

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

**February 28, 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 January 24, 2007 TCC Meeting Minutes
(Attachment 4)**

A copy of the January 24, 2007 minutes is enclosed as Attachment 4.

TCC Action: Approve minutes of the January 24, 2007 TCC meeting.

**5. Coordinated Public Transit Human Services Transportation Plan
(Attachment 5, 5A)**

**John Tallmadge, TTA
Ellen Beckmann, LPA Staff**

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 (JARC) and New Freedom projects. The DCHC MPO has contracted with the Triangle Transit Authority to create this plan. Attachment 5 is a memo regarding the plan. Two stakeholder workshops were held in November and December 2006 to create a list of high priority needs. The project planning team used the results of these workshops to create a draft plan (Attachment 5A) including a JARC and New Freedom funding application (Appendix K in Attachment 5A).

The final plan will be presented at the March TAC meeting. Once the plan is approved, the MPO will solicit proposals for funding from transportation providers during March and April. A recommendation to award JARC and New Freedom funds will be presented to the TAC in May.

TCC Action: Recommend that the TAC adopt the Coordination Public Transit Human Services Transportation Plan and solicit project funding applications for the JARC and New Freedom funds.

6. FFY 2006 Job Access Reverse Commute (JARC) Project Update
(Attachment 6)

Pierre Osei-Owusu, DATA
Ellen Beckmann, LPA Staff

In June 2006, the TAC approved the allocation of \$96,876 of FFY 2006 JARC funds to DATA to continue service to Brier Creek with the understanding that the service may be discontinued after January 1, 2007, if it does not meet minimum service standards. DATA has prepared a memo (Attachment 6) to update the TCC on the performance of the Brier Creek service and to request continued funding for the service through June 30, 2007.

If the TCC recommends continuing the funding for the service, the TAC does not need to take any action. If the TCC recommends discontinuing the funding the service, the TAC will need to amend the 2006-2012 MTIP.

TCC Action: Consider DATA and TTA's request to approve continued funding of the service with FFY 2006 JARC funds through June 30, 2007, to enable the transit system to continue to provide job access transportation service under the JARC program for the Route 15 patrons. If the TCC votes to discontinue funding for this service, make a recommendation to the TAC to amend the 2006-2012 MTIP.

7. 2006-2007 Unified Planning Work Program – Amendment #2
(Attachment 7, 7A)

Felix Nwoko, LPA Staff

The TAC approved the 2006-2007 UPWP on May 10, 2006 and amended it on October 10, 2006 (Amendment #1). The UPWP provides yearly funding allocations to support the ongoing transportation planning activities of the DCHC MPO. The UPWP must identify MPO planning tasks to be undertaken with the use of federal transportation funds, including highway and transit programs. Funds that would not be expended during the current fiscal year (FY 2006-07) must be de-obligated through an amendment in order for the funds to be available for programming during the next fiscal year (2007-08). The proposed Amendment #2 is necessary in order to reflect reallocation of funds by the Towns of Chapel Hill and Carrboro, and de-obligation of STP-DA funds.

Accordingly, the proposed amendment reflects the de-obligation of funds originally programmed for the following UPWP projects: Land-use model, GIS automation, Model update, ITS deployment Update, and Orange County Greenhouse Gas Emission Study.

Attachment 7 is a memo describing Amendment #2 to the 2006-2007 UPWP. Attachment 7A is a resolution and associated tables.

TCC Action: Recommend that the TAC adopt a Resolution regarding Amendment #2 to the 2006-2007 UPWP (Attachment 7A).

8. 2007-2008 Unified Planning Work Program
(Attachment 8, 8A)

Felix Nwoko, LPA Staff

Annually, the DCHC MPO is required by federal regulations to prepare a Unified Planning Work Program (UPWP) that details and guides the urban area transportation planning activities. Funding for the UPWP is provided on an annual basis by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Essentially, the UPWP provides yearly funding allocations to support the ongoing transportation planning activities of the DCHC MPO. The UPWP must identify MPO planning tasks to be undertaken with the use of federal transportation funds, including highway and transit programs. Tasks are identified by an alphanumeric task code and description.

The UPWP Subcommittee met on 2/16/2007 to begin developing the 2007-2008 Unified Planning Work Program (UPWP). The Public Transportation Division (PTD) recently provided the MPO with transit 5303 apportionments and has asked that a draft UPWP be submitted to them by March 1, 2007. However, FTA has not been able to provide the MPO with the FFY 2007 5307 apportionments because the FTA is operating under a Continuing Resolution.

Attachment 8 is a staff memo which provides additional information. Attachment 8A is a draft UPWP including the information the MPO has presently. If more information is provided by February 28, it will be handed out at the TCC meeting.

TAC Action: Recommend the draft transit allocation be forwarded to PTD.

**9. Southwest Durham Drive
(Attachment 9, 9A, 9B, 9C, 9D)
Andy Henry, LPA Staff**

Attachment 9 is a staff memo on the proposed adjustments to the Southwest Durham Drive alignment. At their meeting on October 11, 2006, the Transportation Advisory Committee (TAC) directed staff to develop alternative alignments in the section of Southwest Durham Drive between the I-40 overpass and Meadowmont Lane, and solicit public input on the alternatives. A roadway design consultant, Parsons America, Inc., developed three options for the identified section of Southwest Durham Drive (Attachment 9A, 9B, and 9C) and a public workshop was held at Creekside Elementary School on February 15, 2007, to review and comment on the three options. Comments from the workshop are summarized in Attachment 9D.

TCC Action: The TCC is to discuss staff recommendations and make a recommendation to the TAC. The recommendation should consider proposed changes to the Southwest Durham/Southeast Chapel Hill Collector Street Plan.

**10. Southwest Durham Southeast Chapel Hill Collector Street Plan
(Attachment 10, 10A, 10B, 10C)
Andy Henry, LPA Staff**

Attachment 10 is a staff memo on the final Southwest Durham/Southeast Chapel Hill Collector Street Plan (CSP). At the November 22, 2006 meeting, the TCC approved and forwarded the Revised Plan to the TAC. Subsequently, the Town of Chapel Hill adopted a resolution on the Collector Street Plan as presented at the December 13, 2007 TAC meeting (Attachment 10A). The TAC referred the resolution to the TCC for consideration. Staff recommends five changes to the Revised Southwest Durham/Southeast Chapel Hill Collector Street Plan in the Final Plan. These changes are indicated on the map in Attachment 10B. The full report for the Final Plan is

not attached because it is very large and no changes are proposed to the report narrative. It is available for review upon request to the LPA staff and at www.dhcmpo.org. The main points of the full report are highlighted in the Brochure (Attachment 10C).

TCC Action: Discuss the Final Southwest Durham/Southeast Chapel Hill Collector Street Plan, make any changes if desired, and recommend that the TAC adopt the Final Plan. The recommendation should take into consideration any action taken to adjust the alignment of the Southwest Durham Drive.

11. 2030 Long Range Transportation Plan Amendment #1 and Conformity Determination and Analysis Report

(Attachment 11, 11A)

John Hodges-Copple, TJ COG

Andy Henry, LPA Staff

Air quality regulations require that the 2030 Long Range Transportation Plan (2030 LRTP) be amended because the completion schedule for several regionally-significant projects has crossed an air quality threshold. The completion date for these projects has been delayed, and the air quality impacts of these delays must be analyzed. Funding constraints of the FY 2007-2013 Transportation Improvement Program (TIP) and policy changes, such as the delay of the TTA Phase I Rail System and the proposed tolling of the Triangle Parkway, have caused the completion delays. Interagency Consultation meetings have designated the projects in the DCHC MPO's 2030 LRTP that need to be amended and have proposed a schedule for making these amendments. Attachment 11 is an overview of the amendment. Attachment 11A is a list of projects that might be affected by recent funding actions (e.g., FY 2007-2013 Transportation Improvement Program – TIP) and indicates which of these projects must be amended in the 2030 LRTP.

The MPO will need to release two documents for a 30-day public comment period: 1) the amended 2030 LRTP; and 2) the accompanying Conformity Determination and Analysis Report. These documents will be presented at the TCC meeting.

TCC Action: Discuss the projects, process and schedule for amending the 2030 LRTP and approving the Conformity Determination and Analysis Report, and recommend that the TAC release these documents for a 30-day public comment period.

12. MPO Certification Review

(Attachment 12, 12A, 12B)

Felix Nwoko, LPA Staff

The MPO Certification Review will be on March 20-22, 2007. Attachment 12 is the notice from FHWA including a schedule of meetings. The Certification Review is an opportunity for the MPO to review its own operations and to review FHWA, FTA, and NCDOT. As part of this, the MPO will be creating a position paper describing its issues and questions. Attachment 12A is a preliminary list of issues that the MPO will raise at the Certification Review. The TCC should review and discuss these and any additional issues. For reference, Attachment 12B is the report from the last Certification Review in 2003.

TCC Action: Discuss the development of the position paper for MPO Certification Review.

13. Transportation Funding Initiatives**Mark Ahrendsen, TCC Chair**

During the discussion of the 2007-2013 TIP at the February 2007 TAC meeting, the TAC asked staff to develop a long-term and short-term strategy for addressing the funding needs of the DCHC MPO. The TAC expressed interest in increasing the funding for transportation statewide, changing the equity formula to better address the needs of growing urban areas, and allowing local revenue options. The TAC wants to work with other MPOs and the Metropolitan Coalition and will target their efforts at our state legislative delegation and the Governor. CAMPO has requested an audit of NCDOT to verify that NCDOT is applying the current formula correctly. The TAC is also interested in more closely examining NCDOT's spending.

TCC Action: Discuss the TAC's request and begin work on the development of long-term and short-term strategies.

REPORTS FROM STAFF:**14. Reports from Staff****(Attachment 14)****Felix Nwoko, LPA Staff**

TCC Action: Receive Report from staff

15. Report from the Chair**Mark Ahrendsen, TCC Chair**

TCC Action: Receive Report from TCC Chair

16. NCDOT Report**(Attachment 16)****Wally Bowman, Division 5 – NCDOT****Mike Mills, Division 7 – NCDOT****INFORMATIONAL ITEMS****17. Recent News Articles and Updates****(Attachment 17)****18. APTA Legislative Alert – 2007 Transportation Appropriations Bill****(Attachment 18)****19. STPP Update - \$3.471 Billion Rescission Ordered****(Attachment 19)****PENDING ITEMS****Adjourn****Next meeting: March 28, 2007**

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TECHNICAL COORDINATING COMMITTEE

January 24, 2007

MINUTES OF MEETING

- *Mark Ahrendsen City of Durham/Transportation (TCC Chair)
- *David Bonk Town of Chapel Hill (TCC Vice Chair)
- *Wally Bowman NCDOT – Division 5 Engineer
- *Fleming El-Amin Triangle Transit Authority
- *Andy Henry City of Durham/Transportation
- *John Hodges-Copple Triangle J COG
- *Denese Lavender NCDOT/PTD
- *Karen Lincoln Orange County
- *Ray Magyar UNC - Transportation
- *Felix Nwoko City of Durham/Transportation
- *Pierre Osei-Owusu City of Durham/DATA
- *Scott Walston NCDOT/TPB
- *Roy Williford Town of Carrboro
- Ellen Beckmann City of Durham/Transportation
- Jeff Dayton HNTB Corporation
- Alison Fiori Research Triangle Foundation
- Dale McKeel City of Durham/Transportation
- Jill Stark FHWA
- Leigh Woodall Person County
- *Voting Member

Mark Ahrendsen, TCC Chair, called the meeting to order at 9:04 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 December 20, 2006 TCC Meeting Minutes (Attachment 4)

34 Karen Lincoln stated on page 3, line 78 should reference “across I-40 north of the
35 NC-54 interchange to connect Leigh Farm with the northwest quadrant.” A motion was
36 made by Andy Henry and seconded by David Bonk to approve the December 20, 2006
37 TCC Meeting Minutes with the amendment noted above. The motion carried
38 unanimously.

