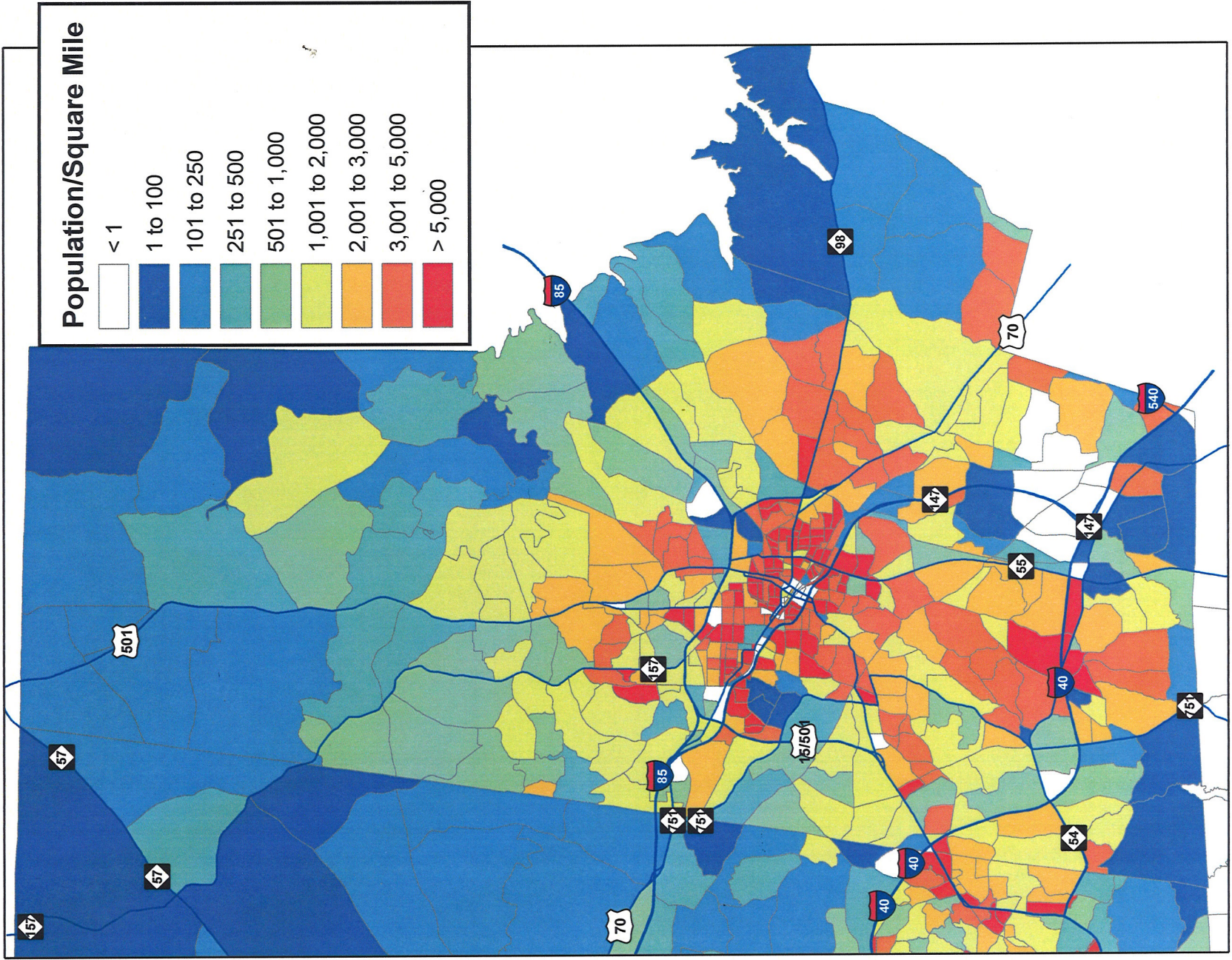
2005 Population			
	SE Data	State Est.(1)	Difference
Durham County	229,796	242,207	-5%
Orange County	130,112	121,992	7%

2035 Population			
	SE Data	State Est.(2)	Difference
Durham County	370,007	355,639	4%
Orange County	186,326	171,453	9%

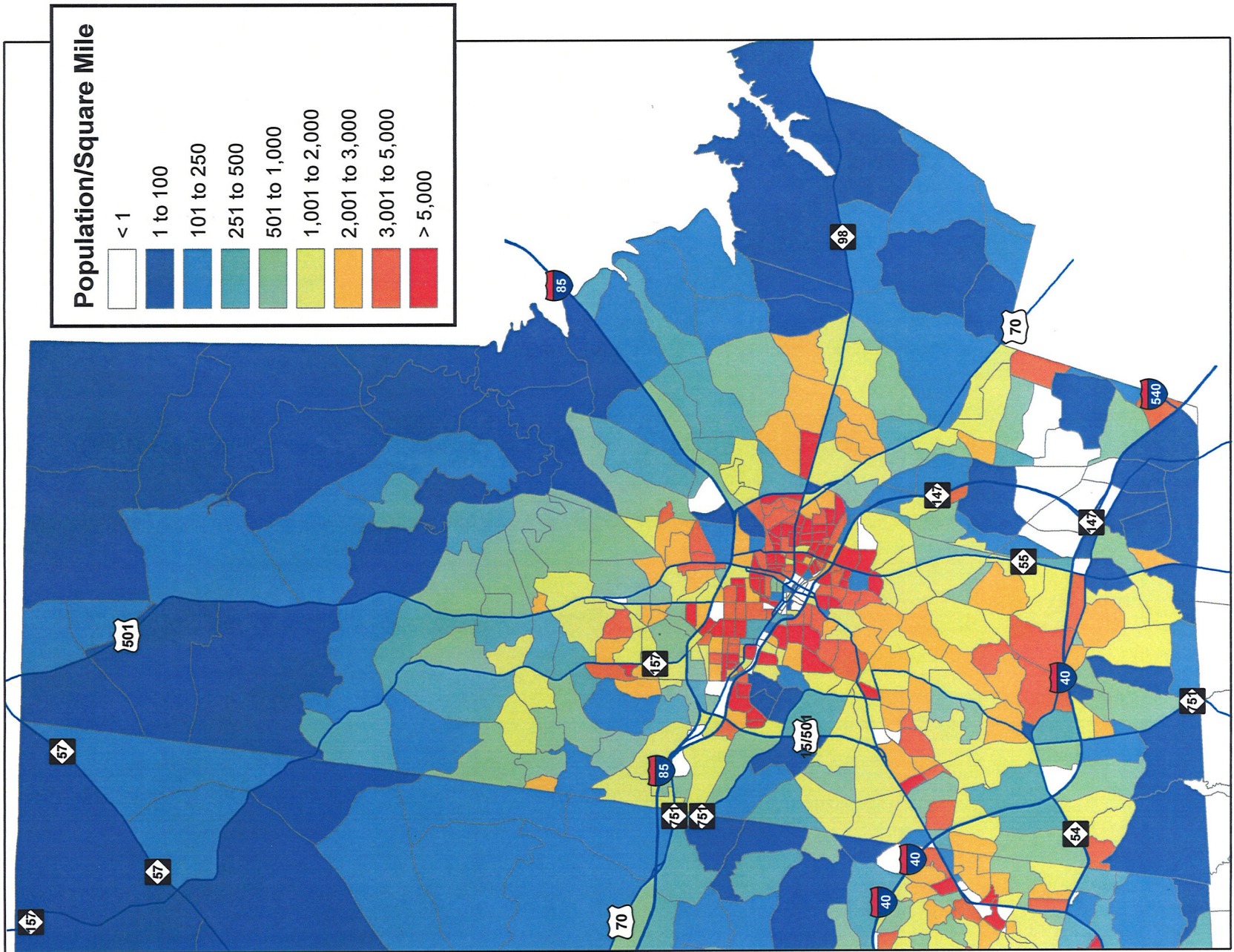
(1) State Demographer Estimate

(2) Based on State Demographer Estimate for year
2030

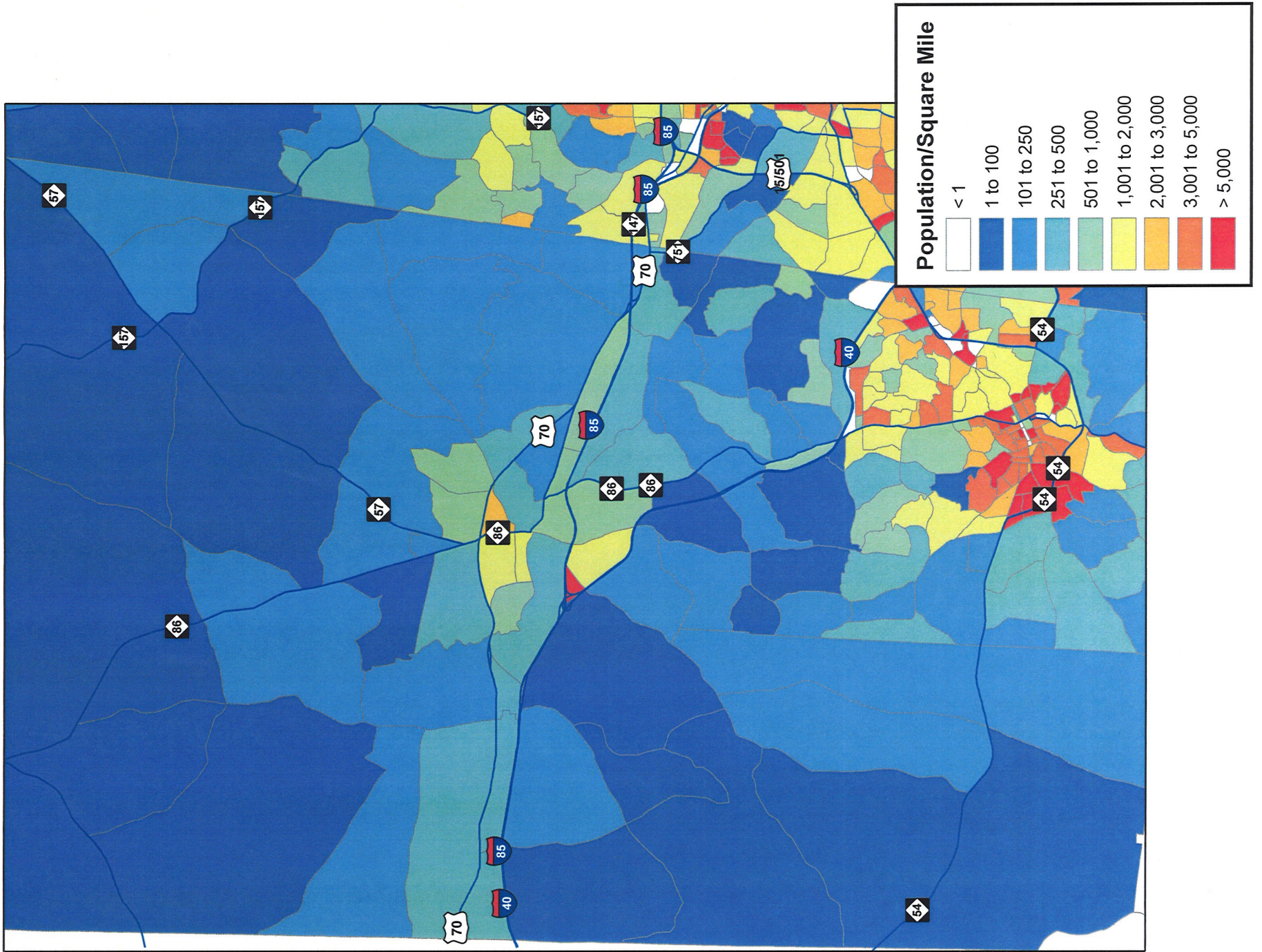
Durham County Population Density -- 2035



