

Member Governments

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

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

AGENDA

**January 24, 2007
9:00 a.m.**

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

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

ACTION ITEMS

**4. Approval of December 20, 2006 TCC Meeting Minutes
(Attachment 4)**

A copy of the December 20, 2006 minutes is enclosed as Attachment 4.

TCC Action: Approve minutes of the December 20, 2006 TCC meeting.

**5. FFY 2007 Congestion Mitigation Air Quality (CMAQ) Funds
(Attachment 5)**

**Felix Nwoko, LPA Staff
Ellen Beckmann, LPA Staff**

FFY 2007 CMAQ funds used for transit projects must be transferred from the Federal Highway Administration to the Federal Transit Administration. This request applies to projects C-4927 (DATA hybrid bus purchases), C-4930 (Chapel Hill Transit hybrid bus purchases), C-4931 (Carrboro, Chapel Hill, and UNC shared rider feeder service), and C-4932 (Orange County park and ride lot). A letter requesting the transfer is Attachment 5.

NCDOT has reported that FTA has informed them that, under the aegis of the Continuing Resolution for FFY07 partial appropriations, FTA does not intend to transfer any CMAQ funds between FHWA and FTA. This issue will hopefully be addressed by the new Congress. However, in the meantime, our request to transfer the funds will not be completed. For this reason, the MPO's letter asks the transfer to be made as soon as FTA and FHWA are authorized to do so.

TCC Action: Recommend that the TAC request that FHWA transfer the FFY 2007 CMAQ funds to FTA for projects C-4927, C-4930, C-4931, and C-4932.

6. Coordinated Public Transit – Human Services Transportation Plan **(Attachment 6, 6A, 6B)**

Ellen Beckmann, LPA Staff

John Tallmadge, TTA

As required by the FTA, the Coordinated Public Transit - Human Services Transportation Plan will guide the selection and funding of future Job Access/Reverse Commute and New Freedom projects. The DCHC MPO has contracted with the Triangle Transit Authority to create this plan. Attachment 6 is a memo from TTA regarding the status of the plan. Two stakeholder workshops were held in November and December 2006 to create a list of high priority needs (Attachment 6A). The planning process and results of these two workshops will be presented to the TCC. The project planning team is currently using the results of these workshops to create project selection criteria. Attachment 6B is a draft plan.

TCC Action: Review the results of the stakeholder workshops. Provide input regarding the creation of the project selection criteria.

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

Andy Henry, LPA Staff

At their January 10, 2007 meeting, the TAC approved the release of the Socio-economic Data (SE Data) for the 2035 Long Range Transportation Plan for a 42-day public comment period. As part of the public input process for the SE Data, five public workshops have been scheduled, including:

- Chapel Hill Public Library, 2/1, 5PM to 8PM;
- Jordan High School, 2/6, 6:30PM to 8:30PM;
- Durham County Central Library, 2/8, 4PM to 7PM;
- Northern High School, 2/13, 6:30PM to 8:30PM (not confirmed, yet);
- Town of Hillsborough, 2/22, 4PM to 7PM.

In addition, the Town Councils of Chapel Hill and Hillsborough have reviewed and approved their local data.

The SE Data is one of several important, interrelated tasks in the process to develop and adopt an updated long range transportation plan, i.e., 2035 LRTP. In 2005, the MPO established a TCC subcommittee for the LRTP but this subcommittee has not had cause to convene yet. Staff will provide an update on the SE Data and LRTP process, and recommend that the LRTP subcommittee meet. Attachment 7 is a summary schedule of the 2035 LRTP process.

TCC Action: Refer review of the SE Data to the TCC LRTP Subcommittee.

8. DCHC MPO Metropolitan Area Boundary Expansion **(Attachment 8)**

Felix Nwoko, LPA Staff

Ellen Beckmann, LPA Staff

The TAC requested that LPA staff investigate the possibility of expanding the MPO's Metropolitan Area Boundary (MAB) early in the development of the 2035 Long Range Transportation Plan. LPA staff sent a letter to Butner, Stem, Granville County, Roxboro, Person County, and Pittsboro in July 2006 soliciting their interest in becoming members of the MPO. All of the jurisdictions were interested in receiving more information about the MPO and three presentations to the aforementioned jurisdictions were given in September 2006. MAB expansion into Orange County and Chatham County will also be considered by the MPO.

The LPA has received letters of interest from Granville County and Person County. Butner, Stem, and Roxboro have expressed an interest in joining the DCHC MPO and the LPA expects to receive an official letter shortly. Pittsboro responded that they were not interested in joining the DCHC MPO at this time. The DCHC MPO, the LPA and the TCC need to discuss expansion opportunities and bring this to the TAC at a future meeting. Attachment 8 is a memo describing the MAB expansion process.

MAB expansion would require a revised Memorandum of Understanding (MOU). The DCHC MPO MOU needs to be revised to comply with recent state and federal legislation. These changes will occur simultaneous with the possible MPO expansion. If the MPO does not choose to expand, the MOU will still need to be revised to reflect these legislative changes.

TCC Action: Receive an update on the potential MAB expansion and refer this issue and the necessary MOU revisions to the TCC Administrative Subcommittee.

9. 2007-2008 Unified Planning Work Program (UPWP)
(Attachment 9)

Felix Nwoko, LPA Staff
Ellen Beckmann, LPA Staff

Development of the 2007-2008 Unified Planning Work Program (UPWP) will begin shortly. The draft schedule for the development of the 2007-2008 UPWP is presented in Attachment 9. The schedule will be finalized as soon as the Public Transportation Division (PTD) provides the MPO with transit UPWP allocations and deadline for submitting transit element of the UPWP to the Division.

TCC Action: Receive schedule for development of the 2007-2008 UPWP. Refer to TCC UPWP Subcommittee.

10. US 15-501 Memorandum of Agreement (MOA)
Andy Henry, LPA Staff

The TAC approved the "Memorandum of Agreement Regarding the US 15-501 Transit Corridor" at their meeting on September 13, 2006. Subsequently, the Durham City Council and Durham Board of County Commissioners provided authority to their respective managers to execute the Memorandum of Agreement (MOA) at their meetings on January 2, 2007 and December 18, 2006, respectively. Full execution of the US 15-501 MOA is pending approval from the Chapel Hill Town Council.

TCC Action: Receive update on the US 15-501 MOA.

REPORTS FROM STAFF:

11. Reports from Staff

(Attachment 11)

Felix Nwoko, LPA Staff

TCC Action: Receive Report from staff

12. Report from the Chair

Mark Ahrendsen, TCC Chair

TCC Action: Receive Report from TCC Chair

13. NCDOT Report

(Attachment 13)

Wally Bowman, Division 5 – NCDOT

Mike Mills, Division 7 – NCDOT

INFORMATIONAL ITEMS

14. Recent News Articles and Updates

(Attachment 14)

PENDING ITEMS

Adjourn

Next meeting: February 28, 2007

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TECHNICAL COORDINATING COMMITTEE

December 20, 2006

MINUTES OF MEETING

- *Mark Ahrendsen City of Durham/Transportation (TCC Chair)
- *Ellen Beckmann City of Durham/Transportation
- *Anna Biton Town of Chapel Hill
- *David Bonk Town of Chapel Hill (TCC Vice Chair)
- *Wally Bowman NCDOT – Division 5 Engineer
- *Stan Buff NCDOT – Division 7 Engineer
- *Andy Henry City of Durham/Transportation
- *John Hodges Copple Triangle J COG
- *Denese Lavender NCDOT – PTD
- *Karen Lincoln Orange County Planning
- *Dale McKeel Town of Carrboro
- Jeff Dayton HNTB Corporation
- Brian Rhodes City of Durham/Transportation
- Jill Stark FHWA
- Chao Wang City of Durham/Transportation
- *Voting Member

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

Preliminaries:

Adjustments to the Agenda

There were no adjustments to the agenda.

Public Comments

There were no public comments.

Action Items:

Approval of November 22, 2006 TCC Meeting Minutes (Attachment 4)

A motion was made by David Bonk and seconded by Wally Bowman to approve the November 22, 2006 TCC Meeting Minutes. The motion carried unanimously.

33 **Southwest Durham Southeast Chapel Hill Collector Street Plan (Attachments 5, 5A,**
34 **5B)**

35 Andy Henry provided an update on the Southwest Durham Southeast Chapel Hill
36 Collector Street Plan, along with the attachments. Staff made three adjustments which
37 have been reviewed at prior meetings. 1) Instead of using the service road, a collector
38 street runs straight to NC-54; 2) A piece of a collector street that went south of Cleora
39 Drive was removed; and 3) The collector street that goes east-west was shifted to go up
40 Crescent Drive and across on Rutgers Place. This was presented to the TAC in
41 December.