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

40 Mark Ahrendsen provided an introduction for the FFY 2007 Congestion
41 Mitigation Air Quality (CMAQ) Funds, along with the attachment.

42 Ellen Beckmann stated that Mike Kozak and Denese Lavender have informed
43 staff that FHWA won't be able to transfer the funds until they have authorization from
44 Congress. As a result, we requested they transfer the funds as soon as possible.

45 John Hodges-Copple stated these are reimbursement funds anyway. The bottom
46 line for the agency is there is a longer cash flow holding period. Mark Ahrendsen stated
47 that there also some risk should Congress come back and say they are not doing the third
48 year. David Bonk stated that the issue here is not whether there will be another year of
49 funding or when the 2007 funds will be available. It is more a technical issue of the
50 transfer between FHWA and FTA. Felix Nwoko stated that his recommendation is that
51 we move forward with the action. The MPO should recommend the transfer of FY 2007
52 and FY 2008 funding. Pierre Osei-Owusu asked if we could include in the resolution a
53 statement that the request is urgent because Chapel Hill has already filed a grant
54 application to purchase buses using the 2007 funds. David Bonk asked if Durham has
55 committed funds to purchase buses and Pierre stated that they have decided to wait and
56 see what happens in 2007.

57 Mark Ahrendsen stated that a statement will be added to describe the urgency of
58 why this needs to move forward. Mark asked Denese Lavender to find out why FTA is
59 not allowing this. We are not asking for additional funds. David Bonk stated that this
60 may lead us back to the original question which was the availability of the CMAQ
61 funding.

62 Jill Stark stated that FHWA has not been notified when the funds are going to be
63 available. They can not flex the funds until they receive notification. They check two to
64 three times a week to see if the funds have been released.

65 Karen Lincoln stated that the Orange County project, C-4932, is not going to be
66 flexed. Orange County is not a direct FTA recipient, they would have to apply and it is a
67 lengthy process. For the amount of funds, it is probably not worth it. It has also been
68 programmed in the 2007-2013 TIP and will not happen until 2008.

69 A motion was made by Pierre Osei-Owusu and seconded by David Bonk to
70 remove C-4932 from the letter and add language expressing the urgency and follow up
71 with FHWA as necessary to track the status of the funds and encourage that the funds be
72 released as soon as possible. Felix Nwoko made an amendment to the motion to flex
73 both the FY 2007 and FY 2008 CMAQ funds. The motion carried unanimously.

74 David Bonk stated that in FY 2007 in the STP-DA budget there is \$1.67 showing
75 for the Chapel Hill transit facility. This is the third installment out of STP-DA for the
76 facility and we flexed the other two installments. We need to start the process to request
77 the funds be flexed at FTA. It has to originate from the MPO. Mark Ahrendsen stated a
78 letter will be drafted from the MPO to NCDOT advising them of the request to flex the
79 funds.

80 **Coordinated Public Transit – Human Services Transportation Plan (Attachments 6,**
81 **6A, and 6B)**
82

83 Ellen Beckmann provided an update on the Coordinated Public Transit – Human
84 Services Transportation Plan, along with the attachments. The subcommittee is in the
85 process of creating a plan for the projects to be selected from. They have identified the
86 priority needs and are going to be developing a criteria list for the selection of projects.
87 The subcommittee hopes to have it complete by the February TCC meeting and have a
88 recommendation for the TAC at their March meeting. They will solicit proposals for
89 projects in March and April and the selection of the projects will occur in May.

90 Fleming El-Amin with TTA spoke regarding an issue that the human services
91 transportation providers did not feel that they were adequately connected to the activities
92 of the MPO. There were thoughts that perhaps member of OPT, Chatham Transit
93 Network, or Durham County Access could be represented on the transit subcommittee so
94 they could be better updated.

95 Ellen Beckmann stated that the project steering committee consisted of people
96 from DATA, Chapel Hill Transit, Chatham Transit, and TTA.

97 Felix Nwoko stated that once the TCC approves this, it needs to be decided
98 whether there will be another subcommittee that will allow the human services
99 transportation providers to have input in on the project selections. Mark Ahrendsen
100 stated that we could allow them to participate on the TCC subcommittee. If the group
101 feels it is appropriate to include some of the interests on the TCC subcommittee, it could
102 be done.

103 David Bonk stated that he thought as part of the allocation we made last year to
104 DATA and TTA for the Brier Creek service there were to be quarterly reports. Pierre
105 Osei-Owusu stated that DATA will provide the report at the next TCC meeting.

106 John Hodges-Copple stated for clarification that the next steps are; there are sub-
107 recipients that would actually be eligible for funds and there will be solicitation
108 guidelines, evaluation criteria and schedule. Ellen Beckmann stated that is what the
109 planning project team is developing now. She stated that the top tier priority needs aren't
110 necessarily suited for JARC and New Freedom funding. They are just the needs. One of
111 the criteria will be that projects have to fulfill the eligibility requirements for JARC and
112 New Freedom programs.

113 Felix Nwoko recommended placing this item on the February TAC agenda as an
114 informational item and bringing it to the TAC for approval in March.

115 Fleming El-Amin stated that they are going to have a meeting with the planning
116 project team to discuss the criteria for selection and hopefully will have more information
117 to share with the TAC at their next meeting.

118 **2035 Long Range Transportation Plan (Attachment 7)**

119 Andy Henry provided an update on the 2035 Long Range Transportation Plan,
120 along with the attachment. Per the TCC agenda there are a series of five public
121 workshops scheduled. The one at the Durham County Central Library is going to be the
122 environmental justice focus. Tomorrow, there is an internal workshop at Durham City-
123 County Planning to review the numbers. We have an LRTP subcommittee that hasn't
124 met yet because the 2030 LRTP process was done by the time we came up with our
125 subcommittee process. Andy Henry would like to convene the LRTP subcommittee.

126 David Bonk asked Andy where we are on the base numbers. John Hodges-
127 Cople stated that the 2005 numbers are complete with the exception of Chatham
128 County. Everyone agreed that we need to have the new numbers to publish the data.
129 Andy Henry stated that the public hearing would be at the March TAC meeting.

130 Andy Henry stated that they are going to move the Chapel Hill meeting to
131 February 2, 2007 if there is a room available. Mark Ahrendsen stated that it is critical
132 that we get this information out. There might be a follow up after the public meetings to
133 include comments. Mark is concerned that the meetings are two weeks away and we
134 have not published the information to the public. A two week notice is a minimum and
135 he is not sure we can meet the schedule. Andy Henry stated that we can change the
136 meeting dates. Mark re-emphasized what the TAC has stated many times, the public
137 didn't receive ample time to review. Andy Henry will move the dates for the meetings.

138 David Bonk asked about the status of the model. The quality of the model
139 continues to be the biggest issue staff and policy makers have. Every time we go through
140 this, we promise we will do it better. The policy makers have very low tolerance for the
141 same excuses again. We need to stay on top of the model. Felix Nwoko stated that the
142 model we have now is better than the one we had before, but it is still a work in progress.
143 John Hodges-Cople stated that within a month to six weeks we will have a much better
144 handle on the SE data than in the past. On the trip generation and distribution side John
145 agrees with Felix. The way we are doing things now is far better than before with the
146 important exception of the university trips. John's understanding is that the university
147 trips are handled differently. It may explain why some of the Orange County information
148 is off in general. One area it is not sufficient is in not using the onboard survey

149 information on the transit side. At the regional model executive committee meeting, the
150 decision was to not spend the rest of January trying to calibrate the transit side of the old
151 data, rather to move forward on bringing in as much of the new information as possible.
152 This will probably be complete the middle of March.

153 David Bonk stated that very little if any of the transit survey data has been entered
154 into the new model. It is unknown how much of the household data has been used.

155 Mark Ahrendsen asked if John Hodges-Copple is working with the model team to
156 put a matrix together to answer questions as to what is going on with the survey. Mark
157 stated that we need to manage expectations as well.

158 David Bonk asked if once the process is started for updating our plan, effectively
159 all the model work will be done in-house. Felix Nwoko stated that once the model is
160 released, the application of the models will be in-house. David asked once we are given
161 the model, will they continue to make enhancements. The SE data is the MPO's
162 responsibility to enter. The internal workings of the model are ITRE's responsibility.

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

164 Mark Ahrendsen provided an introduction for the DCHC MPO Metropolitan Area
165 Boundary Expansion, along with the attachment.

166 Mark introduced Leigh Woodall representing the Joint Roxboro/Person County
167 Thoroughfare Advisory Committee. Mark stated that they have received positive
168 response from Granville and Person County that they would like to join the DCHC MPO
169 and expect the same from the City of Roxboro and the Towns of Butner and Stem since
170 they are within the area of the counties that we may be looking to expand into if the TAC

171 chooses to move forward. Ellen Beckmann stated that they received a letter from the
172 Town of Butner indicating that they want to join the DCHC MPO as well.

173 Leigh Woodall stated that they have been considering the request to join the
174 DCHC MPO for months. He is speaking on behalf of Roxboro/Person County
175 Thoroughfare Advisory Committee of which he is Chair. They have a unified body in
176 Person County and one incorporated municipality which is the City of Roxboro. We
177 have found it very efficient to operate with one voice in the issues of roads. We have a
178 few projects that have been unfunded on the State TIP list for a number of years.
179 Whether this effort would further our ability to have these projects accelerated on the
180 State TIP list we don't know, but we are willing to discuss it. We contribute highly to the
181 traffic in Durham and the RTP. We are receptive to joining the group, if invited. We are
182 willing to be a part of your discussions and your process.

183 A motion was made by Felix Nwoko and seconded by David Bonk to refer the
184 issue of potential expansion and all the issues that go along with it, as outlined in the
185 memo (i.e. setting the boundary, membership, voting procedures, and bylaw changes) to
186 the subcommittee to bring back a recommendation to the TCC to be carried forward to
187 the TAC.

188 David Bonk stated that the memorandum suggested that Pittsboro is not interested
189 in joining. They are a member of the Triangle RPO and it is serving their needs. David
190 stated at this point we are not looking at any expansion within Chatham. Mark stated that
191 is still on the table. The committee should consider expanding the area in Chatham.
192 David stated that he can't remember what was decided on regarding the area in Orange
193 County to the west near Mebane and Alamance County. Mark stated that is also on the

194 table. It should be a part of the charge to the subcommittee, not only to consider the
195 position of interest we received from Granville and Person, but at the same time look at
196 any other adjustments in Orange and Chatham County, exclusive of Pittsboro. David
197 asked if either Granville or Person were considering membership in CAMPO and Mark
198 stated Granville already is a member of CAMPO.