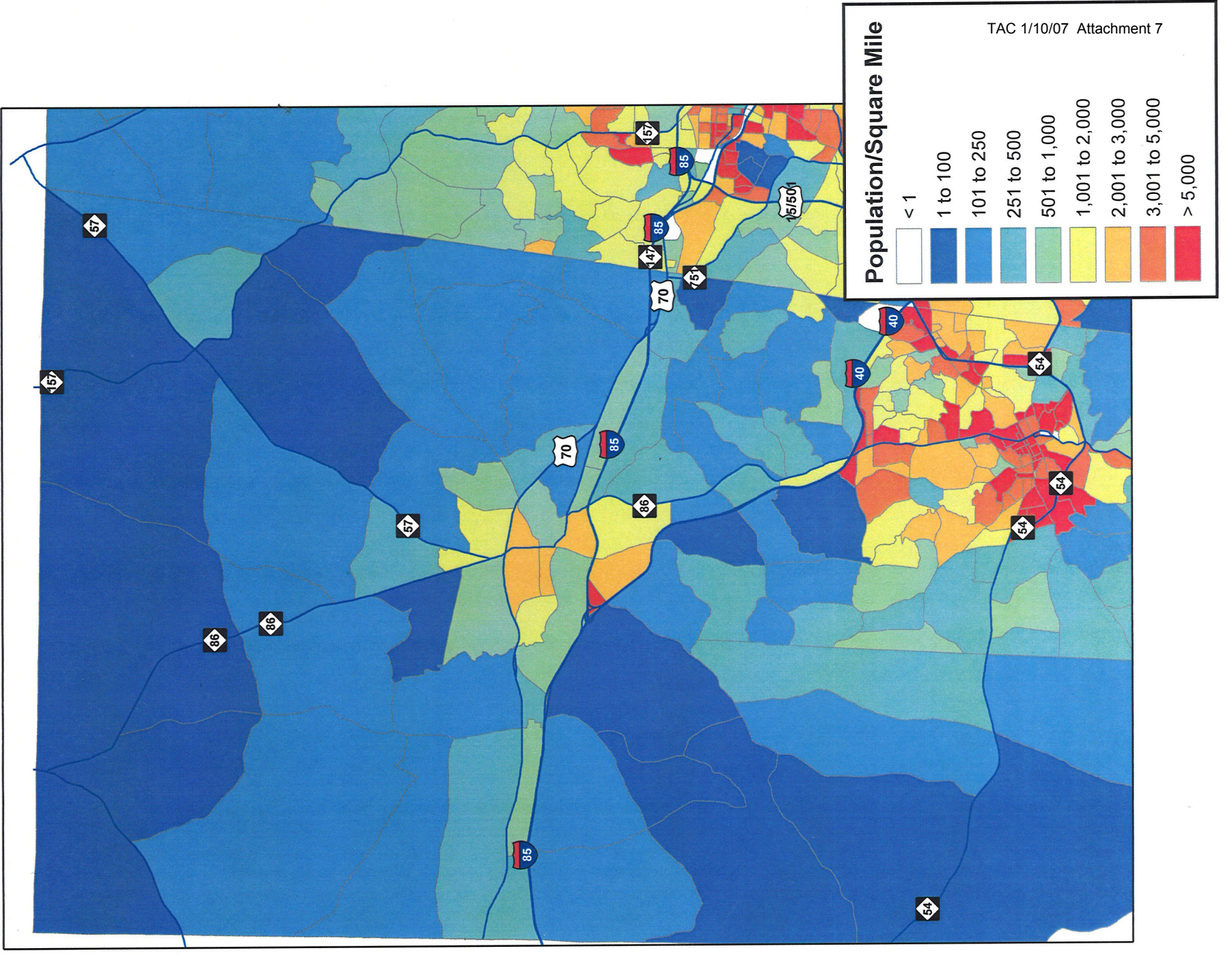
Durham County Population Density -- 2005



Orange County Population Density -- 2005



Orange County Population Density -- 2035



DCHC MPO SE Data Summary

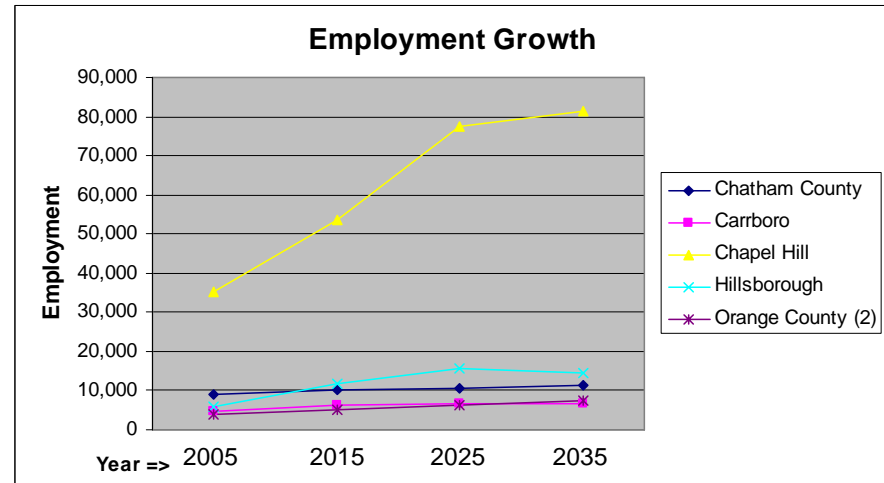
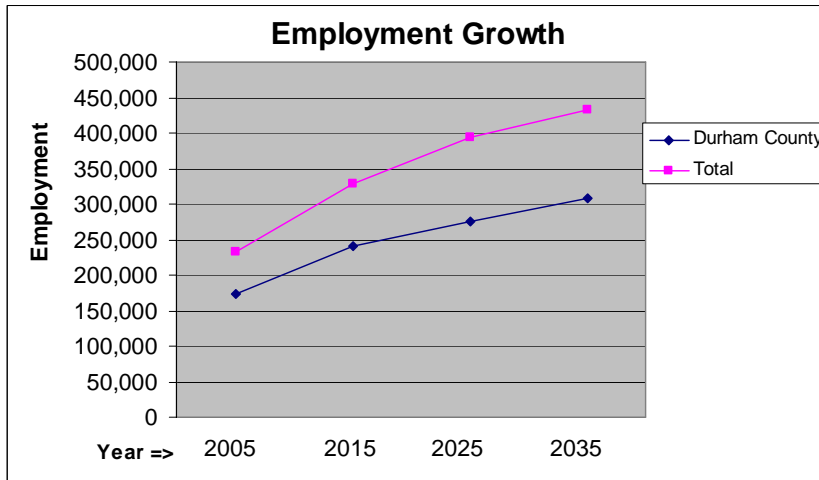
Employment (January 10, 2007)

Employment Estimates and Forecasts

Jurisdiction	Total Employment				Percent Growth				Annual Growth Rate
	2005	2015	2025	2035	'05-'15	'15-'25	'25-'35	'05-'35	'05-'35
Chatham County (1)	9,115	10,145	10,512	11,326	11%	4%	8%	24%	0.7%
Durham County	172,825	240,152	276,284	308,886	39%	15%	12%	79%	2.0%
Carrboro	4,320	5,180	5,994	6,751	20%	16%	13%	56%	1.5%
Chapel Hill	35,314	53,489	77,451	81,227	51%	45%	5%	130%	2.8%
Hillsborough	5,762	11,590	15,541	14,606	101%	34%	-6%	153%	3.1%
Orange County (2)	3,946	5,049	6,152	7,255	28%	22%	18%	84%	2.1%
Total	233,287	327,620	393,959	432,085	40%	20%	10%	85%	2.1%

(1) Includes the part of Chatham County that is in the Triangle Regional Model area. These employment estimates are based on the 2030 LRTP

(2) Includes the unincorporated areas of Orange County, i.e., not including Chapel Hill, Carrboro and Hillsborough.



Employment Guidance Checks

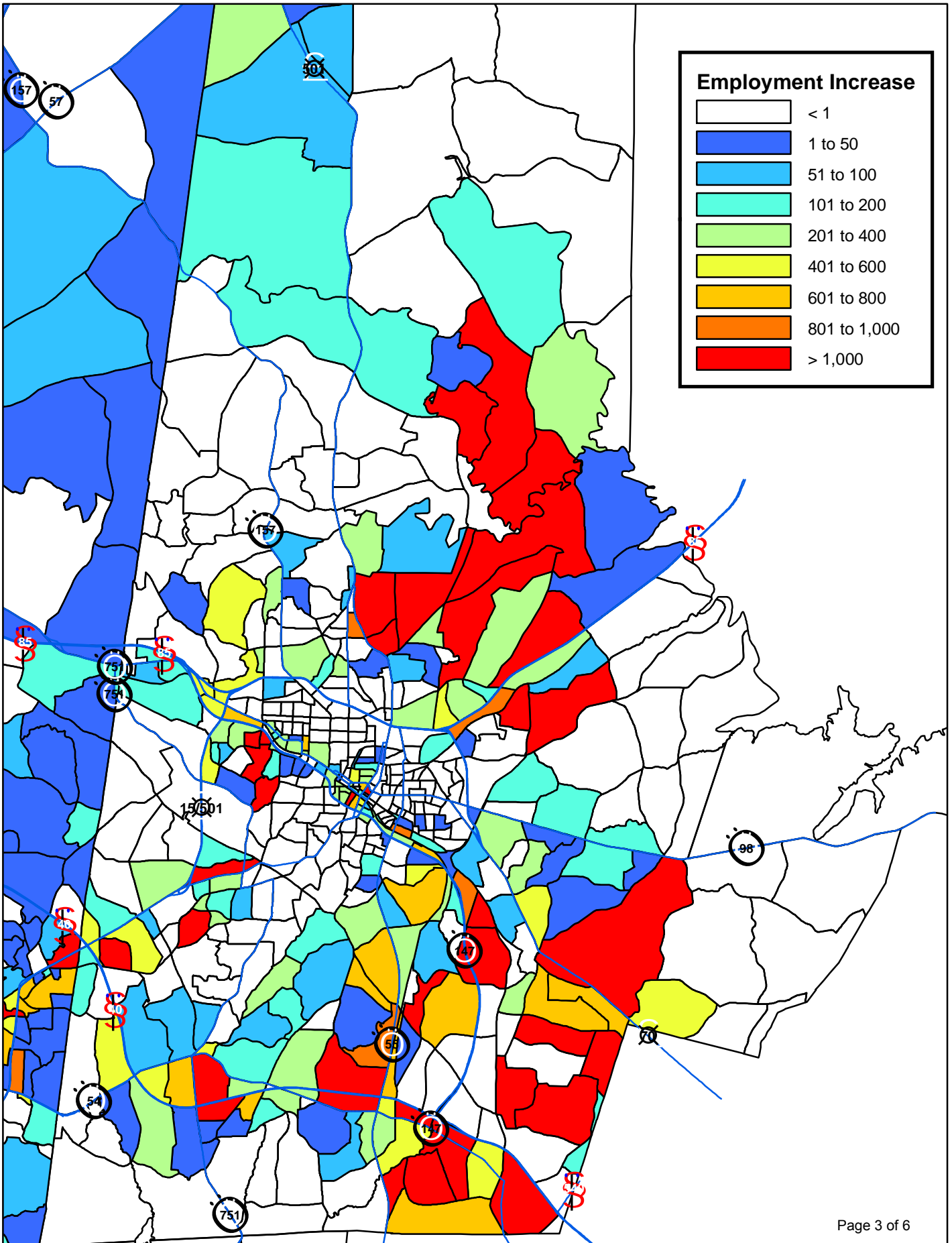
2005 Employment			
	SE Data	ESC Est.(1)	Difference
Durham County	172,825	169,400	2%
Orange County	49,342	63,186	-22%

2035 Employment			
	SE Data	Esc Est.(1)	Difference
Durham County	308,886	262,900	17%
Orange County	109,839	107,336	2%

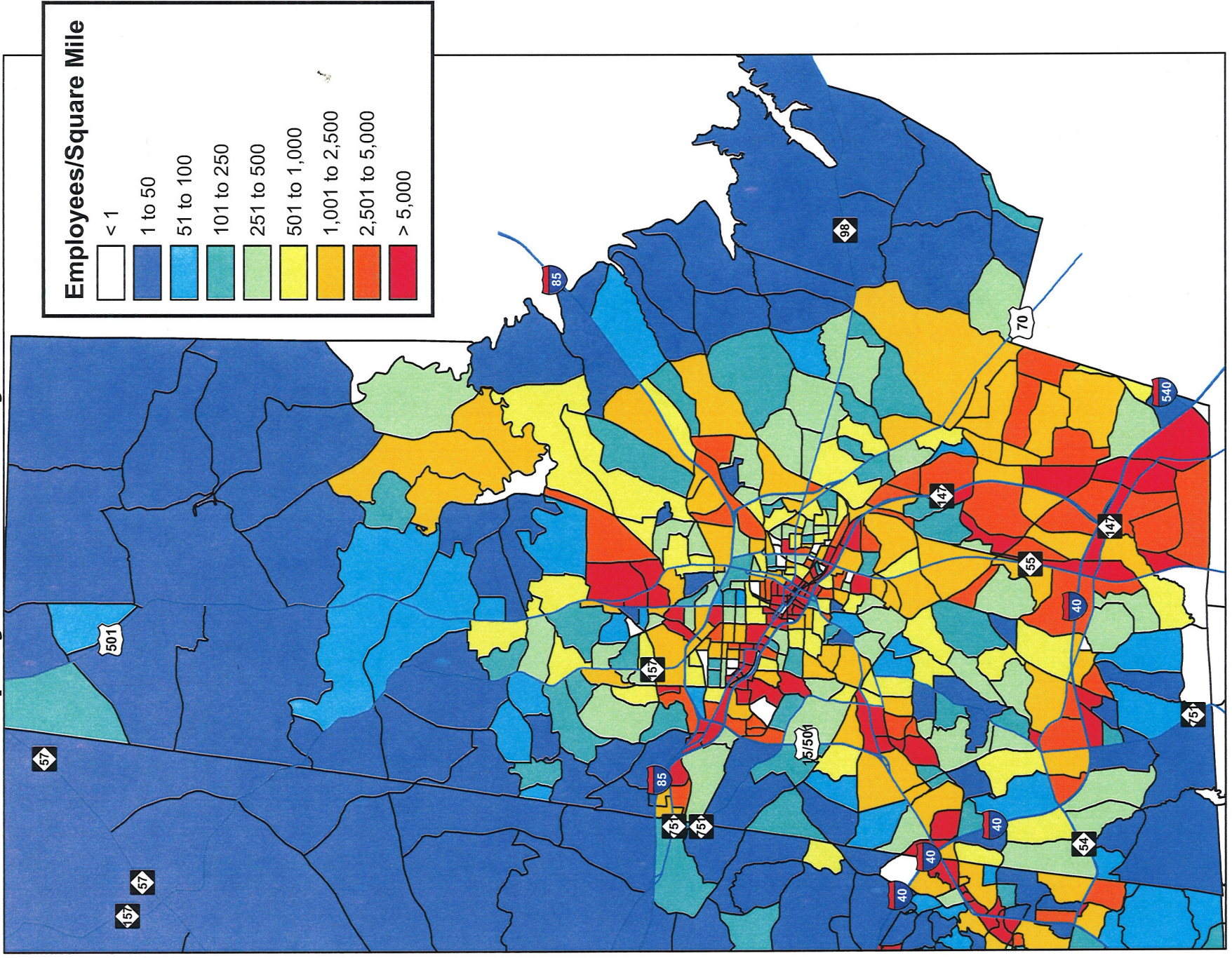
(1) N.C. Employment Security Commission (ESC) estimate.