42 A resolution from the Town of Chapel Hill was also presented to the TAC. David
43 Bonk stated that the resolution includes a number of provisions that the Town of Chapel
44 Hill Council wanted to introduce into discussion. The prime element of the resolution
45 has to do with the preference of the Town to recognize that, based on the request to
46 realign Southwest Durham Drive onto George King Road between Ephesus Church Road
47 and some point north of the crossing of the Corps of Engineers property and based on the
48 continuous route from Ephesus Church Road all the way down to NC-54 using the
49 George King Road alignment shown on the draft collector street plan, it would seem that
50 this identified corridor provides both an immediate and more direct connection between
51 Ephesus Church Road and NC 54. While the council did not take any position on the
52 connection of Meadowmont Lane to the end of George King Road, the question of how it
53 should be accomplished was discussed and the preference was that it be done in a way
54 that would de-emphasize the Meadowmont connection as a through corridor. We
55 reminded them that any decisions on that were issues that should be raised as part of the
56 long range transportation plan discussion that the collector street plan was not the proper

57 venue to discuss this. The other recommendations they raised were: 1) Less direct
58 connections of the collectors that were identified in the Chapel Hill area, including
59 Lancaster and Kilkenny, to the collector network on the Durham side. 2) They believe
60 with additional development occurring in the border area between Chapel Hill and
61 Durham that there needs to be better coordination between staff from the two
62 jurisdictions on the connections that are proposed – in particular the action taken by
63 Durham on the connection to Kinsale. It is Chapel Hill's belief that the existing courtesy
64 review agreement between Durham and Chapel Hill is the proper venue to do this. This
65 is a structure that we could work with to accomplish this task. The other issue that the
66 TAC members touched on was that we believe that, as a part of the MPO's official
67 collector street plan, providing funding to mitigate some of the negative impacts that
68 might occur from the connection to the existing street network is needed. Chapel Hill's
69 suggestion is that part of the regional STP-DA funds be set aside to provide for some
70 traffic calming efforts when the roads are connected to existing streets. With regards to
71 the map that was attached to the resolution; David stated that there is nothing concrete
72 about what has been proposed. The two corridors that Chapel Hill is most concerned
73 about are the Lancaster and Kilkenny connections.

74 Andy Henry stated that the TAC asked staff to refer the Chapel Hill resolution to
75 the steering committee for consideration and bring something back to them in February.
76 If we refer it to the steering committee, we would bring it back to the TCC at the January
77 meeting. Andy stated that Mike Waldroup asked that we show a collector street going
78 across I-40 north of the interchange to connect Leigh Farm with the northwest quadrant.
79 The reason we never put it in was because we are unsure who would build it. It is an

80 expensive proposition. Mark Ahrendsen stated that he did not believe that the TAC
81 directed staff to examine this. David Bonk stated that he thought it was Diane Catotti.
82 Mark Ahrendsen will check the TAC minutes.

83 David Bonk stated that Chapel Hill raised another concern, the proposed collector
84 crossing of I-40 south of US 15-501 is not aligned with the proposed fixed guideway
85 crossing. We need to resolve either the fixed guideway crossing or the collector crossing
86 but we can't continue to show both as separate crossings.

87 Mark Ahrendsen stated that we refer the matter to the subcommittee that has been
88 established to work on the collector street plan to consider these comments and bring
89 back a recommendation to the TCC at the January meeting. We also welcome any
90 additional comments anyone has. John Hodges Copple stated that a response for any
91 crossings of I-40 be addressed at the long range transportation plan stage because they
92 would be expensive and it is not going to be paid for by developers which is really what a
93 lot of these streets will be. Any crossing would likely be a single structure that could
94 accommodate both the fixed guideway corridor and collector street. David Bonk stated
95 that Chapel Hill has been in discussion with a development group that is looking at the
96 portion of Eastowne that is directly across from New Hope Commons. They have
97 recognized the need to coordinate the crossing of I-40 to line up with the one on the
98 Durham side. They have identified what they think is a problem with where the Durham
99 crossing is designated and suggest it be moved further north of where it is shown in the
100 site plan.

101 Dale McKeel stated that he understands the comments made about the Leigh
102 Farm crossing, but at the same time the purpose of this plan is to try to think ahead and

103 set aside right of way. If it is not in the plan, the opportunity might be lost through the
104 regular development process. It would be wise to carefully consider whether it should be
105 in there or not. Andy stated that staff will look into this, as he does not believe it will
106 hurt anyone's ability to develop along the corridor.

107 **2035 Long Range Transportation Plan (Attachment 6)**

108 Mark Ahrendsen provided an introduction for the 2035 Long Range
109 Transportation Plan. The SE Data is being prepared for presentation to the TAC at their
110 January meeting and released for a forty-five day public comment period.

111 Andy Henry provided an update on the plan. Andy did not include Carrboro
112 because he did not receive it in time to put it in the table and on the maps. He is still
113 waiting for data from Chatham County. David Bonk asked if the blue numbers are old
114 and Andy stated that the blue numbers are old numbers that he grew. Once Andy
115 receives Chatham County he will have the 2005 base year and the 2015, 2025 and 2035
116 forecast. The growth rates in Chatham County are a concern. Andy said if you look at
117 the 2005 population in Durham County, we are still a little bit short. The state estimate
118 for 2005 is 242,000 and Andy has 229,000. He has to do a little bit of work to close that
119 gap. In Orange County it is 6 percent high.

120 David Bonk stated that while you have population guidance checks for Durham
121 and Orange, what about Chatham County. Andy stated that it is difficult because they do
122 it on a county basis or a MSA. The best check is to look at the census tracts and pull out
123 the tracts.

124 Andy stated that the employment growth in Hillsborough is doubling from 2005
125 to 2015. David Bonk stated that it seems inconsistent even if they weren't revising their

126 land use plan. This needs to be checked.

127 John Hodges Copple asked if Chapel Hill's adopted land use plan does population
128 and employment projections as part of it. Are the numbers matched up to what is in the
129 plan? David Bonk stated that outside of the transit corridors yes. The transit corridors
130 will be a piece of the on-going revision.

131 Andy stated that the employment growth in the Treyburn area needs to be looked
132 at as it will impact the model. We need to make sure it is correct. Also, the area east of
133 RTP, between RTP and the airport area and US 70, is showing a lot of employment gain.
134 Also, growth is occurring along I-40 a little bit south of I-40 and the RTP area. Andy
135 stated that besides the public and staff, we will have the Kenan Institute looking at this
136 data.

137 Andy stated that he thinks the maps show the pattern well. Mark Ahrendsen
138 stated that in preparing these maps for public review, we need to get greater disparity
139 between the colors or have fewer categories so you can tell the difference between the
140 intensity of the colors.

141 Andy stated that he would like to include the Chatham County data and the
142 Carrboro data to see if need to make any adjustments before we provide this to the TAC.
143 He also wants to close the gap between the employment in Orange County and the
144 population in Durham County and the control totals. It will be presented to the TAC,
145 with a short narrative, and the TAC will be asked to release it. In the packet to the TAC,
146 we would tell them where our website is and on the website we would have more detailed
147 data by TAZ. David Bonk asked if this would be provided to the TAC for public release
148 in February and Andy stated that it would be in January.

149 Mark Ahrendsen stated that we would make it available for comment in January,
150 close the comment period in March, make appropriate adjustments and put it on hold for
151 official action. We will use it in the model, but defer any official action until after June.

152 David Bonk asked where CAMPO is in their projections. John Hodges Copple
153 stated that he will have to check with Jake. Their population is almost done but he hasn't
154 checked to see where they are on the employment data. They also know not to adopt it
155 until June. David Bonk stated that it would be beneficial to have their numbers to put in
156 the model as well.

157 Mark Ahrendsen stated that the direction is to clean this up and bring back to the
158 TAC for their release in January.

159 A motion was made by Andy Henry and seconded by Karen Lincoln to bring the
160 SE data forward to the TAC and recommend they release it for a forty-five day public
161 comment period at their January meeting. The motion carried unanimously.

162 **2030 Long Range Transportation Plan Amendment (Attachment 7 and 7A)**

163 Mark Ahrendsen provided an introduction for the 2030 Long Range
164 Transportation Plan Amendment, along with the attachment.

165 Andy Henry provided an update for the 2030 Long Range Transportation Plan
166 Amendment. The projects in red on the attachment are the projects that need to be
167 amended in our 2030 LRTP. The most significant ones are the Phase I TTA Rail since
168 they are not going forward with the New Start funding and also the Triangle Parkway
169 because in our 2030 LRTP it is shown as a highway, but now it will be a toll highway.
170 There are several other projects that have been delayed because of the TIP funding.
171 Although they are not regionally significant, it is highly recommended that we go ahead

172 and amend those in our 2030 LRTP. We have reviewed these with the state and federal
173 staff. Andy asked how staff wants to proceed with this as he thinks we can take our
174 highway and fixed guideway elements of our 2030 LRTP and show how we are going to
175 amend those and release this for a forty-five day public comment period.

176 David Bonk stated that he has discussions about the TTA Phase I project, this
177 effort underway to do the regional blueprint and come up with a new plan. There is some
178 opinion that suggests that we take Phase I out completely unless something related to the
179 Cherokee project would require the project being shown as funded. John Hodges Copple
180 stated that we are deferring it and saying that when we do our next LRTP update we will
181 make a decision on it. For the purposes of the air quality amendment, let's defer it to the
182 2017 network and we will revisit it. David Bonk asked if it still shows being done before
183 anything else in the region in terms of the fixed guideways. The preference was to make
184 it clear that there was no preference given. John stated that it was just to do the air
185 quality analysis. It will be in the next round of LRTPs where that decision will be made.
186 John stated that for the purpose of the amendment we were advised not to change any
187 designations. When we do the next 2035 plan, if this thing should not be regionally
188 significant, that will be the place to change it. The decision was to leave it designated as
189 regionally significant and if it needs to be changed in the 2035 plan, change it then.