199 John Hodges-Copple stated that because we are doing the air quality conformity
200 by the end of June, he doesn't think we want to actually take the step of expanding before
201 the 2030 LRTP amendment is in place and the air quality conformity is done. John also
202 stated that the elected officials need to know that if Granville County joins the DCHC
203 MPO and Johnston County fails on air quality, this MPO goes down on air quality as
204 well. Granville County will link us together.

205 Scott Walston stated that he understands that some of the STP-DA funds are
206 distributed to Chapel Hill, Carrboro, and other municipalities. Will those same funds be
207 distributed to the new members? David Bonk stated no because the funds are allocated
208 based on the strict urban area boundaries. John Hodges-Copple stated that they are
209 eligible for CMAQ funds because they are in the non-attainment area, so it is a policy
210 decision. They are not ineligible for use of those funds. Felix Nwoko stated that the
211 subcommittee should look at funding issues. David Bonk stated that their population
212 should contribute to the revenue. John stated that it is a policy decision. The ultimate
213 decision will be made by the TAC. David Bonk asked if it would affect the planning
214 funds and Mark Ahrendsen stated yes. It does not bring additional funds. The motion
215 carried unanimously.

216 **2007-2008 Unified Planning Work Program (UPWP) (Attachment 9)**

217 Felix Nwoko provided an introduction for the 2007-2008 Unified Planning Work
218 Program (UPWP), along with the attachment. The issue Felix wanted to stress is the
219 short timeframe we have to get approval. Felix doesn't think there will be new
220 initiatives. We have several projects carrying over that we are currently working on.

221 David Bonk stated that we set aside money this year for these planning projects
222 and it is his understanding that they are not moving as quickly as we had hoped. The
223 question is can we make an assessment at some point how much we will actually need to
224 spend in this fiscal year and how much needs to carry over to next year. Felix stated the
225 LPA hopes to know soon.

226 Dale McKeel asked if there are amendments to be made to the current year, when
227 will they be made. Felix stated that the amendment will be going to the TAC in March.

228 A motion was made by David Bonk and seconded by John Hodges-Copple to
229 refer this to the UPWP Subcommittee and any amendments to the 2006-2007 UPWP.
230 The motion carried unanimously.

231 **US 15-501 Memorandum of Agreement (MOA)**

232 Andy Henry provided an introduction for the US 15-501 Memorandum of
233 Agreement (MOA). The Durham County Board of Commissioners and Council
234 approved the MOA.

235 Andy asked David Bonk the status of the MOA from Chapel Hill Town Council.
236 David stated that they intend to take it to Town Council and that there were questions as
237 to clarification in regards to Durham's Land Use Plan.

238 **Reports from Staff:**

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

240 Felix Nwoko provided an update on the LPA projects. The CMAQ Call for
241 Projects has been delayed. We will be holding a STP-DA Call for Projects for 2008-2009
242 funds soon. We will have MPO Certification in the third week of March for two and a
243 half days. A large review team will attend the meetings. It will be an opportunity for the
244 MPO, NCDOT, and FHWA to review each other.

245 **Report from the Chair**

246 Mark Ahrendsen stated that the East End Connector project is moving along
247 through the environmental process. There is a citizen's workshop on January 30, 2007,
248 4-7 p.m. at Living Waters Church. It will be on the City Council agenda February 5,
249 2007, 7 p.m. and there is a merger team meeting on February 13, 2007 to select an
250 alternative for further study.

251 The Alston Avenue widening environmental process is wrapping up. We still
252 have to meet with NCDOT to discuss some design issues associated with the project.

253 A joint advisory committee is being formed with (14) appointees from CAMPO
254 and (10) from DCHC MPO. A process has been initiated to solicit candidates from the
255 DCHC MPO to consider for appointment. Hopefully, these will be appointed by March
256 2007.

257 The latest expected release and approval by the NCDOT Board of the 2007-2013
258 TIP is March 2007 per Wally Bowman.

259 **Chapel Hill LRTP Update**

260 David Bonk stated that the Chapel Hill LRTP update process continues to move
261 forward. They have selected a consultant and are negotiating to work out the funding.
262 They have tentatively scheduled a meeting of the technical committee (MPO

263 representative, TJCOG, TTA, Orange County, Hillsborough, and NCDOT) which was
264 created to provide technical feedback in the process. The meeting has been tentatively
265 scheduled for the first of February. The consultant is Tran Systems out of Kansas City,
266 Missouri.

267 **NCDOT Report (Attachment 13)**

268 Wally Bowman, NCDOT Division 5 Engineer, provided an update on projects.
269 On project R-2906A/C, NC-55 – All lanes are open, but NCDOT will continue to work
270 on it during non-peak hours.

271 They opened I-540 on the east end. Even though it is not in Durham County, it
272 has a positive impact for commuters coming into the area.

273 An update was not provided by NCDOT Division 7.

274 **Informational Items:**

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

276 The recent news articles and updates are attached.

277 **Adjournment**

278 There being no further business before the Technical Coordinating Committee, a
279 motion was made by Felix Nwoko and seconded by David Bonk to adjourn the meeting
280 at 11:05 a.m. The motion carried.

MEMORANDUM

TO: Technical Coordinating Committee (TCC)
DCHC MPO

FROM: Lead Planning Agency (LPA)

DATE: February 28, 2007

RE: Draft Coordinated Public Transportation / Human Services Transportation Plan

Background

This draft plan (Attachment 5A) 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 list of needs that came out of the first workshop is included in the draft plan (page 15 in Attachment 5A).

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 the draft plan (page 19 in Attachment 5A).

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 (JARC) 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

Since the January TCC meeting, the Project Planning Team has created a JARC and New Freedom funding application (Appendix K in Attachment 5A) including application procedures, eligibility requirements, and scoring criteria. Because FTA is still operating under the Continuing Resolution, they have not released the FFY 2007 JARC and New Freedom apportionments. Once these are known, the funding application will be updated. This application will be sent to potential applicants and posted on the MPO website.

Project selection will be done by the TAC, TCC, and TCC Transit Subcommittee. Members of the Project Planning Team have requested to participate in the project selection through the TCC Transit Subcommittee.

Once funds are awarded, the MPO will need to amend the TIP to reflect funding.

Schedule

If the TAC approves the CPT-HST Plan in March, the schedule is as follows.

| | |
|--------------------|---|
| March 14 TAC | TAC approves final plan including selection criteria |
| March 16 –April 27 | Call for projects |
| April 25 TCC | Update on application process, TCC refers project selection to TCC Transit Subcommittee |
| April 30 – May 14 | TCC Transit Subcommittee recommends project selection |
| May 23 TCC | TCC recommends project selection to the TAC |
| June 13 TAC | TAC awards JARC and New Freedom funds |

If the TAC does not approve the CPT-HST Plan in March, the awarding of JARC and New Freedom funds would not occur until the August TAC meeting (or later).

Attachments

| | |
|---------------|--|
| Attachment 5A | Draft Coordinated Public Transportation Human Services Transportation Plan |
|---------------|--|

DCHC MPO

DURHAM - CHAPEL HILL - CARRBORO - METROPOLITAN PLANNING ORGANIZATION

Coordinated Public Transportation – Human Services Transportation Plan

March 14, 2007

Prepared by:

Triangle Transit Authority

on behalf of the

Durham – Chapel Hill – Carrboro MPO

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I. Introduction

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC-MPO) is the regional organization responsible for transportation planning for the western part of the Research Triangle area in North Carolina.

The DCHC urbanized area, first designated by the 1980 Census, covers all of Durham County, a portion of Orange County including the Towns of Chapel Hill, Carrboro, and Hillsborough, and Northeast Chatham County. DCHC is also one of the four urban areas in North Carolina designated as a Transportation Management Area (TMA) by the Transportation Equity Act for the 21st Century (TEA-21). TMA's are urban areas with a population of over 200,000 people.

The DCHC-MPO is an umbrella organization comprised of the Transportation Advisory Committee (TAC), the Technical Coordinating Committee (TCC), local governments, and the State. The TAC, designated by the Governor, is a policy body that coordinates and makes decision on transportation planning issues. Its major responsibility, prior to the passage of the federal transportation law in 1998 known as TEA-21, had been to fulfill the requirements of the Federal Highway Act of 1962. These regulations require those urban areas with a population of 50,000 or more conduct a Continuing, Comprehensive, and Cooperative (3-C) transportation planning process. An integral element of this 3-C process is the development of a long-range transportation plan. In North Carolina, this long-range transportation plan is carried out by the North Carolina Department of Transportation (NCDOT) for municipalities and urban areas. This is mandated by 1959 North Carolina General Statute 136-66.2, which requires all municipalities to have a long-range transportation plan which is mutually adopted by both the governing body of the respective municipalities and NCDOT.

II. Purpose

Many of the needs identified through this planning process are common to all would-be users, and strategies to address them would improve the system for the broader community. For this reason, it is appropriate to view this plan as a guideline for future strategies to improve the transportation system in the region.

With the passage of the federal transportation law, known as SAFETEA-LU, in 2005, 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."

As the area's regional transportation planning organization, the DCHC-MPO has taken the lead in developing a coordinated regional public transit-human services transportation plan (CPT-HSTP). DCHC-MPO has worked in collaboration with the public transportation agencies and community transportation programs in the MPO's jurisdiction, to respond to SAFETEA-LU requirements. The purpose of this plan is to help improve transportation services for persons with disabilities, older adults, and individuals with lower incomes in the Durham, Orange, and Chatham County area through a better coordinated transportation system. Many of the needs identified through this planning process are common to all would-be users, and strategies to

address them would improve the system for the broader community. For this reason, it is appropriate to view this plan as a guideline for future strategies to improve the transportation system in the region.

The plan will provide a framework for the development of projects that will address the transportation needs of the target populations, by ensuring that this three-county area and its public transportation and human service agencies coordinate transportation resources offered through multiple Federal Transit Administration (FTA) programs. The end result of this plan will offer a new annual application and evaluation process for public transportation agencies, human service agencies, and private entities to request Job Access and Reverse Commute (JARC, Section 5316) and New Freedom (Section 5317) funding. These projects will become a part of this area's ongoing Metropolitan Transportation Improvement Program (MTIP), which includes all federally funded transportation projects being implemented.

This report documents the process and the recommendations that have been developed through this coordinated planning effort.

III. Background

The Job Access Reverse Commute grant program (Section 5316, or JARC) 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 (Job Access); and to transport residents of urban centers, rural and suburban areas to suburban employment opportunities (Reverse Commute). Job Access grants can be used for capital and operating costs of equipment, facilities, and capital maintenance related to providing access to jobs. Costs to promote transit for workers with nontraditional work schedules, the use of transit vouchers, and the use of employer-provided transportation are also covered. Reverse Commute grants can be used for operating, capital and other costs associated with providing reverse commute service by bus, train, carpool, vans or other transportation services. Activities that the Federal Transit Administration has determined are eligible for JARC funding are listed in the box on the right.

Federal funds for the program are allocated on a discretionary basis, with 60 percent going to areas with population over 200,000; the federal/local share is 50/50.