Durham County Employment Change 2005 to 2035

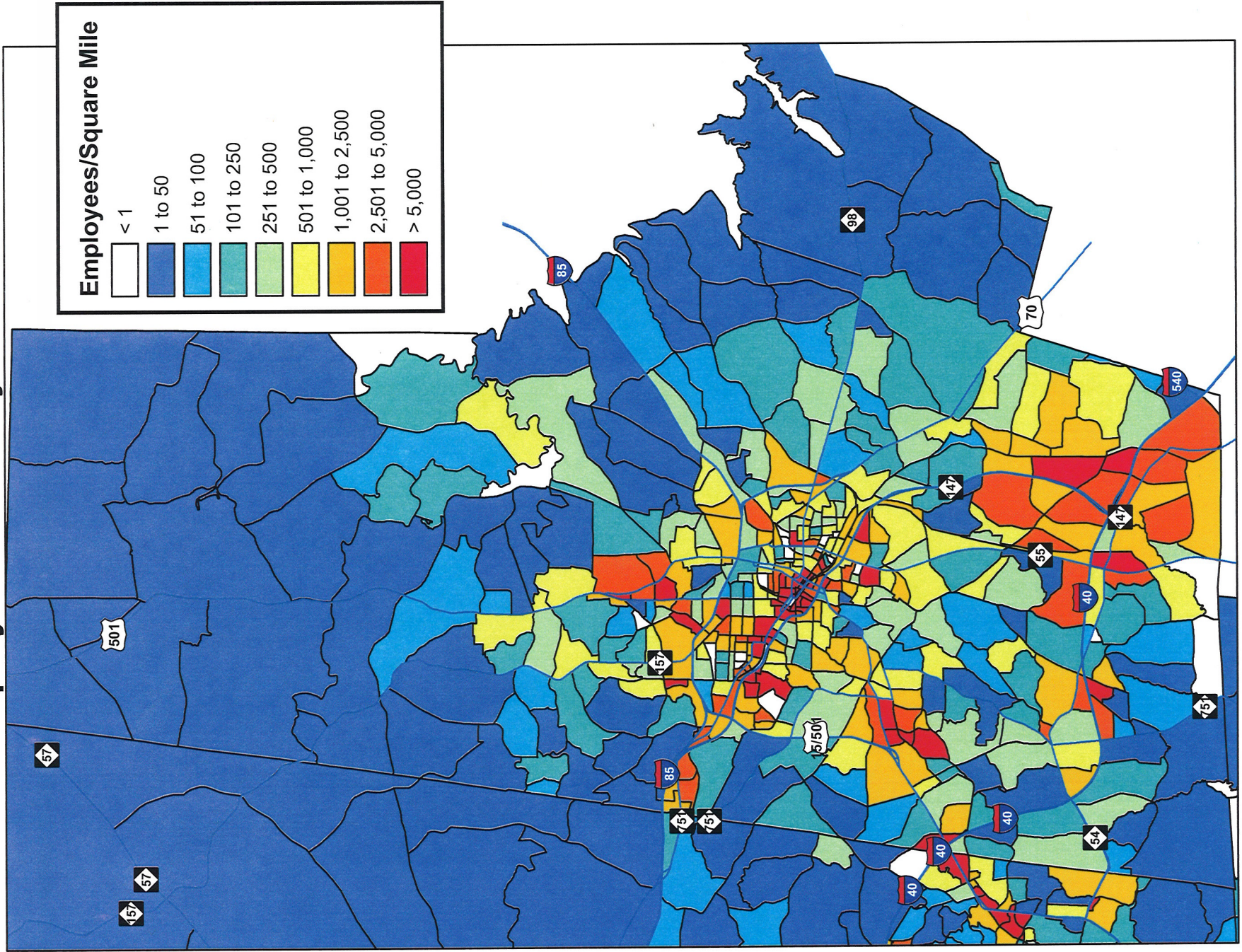
TAC 1/19/07 Attachment 7A



Durham County Employment Density -- 2035

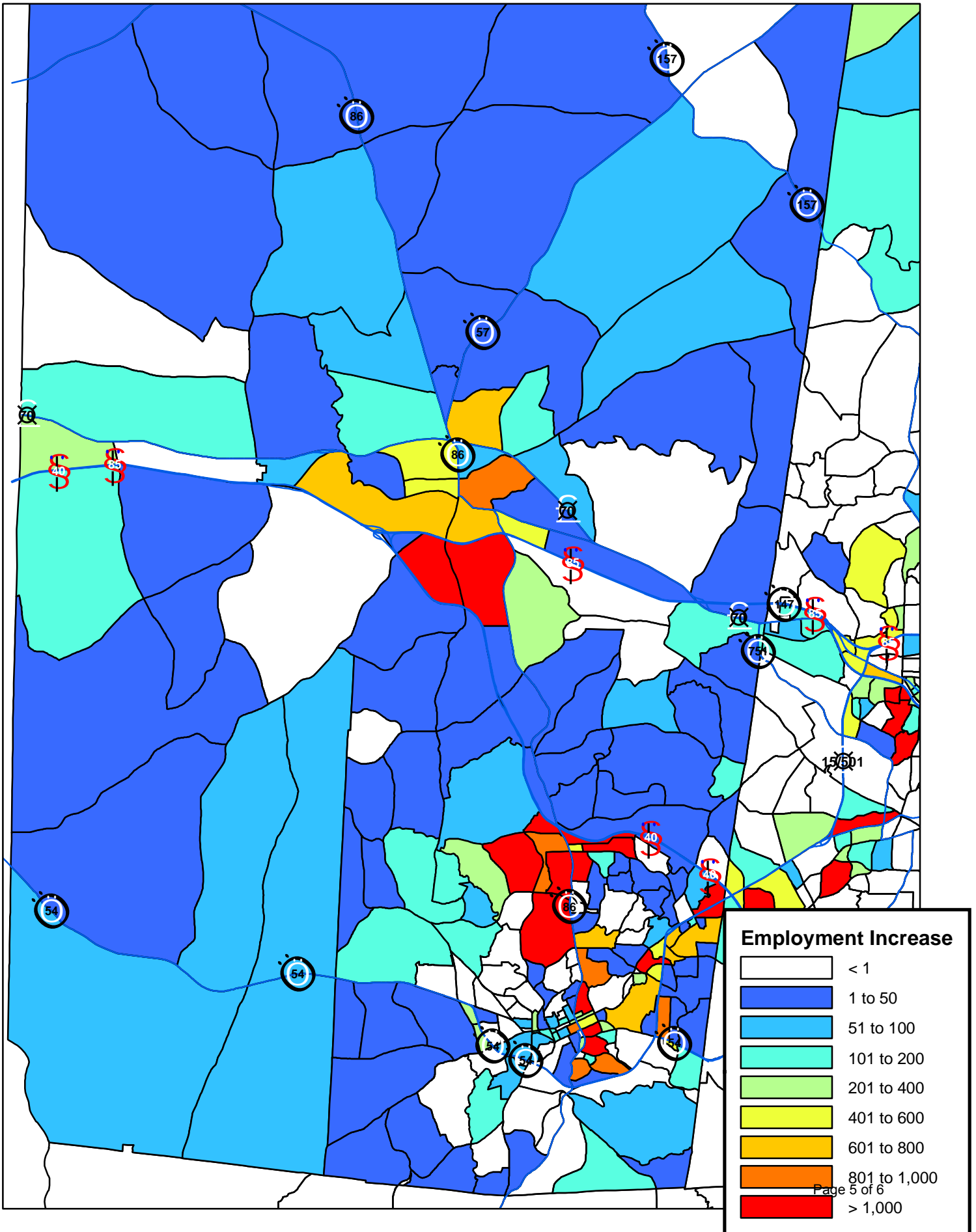


Durham County Employment Density -- 2005

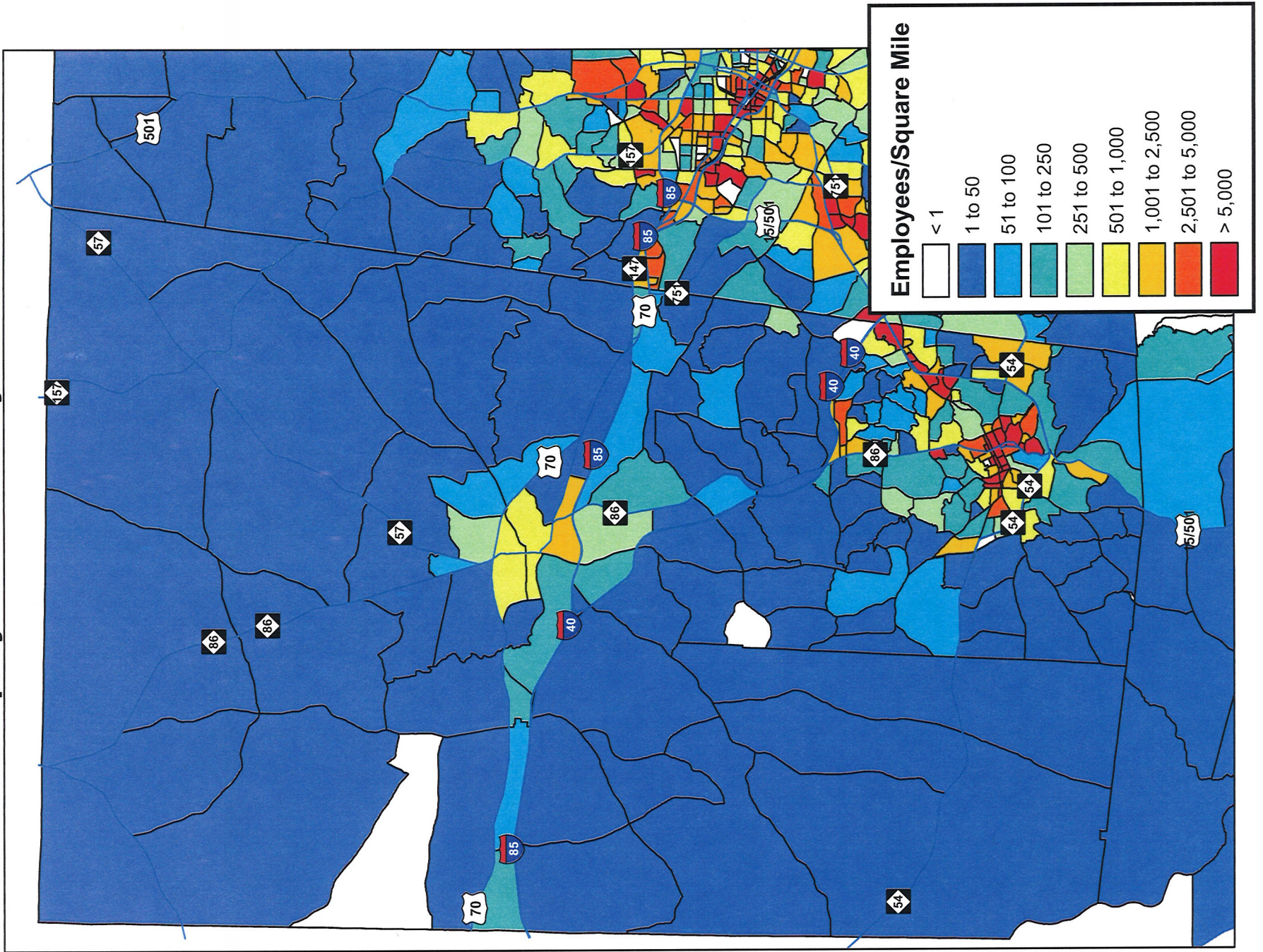


Orange County Employment Change 2005 to 2035

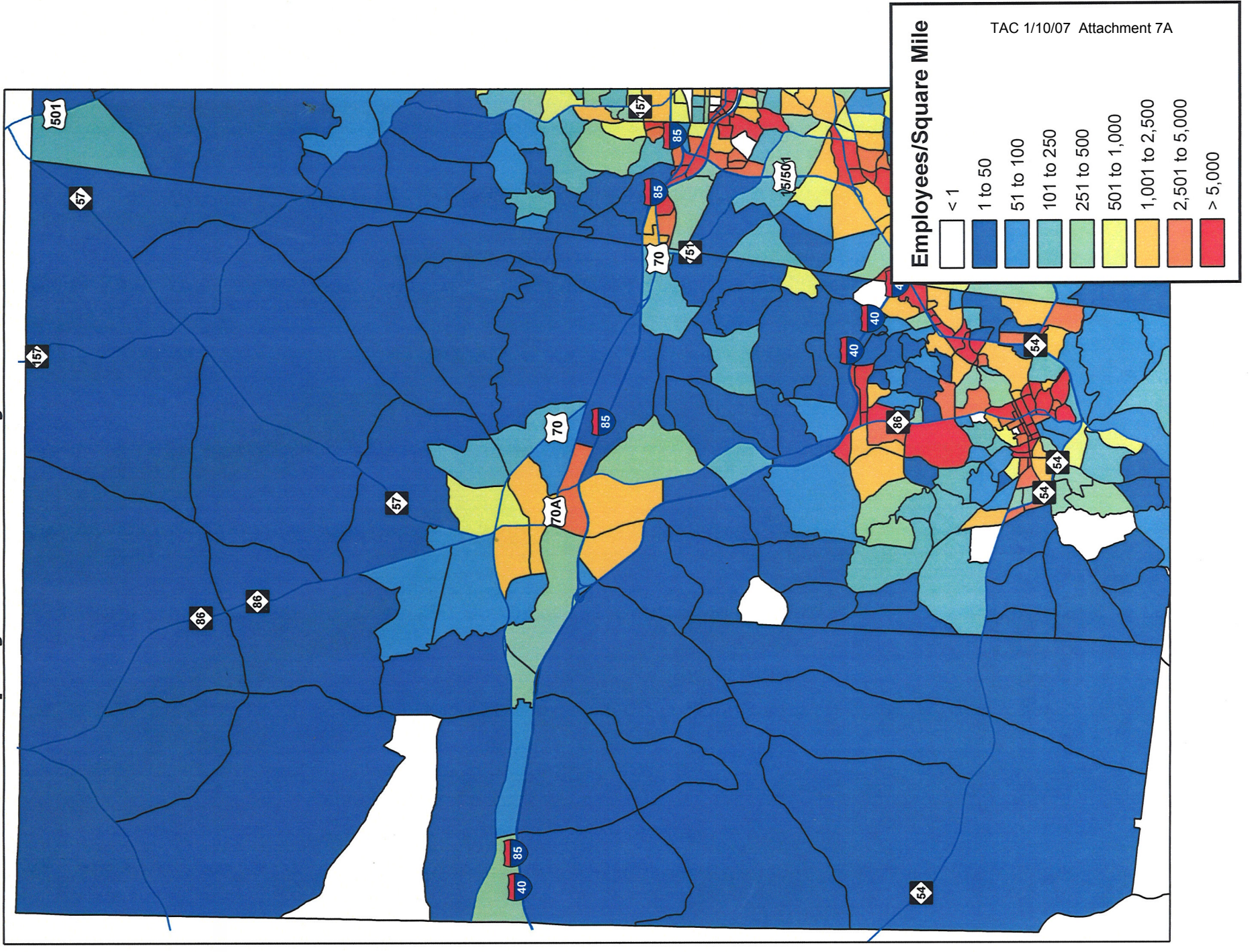
TAC 1/19/07 Attachment 7A



Orange County Employment Density -- 2005



Orange County Employment Density -- 2035



MEMORANDUM

TO: Transportation Advisory Committee (TAC)
DCHC MPO

FROM: Lead Planning Agency (LPA)

DATE: January 10, 2007

RE: Fresh Look at Transit – Joint MPO Advisory Committee

Background

The DCHC MPO and the Capital Area MPO are initiating a process to develop regional transit priorities. At the Joint TAC meeting on November 29, 2006, the TACs decided to create a Joint MPO Advisory Committee to advise the TACs on regional priorities. The details of establishing the committee was referred to the officers of both TACs. Subsequently, the officers of both TACs met on December 18, 2006. Notes from this meeting are provided as Attachment 8A.

At this meeting, the officers discussed the charge to the committee and the establishment of the committee. Both MPOs agreed that the committee's charge will be to deliver a set of recommended major transit investments to serve the Triangle based on:

- Guiding principles for transit investments
- The *Transit Infrastructure Blueprint Project* analysis
- Priorities for transit investments
- A community engagement process

Both MPOs also agreed that the committee should consist of 15 to 25 people. The MPOs disagreed on how the committee should be established – in particular the selection of committee members. After much discussion, the TAC officers decided to table the issue so that the full TACs of each MPO could consider the options. The TAC officers will meet later in January to further discussion on this issue.

Selection of Committee Members

Organizations or Individuals

The MPOs disagreed on whether people or organizations should be appointed to the committee.

1. Organizations

One option is to select organizations that should be represented on the committee. The organizations would then select a representative to serve as the committee member. This option may more clearly define the specific interest that the committee members represent. It also may better engage the organizations in the

transit planning project. In addition, selecting organizations instead of individuals may be perceived as a more objective process. However, organizations may be more likely to select a representative that is solely focused on their interest. Potential committee members with region-wide or multiple interests may be less likely to be selected. This option will also make balancing the committee for diversity more difficult.

2. Individuals

The other option is to select individuals to serve on the committee. This option would most easily allow for balancing diversity on the committee. It would also allow the MPOs to “hand pick” committee members with region-wide or multiple interests. It would also be easier to select people who are open-minded, fair, and agreeable. However, the selection of individuals may be perceived as more biased and may increase the likelihood that politically connected people are selected for the committee.

Selection Process

There are three options for selecting members for the Joint MPO Advisory Committee.

1. Joint Appointments

Both MPOs would bring a list of candidate members to an officers meeting for discussion. The officers of both TACs would jointly select 15-25 committee members from these lists. The officers’ recommendations would go back to both TACs for approval. With this approach, both MPOs would have to agree on whether organizations or individuals should be represented on the committee.

With this option, it would be easiest to balance the committee for interests and diversity. In addition, there would be an incentive to select members with region-wide interests. As a result, the selected committee members may perceive their role as working for the entire Triangle rather than representing one MPO’s position. However, it may be difficult for the officers of both MPOs to reach a consensus on the membership of the committee.

2. MPO Appointments

The officers would need to agree on how many members each MPO would appoint. The appointments would then be made by the TACs of each MPO. Each MPO could independently decide whether or not to select individuals or organizations. In this case, each MPO would only approve its appointments.

At the officers meeting, CAMPO suggested 14 from CAMPO and 10 from DCHC MPO. CAMPO’s reasoning is that the geographic balance of the committee should be based on the population of each MPO. In addition, CAMPO now includes five counties and eighteen municipalities. CAMPO would like more members to ensure that more of their member governments are represented. Furthermore, CAMPO would like more members because the committee’s recommendations for transit projects will likely require local funding which will be assessed by population.

The DCHC MPO would prefer a 50%-50% split between MPOs or a split that allows CAMPO a one or two member advantage. The DCHC MPO's reasoning is that each MPO is an independent body with equal authority over transportation planning decisions. In addition, the CAMPO-DCHC MPO Memorandum of Agreement establishing cooperation on joint planning efforts is based on a model of equal representation.

Reaching a consensus on the split between the MPOs may be the most difficult challenge of this option. In addition, with this option, it would be difficult to ensure a balance of interests and diversity. In addition, there would be an incentive to select members that represent each MPO's interests and positions rather than region-wide interests.

3. Two Separate Committees

If the other two options cannot be agreed upon, CAMPO suggested that each MPO create its own independent advisory committee. The MPO staff could coordinate between the committees. However, each MPO would make their own appointments and each committee would hold separate meetings. In this case, each MPO could independently decide whether or not to select individuals or organizations.

It would be very difficult to create a regional transit priority list using two separate committees. In addition, it would be difficult to reach consensus on transit projects that cross between the two MPOs. It is likely that this option would result in two different priority lists in the Triangle area. It may make federal, state, and local funding more difficult to obtain.

TAC Action

Receive update on the Fresh Look at Transit activities including the formation of a Joint MPO Advisory Committee.



**Chair/Vice Chair Meeting
Triangle J COG
December 18, 2006**

Agenda

1. Charge to the Joint MPO Advisory Committee
2. Establishment of the Committee
 - a. Interests to be represented on the committee
 - b. Selection of members
3. Tasks
4. Uses of the Committee's Work

Notes from the meeting

Officials: Joe Bryan, Chair, CAMPO TAC
Alice Gordon, Chair, DCHC MPO TAC
Becky Heron, Vice Chair, DCHC MPO TAC
Charles Meeker, Vice Chair, CAMPO TAC

Staff: Mark Ahrendsen, DCHC MPO
Ellen Beckmann, DCHC MPO
David Bonk, DCHC MPO
John Hodges-Copple, TJ COG