190 Mark Ahrendsen asked about the expected schedule to release the proposed
191 amendments for public comment. John stated that the thought was to do one series.
192 When we get the numbers back from the modeling, they will go in the conformity report
193 and we will do the amendment and conformity report all as one action. It will be the
194 February to March time frame for an April or May TAC action. John stated that one

195 thing that still bothers him, is that the latest STIP probably won't be acted on until April
196 so it will be really important that we continue to talk with NCDOT to make sure what is
197 shown doesn't get adopted in the STIP as something else. We will have to have regular
198 conversations with NCDOT to make sure they don't have any problems.

199 Mark Ahrendsen stated that the schedule is to take this to the TAC in February.
200 John will have to check to be sure.

201 **Reports from Staff:**

202 **Reports from Staff (Attachment 8 and 8A)**

203 David Bonk asked how the recruiting for Jeremy's position is going and Mark
204 Ahrendsen stated slow. David expressed his continuing concern about our ability as an
205 MPO to manage these high dollar consultant projects. Mark stated that we have been
206 successful, however, in filling one of our positions, the Bike/Ped Coordinator position
207 that was left vacant when Alison Carpenter left. It will be filled by Dale McKeel on
208 December 27, 2006.

209 David Bonk stated that for information that last week Chapel Hill successfully
210 negotiated a contract with TranSystems out of Kansas City, MO to prepare the long range
211 transit plan. The total cost of this project is approximately \$500,000 and we are now
212 negotiating with the contractor to finalize the schedule and make revisions to the scope of
213 work. At the TAC meeting, Mayor Foy asked the TCC to look at the possibility of
214 finding some additional funds in the STP-DA budget for this project. We currently have
215 \$160,000 set aside. This needs to be included as part of the subcommittee meeting. This
216 includes the creation of a technical advisory committee and we will obviously want a
217 representative of the MPO to sit on it.

218 David Bonk stated that based on the decision that was made to swap the signal
219 system funds for the Weaver Dairy Road construction funds, we want to make sure that
220 in the STP-DA program we show the signal system project monies in FY 2007 which is
221 where they need to be shown and we can move the Weaver Dairy Road Bike/Pedestrian
222 features funding out to FY 2011.

223 David Bonk mentioned that Anna Biton has been attending the TCC meetings and
224 we are at a point now where we are going to request that she be appointed as an official
225 TCC member filling one of our slots.

226 Dale McKeel presented a Power Point presentation from the Town of Carrboro on
227 the STP-DA Bike/Ped projects that have been recently completed in Carrboro.

228 **Report from the Chair**

229 The latest schedule for approval of the 2007-2013 TIP is April. The NCDOT
230 Division 5 one-on-one meeting was held last week and the schedule for the NCDOT
231 Division 7 one-on-one meeting is still in the works. They have identified four dates that
232 will work for everyone, but it should be done by the second week in January. The
233 community informational workshop for the East End Connector project is tentatively
234 scheduled for January 30, 2007 at Living Waters Church on US-70.

235 Andy stated that there will be workshops on the SE data. We are scheduling them
236 for the end of January early February. There will be three in Durham and one in Chapel
237 Hill. If anyone wants more, let Andy know.

238 Mark stated that they are continuing to work with and offer comments to NCDOT
239 on design implications for the Alston Avenue Widening Project in Durham.

240 **NCDOT Report (Attachment 10)**

241 Wally Bowman, NCDOT Division 5 Engineer provided an update on projects.
242 They are finishing up projects. On I-85, all lanes are open but they are still working on
243 doing the planters that were modified on the side roads, Guess Road and Hillandale Road.
244 As an update on the I-40 repairs, the Board of Transportation Chairman, as well as the
245 Secretary, met with our board members and agreed to do two things over the thirty days
246 between the two meetings in December and January 1, 2007. The first is to look at
247 alternative funding that would not come out of the equity formula and the second is to set
248 a policy and procedure so that if it happens again, there is criteria set. On NC-55, they
249 are doing their best to open all lanes from Apex up to Durham. There will be ongoing
250 work after the lanes open.

251 Stan Buff, NCDOT Division 7 Engineer, provided an update on projects. On the
252 Homestead Project, everything should be complete and the signal should be working.
253 We are in the process of carrying that sidewalk project on down to Rogers Road and hope
254 it will be let the first of the year and have it available for construction by April 1, 2007 to
255 be finished by the time school starts. On the Super-Street, construction has begun.

256 **Informational Items:**

257 **Recent Newspaper Articles/Legislative Update (Attachment 11)**

258 The recent newspaper articles/legislative updates are attached.

259 **2007 TAC/TCC Meeting Schedule (Attachment 12)**

260 The 2007 TAC/TCC Meeting Schedule is attached.

261 **Adjournment**

262 There being no further business before the Technical Coordinating Committee,
263 the meeting adjourned at 10:52 a.m.



 DURHAM • CHAPEL HILL • CARRBORO METROPOLITAN PLANNING ORGANIZATION

Member Governments

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

February 14, 2007

Ms. Miriam Perry, Director
 Public Transportation Division
 N.C. Department of Transportation
 1550 Mail Service Center
 Raleigh, NC 27699-1550

Dear Ms. Perry:

The Durham-Chapel Hill-Carrboro MPO requests the transfer of CMAQ funds for FFY 2007 from the Federal Highway Administration to the Federal Transit Administration for the CMAQ projects listed below as soon as the federal agencies are authorized to do so. The funding is as follows:

C-4927	Durham, purchase five hybrid electric 40' buses to operate two new DATA routes	FFY 07 \$587,337
C-4930	Chapel Hill, purchase three hybrid electric transit buses to provide service to a new park and ride facility	FFY 07 \$469,869
C-4931	Carrboro, Chapel Hill and UNC, Orange County. Provide shared rider feeder service to areas not receiving regular bus service.	FFY 07 \$13,000
C-4932	Orange County-Hillsborough, Orange County. Construct of a 125 space park and ride lot. Section A: DCHC MPO to participate in construct. Section B: Triangle Area RPO to participate in construction and provide operating assistance for three years for a new transit service.	FFY 07 \$22,242

This request was approved by the Durham-Chapel Hill-Carrboro Transportation Advisory Committee at its meeting on February 14, 2007 (see attached resolution).

Your assistance with this project is greatly appreciated.

Sincerely,

Alice Gordon, PhD
Chair, DCHC Metropolitan Planning Organization

cc: Ms. Denese Lavender, NCDOT - Public Transportation Division
Ms. Carmen Cole, Town of Chapel Hill
Ms. Harriet Lyons, City of Durham
Mr. Pierre Osei-Owusu, City of Durham
Mr. Mark Ahrendsen, City of Durham
Mr. Felix Nwoko, DCHC MPO

Memorandum

To: DCHC MPO Transportation Coordinating Committee
From: John Tallmadge, Triangle Transit Authority
Date: January 17, 2007

Re: Draft Coordinated Public Transportation / Human Services Transportation Plan

This draft plan has been developed by the Project Planning Team, which included representatives from Chapel Hill Transit, Chatham Transit Network, Durham Area Transit Authority, Durham County ACCESS, Orange Public Transportation, DCHC Lead Planning Agency, and NCDOT – Public Transit Division. The work of identifying needs and prioritizing them was accomplished through two stakeholder workshops which included participants from a broad array of organizations. There were thirty-one participants in the first workshop and thirty-five participants in the second workshop, representing city/town/county managers, appointed transportation advisory boards, local and regional public and human service transportation providers, county social service agencies, Latino advocacy organizations, private transportation providers, hospitals, chambers of commerce, and advocates for persons with disabilities.

The first workshop focused on an assessment of our existing services to the targeted populations of persons with disabilities, persons with low incomes, and the elderly. The outcome of the workshop was a list of issue areas where we do well, areas where we need improvement, and areas where there wasn't much knowledge about our status. The attached list of needs came out of the first workshop (Attachment 6A).

The second workshop was intended to provide the participants additional information about several key areas where there had been particular interest or confusion. These included technology applications, the paratransit eligibility process, the service areas by time of day, prices and payment options, transportation planning processes, and transportation information sources. During the prioritization activity, participants allocated "dots" to identified needs from the first workshop. The prioritization scores for all identified needs are also displayed in Attachment 6A.

The Project Planning Team reviewed the results of the second workshop and agreed on top tier priorities, and a subset of those which would be eligible for Job Access/Reverse Commute or New Freedom grant funds. The recommended top tier priority needs are listed below:

- Mobility manager helping customers identify transportation options to meet their needs
- Intra-county and cross-county services connecting rural areas to urban areas
- A unified regional paratransit application and eligibility determination and certification process needs to be created so that it is streamlined, clarified, and consistent across agencies.
- Evening service (6pm – 10pm) and late night service (10pm – midnight)
- Universal fare card that works on all services
- Better on-time performance for fixed-route and paratransit
- Travel training

The Project Planning Team is still developing recommendations for an annual process for competitive selection of projects to be funded using JARC and New Freedom funds. These recommendations will include solicitation guidelines, evaluation criteria, and a schedule for the process. Our intent is to bring the recommendations for this process to the February meeting of the Technical Coordinating Committee, along with changes to the draft plan (Attachment 6B).