According to FTA, the purpose of the New Freedom Program is to provide improved public

JARC Grant-Eligible Activities

- Late-night and weekend service
- Guaranteed ride home service
- Shuttle service
- Expanded fixed-route public transit routes
- Demand-responsive service
- Ridesharing and carpooling activities
- Transit related aspects of bicycling
- Local car loan programs that assist individuals in purchasing and maintaining vehicles for shared rides
- Marketing promotions for JARC activities
- Supporting the administration and expenses related to voucher programs
- Using Geographic Information System (GIS) tools and/or implementing Intelligent Transportation Systems (ITS)
- Integrating automated regional public transit and human service transportation information, scheduling and dispatch functions;
- Deploying vehicle position-monitoring systems
- Establishing regional mobility managers or transportation brokerage activities.

transportation services, and alternatives to public transportation, for people with disabilities, beyond those required by the Americans with Disabilities Act of 1990 (ADA). Funds will cover capital and operating costs to provide that new service. Examples of eligible activities are listed in the box below. Federal funds are allocated on a discretionary basis, with 60 percent to areas with population over 200,000. Matching share requirements are flexible.

Examples of New Freedom Grant-Eligible Activities

- Enhancing public transportation beyond the minimum requirements of the ADA
- Providing “feeder” services
- Making accessibility improvements to transit and intermodal stations
- Providing travel training
- Purchasing vehicles to support new accessible taxi, ridesharing, and/or vanpooling programs
- Covering the administration and expenses of new voucher programs for transportation services offered by human service agencies
- Supporting new volunteer driver and aide programs
- Supporting new mobility management and coordination programs among public and/or human service transportation providers.

IV. Plan Approach

North Carolina has been a leader in moving to coordinated human service transportation programs, known as community transportation programs (such as Orange Public Transportation, Durham Access, and Chatham Transit Network). Each of the three counties in the DCHC-MPO region has an existing community transportation improvement plan addressing human service and rural transportation services in each county. 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 CPT-HSTP 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.

The principle underlying this approach is that the stakeholders that interact with our transportation system can identify the gaps in the existing system, and collectively prioritize the needs. Rather than relying heavily on a data-intensive planning effort, the project planning team relied on the experience and expertise of a broad group of stakeholders.

The Project Planning Team included representatives from the following organizations:

- Durham Area Transit Authority (DATA)
- Chapel Hill Transit
- Durham County Community Transportation (ACCESS)
- Orange Public Transportation
- Chatham Transit Network
- Durham – Chapel Hill – Carrboro MPO Lead Planning Agency
- North Carolina Department of Transportation

- Triangle Transit Authority (also providing staff support to this planning process)

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.

Participating Stakeholder Organizations

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 | Regional / Local Transportation Agencies |
| Carrboro Board of Alderman | NCDOT |
| Chapel Hill Town Council | DCHC-MPO Staff |
| Durham City Council | |
| Durham County Commission | Non-Profit Organizations |
| Chatham County Commission | El Centro Hispano |
| Orange County Commission | El Centro Latino |
| Hillsborough Town Council | El Futuro, Inc. |
| | The Community Backyard |
| Local Managers | The Mental Health Association in Orange County |
| Carrboro Town Manager | Durham Community Collaborative |
| Chapel Hill Town Manager | |
| | Private Providers of Human Services |
| Chatham County Manager | Transportation |
| Durham City Manager | Senior Care Management Associates |
| Durham County Manager | Non-Emergency Medical Transit Authority |
| Orange County Manager | A Helping Hand |
| TTA General Manager | Helping Hands of America |
| | |
| Local Advisory Boards | Medical Facilities |
| Carrboro Transportation | Duke University Medical Center |
| Chapel Hill Transportation Board | UNC Memorial Hospital |
| Chatham Transportation Advisory Board | |
| DATA Board | Chambers of Commerce |
| Durham Transportation Advisory Board | |
| Orange Transportation Advisory Board | Durham Chamber Workforce Development |
| TTA Board of Trustees | Chapel Hill - Carrboro Chamber of Commerce |
| | |
| 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 | |

V. Inventory of 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. In addition to these organizations, there are a variety of private taxi operators (with and without lift-equipped vehicles) and non-profit organization that provide transportation as one of several services to elderly or handicapped individuals.

Community Transportation Providers

Durham County ACCESS, Orange Public Transportation (OPT), and Chatham Transit Network are the community transportation providers in this three-county area.

Durham County ACCESS

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

Contacts – Johnny Ford, Durham County ACCESS (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 rural general public trips: \$2.00 each way.

Publicity/Marketing – ACCESS 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 human service agencies and representatives of transportation 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 and limited general public. The general public transportation service is primarily provided for the elderly, disabled, transportation disadvantaged and economically disadvantaged riders.

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. 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 provided in both English and Spanish which are posted on the outside of transit vehicles. Additionally ads are placed in local newspapers and CTN participates in community events.

Urban Paratransit Providers

DATA ACCESS, Chapel Hill EZ Rider, and TTA Paratransit provide demand-response services to persons with disabilities who meet local eligibility criteria.

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) 560-1535 Ext. 209;
Tara Caldwell, Laidlaw Transit Services, Project Manager, (919) 560-1555, ext. 306

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 2:00 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.

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; Transit Manager, (919) 485-7466

Service Area – Trips must begin and end within ¾ 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.

Fixed-Route Urban Public Transportation Providers

Chapel Hill Transit and DATA provide local fixed-route bus service within their jurisdictions. TTA provides regional bus services between the communities and to other jurisdictions in Wake County.

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) 560-1535 Ext. 209;
Pierre Osei-Owusu, Senior Transportation Planner, (919) 560-1535 Ext. 214;

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

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.

VI. 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, 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.

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.)

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. In the box to the left, the major themes that emerged from these discussions are listed.

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 that 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).

The participants also discussed aspects of the transportation system that need improvement. 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.

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 We Need to Improve

The areas that repeatedly came up in group discussions are described below.

1. Transportation system coordination 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 no 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.

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.

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Table 2. List of Needs Identified During Workshop #1

(Italicized 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, the group suggested combining #'s 40 and 42.*

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)*

VII. 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 should 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 - #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 should work together to change the negative perception of bus transit/bus dependent population, 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)
- 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)

VIII. Major Findings and Recommendations

Through this planning process, it became clear that there is a significant amount of enthusiasm on the part of stakeholder groups to be involved in taking steps to create a coordinated public transportation – human service transportation system. The collective wisdom of the broader group, which included public and private transportation providers, human service agencies, advocates, and representatives of public advisory bodies, identified many needs to be addressed, and priorities among them.

Experience around the nation has shown that it is important to remember that the development of a coordinated transportation system will take many years. Over that time, most, if not all of the identified needs will need to be addressed. However, in order to achieve progress, it is important to identify the top priorities for action. **The Project Planning Team assimilated the outputs of the two workshops and developed the following recommendations:**

1. The full list of prioritized needs (Table 3) should be used by the DCHC-MPO Transportation Advisory Committee as a guide for decision-making on policy and investments related to further coordination of the public transportation and human service transportation systems.
2. There are seven top priorities that should be considered for funding through the JARC and New Freedom grant solicitation process. These are:
 - Mobility manager helping customers identify transportation options to meet their needs
 - Intra-county and cross-county services connecting rural areas to urban areas
 - Unified regional paratransit application and eligibility and certification process needs to be streamlined, clarified, and consistent across agencies.
 - Universal fare card that works on all services
 - Better on-time performance for fixed-route and paratransit
 - Reduce transfer requirements between services
 - Travel training
3. The DCHC-MPO should convene an annual workshop with interested stakeholders to discuss progress on addressing this plan's priority needs, to solicit feedback on changes as they occur, and to gauge whether priorities are shifting.
4. The Project Planning Committee should continue to meet quarterly to continue developing action plans to address the prioritized needs identified through this plan.

IX. Project Selection Process

The federal transportation law, SAFETEA-LU, requires that 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." Rather than developing specific strategies, services, or projects for funding, this plan identifies seven top priority needs to be addressed. This allows the flexibility of applicants to propose strategies for addressing these needs, and puts the MPO in the position of evaluating competing proposals, as required under the federal guidance.

The Project Selection process should be conducted annually, as long as JARC and New Freedom grant funds are available. The solicitation of projects should be announced as early in each calendar year as is feasible, to provide applicants with ample time to develop complete proposals. During this first year, the solicitation announcement would follow the Transportation Advisory Committee's approval of this document. In subsequent years, the solicitation announcement should occur earlier.

All applicants should be required to submit a completed application (see attachment K) in April. This would allow enough time for the application evaluation and approval process to be completed by the June meeting of the Transportation Advisory Committee (TAC). Applications should be reviewed and scored by the Transit/TDM Subcommittee of the Transportation Coordinating Committee (TCC). This subcommittee would make funding recommendations to the TCC, who in turn would make final recommendations to the TAC. The criteria recommended for use in evaluation of competing applications are listed in the box at right.

The intent is that the selected projects each year will enable all the stakeholders to cooperatively move toward a coordinated transportation system. This will better serve the needs of all our customers, but particularly those who have traditionally been transportation-disadvantaged.

All applications must meet the following:

1. The proposed project must be a non-duplicative service or program.
2. Eligible matching funds must be identified and available.
3. The proposed project must be a new or expanded service or program.
4. The primary focus of the proposed service or program must serve the target populations (i.e., persons with low-income for the JARC funds, or persons with disabilities or elders for the New Freedom funds).
5. The project must benefit the Durham - Chapel Hill - Carrboro urbanized area.

Eligible applications will then be evaluated on the following criteria:

1. *Project Need/Goals & Objectives (30%)*
 - Fit with high-priority needs identified in the Coordinated Plan
2. *Quality of the implementation plan (20%)*
3. *Project Budget (15%)*
 - Efficiency (estimated cost per new customer)
 - Financial sustainability beyond grant period
4. *Partnerships and Outreach (20%)*
 - Effectiveness of proposed partnerships
 - Strength of stakeholder support
 - Quality of marketing/outreach plan
 - Geographic range of project benefits
5. *Program Effectiveness and Performance Indicators (10%)*
 - Quality of the evaluation plan
6. *Innovation (5%)*
 - Applicability of innovative ideas elsewhere in region

APPENDIX A

Frequently Asked Questions: Job Access and Reverse Commute Program

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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

FINAL DRAFT

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.