Ed Johnson, CAMPO
Kenneth Withrow, CAMPO

1. Charge to the Joint MPO Advisory Committee

Both CAMPO and DCHC MPO agreed that the charge to the committee should be as stated in the handout with one addition as noted below:

The DCHC MPO and CAMPO have concluded that major transit investments will be crucial to the Triangle's future economic success and mobility. In this regard the two MPOs have proposed the development of a Vision for Transit in the Triangle. The development of this

Vision for Transit in the Triangle would include a robust public outreach/community engagement effort and a process for establishing priorities for regional transit investments. The two MPOs have also proposed the creation of a Joint MPO Advisory Committee to assist them in the development of the Vision for Transit in the Triangle. The Joint MPO Advisory Committee shall deliver to the region's two MPOs a set of recommended major transit investments to serve the Triangle based on:

- Addition: Guiding principles for transit investments
- The *Transit Infrastructure Blueprint Project* analysis
- Priorities for transit investments
- A community engagement process

2. Establishment of the Committee

a. Interests to be represented on the committee

Both CAMPO and DCHC MPO agreed that the following list includes the interests that should be represented on the committee.

1. Neighborhood/Community
2. Environment
3. Business
4. University
5. Government
6. At Large

The number of representatives from each of these interests was not discussed. In addition, there was discussion that there may not be space for all the representatives from each of the interest areas, and that could include representatives from the major universities.

b. Selection of members

Several issues were raised regarding the selection of members for the committee.

Geographic Balance

Alice proposed that the committee have equal representation from CAMPO and DCHC MPO. The CAMPO DCHC MPO Memorandum of Agreement that establishes the Joint TAC meetings and the Executive Committee is based on equal representation from both MPOs for joint planning activities. The two MPOs have equal authority to make transportation decisions. In addition, the committee is proposed to be advisory so the balance of representation may not be an important issue.

Joe pointed out that since CAMPO has expanded into Granville, Franklin, Johnston, and Harnett Counties, CAMPO needs more membership on the committee to represent the different counties. Charles stated that since CAMPO has twice the population of DCHC MPO equal representation would not be fair. It would be more true to democratic principles to have representation on the committee based on population. In addition, since a major transit investment will likely require local funding which would be provided by the counties

based on their populations, CAMPO should have more representation on the committee. Charles initially suggested that the committee consist of 12 CAMPO representatives and 8 DCHC representatives. Charles's "final offer" was for the committee to consist of 14 CAMPO representatives and 10 DCHC representatives.

Alice also pointed out that the desire is to appoint a regional committee with region-wide interests. The best way to ensure this is for the Chairs and Vice Chairs to jointly propose one list of committee members that both MPOs agree upon. There are some potential committee members whose interests span the two MPOs and that both MPOs would probably agree upon. Becky added that there are several common interests between the two MPOs and that working together may not be as difficult as it is perceived. In addition, having each MPO independently appoint an agreed upon number of committee members would make balancing the committee for diversity and interests more difficult.

CAMPO proposed that if the Chairs and Vice Chairs could not agree upon the geographic distribution of members, that each MPO should appoint their own committee. The two committees would operate independently but could meet together periodically and staff could facilitate discussion between the two committees. DCHC MPO responded that having two committees would not be conducive to the development of regional transit priorities and this option should be avoided if possible.

Select Individuals or Organizations

DCHC MPO suggested soliciting candidates for the committee from a list of organizations. Becky proposed an initial list of organizations that should be contacted. CAMPO responded that the DCHC MPO could select their members however they saw fit, and that CAMPO would do likewise.

Size of the Committee

CAMPO and DCHC MPO agreed that the size of the committee should be limited to 15 to 25 people.

Timing

CAMPO suggested that the committee members be appointed in January and start meeting in February. DCHC MPO indicated that it could take longer to solicit committee candidates and make the appointments.

Committee Members

Charles suggested that the committee consist of "high powered people". Joe added that the member should be as high up in the chain of command as possible.

Becky said that there should be room for both high powered people and regular citizens with good ideas and regional interests.

Charles suggested that TTA and the transit agencies should not be on the committee, but could serve as ex-officio members. Joe added that staff people whose job is to represent the

interest of an organization should not serve on the committee. Board members of organizations would be acceptable.

3. Tasks

Tasks for the committee were not discussed.

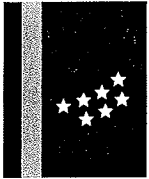
4. Uses of the Committee's Work

Use of the committee's work was not discussed.

Next Steps –

The Chairs/Vice Chairs will take this matter back to their respective TACs in January for further discussion and guidance. The options to be considered include (1) the joint appointment of a single committee of approximately 25 members from among a list of candidates suggested by each MPO, (2) the establishment of a single committee of approximately 25 members with each MPO appointing a specific number, and (3) each MPO appoint its own advisory committee with the two committees working together.

The Chairs/Vice Chairs will get back together after the matter has been discussed further by each MPO.

**CITY OF DURHAM***Department of Public Works**Transportation Division*

101 CITY HALL PLAZA | DURHAM, NC 27701

919.560.4366 | fax 919.560.4561

www.durhamnc.gov

November 21, 2006

Kimberly D. Hinton
Senior Public Hearing Officer
N.C. Department of Transportation
Human Environment Unit
1583 Mail Service Center
Raleigh, NC 27699-1583

RE: Alston Avenue Widening (TIP Project U-3308)

Dear Ms. Hinton:

The comments contained herein on the Alston Avenue widening project (TIP Project U-3308) are submitted pursuant to the Combined Public Hearing that was held on this project on November 2, 2006. Accordingly, we request that these comments be addressed in the final environmental report for this project and be reflected in the final design for the project. We also request the opportunity to review the preliminary design of this project with NCDOT staff in the field to get a better understanding of the details of the design and the specific impacts of the project on the existing environment. Finally, we request a copy of the post hearing meeting minutes.