List of Needs Identified During Workshop #1 – FINAL

Service Coordination

1. Improve transfer wait times between services (**2 top votes, 6 total votes**)
2. Reduce transfer requirements between services (**5,6**)
3. Coordinate timing of service in corridors served by multiple agencies (**2,4**)
4. Coordinate transfers between demand-responsive services and fixed-route services (**4,6**)
5. Centralized dispatching of community transportation and ADA paratransit services (demand-response + flex routes) (**4,8**)

Service Availability

6. Early morning service (before 8am), especially providing low-income workers access to childcare facilities (**5,9**)
7. Evening service (6pm until 10 pm) and late night service (10pm until 2am) (**7,15**)
8. *combined with #7*
9. Saturday service and Sunday Service (**4,8**)
10. *combined with #9*
11. Holiday service (**no votes**)
12. *combined with #6*
13. Intra-county and cross-county services within rural areas (**2,2**)
14. Intra-county and cross-county services connecting rural areas to urban areas (**10,16**)
15. Additional wheelchair-accessible vans available at reasonable cost for unrestricted travel (**2,9**)
16. There is a lack of public transportation to and from the airport (including Sunday service) (**3,4**)
17. Affordable trips from hospitals for discharged patients (**3,4**)

Information Coordination

18. Single customer information call center for all transportation options (**4,8**)
19. Mobility manager helping customers identify transportation options to meet their needs (**12,14**)
20. Single website expanded to include all transportation resources (**1,4**)
21. Travel training (**4,11**)
22. Consumer education on transportation options available (**2,7**)
23. Joint accessible transit information materials (**1,2**)
24. Coordinated placement of transportation information materials (**1,1**)
25. Current inventory of community transportation resources (**3,4**)
26. More and better information at bus stops and stations (**3,10**)
27. More information provided to case managers (**1,2**)
28. Spanish language information in print, website, and on telephone (**2,6**)
29. More frequent updates on the status of regional rail project and other regional transportation projects (**0,2**)
30. All regional partners need to work together in changing the negative perception of bus transit/bus dependent population and making transit a choice of preference for more residents (**6,15**)

Fare Payment Coordination

31. “Capped” or free transportation for transportation-disadvantaged populations (**6,9**)
32. Multiple payment options for the customer (**1,4**)

33. Universal fare card that works on all services **(6,12)**

Service Quality

34. Demand-responsive services should use routes coordinated by dispatch, and drivers' knowledge **(1,3)**
35. Better on-time performance for fixed-route and paratransit **(6,10)**
36. Consistent announcements, audible inside and outside of vehicles, of stop, route/destination, and direction information on all fixed-route services **(5,9)**
37. Improved customer service training for phone customer service representatives and vehicle operators **(3,7)**
38. Transportation systems should be more efficient **(2,3)**
- 38a. Services should be more comfortable to ride **(no votes)**

Service Eligibility

39. Many customers in need have difficulty meeting criteria for service/trip **(3,5)**
40. Unified regional paratransit application and eligibility and certification process needs to be streamlined, clarified, and consistent across agencies **(14, 27)**
41. Eligible customers in need of transportation should be issued a temporary paratransit permit during application review **(2,6)**
42. *Combined with # 40*

Community Involvement

43. More input from customers, human services agencies, and transit agencies on regional transportation needs **(1,5)**
44. More open communication between the human service agencies, service providers and the funding organizations, (primarily DCHC MPO and NCDOT) **(1,2)**
45. More input is needed from the community and there needs to be more awareness of opportunities to provide input for improving service **(2,3)**
46. There is a need for a joint human service agency board to provide input on human service transportation needs **(3,10)**
47. Regular Collection of Customer Satisfaction Ratings **(0,1)**
48. Create Accessible Services Advisory Committees (DATA, CHT) **(no votes)**

I. Introduction

A. Purpose

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

B. Background

The Job Access Reverse Commute grant program is intended to fund “the development and maintenance of transportation services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment.” An FTA document titled “Frequently Asked Questions: Job Access and Reverse Commute Program” is included as Appendix A.

According to FTA, the purpose of the New Freedom Program is to provide improved public transportation services, and alternatives to public transportation, for people with disabilities, beyond those required by the Americans with Disabilities Act of 1990 (ADA). FTA’s FAQ document about this program is included as Appendix B.

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

II. Organizational Partners

A. Project Planning Committee

The Project Planning Team included representatives from the following organizations:

- Durham Area Transit Authority (DATA)
- Chapel Hill Transit
- Durham County Human Services Transportation
- Orange Public Transportation
- Chatham Transit Network
- Durham – Chapel Hill – Carrboro MPO Lead Planning Agency

- North Carolina DOT

Staff support to this planning process was provided by the Triangle Transit Authority.

B. Stakeholders

The Project Planning Team developed a list of organizations that were invited to the two stakeholder workshops (See Table 1.) These organizations represented a broad array of interests, including elected officials, city/town/county managers, appointed transportation advisory boards, local and regional public and human service transportation providers, county social service agencies, latino advocacy organizations, private transportation providers, hospitals, chambers of commerce, and advocates for persons with disabilities.

There were thirty-one (31) participants in the first stakeholder workshop on November 1, 2006 and thirty-five (35) participants in the second stakeholder workshop on December 14, 2006. Over the course of the two workshops, representatives from the following organizations participated in the identification or prioritization of coordinated transportation needs.

Alliance for Disability Advocates, Center for Independent Living
A Helping Hand
Chapel Hill Transit
Chapel Hill Transportation Board
Chatham Transit Network
Durham Area Transit Authority
Durham – Chapel Hill – Carrboro MPO Lead Planning Agency
Durham Community Collaborative
Durham County ACCESS
Durham Department of Social Services – Work First
Durham Housing Authority
Durham County Transportation Advisory Board
Durham Regional Hospital
Durham System of Care
El Centro Hispano
El Centro Latino
Helping Hands of America
NCDOT – Public Transit Division
O. E. Enterprises
OPC Area Program
Orange County Department of Social Services
Orange County Transportation Advisory Board
Orange Public Transportation
Orange Unified Transportation Board
Triangle J Council of Governments
Triangle Transit Authority Accessible Services Advisory Committee
UNC Hospital
XDS, Inc. (Cross-disabilities advocates)

Table 1. Stakeholder Workshop Invited Organizations

Local Elected Boards

Carrboro Board of Alderman
 Chapel Hill Town Council
 Durham City Council
 Durham County Commission
 Chatham County Commission
 Orange County Commission
 Hillsborough Town Council

Local Managers

Carrboro Town Manager
 Chapel Hill Town Manager
 Chatham County Manager
 Durham City Manager
 Durham County Manager
 Orange County Manager
 TTA General Manager

Local Advisory Boards

Carrboro Transportation
 Chapel Hill Transportation Board
 Chatham Transportation Advisory Board
 DATA Board
 Durham Transportation Advisory Board
 Orange Transportation Advisory Board
 TTA Board of Trustees

Local Public Transportation Providers

Chapel Hill Transit
 Chapel Hill Planning Department
 Chatham Transit Network
 DATA
 Durham County Access
 Orange Public Transportation
 Triangle Transit Authority

Local Social Services Agencies

Chatham Department of Social Services
 Durham Department of Social Services
 Orange Department of Social Services

Regional / Local Transportation Agencies

NCDOT
 DCHCMPO LPA Staff

Non-Profit Organizations

El Centro Hispano
 El Centro Latino
 El Futuro, Inc.
 The Community Backyard
 The Mental Health Association in Orange County
 Durham Community Collaborative

Private Providers of Human Services Transportation

Senior Care Management Associates
 Non-Emergency Medical Transit Authority
 A Helping Hand
 Helping Hands of America

Medical Facilities

Duke University Medical Center
 UNC Memorial Hospital

Chambers of Commerce

Durham Chamber Workforce Development
 Chapel Hill - Carrboro Chamber of Commerce

III. Inventory of Available Human Services Transportation and Public Transportation

As a first step in the project, we developed an inventory of the available public and private transportation options for the target populations. The information provided below is for the publicly funded and operated transportation providers.

Community Transportation Providers

Durham County ACCESS (DCA)

Durham County ACCESS (DCA) is the principal countywide transportation service provider in Durham County. DCA primarily serves the clients of Durham County community service agencies but also serves rural general public throughout Durham County. DCA also makes trips to and from the City of Durham and offers both subscription and demand response services. DCA connects with Durham Area Transit Authority.

Contacts – Johnny Ford, DCA (919) 560-0520

Service Area – Durham County, urbanized and rural areas

Service Type – Subscription and Demand Response

Customers – Contract Agency clients and rural general public

Hours of Service – Monday - Saturday, 5:30am - 12:30am, Sunday 6:30am – 7:30pm

Price/Fares – Individual: \$2.00 each way.

Publicity/Marketing – DCA conducts passenger surveys, agency surveys and has developed a rider's guide. Marketing and outreach efforts are conducted by the contract agencies that DCA serves, as the agency clients are the main beneficiaries of the service.

Orange County Public Transportation (OPT)

The OPT program, a division of the Orange County Department on Aging, offers bus and van service outside the Chapel Hill/Carrboro city limits including planning and coordination for county residents with transportation needs. Trips may end in Chapel Hill and/or Carrboro but must begin outside of these jurisdictions. The Orange County Transportation Advisory Board (TAB) comprised of agencies, representatives and systems, advises OPT on its operations and recommends policy to the Board of Commissioners. OPT connects with Chapel Hill Transit and Triangle Transit Authority.

Contacts - Jerry Passmore, Orange Public Transportation Director, (919) 245-2009;
Al Terry, Orange Public Transportation Supervisor, (919) 245-2002

Service Type - Fixed route, deviated fixed route, demand response and subscription routes.