FINAL DRAFT

APPENDIX C

Self-Assessment Tool for Communities

FINAL DRAFT

A FRAMEWORK FOR ACTION
BUILDING THE FULLY COORDINATED
TRANSPORTATION SYSTEM

A Self Assessment Tool for Communities

Section 1: Making Things Happen by Working Together

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

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

Decision Helpers

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

Using Decision Helpers

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

Progress Rating

Circle one rating that best describes your program



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

Decision Helpers

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

Progress Rating

Circle one rating that best describes your program



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

Decision Helpers

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

Progress Rating

Circle one rating that best describes your program



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

Decision Helpers

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

Progress Rating

Circle one rating that best describes your program



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

Decision Helpers

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

Progress Rating

Circle one rating that best describes your program



EVALUATION

Section 1

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



Notes: _____

Section 2: Taking Stock of Community Needs and Moving Forward

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

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

Decision Helpers

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

Progress Rating

Circle one rating that best describes your program



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

Decision Helpers

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

Progress Rating

Circle one rating that best describes your program



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

Decision Helpers

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

Progress Rating

Circle one rating that best describes your program



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

Decision Helpers

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

Progress Rating

Circle one rating that best describes your program



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

Decision Helpers

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

Progress Rating

Circle one rating that best describes your program



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

Decision Helpers

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

Progress Rating

Circle one rating that best describes your program



12 Is there a strategic plan with a clear mission and goals? Are the assessment results used to develop a set of realistic actions that improve coordination? TCC-2/28/07 Attachment 5A

Decision Helpers

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

Progress Rating

Circle one rating that best describes your program



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

Decision Helpers

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

Progress Rating

Circle one rating that best describes your program



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

Decision Helpers

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

Progress Rating

Circle one rating that best describes your program



15

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

Decision Helpers

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

Progress Rating

Circle one rating that best describes your program



EVALUATION

Section 2

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



Notes: _____

Section 3: Putting Customers First

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

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

Decision Helpers

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

Progress Rating

Circle one rating that best describes your program



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

Decision Helpers

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

Progress Rating

Circle one rating that best describes your program



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

Decision Helpers

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

Progress Rating

Circle one rating that best describes your program



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

Decision Helpers

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

Progress Rating

Circle one rating that best describes your program



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

TCO 2/28/07 Attachment 5A

Decision Helpers

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

Progress Rating

Circle one rating that best describes your program



EVALUATION

Section 3

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



Notes: _____

Section 4: Adapting Funding for Greater Mobility

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

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

Decision Helpers

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

Progress Rating

Circle one rating that best describes your program



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

Decision Helpers

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

Progress Rating

Circle one rating that best describes your program



Section

4

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



Notes: _____

Section 5: Moving People Efficiently

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

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

Decision Helpers

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

Progress Rating

Circle one rating that best describes your program



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

Decision Helpers

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

Progress Rating

Circle one rating that best describes your program



25 Is there a centralized dispatch system to handle requests for transportation services from agencies and individuals? TCC 2/28/07 Attachment 5A

Decision Helpers

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

Progress Rating

Circle one rating that best describes your program



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

Decision Helpers

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

Progress Rating

Circle one rating that best describes your program



Section 5

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

Needs to Begin  Needs Significant Action  Needs Action  Done Well 

Notes: _____

OVERALL COMMUNITY SELF-ASSESSMENT

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

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

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

Notes: _____

Next Steps

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

APPENDIX D

Community Self-Assessment Supplement

FINAL DRAFT

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 _____

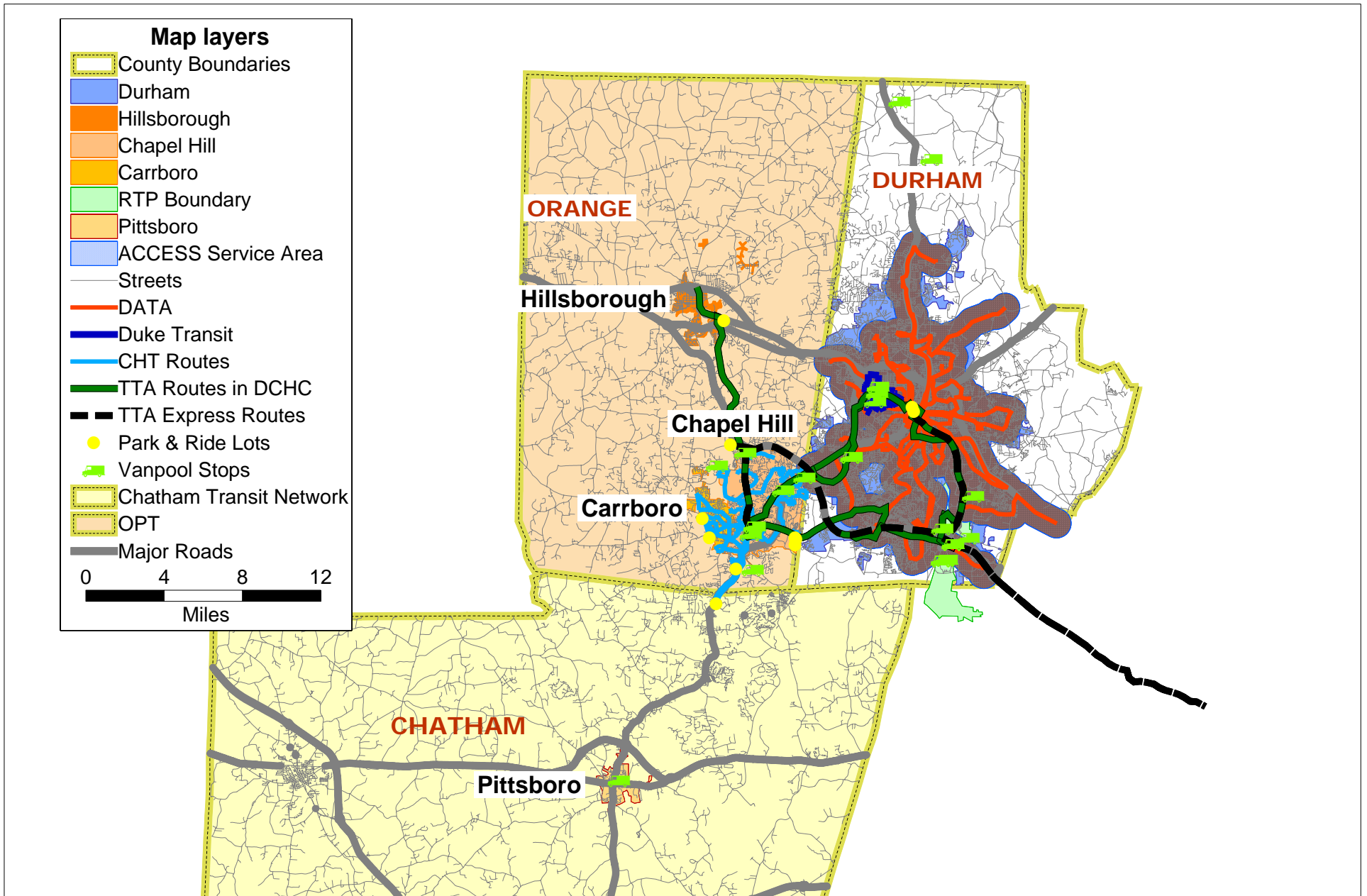
APPENDIX E

Maps of Service Availability by Day of Week and Time of Day

FINAL DRAFT

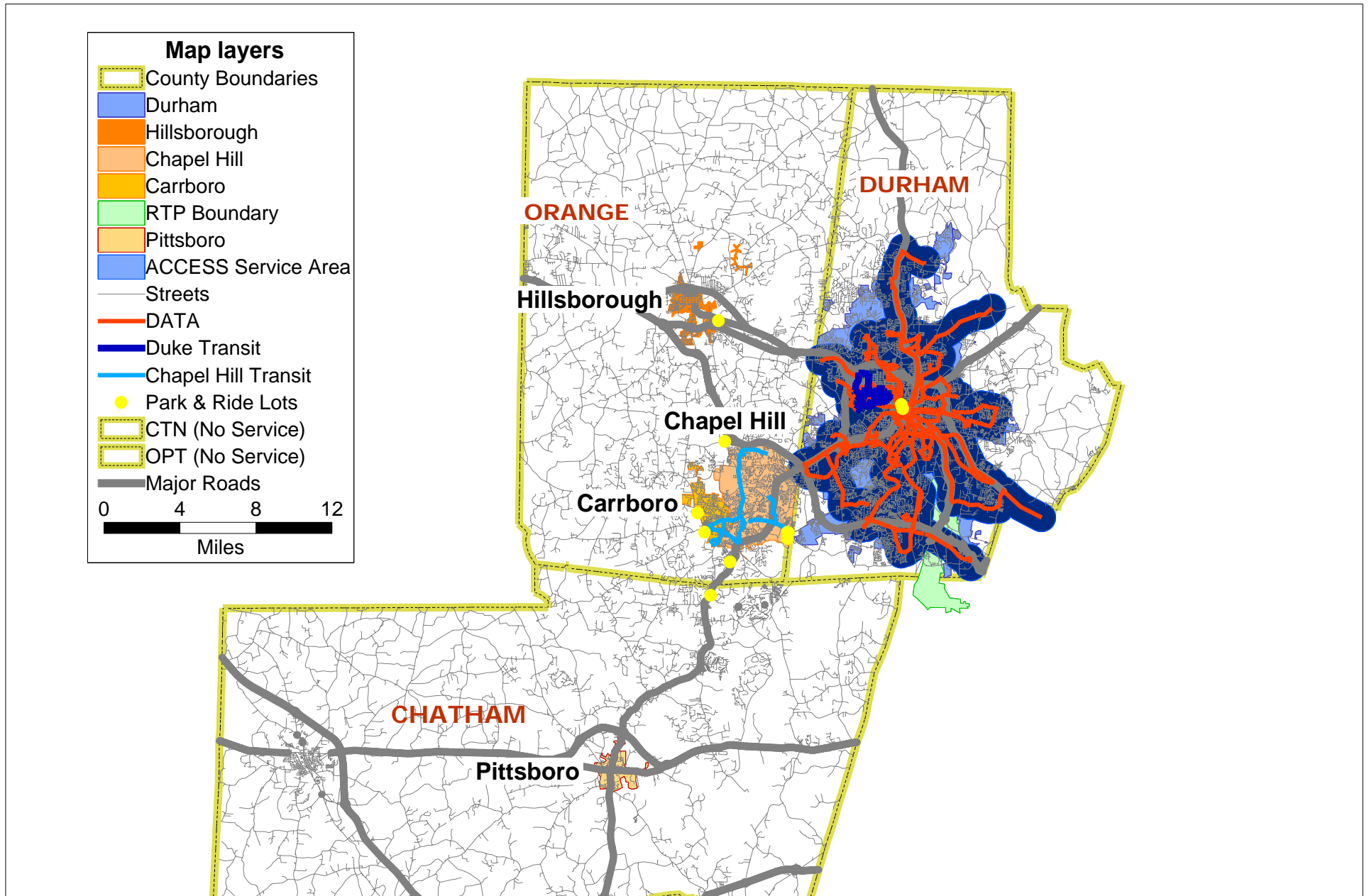
Public and Human Services Transportation

Weekdays (Daytime)