Comments from the City have previously been submitted on this project by letters dated August 7, 2003, November 18, 2003 and August 4, 2004 and are included in the Administrative Action – Environmental Assessment and Draft Section 4(f) Evaluation for this project. The City also submitted comments by letter dated June 30, 2006 subsequent to the receipt of the Administrative Action – Environmental Assessment and Draft Section 4(f) Evaluation for this project. While some of these comments have been satisfactorily addressed in the preliminary design for this project, we remain concerned that many have not. Accordingly, we respectfully request a detailed written response to the comments that we have previously submitted on this project and the comments contained herein and the opportunity to meet in person to discuss such written response.

We have repeatedly emphasized the sensitive nature of the community through which this project passes and the need to maintain the interconnectedness of the community. We also have stressed the high level of pedestrian activity in this corridor and the need to incorporate pedestrian friendly features into the design of the project to accommodate pedestrians traveling along both sides of the project and crossing the project from one

side to the other. We remain concerned that the preliminary design of the project does not safely accommodate pedestrians and is not sensitive to the context in which the project is located.

We have also emphasized the importance of ensuring that the appearance of the project is aesthetically pleasing and have requested design features to accomplish this. We remain concerned that many of these requests have not been satisfactorily addressed in the preliminary design of the project.

Finally, we have noted the various initiatives underway to enhance economic development in East Durham and requested that the roadway project support these economic development initiatives and enhance economic development in the corridor as well. We are concerned that the project may actually have an adverse impact on economic development in the corridor, particularly between NC 147 and Morning Glory.

The following comments are once again offered on this project:

1. Right Turn Lanes – As noted in previous correspondence there is significant pedestrian activity along Alston Avenue. The provision of right turn lanes at several of the intersections along this project is dangerous for pedestrians and will impede safe pedestrian movement at these intersections. Further, the capacity analysis of the intersections at which right turn lanes are proposed does not indicate a need for right turn lanes to provide an acceptable level of service. Therefore, we request again that the exclusive right turn lanes be eliminated from this project. We would be willing to consider exclusive right turn lanes on Holloway Street without islands so that these lanes could operate under signal control to provide a safer pedestrian crossing. We also question the shift in the alignment of Alston Avenue between Angier and Main Streets and with the removal of the right turn lanes recommend that the alignment shift to the east to the maximum extent possible.
2. Street Cross Section – The proposed cross section recommends a five foot sidewalk located two feet from the face of the curb within a ten foot berm. Due to heavy pedestrian activity along this corridor we recommend that a sidewalk with a minimum width of six feet be provided and located a minimum distance of three feet from the face of the curb to provide a safer environment for pedestrians. We would also request that the sidewalk be located a sufficient distance from the back of the curb to permit the planting of small caliper trees between the sidewalk and the street to the extent that such additional width and associated right of way does not create an additional significant adverse impact on properties along the project. This additional width between the street and the sidewalk and the provision of small caliper trees will create a safer and more inviting pedestrian environment. The width of the berm should also be sufficient to accommodate street lights (on metal poles with underground wiring) and other utilities. We would also recommend that the proposed 14 foot outside lane be striped for an 11 foot travel lane and 3 foot bike lane (plus gutter). We feel that the clearly defined travel lane

and marked bike lane will promote a safer environment for bicyclists. We request that the designated left turn lane be reduced to 11 feet in width and that the raised median island adjacent to the left turn lane be increased commensurate with the reduction in the width of the left turn lane to provide a wider pedestrian refuge area and to facilitate U-turn movements.

3. Treatment of Streets Intersecting Alston Avenue – We recommend that Wall Street continue to intersect Alston Avenue from the east and that two way traffic be maintained on Worth, Franklin and Wall Streets on both sides of Alston Avenue if this can be done without increasing the number of homes to be relocated and significantly adversely affecting historic properties. We also recommend that sidewalks be provided on one side of these streets. We would be willing to consider design features (superelevation, reverse crown, using the median to create a differential in elevation between northbound and southbound lanes) to maintain these street intersections and two way traffic on the intersecting streets. We further recommend that the curb radius at the streets intersecting Alston Avenue be minimized while providing sufficient radius to accommodate anticipated vehicular traffic.
4. Traffic Signals – It is requested that the existing traffic signals be replaced and the new traffic signals be installed with mast arms and that pedestrian signal equipment be provided at signalized intersections.
5. Grade Changes – The proposed 8' to 10' lowering of the existing grade of Alston Avenue under the railroad is unacceptable. This grade change will adversely affect the relationship of the street to the adjacent property (access, appearance) and will create a fairly steep grade from the regional rail station to Alston Avenue and from Alston Avenue to the NC 147 bridge. Alternatives need to be explored that will reduce the magnitude of that grade change to Alston Avenue at the railroad to no more than 3 feet. Convenient pedestrian access must be provided for to the future TTA regional rail station near Pettigrew Street at Alston Avenue.
6. Property and Business Impacts – Property owners and businesses affected by the Alston Avenue widening must be fairly and reasonably compensated. In particular, if the grocery at the northwest corner of Main and Alston is taken by this project, sufficient compensation should be provided to relocate the grocery to another site in the immediate vicinity. This should include necessary land acquisition for the grocery store and a new building for operation. The City believes this is an environmental justice issue. The City is also concerned about the impact the widening will have to property located on the west side of Alston Avenue between Main and Angier Streets. In particular the City is concerned that the residual property remaining after the widening be of sufficient width to be reasonably developable and not create an undevelopable and aesthetically unpleasing tract of land.

7. Retaining Walls – We note several retaining walls proposed along this project and are concerned about the visual impact of these walls. We would request that these retaining walls be functional and aesthetically pleasing. Accordingly, we respectfully request that you provide more details on these retaining walls so that we can better visualize their impact.

We have consistently noted the heavy pedestrian activity in this corridor and emphasized the need to incorporate design features that safely accommodate pedestrians. Unfortunately, we feel that the proposed design of Alston Avenue does not safely accommodate pedestrians and is not sensitive to the context in which the project is located. Therefore, we respectfully request that the final design of this project be context sensitive and that the aforementioned recommendations/requests be included in the final design.

We appreciate the opportunity to comment once again on this project and look forward to discussing NCDOT's response to these comments.

Sincerely,



Mark D. Ahrendsen
Transportation Manager

Cc: Ken Spaulding, Board Member
William V. "Bill" Bell, Mayor City of Durham
Durham City Council Members
Patrick Baker, City Manager
Theodore Voorhees, Deputy City Manager
Kathryn Kalb, Public Works Director
Frank Duke, City-County Planning Director
Alan DeLisle, Assistant City Manager for Economic Development
Lee Murphy, Public Works Manager
Wesley Parham, Transportation Engineer IV
Phil Loziuk, City Traffic Engineer
Steve Cruse, City Historic Preservation Officer
Greg Thorpe, NCDOT
Rob Hanson, NCDOT
Carl Goode, NCDOT
Jim Speer, NCDOT
Jim Dunlop, NCDOT
Emily Lawton, FHWA
Renee Geldhill Early, SHPO
Tom Davis, The Community Builders (HOPE VI)
Carrie Mowry, Historic Preservation Society of Durham



The Community Builders, Inc.

95 Berkeley Street, 5th Floor
Boston, MA 02116-6240

617 695-9595

main fax 617 695-9805

development fax 617 695-9205

finance fax 617 695-9001

human services fax 617 695-9205

legal fax 617 695-9483

TDD 800 545-1833 x183

www.tcbinc.org

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Louisville New Haven New York
Philadelphia Pittsburgh Providence
Springfield Washington D.C.

By E-mail and Telefacsimile

November 22, 2006

Kimberly D. Hinton
Senior Public Hearing Officer
N.C. Department of Transportation
Human Environment Unit
1583 Mail Service Center
Raleigh, NC 27699-1583
919-715-1501 (fax)
khinton@dot.state.nc.us

**RE: NC-55 Alston Avenue Widening
TIP Project U-3308**

Dear Ms. Hinton:

Thank you for the opportunity to provide comments in response to the NC Department of Transportation's public hearing regarding the NC-55 Alston Avenue Widening, TIP Project U-3308. We appreciate your consideration of these comments and request that we receive a copy of the post-hearing meeting minutes at which these and other comments were reviewed by NCDOT staff.

The Community Builders is a non-profit, 501(c)(3) organization dedicated to working in distressed low-income neighborhoods. In Durham, we have been working on a comprehensive neighborhood revitalization of the North East Central Durham community for the last six years. This effort is being undertaken in partnership with the Durham Housing Authority and the City of Durham, and is an \$85 million effort built around a \$35 million federal HOPE VI grant awarded by the US Department of Housing and Urban Development. The targeted revitalization area straddles Alston Avenue from Rt. 147 through Liberty Street. In other words, Alston Avenue bisects the neighborhood and the majority of the NC-55 Alston Avenue widening project is within the HOPE VI revitalization area.

The fundamental goal of the revitalization effort is to transform this neighborhood from a distressed community often perceived as a

Patrick E. Clancy
President & Chief Executive Officer

neighborhood of last resort into a stable, safe, mixed-income community in which residents of Durham choose to live and raise their families. It is a highly pedestrian environment immediately to the east of the downtown area of Durham. The revitalization effort seeks to promote these pedestrian connections and the connection with downtown Durham. Our comments, below, stem from deep concern that the widening of Alston Avenue, as currently designed, significantly undermines the revitalization effort which is bringing \$35 million in federal funds and \$50 million in state, local and private investment leverage to this neighborhood. The widening of Alston Avenue could enhance and support the revitalization effort, but key decisions (referenced below) will very likely result in the opposite effect. These comments focus primarily on two major themes – the need to promote a safe pedestrian environment in this central city location and the need to contribute to neighborhood cohesion rather than dividing the neighborhood in half.

Comments Regarding the Safety of the Pedestrian Environment

Comment #1. Please provide data regarding the number of pedestrian-vehicular accidents along Alston Avenue between NC-147 and Holloway Street, as well as a framework of comparison against other comparable roadways.

Comment #2. Please provide data regarding the fatality rate of these pedestrian-vehicular accidents.

Comment #3. Please provide both the posted and the current actual average speed of traffic flow along this stretch of Alston Avenue between NC-147 and Holloway Street.

Comment #4. Please provide the posted and the actual post-construction average speed of traffic flowing along roadways similar in design to the proposed Alston Avenue. Please identify the roads in Durham which are comparable in design and which have been used for this analysis.

Comment #5. Please provide the anticipated fatality rate, given the existing level of pedestrian-vehicular interactions, if the speed along Alston Avenue were to increase from the current speed to the actual post-construction speed of roadways similar in design to the proposed Alston Avenue.

Comment #6. Based on the data presented in NCDOT's responses to Comments 1-5, please comment on the validity of the assertions that 1) this stretch of Alston Avenue has a relatively high rate of pedestrian-vehicular interaction but a relatively low rate of fatalities in these accidents, 2) post-construction actual rates of speed on Alston Avenue are likely to be considerably higher than current rates of speed, and 3) the increase in speed will have a corresponding increase in the percentage of fatalities from pedestrian-vehicular accidents.

Comment #7. We believe the roadway, as designed, lacks sufficient traffic-calming measures to ensure that the actual speeds stay below the posted speeds, and will result in a significant increase in danger to pedestrians. This is a heavily pedestrian environment. The posted speed limits should not be the primary mechanism to control traffic speed and the roadway should be designed to control speeds through traffic calming measures such as lower Levels of Service measures at intersections, right turns from within the normal lanes of traffic and a narrower perceived width of the roadway.

Comments Regarding the Relationship of
Alston Avenue to the Neighborhood Environment

Comment #8. The Alston Avenue widening effort serves to divide the neighborhood in half, which is inappropriate for this dense urban environment. Much as NC-147 split the historic Hayti community in this area of Durham, Alston Avenue as currently designed will have a similar effect on a smaller scale. The new highway will cut a very wide swath through the middle of the community and will disconnect Alston Avenue from its surroundings. These impacts are caused by the overall width of the road, the grade separations, the elimination of intersections with Alston, and the emphasis on turn lanes and other features to create unnecessarily high levels of vehicular service.

Comment #9. Grade separations between Alston Avenue and the surrounding neighborhood should be minimized in order to minimize the barrier-creating effect of a sunken or elevated roadway. The proposed design features at least three major grade separations from the surrounding neighborhood fabric as evidenced by the need for retaining walls along the right of way. Specifically, we have noted retaining walls proposed for the east side of Alston Avenue between Hopkins and Taylor Streets (near the Eastway Elementary School), the east side of Alston Avenue between Taylor and Franklin Streets (near Wall Street), and the west side of Alston Avenue between Angier Avenue and Pettigrew Street. We presume that there is also a retaining wall proposed for the east side of Alston Avenue in this section south of Angier Avenue. Please note in the meeting minutes if there are other retaining walls in addition to the ones referenced here.

Comment #10. The overall width of the roadway, both actual and perceived, should be narrowed in order to facilitate pedestrian crossing and to implement traffic calming measures. The roadway should also be narrowed to minimize the separation of the east and west portions of the neighborhood. Finally, the roadway should be narrowed to implement the scale and pattern of an urban boulevard, rather than the scale of a suburban through-road.

Comment #11. Right turn lanes should be eliminated along the length of the Alston Avenue project corridor. Integrated right turns from the primary lanes of traffic will serve to calm traffic in this urban neighborhood and are consistent with an urban street pattern. The addition of right turn lanes serves to unnecessarily widen the proposed Alston Avenue.