Hours of Service – Monday - Friday, 6:00am - 7:00pm and Saturday, 8:00am - 5:00 pm

Service Area - Orange County excluding Chapel Hill/Carrboro (trips must start outside of these jurisdictions but can end anywhere in Orange County).

Customers - Clients of contract agencies and rural Orange County residents

Price/Fares - vary depending upon the route and service provided. The fixed public route is \$2.00 per trip (\$1.00 if elderly or disabled). Dept of Social Services medical trips are charged back to the department (the client does not pay). General public fares (demand response) are \$12.75 per trip. Senior center trips are cost sharing only. Contract agency subscription cost = \$19.00 per hour and/or \$.45 per mile.

Publicity/Marketing - Public forums, newspaper, website, logos on vehicles, brochures

Chatham Transit Network (CTN)

Chatham Transit Network (CTN) is the countywide transportation provider for Chatham County. CTN is not a governmental agency, but is a 501(c)(3) private non-profit consolidated transportation system operating in Chatham County, NC. CTN offers subscription route and demand/response transportation by contractual agreement with human service organizations. CTN serves all of Chatham County, both urban and rural areas and is governed by a Transportation Advisory Board.

Contact – Helen Stovall, CTN Executive Director, 919 542-5136

Service Area – Chatham County. Trip must originate in Chatham County but CTN will go anywhere within the state of NC, the only provisions is that service must be open to the public and advertised as such.

Service Type – CTN currently provides both subscription route and demand-response service.

Customers – Contract Agency Clients, limited general public. The general public riders tend to be the typically transportation disadvantaged – elderly, disabled, economically disadvantaged.

Hours of Service – The office is open from 8-5 each weekday. The hours of operation of our vehicles are totally dependent on what the customer wants. CTN does not in any way limit itself to restrictive hours of operations. The only provision is that the trip must be open to the public and advertised as such. Currently, CTN operates from 5:00 AM to 10:00 PM weekdays and 8:00 to 3:00 on Saturdays. Occasionally trips are provided on Sunday night for JARC riders.

Fare/Prices – CTN current rates are \$.77 per mile and \$20.11 per hour. A flat rate is charged for medical trips which include wait time and deadhead miles and hours.

Publicity/Marketing - CTN distributes and stock brochures at various human service agencies places. Catch phrase advertising on CTN vehicles with catch phrases like "Have a court date? Don't be late. Take Transit." CTN has a number of these signs with different texts in English and Spanish that we put on the outside of transit vehicles. Additionally ads are placed in local newspapers and CTN participates in community events.

Paratransit Providers

Durham Area Transit Authority (DATA) -ACCESS

DATA ACCESS is the name of the ADA paratransit service for the City of Durham. DATA ACCESS is sponsored by the Durham Area Transit Authority (DATA). Only riders who meet the criteria specified by the ADA and who have been certified as eligible can use DATA ACCESS. Persons do not qualify automatically just because they have a disability or on the basis of age. Eligibility is based on a person's functional limitations. DATA ACCESS provides curb-to-curb transportation service for eligible riders. DATA ACCESS operates service to all locations within the City of Durham and to any location outside the City that is three-quarters of a mile of any fixed-route service operated by DATA. The DATA ACCESS taxicab program provides ACCESS customers greater freedom and mobility. This program offers ACCESS customers the option of using taxicab service for their transportation needs at a cost of half the regular taxicab fare. DATA ACCESS is governed by an 8 - member Board of Trustees.

Contact – Steve Mancuso, Transit Administrator, (919) 957-7336 Ext. 21;
Tara Caldwell, Laidlaw Transit Services, Project Manager, 919.688.3136, ext 30

Service Area – Durham City and Chapel Hill for Medical trips

Service Type – Provide curb-to-curb trips for any purpose.

Customers – 60 percent of clients are certified ADA clients and the others are certified through Social services or Rural General Public.

Hours of operation – Monday-Saturday, 5:30am – 12:30am, Sunday 6:30am – 7:30pm

Fares/Price – \$2.00 general public but costs to agencies are based on revenue hours at the end of each month.

Publicity/Marketing – Clients find out about ACCESS through clinics, social services or other clients.

Chapel Hill Transit/EZ Rider

Offered in connection with Chapel Hill Transit, EZ Rider is a special service which uses lift equipped vehicles to transport individuals with mobility limitations that prevent them from using Chapel Hill Transit's regular bus service. Riders should be ADA certified or certified by their physician in order to use the service. Demand Response and Subscription services up to 6 months at a time are available.

Contacts – Henry DePietro, Operations Manager, (919) 968-2755, Ext: 121;
Ceberettia Hinton, Assistant Operations Manager, (919) 968-2755, Ext: 122

Service Area – Town of Chapel Hill

Service Type – Provide trips to the disabled for any purpose.

Customers – ADA-eligible individuals that are certified due to a disability or health condition that prevents them from using the fixed-route system.

Hours of operation – 6:15am to 6:15 am, Monday through Friday. 8:05 am to 6:30 PM on Saturday. Weekday evening and Sunday service is available through another Chapel Hill Transit service called Shared-Ride.

Paratransit Providers (cont.)

Fares/Price – Free

Publicity/Marketing – Chapel Hill Transit distributes a EZ Rider brochure that highlights the eligibility process, service parameters and scheduling. Additionally, public forums, newspapers and the www.chtransit.org website have served to promote awareness of this demand-response transit service.

Triangle Transit Authority- Paratransit Service

The Triangle Transit Authority's (TTA) paratransit system operates in accordance with the Americans with Disabilities Act and is designed to serve individuals whose disabling conditions or functional limitations prevent them from using TTA fixed route services.

Contacts – Laurie Barrett, Director of Bus Operations, (919) 485-7451;
Tonya Dupree, Transit Manager, (919) 485-7466

Service Area – Trips must begin and end within $\frac{3}{4}$ mile from fixed route TTA bus service on Raleigh, Durham, and Chapel Hill routes. TTA's paratransit service area includes routes 105, 107, 402, 403, 412, 413, the RTP Shuttle area, and RDU Airport.

Service Type - Provide trips to the disabled for transportation regardless of trip purpose.

Customers – ADA-certified clients that are unable to use the fixed-route system due to a disability or health condition. Most riders are commuting to work.

Hours of operation- Monday – Friday, 6am - 10:20pm, Saturday 6:30am - 6:30pm

Fares/Price – \$4.00 one-way

Publicity/Marketing - TTA distributes a paratransit services brochure that highlights the eligibility and application process. Additionally, public forums, newspapers, flyers, and the www.ridetta.org website promote awareness of TTA's accessible transit services.

Urban Public Transportation Providers

Chapel Hill Transit

Chapel Hill Transit operates public transportation services within the Towns of Chapel Hill and Carrboro and on the campus of the University of North Carolina. This service area is located in the southeast corner of Orange County, North Carolina. The types of services operated include fixed route bus service, EZ Rider service (for mobility impaired) and Shared Ride Service.

Contacts – Steven Spade, Transportation Director, (919) 968-2752;
Kurt Neufang, Assistant Director. (919) 968-2775 ext. 114

Service Area – Town of Chapel Hill and Town of Carrboro

Service Type – Fixed route, Shared-ride feeder zones

Customers – general public, majority of riders are affiliated with UNC-CH and UNC Hospital

Hours of Service – Mon-Fri, 4:50am - 1:00am, Sat 8:30am - 2:50am, Sun 10am - 11pm

Price/Fares – Free

Publicity/Marketing – www.chtransit.org

Durham Area Transit Authority

The City of Durham assumed the operation of the local bus system in 1991, naming it Durham Area Transit Authority (DATA). DATA contracts for the provision of its fixed route service and paratransit service every five years. The fixed route system includes 165 employees and 50 buses providing over 13,000 passenger trips daily on 19 different bus routes. The paratransit system includes 43 vans and 57 employees transporting clients to various places within the City of Durham.

Contacts – Steve Mancuso, Transit Administrator, (919) 957-7336 Ext. 21;
Pierre Owusu, Senior Transportation Planner, (919) 957-7336 Ext. 19;

Service Area – City of Durham and urbanized areas of Durham County

Service Type – Fixed Route

Customers – general public

Hours of Service – Monday - Saturday 5:30am - 12:30am, Sunday 6:30am - 7:30pm

Price/Fares – Individual: \$1.00 per trip.

Publicity/Marketing – http://data.durhamnc.gov/Index_DATA.cfm

Urban Public Transportation Providers (cont.)

Triangle Transit Authority

The TTA was created to plan, finance, organize, and operate a public transportation system for the Triangle area, which includes Orange, Durham and Wake Counties. TTA has three main program areas: Regional Bus, ridesharing services and regional transit planning. TTA serves the general public with the majority of users being commuters and students. TTA is governed by a thirteen member Board of Trustees. Ten members are appointed by the region's principal municipalities and counties and three members are appointed by the North Carolina Secretary of Transportation.

Contacts – David King, Interim General Manager, (919) 485-7424
 Laurie Barrett, Director of Bus Operations, (919) 485-7451
 John Tallmadge, Director of Commuter Resources, (919) 485-7430

Service Area – Urbanized areas of Durham, Orange and Wake Counties

Service Type – Fixed Route, demand-response shuttle in RTP area, vanpool, carpool matching

Customers – general public, primarily Triangle area commuters

Hours of Service – Monday – Friday 6am – 10:20pm, and Saturday 6:30am – 6:30pm

Price/Fares – Individual: \$2.00 per trip for regional bus service, \$2.50 per trip for express bus service; vanpool fares are subscription based and determined by trip length and number of van riders.