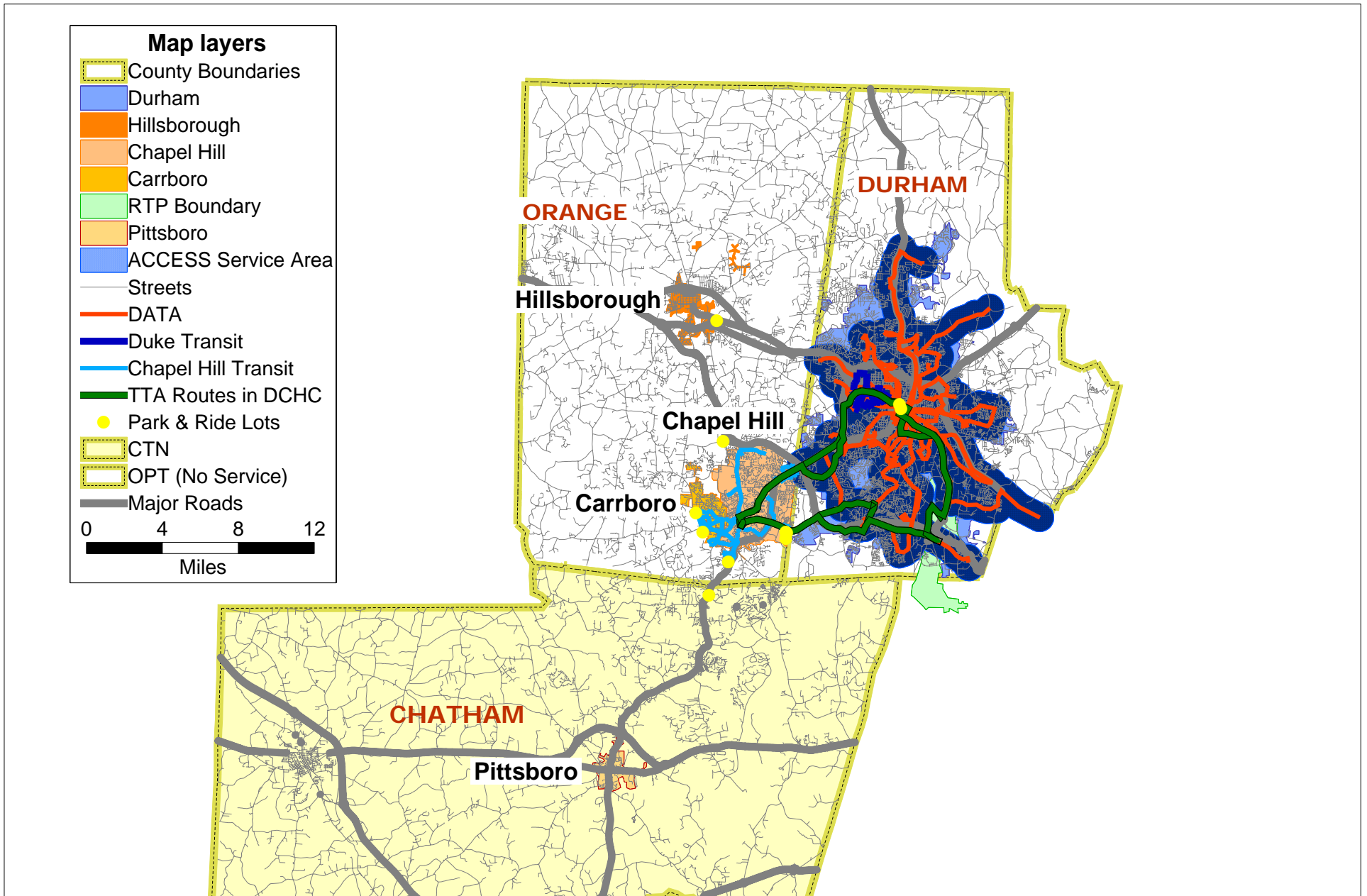
Public and Human Services Transportation

Weekdays (Night 10pm - midnight)



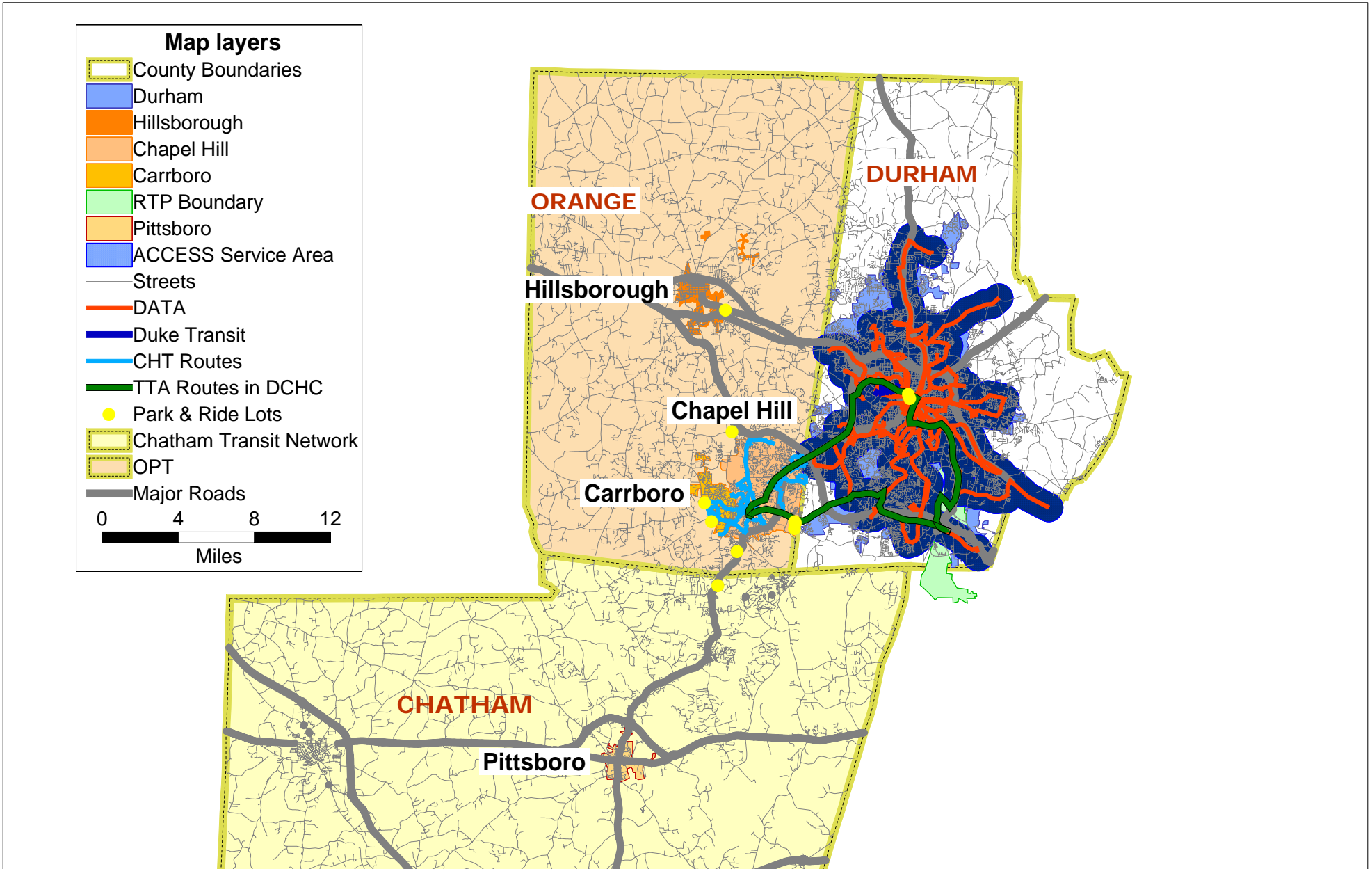
Public and Human Services Transportation

Weekdays (Evening)



Public and Human Service Transportation

Saturday



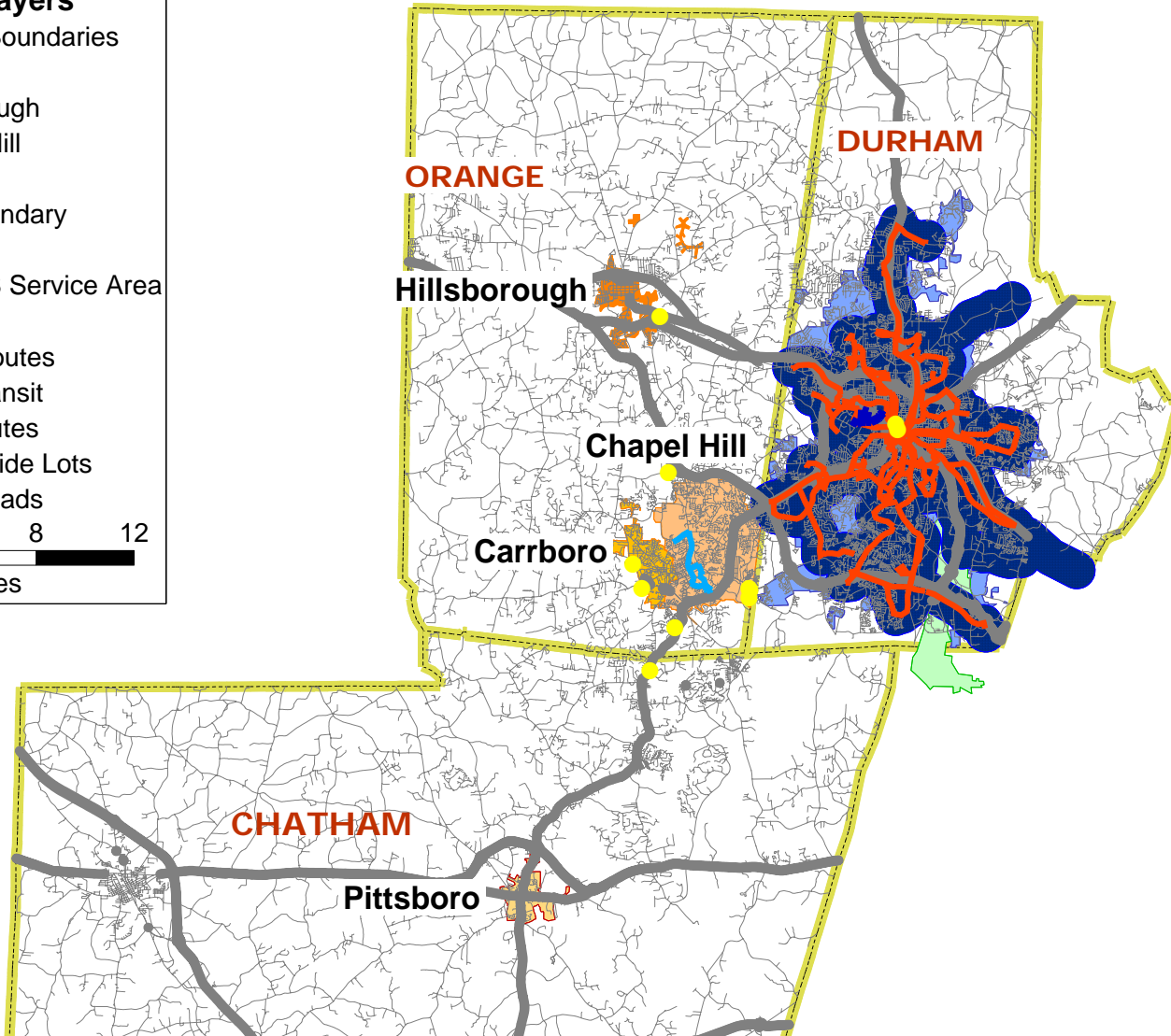
Public and Human Service Transportation

Sunday

Map layers

- County Boundaries
- Durham
- Hillsborough
- Chapel Hill
- Carrboro
- RTP Boundary
- Pittsboro
- ACCESS Service Area
- Streets
- DATA Routes
- Duke Transit
- CHT Routes
- Park & Ride Lots
- Major Roads

0 4 8 12
Miles



APPENDIX F

Overview of Eligibility Requirements for ADA Paratransit, Community Transportation Demand-response, and Contract-based Services

FINAL DRAFT

DCHC Coordinated Public Transportation – Human Services Transportation Plan

Overview of Eligibility Requirements

Urban Public Transportation Paratransit Services

Chapel Hill Transit/ EZ Rider - EZ Rider is a special service which uses vehicles equipped with lifts to transport individuals with mobility limitations that prevent them from using Chapel Hill Transit's fixed-route bus service. A physician of the patron must complete an EZ Rider Certification Form. The rider must be able to meet the driver at his/her door. No more than four grocery size bags are allowed per trip. For trips scheduled the same days and times each week, subscription service is available for up to 6 months at a time. The Certification Form is available at www.townofchapelhill.org

DATA ACCESS – DATA ACCESS is the ADA paratransit service for the City of Durham. Only riders who meet the criteria specified by the ADA and who have been certified as eligible can use DATA ACCESS. Individuals do not qualify automatically simply 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 within $\frac{3}{4}$ mile of a DATA fixed-route. Personal interviews are required and the entire review process generally takes up to 21 days. Notifications of eligibility are mailed. ACCESS application is available online <http://data.durhamnc.gov>.