Comment #12. In particular, the right turn lanes should be eliminated at both the Main Street and Angier Avenue intersections. The northern side of the Main Street intersection and the southern side of the Angier Avenue intersection each have 6 lanes of traffic. (The 6 lanes consist of 2 travel lanes northbound, 2 travel lanes southbound, a left turn lane and a right turn lane.) This width of roadway is inappropriate for a downtown urban environment. By way of comparison, this width is greater than the downtown Loop in Durham and Roxboro at Main Street, both of which serve to significantly separate the downtown area from their immediately adjacent neighborhoods. This condition should also be avoided at the Liberty and Holloway Street intersections. Construction of this width of roadway along Alston Avenue will create a major division between the eastern and western halves of the neighborhood.

Comment #13. In particular, the northbound right turn lane at Angier Avenue should be eliminated. The perception of width along the proposed right of way is exacerbated by the shift of the roadway towards the west between Pettigrew Street and Morning Glory Avenue. According to NCDOT staff in previous presentations, this westward shift is dictated by the need to protect the historic property at the southeast corner of Angier and Alston (the Asbury Temple United Methodist Church) and by the need for a right turn lane at Angier Avenue. Elimination of the right turn lane should permit the construction of the new Alston Avenue much closer to its current location without impacting the historic resource.

Comment #14. The turn radii at the southeast corner of the Alston-Angier intersection and at the southeast corner of the Alston-Main intersection should be reduced and minimized. The turn radii used in these locations is much more consistent with a suburban street pattern than with a downtown urban street grid. Reducing the turn radius at each of these corners will allow the new roadway to shift further east towards its current eastern curb line, without impacting the historic properties at either of these corners.

Comment #15. As noted in Comment #13 and Comment #14, the eastern edge of the proposed right of way between Pettigrew Street and Morning Glory Avenue should be maintained closer to the current eastern curb of Alston Avenue. This could be achieved by eliminating the right turn lane at Angier Avenue and by reducing the turn radius at each of the Main and Angier intersections.

Comment #16. Channelization of right turn lanes should be avoided, particularly at the Angier Avenue intersection where it is currently being contemplated. While it can be argued that the pedestrian island increases pedestrian safety, channelization forces a larger turn radius and a wider street overall. These impacts on the urban environment outweigh the benefits of channelization.

Comment #17. The intersection between Wall Street and Alston Avenue should be restored. Severing this connection creates an urban cul-de-sac which, unlike its suburban counterpart, is more likely to have security concerns.

Comment #18. The intersections along Alston Avenue should be designed to the lowest possible Level of Service acceptable to the City's transportation staff for these urban intersections. Aiming for Levels of Service B and C force design decisions which have extremely negative impacts on the surrounding community. The negative impact of designing to a Level of Service D or E is more than compensated for by the gains to the urban environment and to the fabric of the neighborhood.

Comment #19. As currently designed, the proposed Alston Avenue widening appears to serve efficient movement of through traffic at the expense of the neighborhood. The roadway is designed like a mini-highway, with grade separation from the adjacent land and buildings, disconnection of some streets from Alston Avenue, excessive width and dedicated right turn lanes to facilitate exit from the roadway without slowing through traffic. All of these features encourage high speed, potentially unsafe, travel through the neighborhood, separate the road from the fabric of the neighborhood, and divide the neighborhood in half.

Comments Regarding Miscellaneous Issues

Comment #20. Worth Street on the west side of Alston Avenue (between Alston Avenue and Elm Street) should be one-way west-bound. In negotiations with the City and NCDOT prior to construction of the new HOPE VI senior citizen residential community between Worth Street and Morning Glory Avenue, the parties agreed that Worth Street would be one-way westbound, and the garbage collection driveway was constructed at an angle to the street to facilitate Public Works' collection of garbage. The direction of traffic currently proposed is opposite to this agreement among NCDOT, the HOPE VI effort and the City, and makes garbage collection from the HOPE VI development extremely difficult.

Comment #21. Assuming that the one-way direction of Worth Street on the west side of Alston Avenue is reversed based on Comment #20, the one-way direction of Franklin and Wall Streets west of Alston Avenue should also be reversed. In other words, Franklin Street between Belt and Alston should be one-way east-bound and Wall Street between Elm and Alston should be one-way west-bound.

Comment #22. Franklin Street to the east of Alston Avenue should also be one-way east-bound. The HOPE VI effort has designed the original Few Gardens site (just east of Holman between Taylor and Morning Glory) with Franklin Street serving as a major entry point into the community. Continuing the east-bound character of Franklin Street complements the design of the new community.

Comment #23. To the extent that Worth, Franklin and Wall Streets are converted to one-way streets, the new streets should be narrowed within the rights of way to permit construction of a sidewalk along at least one side of the street. This was already done by the HOPE VI revitalization effort along Worth Street between Alston Avenue and Elm Street. If there is only space within the right of way for sidewalk on one side of the street, we recommend that the sidewalk be introduced along the south side of Worth, Franklin and Wall Streets.

Comment #24. The Alston Avenue widening effort should include sufficient budget capacity to heavily landscape the new Alston Avenue corridor with street trees. This should include street trees along both sides of the road. The street trees should be located either between the curb and sidewalk or outside the sidewalk, as appropriate to the location.

Comment #25. The Alston Avenue widening effort should include sufficient budget capacity to heavily landscape the median with bushes and shrubs, not just grass or groundcovers. We recognize that under current NCDOT rules, the state is not permitted to plant even small ornamental trees in the median without significantly widening the median. Given the concern regarding the overall width of the roadway, we would not recommend widening the median unless it can be done without further negative impact to the neighborhood. If NCDOT rules change to permit it within the existing median width, we would recommend planting of ornamental trees in the median.

Comment #26. The taper and storage capacity of the left turn lanes should be minimized to increase the portion of median with sufficient width to permit landscaping. As currently designed, the landscaped median comprises significantly less than half of the length of the

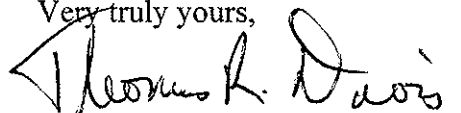
Alston Avenue project corridor. Please provide the linear footage of median which can be landscaped with bushes and shrubs, relative to the total linear footage of median. This proportion should be significantly increased.

We appreciate the opportunity to provide these comments to NCDOT with respect to the widening of Alston Avenue. We firmly believe that, if properly designed, the widening of Alston Avenue would enhance and support the Federal, state and local efforts to revitalize this community through the HOPE VI program. Such a design would be driven by an image of an urban boulevard, with a relatively narrow pavement width, integrated traffic calming measures such as right turns from within the primary travel lanes, and a heavily landscaped median. While NCDOT makes reference to the landscaped median and other features of the proposed Alston Avenue, the actual design is much more consistent with a suburban road designed to facilitate through-movement of traffic than with an urban boulevard.

As designed, we are very concerned that the widening of Alston Avenue will create an unsafe environment for pedestrians and will divide the community into two halves. These impacts will work counter to the federally-funded, state-funded and locally-funded efforts to knit this community into a more cohesive pedestrian-oriented neighborhood. While we would very much support a community-sensitive widening of Alston Avenue, we do not feel that the current design is such a project. We strongly recommend that NCDOT 1) reconsider the targeted levels of vehicular service at intersections and adopt the level of service standards recommended by the City of Durham transportation staff, 2) eliminate virtually all of the right turn lanes within the project area, 3) minimize the width and westward shift of the right of way, and 4) maximize the landscaping potential of the median. These discrete changes to the design would have a profound effect on the quality of the roadway and on its ability to support, rather than undermine, the other governmental efforts in this community.

Thank you again for your consideration of these comments. We would very much appreciate receiving a copy of the post-hearing meeting minutes at which these and other comments were reviewed by NCDOT staff. Please don't hesitate to contact me if you have any questions regarding these comments.

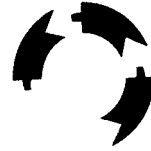
Very truly yours,



Thomas R. Davis
Senior Project Manager and
Associate General Counsel

Enclosures

cc: Mark Ahrendsen (City of Durham)
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization
Harrison Shannon (Durham Housing Authority)



The **Community Builders, Inc.**

95 Berkeley Street, 5th Floor
Boston, MA 02116-6240

617 695-9595

main fax 617 695-9805

development fax 617 695-9205

finance fax 617 695-9001

human services fax 617 695-9205

legal fax 617 695-9483

TDD 800 545-1833 x183

www.tcbinc.org

December 7, 2006

Commissioner Ellen Reckhow
Durham County
200 East Main Street
2nd Floor, Old Courthouse
Durham, NC 27701

RE: NC-55 Alston Avenue Widening, TIP Project U-3308

Dear Commissioner Reckhow,

Recently, the North Carolina Department of Transportation held a public hearing and requested comments regarding their plans for the widening of Alston Avenue (NC-55) through the North East Central Durham neighborhood. Enclosed for your information please find the comments which The Community Builders provided to NCDOT in response to their presentation. The Community Builders has been working closely with the City of Durham and the Durham Housing Authority to implement a comprehensive neighborhood revitalization in this neighborhood under the auspices of the HOPE VI program. The revitalization effort is designed to implement a community vision developed through an extensive participatory process in 2001, which vision emphasizes pedestrian, traditional urban neighborhood characteristics.

I am writing to you in your capacity as a member of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee. We are very concerned that the design of this project is not adequately responding to the needs of the community and of the City of Durham. On several occasions, I have provided comments on the plans based on our view of the relationship between Alston Avenue and the revitalization, and Mark Ahrendsen, City of Durham Transportation Manager, has provided comments based on the City's concerns. We are pleased that our views align well with the City's views. However, NCDOT has continued to pursue a suburban-style roadway notwithstanding these comments. We believe it is important for you to take active measures to support the City in order to ensure that the new Alston Avenue reflects local priorities.

**Albany Boston Chicago Cincinnati
Indianapolis Louisville New Haven
Pittsburgh Providence Springfield
Washington D.C.**

Patrick E. Clancy
President & Chief Executive Officer

Absent key changes regarding right turn lanes, grade separations, turn radii and acceptable intersection levels of service, the roadway will create a major divide through the center of this historically struggling neighborhood and will undermine the ongoing revitalization efforts. NCDOT has repeatedly dismissed the City's (and our) requests to eliminate right turn lanes and other design changes which would narrow the width of the right of way and create a more urban-appropriate streetscape.

I am writing to request your active participation and assistance in supporting the City of Durham staff in its efforts to get a positive response from NCDOT. It is The Community Builders' belief that, absent higher-level, political involvement, this roadway will be built with permanent and detrimental effects on this community. I hope that the copy of my comments provides some background on the specific issues that are of concern.

I appreciate your consideration of this request. With relatively discrete changes in design, Alston Avenue could be a handsome urban corridor and a great benefit to the City and to the revitalization of North East Central Durham. Absent those revisions, however, it will be a high-speed, traffic through-way which divides the neighborhood in half and introduces a dangerous, anti-pedestrian barrier. It is my hope that with your help, NCDOT could be persuaded to build a roadway of which we can all be proud. Please don't hesitate to contact me if you have any questions or if I can be of any assistance.

Very Truly Yours,



Thomas R. Davis
Senior Project Manager

Enclosures

cc: Mark Ahrendsen
Partrick Baker
Terrance Gerald

MEMORANDUM

**TO: Transportation Advisory Committee
DCHC MPO**

FROM: DCHC MPO Lead Planning Agency

DATE: January 10, 2007

**SUBJECT: 2030 LRTP Amendment and Air Quality Conformity Analysis and
Determination Report**

Amended Projects in 2030 LRTP

The MPO staff has worked with state and federal agencies to identify the projects in the 2030 LRTP that need to be amended in order to meet air quality conformity requirements. These projects include those in which the project completion date has been delayed and based on the delay will not meet the air quality year designated in the 2030 LRTP. The funding constraints of the FY 2007-2013 Transportation Improvement Program (TIP) and policy changes, such as the delay of the TTA Phase I Rail System and the proposed tolling of the Triangle Parkway, have caused the completion delays. The proposed project amendments include:

1. TW Alexander Drive (U-3309): Change AQ year from 2010 to 2020.
2. Hillandale Road (U-3804): Change project description; and, change AQ year from 2009 to 2020.
3. NC 147 – Triangle Parkway (U-4763): Change AQ year from 2020 to 2010.
4. NC 55 – Alston Avenue (U-3308): Change AQ year from 2010 to 2020.
5. Smith Level Road (U-2803): Change AQ year from 2010 to 2020.
6. South Columbia Street (U-0624): Change AQ year from 2010 to 2020.
7. Weaver Dairy Road (U-3306): Change AQ year from 2010 to 2020.
8. TTA Phase I Rail System: Change AQ year from 2010 to 2020.

Amended 2030 LRTP and Conformity Report

The DCHC MPO will need to complete a public review process and adopt two documents:

1. The 2030 LRTP amendment; and,
2. The corresponding Air Quality Conformity Analysis and Determination Report.

The 2030 LRTP amendment will be a short document that lists the proposed project amendments, and will not require changes to other sections of the LRTP such as the financial plan or goals and objectives. The AQ Conformity Analysis and Determination Report will be similar to the currently adopted Report - it will compare emission budgets and estimated emissions.