Publicity/Marketing – TTA-specific information is provided on-line at www.ridetta.org. TTA also manages a region-wide website at www.gotriangle.org. Beginning in March 2007, TTA will staff a regional public transportation information call center.

Needs Assessment

The Needs Assessment was conducted according to the recommendations of the Federal Interagency Coordinating Council on Access and Mobility, also known as United We Ride. They provided a tool called the "Self-Assessment Tool for Communities" (See Appendix C) as part of their Framework for Action program for developing coordinated transportation plans. The Project Planning Team supplemented this tool with another document soliciting input on service gaps (See Appendix D). These Self-Assessment documents were used during the first stakeholder workshop.

Thirty-one participants representing urban public transportation providers, community transportation systems, social service agencies, hospital patient care management, transportation advisory boards, advocates for persons with disabilities, advocates for Latino residents, and others met on November 1st to assess the current transportation system in the Durham, Orange, and Chatham county area.

The participants worked in five different groups, each representing a diversity of perspectives. Following time for each individual to assess the current transportation system on 26 criteria, the groups discussed what they believe we are doing well and areas where we need to do better. They recorded their discussions and shared the major points with the full workshop. Below you will find the major themes that emerged from these discussions.

Things We Do Well

While there was not unanimity among participants, these four themes recurred in the discussions at the Workshop.

1. There is positive interest and momentum among staff, elected officials, and interested stakeholders in providing well-coordinated transportation services.
2. The public transportation and human services transportation is generally offered at an affordable cost to the customers.
3. The systems are collecting data on core performance measures.
4. The transportation systems are reasonably effective job at putting customers first in the provision of services. (There were more widely varied opinions shared about this item.)

There were other areas where groups or individuals believe that the transportation system is functioning well, but there was not necessarily broader agreement. These were compiled from the 26-question Individual Assessments completed by the participants. The results indicate the following:

The top five areas where participants felt that the system is doing well or that there is only limited need for improvement are:

1. There is positive momentum to coordinate public transportation and human service transportation services (68% indicated that this is done well or needs only limited action).
2. Clear data is systematically gathered and analyzed on core performance issues (64% indicated that this is done well or needs only limited action).
3. Facilities have been located to promote safe, seamless, and cost-effective transportation services (61% indicated that this is done well or needs only limited action).

4. Marketing and communications programs are used to build awareness and encourage greater use of services (57% indicated that this is done well or needs only limited action).
5. Leaders and organizations have defined the need for change and articulated a new vision for the delivery of coordinated transportation services (57% indicated that this is done well or needs only limited action).

Areas Where We Need to Improve

There was recognition by most participants that there are a number of areas where the transportation systems can function better to meet the needs of people with limited incomes, the elderly, and persons with disabilities, as well as the general citizenry. The areas that repeatedly came up in group discussions are described below.

1. Transportation system coordination of can be improved to make cross-county travel easier.
2. Service is very limited or unavailable on evenings, weekends, and holidays.
3. Service is very limited or unavailable in most of the rural areas of Durham, Chatham, and Orange counties.
4. The transportation systems can do a better job of providing an array of user-friendly and accessible information sources.
5. There is not centralized system to handle requests for transportation services and information from agencies and individuals.
6. There is interest in applying technology improvements to the human services transportation and ADA – paratransit systems.
7. There needs to be a better flow of information among transportation providers, human services agencies, other stakeholders, the public and funding agencies.
8. There needs to be additional funding.

From the Individual Assessments, the top five areas where participants felt that the system needs to make significant improvement are:

1. There is a need for a centralized dispatch system to handle requests for transportation services from agencies and individuals (64% indicated that this needs to begin or needs significant action).
2. There needs to be an arrangement among diverse transportation providers to offer flexible services that are seamless to customers (57% indicated that this needs to begin or needs significant action).
3. Travel training and consumer education programs should be available on an ongoing basis (50% indicated that this needs to begin or needs significant action).
4. There should be an inventory of community transportation resources and programs that fund transportation services (50% indicated that this needs to begin or needs significant action).
5. The specific transportation needs of various target populations should be well documented (46% indicated that this needs to begin or needs significant action).

Areas Where Participants Had Questions

The top five questions where participants felt that they did not have enough information to provide an opinion are:

1. Is there a strategy for systematic tracking of financial data across programs? (50% indicated that they were not familiar enough to score this question)

2. Is there an automated billing system in place that supports the seamless payment system and other contracting mechanisms? (50% indicated that they were not familiar enough to score this question)
3. Is the plan for public transportation - human services transportation coordination linked to and supported by other state and local plans such as the Regional Transportation Plan or State Transportation Improvement Plan? (39% indicated that they were not familiar enough to score this question)
4. Are transportation line items included in the annual budgets for all human service programs that provide transportation services? (39% indicated that they were not familiar enough to score this question)
5. Has the use of technology in the transportation system been assessed to determine whether investment in transportation technology may improve services and/or reduce costs? (36% indicated that they were not familiar enough to score this question)

All the information from the individual assessments, the small group reports, and the full workshop discussion was reviewed and assimilated by the Project Planning Team into the list of needs in Table 2. This list of needs was used as the starting point for discussion at the second stakeholder workshop.

Table 2. List of Needs Identified During Workshop #1

(Red font indicates changes made because of discussion and consensus reached during Workshop #2.)

Service Coordination

1. Improve transfer wait times between services
2. Reduce transfer requirements between services
3. Coordinate **headways timing of service** in corridors served by multiple agencies
4. Coordinate transfers between demand-responsive services and fixed-route services
5. Centralized dispatching of community transportation and ADA paratransit services
(**demand-response + flex routes**)

Service Availability

6. Early morning service (before 8am)
7. Evening service (5pm until 10 pm)
8. Late night service (10pm until 2am)
9. Saturday service
10. Sunday service
11. Holiday service
12. Services providing access to childcare facilities for low-income workers
13. Intra-county and cross-county services within rural areas
14. Intra-county and cross-county services connecting rural areas to urban areas
15. Additional wheelchair-accessible vans available at reasonable cost for unrestricted travel
16. There is a lack of public transportation to and from the airport (including Sunday service)
17. Affordable trips from hospitals for discharged patients

Information Coordination

18. Single customer information call center for all transportation options
19. Mobility manager helping customers identify transportation options to meet their needs
20. Single website expanded to include all transportation resources
21. Travel training
22. Consumer education on transportation options available
23. Joint accessible transit information materials
24. Coordinated placement of transportation information materials
25. Current inventory of community transportation resources
26. More and better information at bus stops and stations
27. More information provided to case managers
28. Spanish language information in print, website, and on telephone
29. More frequent updates on the status of regional rail project and other regional transportation projects
30. All regional partners need to work together in changing the negative perception of bus transit/bus dependent population and making transit a choice of preference for more residents

Fare Payment Coordination

31. "Capped" or free transportation for transportation-disadvantaged populations
32. Multiple payment options for the customer
33. Universal fare card that works on all services

Service Quality

34. Demand-responsive services should use routes ~~designated~~ ~~coordinated~~ by dispatch, ~~not~~ and drivers' knowledge
35. Better on-time performance for fixed-route and paratransit
36. Consistent announcements, audible inside and outside of vehicles, of stop, route/destination, and direction information on all ~~multi-rider~~ ~~fixed-route~~ services
37. Improved customer service training for phone customer service representatives and vehicle operators
38. ~~Many~~ Transportation systems ~~are inefficient~~ should be more efficient. ~~and uncomfortable to ride~~
- 38a. Services should be more comfortable to ride

Service Eligibility

39. Many customers in need have difficulty meeting criteria for service/trip.
40. Paratransit application process needs to be streamlined, clarified, and consistent across agencies.
41. Eligible customers in need of transportation should be issued a temporary paratransit permit during application review.
42. Unified regional eligibility determination and certification for all agencies and services.
 - Note: During discussion, #'s 40 and 42 were considered able to merge into a single item.

Community Involvement

43. More input from customers, human services agencies, and transit agencies on regional transportation needs
44. More open communication between the human service agencies, service providers and the funding organizations, (primarily DCHC MPO and NCDOT)
45. More input is needed from the community and there needs to be more awareness of opportunities to provide input for improving service
46. There is a need for a joint human service agency board to provide input on human service transportation needs
47. Regular Collection of Customer Satisfaction Ratings
48. Create Accessible Services Advisory Committees (DATA, CHT)

III. Prioritization of Needs

Thirty-five participants representing urban public transportation providers, community transportation systems, social service agencies, hospital patient care management, transportation advisory boards, advocates for persons with disabilities, advocates for Latino residents, and others met on December 14th to prioritize the transportation needs that had been identified during the prior workshop.

The workshop began with a presentation of information on six key topics that had been raised during the initial workshop (the overview documents are included as Appendices E-J). These topics were:

- Service availability during off-peak periods (i.e., early morning, evening, night, and weekends)
- Eligibility requirements for ADA paratransit, community transportation demand-response, and contract-based services.
- Technologies available to improve coordination of transportation
- Prices and payment options
- Public transportation information sources
- Other transportation planning activities

Following this presentation, the participants worked in five different groups, to review the list of needs identified in the prior workshop, and to suggest clarifications or additions to the list. These changes are highlighted in red font on the revised List of Needs document.