TTA 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. The program allows eligible users to ride in TTA lift-equipped vans or designated taxis for trips served by TTA routes 105, 107, 402, 403, 412, 413, and all shuttles. Trips must begin and end within $\frac{3}{4}$ mile of these fixed routes. Rides need to be reserved at least one day in advance. Service is provided for all types of trips, including medical, shopping, and personal travel. Personal interviews are required and the entire review process is completed within 21 days. Notifications of eligibility are mailed. Applications are available online www.ridetta.org

Community Transportation Demand Response/Rural General Public Services

Orange Public Transportation – Provided on a "seats available" basis. Service is available to any resident living within Orange County but outside of the Chapel Hill and Carrboro town limits. Demand response trips must be arranged 24 hours in advance. OPT also offers fixed route and deviated fixed route service to the general public.

Chatham Transit Network – Provided on a "seats available" basis. Service is available to any resident of Chatham County. General public service is available on all routes which can deviate up to 2.5 miles for a general public passenger. Trip reservations should be made 24 hours in advance. Same day service is available in Siler City and Pittsboro.

Durham County ACCESS- Currently all services are by subscription or demand response but plans are in progress to initiate routes to rural portions of Durham County. Currently routes follow DATA ACCESS routes. Demand response trips are provided on a "seats available" basis. Riders must have an expressed need for transportation, live within Durham City or County and trips have to be arranged by 1pm on the day prior to the planned trip.

Community Transportation Services for Agency Clients

Orange Public Transportation – Contract Community Service agency determines passenger eligibility.

Chatham Transit Network - Contract Community Service agency determines passenger eligibility.

Durham County ACCESS - Contract Community Service agency determines passenger eligibility.

APPENDIX G

***Overview of Technologies Available to Improve Coordination of
Transportation***

FINAL DRAFT

DCHC Coordinated Public Transportation – Human Services Transportation Plan

Overview of Public Transportation Technologies

Automated Voice Annunciation Systems

This technology provides automated audible and visible announcements at key stops.

Chapel Hill Transit – 30 buses have equipment, bus replacements in 2008 will have equipment

DATA– Available on all buses

Triangle Transit Authority (TTA) – Not currently on buses, scheduled for implementation on 26 buses in 2008-2009 and with all vehicle replacements starting in 2009

Paratransit services (Chapel Hill Transit EZ Rider, DATA ACCESS, TTA) – Not currently on vehicles. Not aware of technology implementation on demand-responsive services

Durham County ACCESS – Not available

OPT – Not available

Chatham Transit Network – Not available

Electronic Fare Payment

A regional study in 2002 determined that Triangle ridership was not yet high enough to warrant the costs of a SmartCard fare system. All agencies committed to revisit the issue in the future.

Chapel Hill Transit – Fare free system; all buses have electronic fareboxes/magnet card readers

DATA– Jointly bought electronic validating fareboxes/magnetic card readers with TTA and CAT

TTA – Jointly bought electronic validating fareboxes/magnetic card readers with TTA and CAT

Paratransit services (Chapel Hill Transit EZ Rider, DATA ACCESS, TTA) – Not available

Durham County ACCESS – Not currently on vehicles

OPT – Not currently on vehicles

Chatham Transit Network – Not currently on vehicles

Low-Floor Buses

Chapel Hill Transit – Ordered low-floor buses for delivery in 2008

DATA – Entire fleet is low-floor buses

TTA – Deciding in Spring about bus replacement specifications

Paratransit services (Chapel Hill Transit EZ Rider, DATA ACCESS, TTA) – Low floor is not available in vans

OPT – Does not currently have low-floor vehicles

Chatham Transit Network – Does not currently have low-floor vehicles

Computer-Aided Dispatching Software

This software provides assistance to the dispatcher of demand-responsive services in making schedules for the drivers and pairing trips to be as efficient as possible.

Chapel Hill Transit EZ Rider – uses software made by Strategen

DATA ACCESS – the contractor uses proprietary software

TTA – together with Raleigh, purchasing software made by Trapeze

Durham ACCESS – the contractor uses proprietary software

OPT – not currently using computer-aided dispatching

Chatham Transit Network – not currently using computer-aided dispatching

Automatic Vehicle Location/Mobile Data Terminal (MDTs) System

This technology provides real-time information about a vehicle's location. The location information can be provided to dispatchers and/or to the public.

Chapel Hill Transit – Since September, all vehicles have AVL

DATA – Not currently on buses

TTA – AVL system is on all buses, provided to dispatchers only

Paratransit services (Chapel Hill Transit EZ Rider, DATA ACCESS, TTA) – All use MDT's, but not AVL

OPT – Not currently on buses

Chatham Transit Network – Not currently on buses

Real-Time Passenger Information System

This technology provides predictive information about the arrival times of the next several buses at a particular bus stop. This is typically used for fixed-route services.

Chapel Hill Transit – Available since September

This system is not available on any other systems in the 3-county area.

Surveillance and security systems

These technologies include video surveillance, silent alarms, and covert microphones on vehicles.

Chapel Hill Transit – Has planned to put cameras on buses, but this is unfunded.

DATA – Has a comprehensive surveillance and security system on their buses.

TTA – Has planned to put cameras on buses, but this is unfunded.

Paratransit services (Chapel Hill Transit EZ Rider, DATA ACCESS, TTA) – None use these technologies.

OPT – Not currently on buses

Chatham Transit Network – Not currently on buses

Other Technologies

There are other technologies that are not used by transportation providers in the Triangle, but have been used elsewhere.

Assistive technologies

- GPS-based system that allows caregivers to monitor and assist their clients with cognitive disabilities from a remote location.
- Acoustical "wayfinders" for the visually impaired
- Countertop devices that translate speech to text at ticket counters or information centers
- Talking directory system

Coordination and Integration Software

- Software coordinating demand-responsive routes and schedules among multiple agencies
- Software coordinating service eligibility, fare card usage, and billing among multiple agencies

APPENDIX H

Overview of Prices and Payment Options

FINAL DRAFT

DCHC Coordinated Public Transportation – Human Services Transportation Plan

Overview of Transportation Payment Options

| <u>Fixed Route</u> | <u>One-Way Fare</u> | <u>Payment Options</u> | <u>Discounts</u> |
|--|-------------------------|---------------------------|--|
| CHT | Free | n/a | n/a |
| DATA | \$1.00 | cash, fare card | children, elderly, students (17 and under), disabled |
| TTA | \$2.00 | cash, fare card | Children, elderly, disabled |
| OPT | \$2.00 | cash or check | elderly, disabled, Medicaid |
| | | | |
| <u>Paratransit Services</u> | <u>Fare</u> | <u>Payment Options</u> | <u>Discounts</u> |
| CHT/EZ Rider | Free | n/a | n/a |
| DATA ACCESS | \$2.00 | cash or check | n/a |
| TTA Paratransit Service | \$4.00 | cash, fare card | for Monthly Pass |
| | | | |
| <u>Rural General Public/ Demand Response</u> | <u>Fare</u> | <u>Payment Options</u> | <u>Discounts</u> |
| OPT | \$12.75 | cash or check | elderly, disabled, Medicaid |
| CTN (in county) | \$3.00 | cash pre-purchased ticket | family |
| Durham County ACCESS | \$2.00 | cash or check | n/a |
| | | | |
| <u>Subscription Service</u> | <u>Fare</u> | <u>Payment Options</u> | <u>Discounts</u> |
| OPT | Agency Pays | contract agreement | n/a |
| CTN | Agency Pays | contract agreement | n/a |
| Durham County ACCESS | Agency Pays | contract agreement | n/a |
| | | | |
| <u>Other Services</u> | <u>Fare</u> | <u>Payment Options</u> | <u>Discounts</u> |
| TTA Express Service | \$2.50 | cash or fare card | n/a |
| CHT Shared Ride (evening & weekend) | \$14.25 (20 tickets) | cash, check or credit | n/a |
| Taxicabs | | | |

APPENDIX I

Overview of Public Transportation Information Sources

FINAL DRAFT

DCHC Coordinated Public Transportation – Human Services Transportation Plan

Overview of Public Transportation Information Resources

Print Materials

Print materials are developed independently by each agency. Limited Spanish translations are included in some materials. The information is available in accessible formats upon request.

Chapel Hill Transit – Route Guides published in Fall and Spring

Chapel Hill Transit EZ Rider – Rider's Guide

DATA – Individual route brochures

DATA ACCESS – reference to ACCESS through route brochures

OPT – informational brochures

Chatham Transit Network – Brochures advertising services

Triangle Transit Authority – Individual route brochures, How-to-Ride Guide, brochures on Vanpool, Emergency Ride Home (English and Spanish).

TTA Paratransit – Rider's Guide, Information Brochure

Telephone Assistance

The **GoTriangle regional call center** will begin operations in March 2007. Customer service representatives will be trained to respond to questions for all public transit services, including basic questions about community transportation systems. The phone number will be 549-9999.

Chapel Hill Transit – 968-2769; Spanish Language Line – 969-2070

Chapel Hill Transit EZ Rider – 969-5544 (reservationist); 968-2772 (dispatcher)

DATA – 683-DATA (3282)

DATA/Durham County ACCESS – 688-1525, ext 23

OPT – 245-2008

Chatham Transit Network – 542-5136

Triangle Transit Authority – 549-9999

TTA Paratransit – 485-7468

TDD 1-800-735-2962 / TTY 711

Website Resources

A regional public transportation website, www.GoTriangle.org, provides trip planning, schedule, fare, and policy information for the Triangle's urban public transportation providers.

Chapel Hill Transit and EZ Rider – www.chtransit.org

DATA and DATA ACCESS – data.durhamnc.gov

Durham ACCESS – www.ces.ncsu.edu/durham/communitydevelopment/transportation/transportation.php

OPT – www.co.orange.nc.us/aging/opt/

Chatham Transit Network – www.chathamtransit.org

Triangle Transit Authority – www.rideTTA.org

Other Resources

Public Meetings

Presentations to Interest Groups

Advertisements in newspapers

Self-promotion on exterior of vehicles

Referrals from social service agencies

APPENDIX J

Overview of Other Transportation Planning Activities

FINAL DRAFT

DCHC MPO Coordinated Public Transportation – Human Services Transportation Plan

Overview of Public Transportation Planning Initiatives

There are currently complementary short-, medium- and long-term planning projects underway, which support regional transit planning objectives in the DCHC MPO and within the greater Triangle region. For each project, the agency with ownership of the process and the project manager(s) are identified in parentheses.