Schedule

MPO staff and the interagency committee of state and federal agencies have determined that a concurrent review and adoption of the 2030 LRTP Amendment and Air Quality Conformity Analysis and Determination Report will be the most efficient and effective process for completing this task. As a result, staff has drafted the following schedule:

- February 28, 2007 – TCC review and forward amended 2030 LRTP and Air Quality Conformity Analysis and Determination Report to the TAC.
- March 14, 2007 – TAC review and release amended 2030 LRTP and Air Quality Conformity Analysis and Determination Report for 42-day public comment period.
- April 11, 2007 – TAC conduct public hearing.
- May 9, 2007 – TAC adopts 2030 LRTP and Air Quality Conformity Analysis and Determination Report and forward to appropriate state and federal agencies.

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: January 10, 2007

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

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

- ✓ Draft schedule – August 2006
- Release SE Data for public comment – January 2007

There are two principal elements of the socio-economic data (SE Data) that is input into the Triangle Regional Model (TRM). The 2005 Base Year data collection of population and employment data has been completed. The 2035 Forecast for population and employment data has been drafted and the detailed process of checking the data has begun. TAC received a preliminary review of the SE Data at their November 8, 2006 meeting. The TAC will receive the draft SE Data at their January 10, 2007 meeting and be asked to release that information for a 42-day public comment period. The original 2035 LRTP schedule designates the December 13, 2006 TAC meeting for release of the SE Data. This schedule change will not affect the 2035 LRTP schedule or the subsequent tasks such as the Deficiency Analysis and travel model efforts.

The efforts to reexamine the role of transit in the Triangle will affect the 2035 LRTP task to develop goals and objectives. The Transit Blueprint, the advisory committee and the public involvement effort to develop a transit vision are tasks that will need to be coordinated with the 2035 LRTP goals and objectives.

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 completed
- ✓ Preliminary results reviewed by stakeholders
- ✓ Draft report released – comments provided to consultant
- Final report – end of January

Travel Time Survey/Speed Study

- ✓ Consultant has been selected for the survey.
- ✓ Scoping and contract negotiations completed.
- ✓ Field reconnaissance and data collection – in progress.
- Survey in progress

GIS/Data Integration and Automation

- ✓ Issue RFQ – September 11, 2006
- ✓ Non-mandatory pre-proposal conference – September 25, 2006
- ✓ Receive written proposals – October 15, 2006
- ✓ Consultant short list by October 23-27, 2006
- ✓ Consultant short list interviews/references check and city issues Notice of Intent to Award a Contract by October 30-November 13, 2006
- Contract negotiation underway
- Council approves contract – February 19, 2007
- City issues contract – February 19, 2007
- Notice to proceed – February 19, 2007

Land-use Model development

- ✓ Issue RFQ – August 7, 2006
- ✓ Pre-proposal conference – August 29, 2006
- ✓ Receive written proposals – September 8, 2006
- ✓ Consultant short list – September 13-22, 2006
- ✓ Consultant short list interviews/references check and City issues notice of intent to award a contract – September 25-29, 2006
- Contract negotiation underway
- Council approves contract
- City issues contract
- Notice to proceed
- Consultant submits phase 1 of model including files, model products, and documentation and deliverables – December 2, 2007
- Consultant submits phase 2 of model including files, model products, and documentation and final deliverables – December 15, 2008

Non-Motorized Model development

- ✓ Issue RFQ – August 21, 2006

- ✓ Non-mandatory pre-proposal conference – September 6, 2006
- ✓ Receive written proposals – September 21, 2006
- ✓ Consultant short list – September 25-29, 2006
- ✓ Consultant short list interviews/references check and City issues notice of intent to award a contract – October 2-6, 2006
- Contract negotiation underway
- Council approves contract – December 18, 2006
- City issues contract – December 29, 2006
- Notice to proceed – January 3, 2007

ITS Deployment Plan

- Two Triangle regional stakeholder coordination meetings held.
- ✓ Update of ITS short range strategies for the 2007-2013 TIP.
- Update of 2007-2010 ITS project – December 2006

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

7-Year Transportation Demand Management Program

- ✓ Contract awarded to UrbanTrans Consultants – September 2006
- ✓ Kick-off meeting – October 23, 2006
- ✓ Stakeholder Involvement – November 30, 2006
- ✓ TDM Program Analysis – November 30, 2006
- ✓ Assessment of Local Growth Management Strategies – November 30, 2006
- Market Analysis – January 3, 2007
- TDM Investment Scenario Development and Analysis – February 2, 2007
- Draft Recommendations – February 28, 2007
- Final Report – April 30, 2007

Regional Transit Infrastructure Blueprint

- ✓ Establish and convene sponsors and partners teams, agree on detailed task list, responsibilities, products, begin infrastructure and corridor descriptions; begin investment principles - summer 2006
- Finish corridor and infrastructure descriptions; finalize principles fall 2006
- Begin land use, travel and cost analysis - winter 2006
- Finish land use, travel, cost analysis - spring 2007

- Conclude work, issue Blueprint, implement tracking mechanism - summer 2007

Chapel Hill/Carrboro/UNC Long Range Transit Plan

Coordinated Human Services Transportation Plan (JARC/New Freedom)

- ✓ Convene Project Planning Team – Completed by September 15
- ✓ Inventory of available human services transportation and public transportation - Completed by October 15
- ✓ 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. – First stakeholder meeting to be held November 1, Draft assessment to be completed by December 1
- ✓ Prioritize the gaps in service and the areas of redundant services. Identify key performance criteria for evaluating actions/strategies to address the priorities. - Stakeholder meeting to be held December 14
- Prepare a draft plan document. - Draft plan to be presented to TCC Transit/TDM Subcommittee and the TCC meetings in January
- Report on the stakeholder workshops and identified needs – January TCC/February TAC
- Final plan - February TCC/March TAC meeting

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.
- ✓ Criteria Air Pollutant (CAP) Analysis anticipated to be completed in September 2006.
- Identify GHG target and model reduction targets anticipated to be completed in December 2006.

- Formulate Action Plan anticipated to be completed in January 2007.
- Recommend reduction targets, strategies and action plan anticipated to be done by January 2007.
- Draft Report likely to be done in January 2007.
- Final Plan anticipated to be finalized in February 2007.
- Plan Adoption (Carrboro, Chapel Hill, Durham City, Durham County, Orange County and TAC) anticipated occurring during the months of February 2006 and March 2007.

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 spring 2007.
- Level of Service analysis anticipated to be completed by spring 2007.
- Development of CMS performance measures and guidelines likely to be completed in January 2007.
- Evaluation of congestion management strategies and development of cost-effective mitigation measures expected to be done by spring 2007.
- Draft CMS State of System Report likely to be done in summer 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 I (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 December 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 2007.

Update of the MPO Public Involvement Policy

- ✓ Draft to be ready for August 2006 TAC meeting.
- ✓ Adopted – October 2006 TAC meeting

MPO Expansion for the next LRTP Update

- ✓ Initiated dialogue with Person County, Granville County, Butner, Roxboro and Pittsboro – July 2006
- ✓ Met with governing bodies of these jurisdictions – September 2006
- 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
- Second public meeting – January 30, 2007

NCDOT PROJECTS UNDER CONSTRUCTION IN DURHAM COUNTY - 1/3/2007

County	TIP #	Route	Location Description	Contract Amount	Length	Contractor Name	Resident Engineer	RE Ph. #	Contract Completion	Scheduled Progress	Actual Progress	Estimated Completion
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%	91.8%	3/31/2007
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	100%	94.1%	2/15/2007
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	100%	70.7%	1/15/2007
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	99.5%	94.1%	1/31/2007
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	98.8%	98.6%	1/31/2007
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	89.5%	92.5%	08/01/2007
Durham	U-2055C/H/I	GARRETT ROAD	WIDENING GARRETT RD AT INTERSECTIONS OF TROTTER RIDGE, COLORADO, SWARTHMORE	\$ 743,997.00		Triangle Grading and Paving	Aaron V. Earwood, PE	(919) 560-6857	6/30/2007			
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	\$ 35,467,891.08	6.363 miles	C C Mangum Company LLC	Phillip R. Johnson, PE, PLS	(919) 733-9499	11/1/2009			

NCDOT PROJECTS FOR LET NEXT 12 MONTHS IN DURHAM COUNTY - 1/3/2007

County	TIP #	Route	Location Description	Contract Estimate	Length	Contact Engineer	Phone #	Contract Let Date
DURHAM	RESURFACING	SECONDARY	21 SECTIONS OF SECONDARY ROADS		18.9 miles	T. JOHNSON	(919) 560-6854	1/16/2007
DURHAM	U-4010	NC 98	WIDENING OF NC 98 (HOLLOWAY ST) FROM EAST OF US 70 TO EAST OF JUNCTION ROAD	\$ 3,200,000.00	0.369 miles	J. MOORE	(919) 250-4016	4/17/2007
DURHAM	U-4410DB	HOPSON ROAD	NEW ALIGNMENT OF HOPSON ROAD FROM NC-55 TO LOUIS STEPHENS DRIVE	\$ 3,800,000.00	0.587 miles	C. HAIRE	(919) 250-4016	6/19/2007
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	\$ 18,500,000.00	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: <https://apps.dot.state.nc.us/traffictravel/progloc/>

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHMPO 1/3/2007 Attachment 13

Orange	31393	NC 86 @ Cameron St.	Upgrade signal heads, replace existing pedestrian signal heads with countdown heads and install mast arms	100,000.00	Revised contract advertisement TBD
Orange	31914	NC 86 @ Rosemary St.	Upgrade signal heads, install a protected/permitted left turn phase for NC 86 and install 2 metal strain poles	85,000.00	Aded funding for Rev. Compl. 3/31/07
Orange	35009.3.2 4008	U- US 15-501 & SR1734 (Erwin Rd.)	Grading, drainage, paving and intersection improvements (Super Street)	4,989,838.30	Const. underway for completion 10/31/07
Orange	36945	SR 1010 (Franklin St.) @ Mallette St.	Upgrade traffic signal and install pedestrian signal heads	110,000.00	Plans revisions by TEB pending due to "Streetscape"
Orange	37708	SR 1733 (Weaver Dairy Rd.) @ Sedgefield Dr.	Construct left turn lane	150,000.00	R/W easements w/ special provisions rec'd. from Town 12/18/06
Orange	40553	SR 1777 (Homestead Rd.)	Widening for sidewalks and bikeways from SR 1834 (High School Road) to SR 1729 (Rogers Road) and a turn lane at SR 1834	650,000.00	FA const. for turn lane compl. w/ signal @ SR 1834 operating 12/18/06; Contract from Camden Rd. to Rogers Rd. in 2007
Orange	40955	SR 1734 (Erwin Rd) @ Sage Rd.	Install a traffic signal with pedestrian signals	65,000.00	Plans received; materials ordered; Compl. by 1/31/07
Orange	41026.3	NC 54 @ SR 1952 (White Cross Road)	Construct a left turn lane	173,000.00	District to design for FA construction
Orange	41059	SR 1727 (Eubanks Rd.) @ SR 1725 (Millhouse Rd.)	Install a traffic signal	30,000.00	Municipal Agreement with Town of Chapel Hill; construction underway
Orange	41096	NC 54 @ SR 2016 (Southern Drive)	Construct a left turn lane on NC 54 westbound	140,000.00	District design for FA const.
Orange	41291	SR 1772 (Greensboro Street) and SR 1780 (Estes Drive)	BOT	20,000.00	B.O.T. app. 12/7/06
Orange	7CR.10681.5	Varied	Resurface 3 sections of US 15-501; 7 sections of NC 54; 1 section of NC 751 and 8 sections of secondary roads		ST Wooten Corp. Avail. 5/1/07 Compl. 10/1/07

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC WFO TIP # 07 Attachment 13

NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST					
County	TIP #	Route	Location Description	TIP Est.	Est. Let Date
Orange	SI-4807 40249.3.1	SR 1548 (Schley Rd.) @ SR 1538 (New Sharon Church Rd.)	Install center islands with stop signs on SR 1538	60,000.00	Plan revisions for FA const. -rev. compl. 10/07
Orange	SF-4907A 40740.1	SR 1567 (Pleasant Green Rd.) @ SR 1569 (Cole Mill Rd.)	Improve sight distance	25,000.00	FA const. pending approval of Final TIP
Orange	SS-4907A 40715.3	NC 86 @ Cameron St.	Install pedestrian signal heads across the east side of Cameron St.; upgrade vehicular signal heads to 12"	24,000.00	UNC-CH has upgraded vehicular signal heads; phasing plan pending to compl. ped heads by 7/07
Orange/ Chatham	R-0942CA	US 15-501	Widen to multi-lane roadway from North of Co. line to South of SR 1994 (Culbreth Rd.)	95,000.00	Contract Complete; signal installation @ Dogwood Acres Dr. by DOT pending TEB design

FOR IMMEDIATE RELEASE

Contact: Communications Office, (919) 733-2522

December 29, 2006

Secretary Tippett announces new state highway administrator

RALEIGH — State Transportation Secretary Lyndo Tippett today announced that a 37-year employee of the N.C. Department of Transportation has been named the new state highway administrator.

Bill Rosser, who previously served as director of field operations, assumes his new duties Jan. 1, 2007. Rosser replaces Len Sanderson, who is retiring at the end of this year.

“Bill brings a wealth of knowledge, skill and experience to this important role within the department,” Tippett said. “He knows highway construction and maintenance in and out, and he will be evaluating and implementing needed change in project delivery and oversight.”