Then, individually, each participant identified five top priorities for action, and five additional priorities, placing sticky dots next to the listed item. There were ten needs that received five or more "top priority votes." These included:

- Mobility manager helping customers identify transportation options to meet their needs
- Intra-county and cross-county services connecting rural areas to urban areas
- Paratransit application process needs to be streamlined, clarified, and consistent across agencies.
- Unified regional eligibility determination and certification for all agencies and services.
- All regional partners need to work together in changing the negative perception of bus transit/bus dependent population and making transit a choice of preference for more residents
- "Capped" or free transportation for transportation-disadvantaged populations
- Universal fare card that works on all services
- Better on-time performance for fixed-route and paratransit
- Reduce transfer requirements between services
- Consistent announcements, audible inside and outside of vehicles, of stop, route/destination, and direction information on all fixed-route services

Additionally, there were three other needs that received ten or more "total votes." These were:

- Travel training
- More and better information at bus stops and stations

- There is a need for a joint human service agency board to provide input on human service transportation needs

The last activity of the workshop was a discussion of the priorities that had been selected. During this discussion, the group was asked to evaluate whether there were some items that were surprisingly omitted or included in the top priorities. Also, the group was asked to clarify the intent of some of the top priorities. The key points of this discussion were:

- None of the items for additional service during off-peak hours rose to the top of the priority list, despite extended discussion of these needs during the first workshop. One explanation for this was that the splitting of the need into specific times and days diluted the support for it. There were suggestions for grouping the items and ranking them as grouped.
- The interest and support for travel training extends to customers, transportation provider staff, and the support network for customers (e.g., family, caregivers).
- There was also discussion about item 15 in the list of needs – “Additional wheelchair-accessible vans available at reasonable cost for unrestricted travel.” There were several components to this issue, including a desire for lower costs to the end user for privately provided services, the availability of more accessible vehicles regardless of owner at all hours of the day, and the integration of private and non-profit accessible vehicles into the resources that are available.
- Finally, there was a consensus that the items “Paratransit application process needs to be streamlined, clarified, and consistent across agencies” and “Unified regional eligibility determination and certification for all agencies and services” were not distinct and should be combined.

The Project Planning Team reviewed the results of this workshop and makes the following recommendations:

- It is fair to group evening (#7) and late night (#8) service together, yet separate from the other off-peak service periods.
- Early morning service (#6) and services providing access to childcare facilities for low-income workers (#12) should be combined.
- The marketing/public relations recommendation (#30) should be indicated as a top tier recommendation, but would not be included in the list recommended for JARC/New Freedom project solicitation.
- Items related to unifying and streamlining the paratransit eligibility determinations (#40 and #42) should be combined. We will need to determine whether projects to address these needs are eligible for JARC and New Freedom funding.
- We agreed that items that had 6 or more “top tier” or “green” priority votes or at least 11 total priority votes would be considered Top Tier Priorities for project solicitation for JARC and New Freedom funds. The list includes 7 priorities (or six depending on outcome of #40/#42 eligibility) - #19,14, 7/8, 40/42, 33, 35, and 21.

With these recommendations, the list of prioritized needs is organized in Table 3 with 8 top tier priorities, and groups of second and third tier priorities.

Table 3. Prioritization Scores of Needs From Workshop #2**Needs with more than 6 top votes or 11 or more total votes**

- Evening service (6pm until 10 pm) and late night service (10pm until 2am) **(7 top votes, 15 total votes)**
- Intra-county and cross-county services connecting rural areas to urban areas **(10,16)**
- Mobility manager helping customers identify transportation options to meet their needs **(12,14)**
- Travel training **(4,11)**
- All regional partners need to work together in changing the negative perception of bus transit/bus dependent population and making transit a choice of preference for more residents **(6,15)**
- Universal fare card that works on all services **(6,12)**
- Unified regional paratransit application and eligibility and certification process needs to be streamlined, clarified, and consistent across agencies **(14, 27)**
- Better on-time performance for fixed-route and paratransit **(6,10)**

Needs with 2 or more top votes and 5 or more total votes

- Improve transfer wait times between services **(2, 6)**
- Reduce transfer requirements between services **(5,6)**
- Coordinate transfers between demand-responsive services and fixed-route services **(4,6)**
- Centralized dispatching of community transportation and ADA paratransit services (demand-response + flex routes) **(4,8)**
- Early morning service (before 8am), especially providing low-income workers access to childcare facilities **(5,9)**
- Saturday service and Sunday Service **(4,8)**
- Additional wheelchair-accessible vans available at reasonable cost for unrestricted travel **(2,9)**
- Single customer information call center for all transportation options **(4,8)**
- Consumer education on transportation options available **(2,7)**
- More and better information at bus stops and stations **(3,10)**
- Spanish language information in print, website, and on telephone **(2,6)**
- Consistent announcements, audible inside and outside of vehicles, of stop, route/destination, and direction information on all fixed-route services **(5,9)**
- Improved customer service training for phone customer service representatives and vehicle operators **(3,7)**
- "Capped" or free transportation for transportation-disadvantaged populations **(6,9)**
- Many customers in need have difficulty meeting criteria for service/trip **(3,5)**
- Eligible customers in need of transportation should be issued a temporary paratransit permit during application review **(2,6)**
- There is a need for a joint human service agency board to provide input on human service transportation needs **(3,10)**

Other Needs

- Coordinate timing of service in corridors served by multiple agencies **(2,4)**
- Holiday service **(no votes)**
- Intra-county and cross-county services within rural areas **(2,2)**
- There is a lack of public transportation to and from the airport (including Sunday service) **(3,4)**
- Affordable trips from hospitals for discharged patients **(3,4)**
- Single website expanded to include all transportation resources **(1,4)**
- Joint accessible transit information materials **(1,2)**
- Coordinated placement of transportation information materials **(1,1)**
- Current inventory of community transportation resources **(3,4)**
- More information provided to case managers **(1,2)**
- More frequent updates on the status of regional rail project and other regional transportation projects **(0,2)**
- Multiple payment options for the customer **(1,4)**
- Demand-responsive services should use routes coordinated by dispatch, and drivers' knowledge **(1,3)**
- Transportation systems should be more efficient **(2,3)**
- 38a. Services should be more comfortable to ride **(no votes)**
- More input from customers, human services agencies, and transit agencies on regional transportation needs **(1,5)**
- More open communication between the human service agencies, service providers and the funding organizations, (primarily DCHC MPO and NCDOT) **(1,2)**
- More input is needed from the community and there needs to be more awareness of opportunities to provide input for improving service **(2,3)**
- Regular Collection of Customer Satisfaction Ratings **(0,1)**
- Create Accessible Services Advisory Committees (DATA, CHT) **(no votes)**

APPENDIX A

Frequently Asked Questions: Job Access and Reverse Commute Program

FREQUENTLY ASKED QUESTIONS

Job Access and Reverse Commute Program

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

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

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

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

3. How are funds allocated?

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

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

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

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

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

4. How may JARC funds be used?

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

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

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

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

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

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

Projects include but are not limited to:

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

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

6. What Federal requirements apply to the program?

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

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

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

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

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

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

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

10. When will FTA have JARC program guidance available?

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

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

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

The designated recipient in a large urbanized area under Section 5307 is responsible, in cooperation with the MPO, for soliciting applications in a competitive selection process. Projects selected must be derived from a coordinated plan. The statutory provision that funds be apportioned directly to large urbanized areas assumes that there is a need for job access

projects in every such area, but does not require that the transit authority provide all JARC services. Eligible sub-recipients include State and local governmental authorities, nonprofit organizations, and operators of public transportation services. The locally developed plan will identify service gaps and a strategy for meeting the needs. The transfer provisions in JARC allow the transfer of the funds by the State to 5307 or 5311, but only for the purpose of eligible selected JARC projects.

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

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

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

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

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

APPENDIX B

Frequently Asked Questions: New Freedom Program

FREQUENTLY ASKED QUESTIONS

New Freedom Program Provisions of SAFETEA-LU

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

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

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

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

3. How are funds allocated?

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

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

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

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

4. How may funds be used?

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

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

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

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

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

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

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

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

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

6. What Federal requirements apply to the program?

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

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

The ADA and the U.S. Department of Transportation implementing regulations (49 CFR Parts 27, 37 & 38) contain specific requirements for making transportation systems and services accessible to persons with disabilities. The New Freedom program is intended to fund transportation services that are outside of those already required for individuals with disabilities under the ADA. FTA is interested in public comment on how best to provide guidance while maintaining flexibility.

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

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

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

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

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

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

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

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

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

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

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

The New Freedom formula is based on the ratio of individuals with disabilities in an area to the total population of individuals with disabilities in the corresponding category (non urbanized, urbanized area less than 200,000 in population and urbanized area greater than 200,000 in

population.) The census data used for individuals with disabilities includes elderly individuals with disabilities.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

A. Self-Assessment Tool for Communities

APPENDIX D

Community Self-Assessment Supplement

FRAMEWORK FOR ACTION: Supplement to Community Self-Assessment

GAPS IN MOBILITY

In addition to the issues considered in the five sections of the Community Self-Assessment, it is important to consider the specific mobility obstacles related to aging, disability, job training, health care, and services to low-income persons.