The state highway administrator oversees road and bridge construction, maintenance and repair; equipment and materials; roadside environmental efforts including litter control and highway beautification; right-of-way acquisition; environmental analyses for projects; and both the computerized Travel Information System and 511 toll-free information line for citizens to get current highway conditions. The Division of Highways has more than 10,000 employees.

Rosser joined NCDOT in August 1969 as an engineer in training. He has served in a number of positions through the years including district engineer, head of highway maintenance and division engineer for field divisions 6 and 8. Rosser was named director of field operations in December 2003.

A Lee County native, Rosser graduated from N.C. State University with a bachelor of science degree in civil engineering and a masters in transportation engineering.

*****NCDOT*****

Published: Dec 16, 2006 12:30 AM

Modified: Dec 16, 2006 03:12 AM

3 rebuked for road failures

The transportation secretary issues written warnings, saying that the public's trust must be regained

BRUCE SICELOFF AND TOBY COLEMAN, Staff Writers

State Transportation Secretary Lyndo Tippett said Friday that three department administrators were reprimanded for their involvement in the failed Interstate 40 widening project in Durham County that will require an estimated \$18.6 million repair.

In a six-page report to the state Board of Transportation, Tippett identified 10 present and former Department of Transportation engineers and administrators who played key roles in planning, designing and building the 10.6-mile Durham County project, which was finished in 2004. Three of the 10 were singled out for the only disciplinary actions DOT has announced.

"The result of these errors has created a decrease in public confidence and trust in the Department," Tippett wrote in a memo. "Accountability for the errors is essential to re-establishing the public confidence and the integrity of the Department."

DOT issues written warnings to tell employees about improvements they must make to correct inadequate job performance. Warning letters were issued to:

* Victor Barbour, state project services engineer, who oversees the preparation of road construction plans and contracts. DOT engineers omitted crucial paving instructions from the plans and contract, an oversight that caused concrete pavement to begin crumbling within a year after it was applied. His salary is \$105,872.

* Tracy Parrott, construction engineer for Durham and six other counties, responsible for overseeing DOT road-building projects. His salary is \$87,281.

* Wiley W. Jones III, now state pavement construction engineer. Before he was promoted to this position, Jones was the engineer in charge of the I-40 widening project, responsible for making sure the contractor performed the work according to the contract. His salary is \$75,024.

Tippett's report also noted that Len Sanderson, the state's chief road builder, had announced his retirement as state highway administrator last month, shortly after he delivered a report detailing mistakes and other factors that contributed to the I-40 concrete failure.

DOT pavement design officials decided in 1999 to use a process called concrete bonded overlay to apply a 3-inch pavement layer on top of I-40's original concrete lanes between U.S. 15-501 in Chapel Hill and N.C. 147 in Research Triangle Park.

To make sure the new concrete formed a strong bond with the old, they should have specified expansion joints approximately every 20 feet, sliced at least 3 inches deep so the top layer could expand and contract as the weather changed from hot to cold.

But this detail was omitted from project documents. Instead, the plans included specifications copied incorrectly from another project that used a different paving process. Tippett said the DOT engineer who prepared the I-40 plans and contracts in 2001, Bill Goodwin, is deceased.

Other factors

Besides the actions of individual employees, Tippett said there were several factors that contributed to the mistakes. DOT had little experience with the bonded overlay process, it was trying to speed up the I-40 construction schedule, and its staff was saddled with heavy workloads and high turnover.

The correct method for cutting expansion joints was discussed at a meeting with the contractor in April 2003, but Raymond Marconey, an assistant engineer who worked under Jones, failed to distribute written minutes to participants after the meeting. Marconey left DOT in September 2003. Sanderson's report said such minutes are important to help engineers and contractors keep track of issues discussed at a meeting.

To reduce the risk of such mistakes in the future, Tippett said he will consider whether some DOT roles should be shifted to private industry. DOT managers will take more care in planning "unique and innovative" projects and will spend more time inspecting construction sites, he said, while contractors will be held to higher performance standards.

"I am confident that the changes we are implementing will strengthen our program, provide better project delivery and oversight, and ensure that such a problem does not occur again," Tippett wrote.

Kenneth B. Spaulding of Durham, a member of the state Board of Transportation, said he was surprised Tippett only started talking about some of these failsafes now.

"Quite frankly, I would have thought that these priorities were already in place," he said.

He also questioned Tippett's plan to consider privatizing more road work.

"It appears to me that this priority of additional privatization is not what we taxpayers are looking for," he said. "I feel we're looking for proper departmental review and supervision."

No punishment

The warnings issued by the DOT for the mistakes do not carry any punishment, according to departmental policy. Instead, the state uses written warnings to tell workers what they must do to correct their mistake, how long they have to correct it and the consequences for making a similar error in the future.

DOT spokesman Ernie Seneca said Friday evening that he did not know what guidance the state gave the three men reprimanded for their role in the failed I-40 paving job.

None of the men disciplined was willing or available to speak Friday about I-40.

But in a November interview, Jones said he took on the role of administering the construction job after the faulty plans had been drawn.

"I don't get involved in what is included and is not included in a project prior to the contract being awarded," Jones said. "When I first got involved in the project, it was after the plans were established."

Granite Construction Co., the contractor, maintained that it performed the work as ordered but agreed in a settlement with DOT to pay for about \$3 million in preliminary repairs after the concrete began to deteriorate in 2005 and again in 2006.

Tippett said DOT is still in dispute over the responsibility of an engineering contractor, HNTB, which provided inspectors and other personnel for the I-40 project. HNTB has denied blame for the I-40 failure.

(Staff researcher Lamara Williams-Hackett contributed to this report.)

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

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Granville may be ready to join planning agency

BY WILLIAM F. WEST, The Herald-Sun
January 1, 2007 10:33 pm

OXFORD -- The Granville County Commission appears ready to join forces with the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (MPO).

The commissioners are scheduled to take up the matter at the board's regular meeting at 7 p.m. today.

The Durham-based MPO opened talks several weeks ago with a number of neighboring governments to see whether they would like to work together on traffic congestion and air pollution issues.

Commission Chairman Ron Alligood said he sees the idea "probably as a positive thing" and cited the old saying, "Rooftops follow rooftops."

"We are all kind of linked together" by Interstate 85 and the Research Triangle Park, he said.

"I think the county is certainly in favor of working with any group, regardless of what it is, to help us accomplish our goals here in Granville County," Commissioner James Lumpkins said.

The MPO, which dates back to 1980, is the body of leaders and experts who approve strategies to benefit motorists, riders, walkers and shippers in the western part of the Triangle.

The MPO has shown 2000 census data indicating that more than 4,600 Granville County residents worked in Durham County.

Granville County Manager Brian Alligood said that the seven-man commission directed Commissioners Pete Averette and Hubert Gooch and county staff to meet with the MPO and that the county's transportation planner, Scottie Wilkins, attend MPO meetings.

Brian Alligood said he is going to recommend notifying the MPO that the county is interested in becoming a member should the MPO expand its planning area in the future.

Also tonight, the County Commission is scheduled to hear information about a future Emergency Medical Services (EMS) facility.

The facility is proposed to be built at the Wilton community in the southeastern part of the county, where sprawl is coming from neighboring Wake County.

Brian Alligood said plans call for a 3,000-square-foot building adjacent to Wilton Elementary School along N.C. 96.

The cost of the project is expected to be \$460,000, he said.

Public documents say the plan would provide enclosed parking for two emergency service vehicles and living quarters for EMS staff, plus a community meeting room, a satellite office for the Sheriff's Department and an emergency power generator.

The plan is to have a bid package ready for pricing in early February.

In other business, the County Commission is scheduled to hear information about a proposed sports pavilion at Granville Athletic Park at Jonesland Environmental Preserve.

The park is along Belltown Road southwest of Oxford and near the Interstate 85/U.S. 15 interchange.

The park was dedicated in May 2004 after almost becoming a hazardous waste incinerator for North Carolina and six other southeastern states.

The park is now undergoing an expansion, and plans call for building an open-sided structure covering a basketball court, with retractable backboards and a walking track.

The frame would be designed to accommodate side walls should the county want to do an enclosure in the future.

The construction budget allows \$234,375 for the athletic area and \$67,000 for restrooms and accessory areas.

The plan is to have bid packaging ready for pricing in March.

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Published: Dec 30, 2006 12:30 AM
Modified: Dec 30, 2006 03:31 AM

Chapel Hill road upgrades planned But the town requests a delay, in hope of getting its traffic light system renovated first

JESSE JAMES DECONTO, Staff Writer

CHAPEL HILL - It may be five years away, but survey crews are already staking sections of Weaver Dairy Road for a major road construction project.

The N.C. Department of Transportation plans to spend at least \$15 million to:

- * Install a traffic island along Weaver Dairy Road near Martin Luther King Jr. Boulevard;
- * Realign Weaver Dairy with Sage Road at Erwin Road; and
- * Add turn lanes, sidewalks and bike lanes along the entire 2.7-mile stretch between MLK Boulevard and Erwin Road.

Construction is scheduled to begin in 2009, but the town of Chapel Hill has asked the DOT to delay it. The town would prefer to use \$4.5 million out of the state's Weaver Dairy Road construction budget to upgrade traffic signals all over town. The state would then have to replace the funding in 2011.

Town traffic engineer Kumar Neppalli said current technology could move traffic more efficiently if the town first replaced the copper wires connecting its traffic signal system with fiber-optic cables. The town also wants to upgrade its signal control systems and add sensors in the pavement to prompt lights to change when traffic backs up.

"With the existing system, we cannot do that," Neppalli said.

The traffic signal project would cost about \$5 million. Since the state owns about 90 out of 100 traffic lights maintained by the town in both Chapel Hill and Carrboro, the town is asking the state to pay 90 percent of the cost.

In requesting the switch, Mayor Kevin Foy urged the state to move forward with purchasing the right of way but to delay the construction on Weaver Dairy Road. The town has not yet heard a formal response.

Weaver Dairy Road east of MLK Boulevard is one of the busiest roads in Chapel Hill, with daily traffic counts near 35,000 vehicles, according to the town's most recent "mobility report card" in 2002.

Realigning Weaver Dairy with Sage Road will provide a more direct route from MLK Boulevard to U.S. 15-501. The existing Weaver Dairy Road will remain and will intersect with the new road at a three-way roundabout.

The Sage Road connection will require purchasing 80 to 110 feet of new right of way for a 600-foot stretch east of Arcadia Creek Trail. The new road will run across mostly open land, but one house probably will have to be removed.

"No one lives in it," said the owner, Carolyn Spinks, who has lived in another house on the property for 36 years. "We use it for storage."

The traffic island on the other end of Weaver Dairy will keep drivers from turning left into or out of Perkins Drive and driveways near the Timberlyne and Chapel Hill North shopping centers. The median would have a gap for Kingston Drive just east of Timberlyne.

The Montessori school will lose its left-turn access because of the new median.

To fit the traffic island, along with the bike lanes and additional sidewalks along Weaver Dairy Road, the state plans to purchase a swath about 30 feet wide along the northern edge of the road from MLK Boulevard past Kingston Drive.

East of there, the road will remain two lanes wide but will still require adding five to 35 feet of right-of-way in places to make room for new turn lanes and sidewalks.

Staff writer Jesse James DeConto can be reached at 932-8760 or jdeconto@newsobserver.com.

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Court of Appeals rejects county's challenge to DOT

BY RAY GRONBERG, The Herald-Sun
January 3, 2007 10:05 am

DURHAM -- The N.C. Court of Appeals has rejected a challenge by Durham County to the authority of the N.C. Department of Transportation, ruling that the county can't rely on its "sovereign immunity" to fend off eminent-domain lawsuits filed by the state agency.

Tuesday's decision came in a two-year-old case that began when DOT used its condemnation powers to obtain a series of construction easements along U.S. 15-501 where it crosses New Hope Creek.

County officials tried to block the acquisition because it acquired the land involved to protect the creek. In court, they argued that DOT lacked the authority to take county property, and that their state-granted immunity against most lawsuits should further block the agency's attempts to seize the easements by going to court.

A three-judge panel of the Court of Appeals disagreed, at least with the immunity claim, and held that the state's powers override the limited authority legislators have given county governments.

"Our research reveals no case in which a county has been able to assert sovereign immunity against the state, which is the sovereign itself," the panel said in an opinion authored by Judge Robin Hudson, who was elected last fall to a seat on the N.C. Supreme Court. "Because the counties derive their sovereign immunity and all other powers and authority from the state, we conclude that the counties' sovereign immunity cannot be superior to that of the state."

Judges James Wynn and Linda Stephens joined Hudson's opinion. Stephens lost a re-election bid in November. All three of the judges who were on the panel are Democrats.

County officials immediately said they will ask the state Supreme Court to review Tuesday's ruling.

"We believe [the appeals decision is] contrary to a lot of existing precedent," said Curtis Massey, the assistant county attorney who's been handling the case.

Lawyers from the state attorney general's office, however, argued in court filings that Durham officials had based their arguments on a number of cases that addressed the ability of cities and towns to condemn each other's land, not the state's authority relative to subordinate units of government.

Massey also said county officials don't believe the Court of Appeals addressed the fundamental point of whether DOT can condemn a county's property.

DOT's enabling statute, however, says the agency is "vested with the power to acquire" through purchase, donation or condemnation any land it deems "necessary and suitable for road construction."

Less than an acre of property is involved in the disputed purchase attempt, but the county is contesting it because it acquired the land in the course of implementing the New Hope Corridor Open Space Master Plan. Money from the N.C. Clean Water Management Trust Fund subsidized some of the purchases.

Massey said county commissioners have given the attorney's office permission to pursue any appeals it deems necessary.

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