Please consider the following obstacles (listed by category) to meeting mobility needs:

Coordination

Inter-community trips _____

Inter-agency trips _____

Services

Locations under-served _____

Times of day _____

Days of week _____

Service quality _____

Special needs of the populations that would benefit from the service _____

Purpose of Trips _____

Price/Payment

Cost _____

Customers' Ease of payment _____

Information Resources

Availability of information _____

Format of information _____

Understandability of information _____

Training

For users _____

For operators _____

MEMORANDUM

TO: Technical Coordinating Committee (TCC)
DCHC MPO

FROM: Lead Planning Agency

DATE: January 24, 2007

RE: Metropolitan Area Boundary Expansion Efforts

Background

In 2004, the LPA staff looked into the possibility of expanding the Metropolitan Area Boundary (MAB) of the DCHC MPO. Outreach to neighboring jurisdictions was initiated. However, the TAC decided not to expand because the development of the 2030 Long Range Transportation Plan (LRTP) was well underway. The TAC requested that the LPA staff investigate the possibility of expanding the MAB early in the development of the 2035 LRTP.

In July 2006, LPA staff sent letters to Butner, Stem, Granville County, Roxboro, Person County, and Pittsboro to solicit their interest in MAB expansion. All of the jurisdictions requested that a presentation be made to them on this issue. LPA staff presented to the Town of Pittsboro at a Town Board meeting on September 11, 2006. Pat Strong of the Triangle Area RPO also attended and presented on the RPO at this meeting. LPA staff presented to a group of Roxboro and Person County staff and elected officials on September 13, 2006, and to a group of Butner, Stem, and Granville County staff and elected officials on September 19, 2006. Shelby Powell, planner for the Kerr-Tar RPO, attended both of these meetings.

All of the jurisdictions were asked to consider if MPO or RPO membership would best suit the needs of their community and send a letter of interest to the MPO. All of the jurisdictions were told that the DCHC MPO TAC has not taken the position to formally invite new members at this time. Rather the TAC instructed the LPA staff to simply provide information and solicit interest. The TAC will ultimately decide if expansion is desired.

As of January 18, 2007, letters of interest have been received from Person County and Granville County. In addition, the City of Roxboro, Town of Butner, and Town of Stem have told LPA staff that they are interested and will be sending an official letter shortly. The Town of Pittsboro have told LPA staff that they are not interested in joining the MPO at this time.

In addition, a small section of the Town of Cary is in the DCHC MPO's current MAB in northeast Chatham County. LPA staff are currently conferring with CAMPO and Cary staff to determine how to best address this issue.

New Member Candidate Jurisdictions

Granville County

Town of Butner – could not join without Granville County

Town of Stem – could not join without Granville County

Person County

City of Roxboro – could not join without Person County

Town of Pittsboro – could not join without a boundary expansion in Chatham County

Existing Members with Possible New Boundary

Chatham County

Orange County

Metropolitan Area Boundary Requirements

Federal legislation requires that an MPO’s metropolitan area boundary (MAB) contain, at a minimum, the entire Urbanized Area (UZA), as defined by the U.S. Census (see map). The legislation also states that the MAB should contain the area beyond the UZA that is expected to be urbanized within the next twenty years or that is affected by urban policies and influence. The DCHC MPO’s UZA has not changed recently, but may be expanded by future censuses. Inclusion of the area that is expected to be urbanized within the next twenty years or that is influenced by urban policies is up to the MPO and the local governments’ discretion.

Financial Implications

Federal funding for the MPO is based on the population of the UZA. As a result, if the DCHC MPO decides to expand at this time, the MPO would not receive any additional funding. Currently, the MPO does not charge member jurisdictions fees.

Air Quality Implications

All of the new member candidate jurisdictions are part of the Triangle area ozone non-attainment area. Thus, the jurisdictions and the MPO are already tied together in terms of air quality planning and budgets. Currently, plan or budget lapses in the DCHC MPO or CAMPO affect transportation funding in the other MPO when federal approval is sought on a new TIP or LRTP. If Granville County joins the DCHC MPO, plan or budget lapses in either DCHC MPO or CAMPO would immediately affect transportation funding for the other MPO because the two MPOs would share a member county government.

Expansion Timeline for DCHC MAB

	Action	Start Date	End Date
1	Letter to candidate jurisdictions	July 2006	July 2006
2	Meetings with jurisdiction staff/officials	Aug 2006	Sep 2006
3	Jurisdiction letter requesting membership	Oct 2006	Jan 2007
4	TCC and TAC consider MAB expansion	Jan 2007	Mar 2007
5	LPA negotiates new MAB, MOU, by-laws	Mar 2007	May 2007
6	TCC Recommends new MOU etc.	May 2007	
7	TAC Adopts new MOU etc.	June 2007	
8	Jurisdictions Sign new MOU etc.	June 2007	July 2007

Requirements if New Members Are Added:

Approval of new MAB

New MOU – definition of quorum, weighted voting

Update TAC and TCC Bylaws

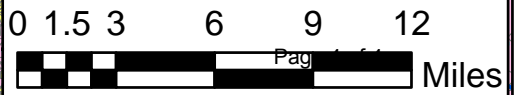
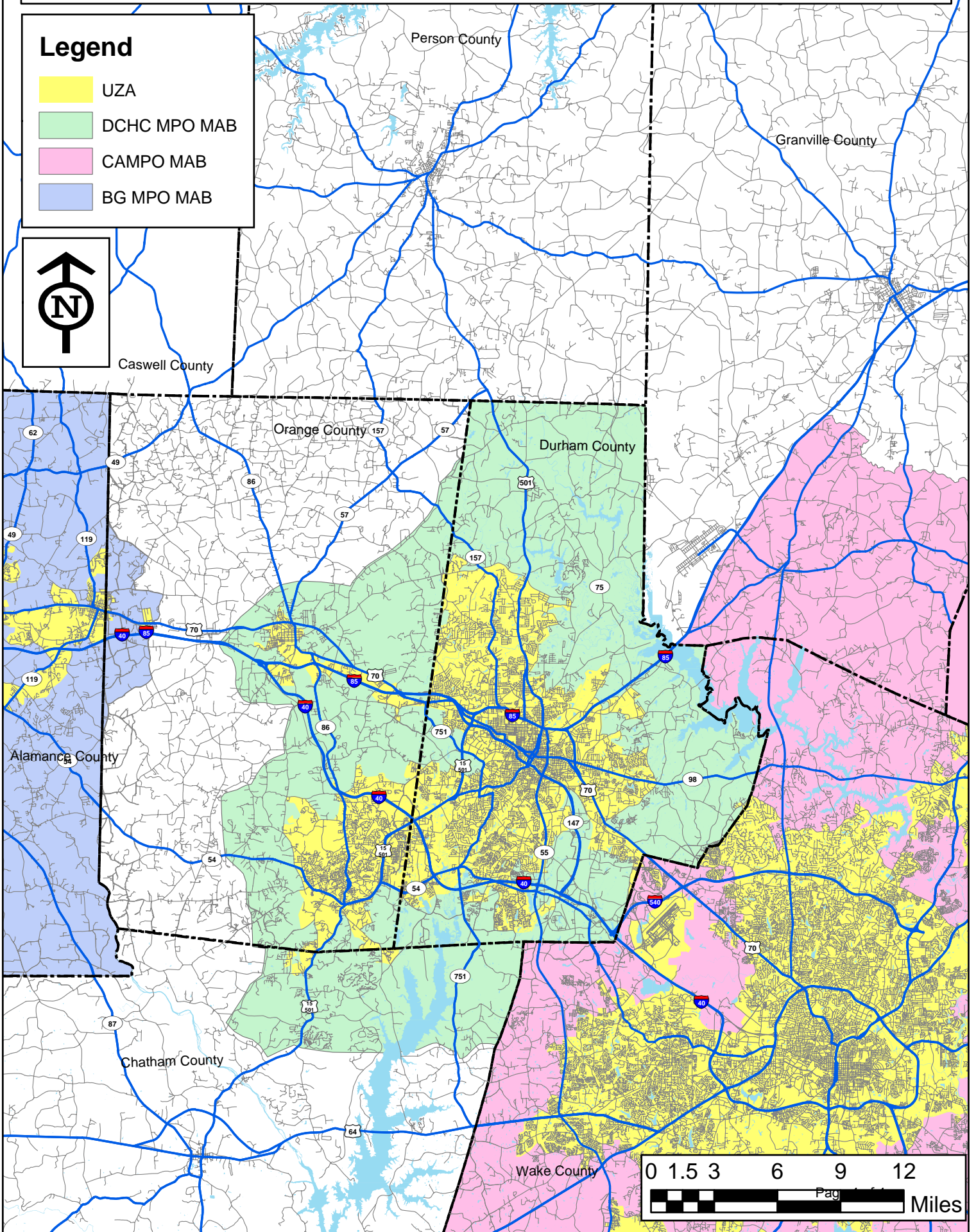
Requirements for Boundary Expansion with No New Members:

Approval of new MAB

DCHC MPO Urbanized Area and Metropolitan Area Boundary

Legend

- UZA
- DCHC MPO MAB
- CAMPO MAB
- BG MPO MAB



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 - DCHC MP0 10/07 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.) @ Sedgfield 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 - DCHMP0 TC 01/07 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*****

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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.

URL for this article: <http://www.heraldsun.com/granville/11-804685.cfm>

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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.

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Court of Appeals rejects county's challenge to DOT

BY RAY GRONBERG, The Herald-Sun
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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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