MPO Long Range Transportation Plans (LRTP): The LRTP process is the core planning process required by metropolitan areas in securing federal resources to support local projects for all modes of transportation. LRTPs are updated every three years by the DCHC MPO and the Capital Area MPO and serve as the guide for transportation planning and investment for the Triangle Region. The plans focus on 30-year construction and operations budgeting for all modes of transportation. They also serve as the basis from which to estimate air quality conformance, as required for securing federal funds. Both MPOs prepare a separate LRTP for their planning jurisdiction and plans are formally adopted by the Technical Advisory Committees of the MPOs. The DCHC MPO's jurisdiction includes all of Durham County and portions of Orange and Chatham Counties. The Capital Area MPO's jurisdiction includes all of Wake County and portions of Granville, Franklin, Johnston, and Harnett Counties. **Work is already underway on the next LRTP which must be adopted by June 2009. Public involvement activities will begin this winter.** (Mark Ahrendsen, DCHC MPO; Ed Johnson, Capital Area MPO)

Transit Infrastructure Blueprint: A regional planning project that will focus on bringing the many proposed fixed-guideway corridors in the region to a consistent level of analysis in terms of land use attributes, ridership and cost estimates. The Blueprint will support the transit capital investment portion of the LRTPs for both MPOs, and the schedule for this project is driven by the LRTP process. Contributing sponsors include TJCOG, DCHC MPO, CAMPO, NCDOT, and TTA. **This work is scheduled to be completed in Summer 2007.** (John Hodges-Copple, TJCOG; Barb Weigel, TTA)

Fresh Look at Transit: The Capital Area MPO and the DCHC MPO are initiating this project to set regional major transit investment priorities for the Triangle. The Blueprint will provide the technical data for the project. The MPOs will be forming a committee to advise the TAC on regional priorities and will seek public input. This initiative will complement the transit capital investment portion of the LRTPs for both MPOs. **This work is scheduled to be completed in 2009.** (Mark Ahrendsen, DCHC MPO; Ed Johnson, Capital Area MPO)

Chapel Hill Transit Master Plan: Chapel Hill, Carrboro, and UNC will be developing a long-range transit master plan to set goals for the share of travel demand that will be met with transit services and to guide transit investments in these communities to achieve those goals. In particular, the Plan will focus on the transportation needs of the Carolina North development project that is being planned by the University. The results of this plan will be

incorporated into the analysis for the MPO's 2035 Long Range Transportation Plan. **This work is scheduled to be completed by the end of 2007.** (David Bonk, Town of Chapel Hill)

TDM 7-Year Plan: Assess existing programs in the Triangle that are designed to facilitate travel behavior change, then proposes specific TDM investments for the next 7 years. The results of this work will feed into the Long-Range Transportation Plan for each MPO. **This work is scheduled to be completed in Spring 2007. Stakeholder activities began in November 2006.** (Fleming El-Amin, TTA)

Coordinated Public Transportation / Human Services Transportation Plan: Focuses on identifying unserved transportation needs for individuals with disabilities, older adults, persons with limited incomes, and reverse-commuters. Each MPO will develop a plan as required by FTA under SAFETEA-LU. (Fleming El-Amin/John Tallmadge, TTA on behalf of DCHC MPO; Ed Johnson, CAMPO)

Transportation Provider Short-Range Plans: Each public transportation and community transportation agency typically develops a short-range strategic plan (often with a 5-year horizon) to prioritize changes to services, facilities, equipment, quality, and marketing.

- o TTA is in the middle of a Strategic Plan for Bus, Vanpool and Paratransit Investments, called "Defining the TTA Experience," scheduled for completion in March 2007. Public involvement activities began in October. A survey is available online at www.rideTTA.org/experience
- o Chapel Hill Transit is planning to begin development of a short-range transit plan in 2007.
- o DATA last completed a short-range transit plan in 2002.
- o Durham County ACCESS last completed a transportation development plan in 2002. An update to this plan is in progress.
- o Orange County completed a Community Transportation Improvement Plan in October 2004.
- o Chatham Transit Network completed a transportation development plan in 2002. The next study should be completed in 2007 to be followed by a Regional Transportation Development Plan sponsored by NCDOT.

Seamless Service Initiative: Focuses on better coordination and improving cooperation among existing regional and municipality-based fixed-route and paratransit service providers within the Triangle. The participating agencies are finding opportunities ranging from a regional call center, to common paratransit eligibility, to joint marketing and procurement. (TJCOG coordinating, TTA leading several work groups)

Regional Transportation Development Plan: The RTDP will assess the services and functions of the community transportation programs in Durham, Orange and Wake counties and identify those that can be coordinated and/or consolidated to the greatest extent possible to provide the most efficient, effective and safe community transportation services. (Sanford Cross, TJCOG)

APPENDIX K

JARC/New Freedom Grant Application

FINAL DRAFT

FUNDING APPLICATION

Job Access/Reverse Commute (JARC) and New Freedom Programs

Introduction

The Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU) reauthorized federal transportation funding programs through Federal Fiscal Year (FFY) 2009. SAFETEA-LU promotes more efficient and effective Federal surface transportation programs by focusing on transportation issues of national significance, while giving State and local transportation decision makers more flexibility for solving transportation problems in their communities. SAFETEA-LU continues a strong fundamental core formula program emphasis coupled with targeted investment, featuring Safety, Equity, Innovative Finance, Congestion Relief, Mobility and Productivity, Efficiency, and the Environment.

With the passage of SAFETEA-LU, transportation 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 funding application addresses two Federal Transit Administration (FTA) programs funded by SAFETEA-LU: Job Access/Reverse Commute (JARC, Section 5316) and New Freedom (Section 5317).

Background on JARC and New Freedom Funds

The Job Access Reverse Commute grant program is intended to fund "the development and maintenance of transportation services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment." For the two fiscal years 2005-2006, 2006-2007, the Durham urbanized area, which includes Chapel Hill, has apportionments totaling \$55,577. These funds must be put into a grant within three years.

According to FTA, the purpose of the New Freedom Program is to provide improved public transportation services, and alternatives to public transportation, for people with disabilities, beyond those required by the Americans with Disabilities Act of 1990 (ADA). For the two fiscal years 2005-2006, 2006-2007, the Durham urbanized area received apportionments of \$71,878. These funds also must be put into a grant within three years.

Eligibility Overview: JARC and New Freedom Funds

Eligible Applicants

JARC and New Freedom is a formula grant program for member jurisdictions in the Durham, Chapel Hill – Carrboro Metropolitan Planning Organization. Applicants may include state or local government authorities; private non-profit organizations; and operators of public transportation services including private operators of public transportation services.

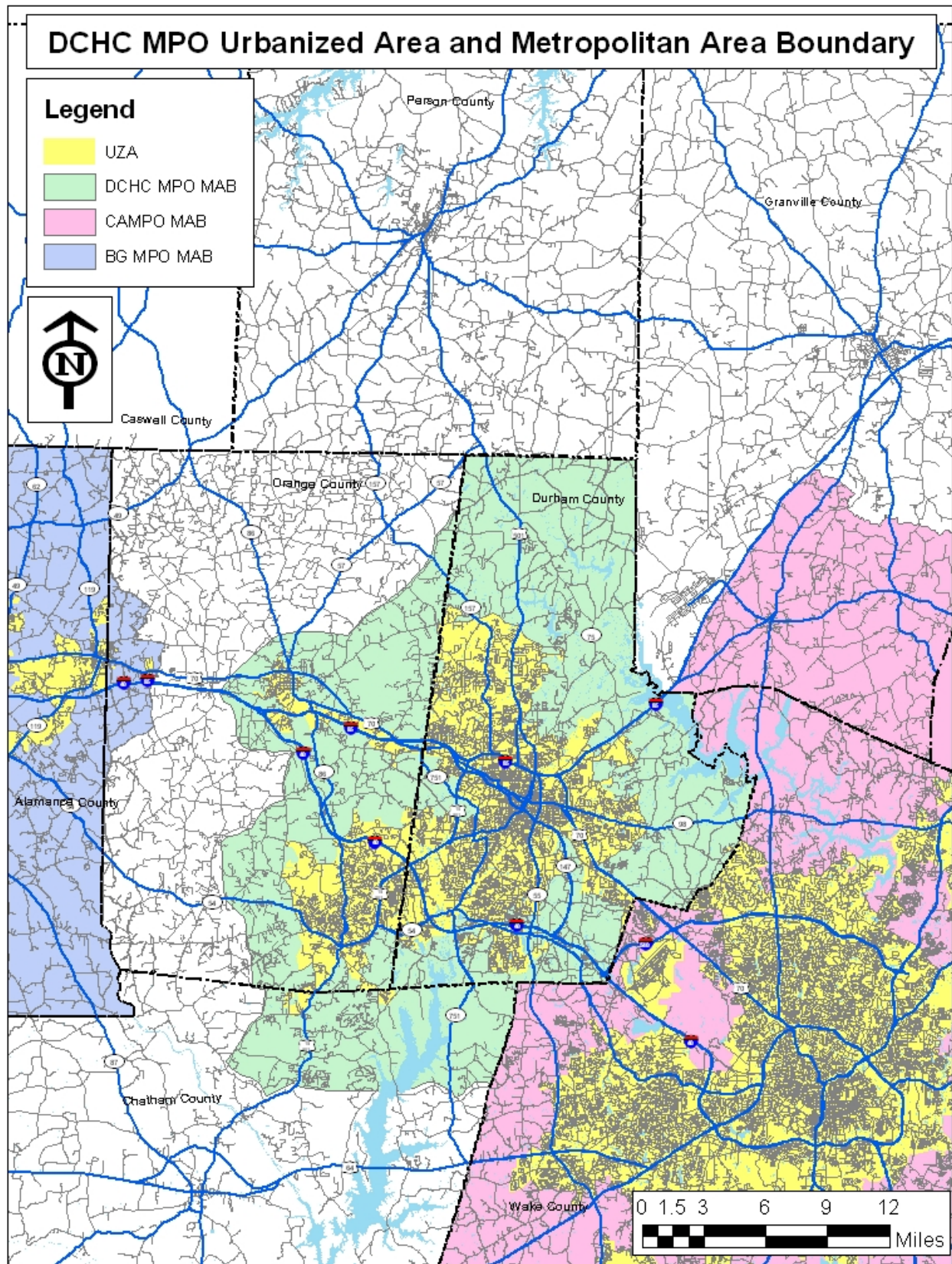
Eligible Use of Program Funds:

JARC and New Freedom program funds are intended to fund innovative and flexible programs that identify the transportation needs of individuals with disabilities, older adults, and individuals with limited incomes. Therefore, it is expected that JARC and New Freedom funds be directed to meet these needs by funding new programs or services, or to continue existing programs.

Eligible Projects:

JARC and New Freedom funds may be used for planning, capital or operating costs of providing access to jobs; or services and facilities that improve mobility for persons with disabilities but not limited to persons who are ADA-certified. Specific project eligibility is detailed later in this document under each program's description. As well, FTA circulars providing guidance on applying for JARC and New Freedom funds can be found at: JARC: http://www.fta.dot.gov/documents/TAD_JARC_8_29_06_Final_tb.doc ; New Freedom: http://www.fta.dot.gov/documents/TAD_New_Freedom_8_30_06_Final_tb.doc

Further, the Durham, Chapel Hill, Carrboro Metropolitan Planning Organization (DCHC-MPO) is soliciting projects that have been derived from the DCHC-MPO's adopted Coordinated Public Transportation - Human Services Transportation Plan (CPT-HSTP). The plan outlines a vision for improving mobility options for the disabled, aging, and low-income population subgroups living in the region. SAFETEA-LU requires that beginning in FFY 2007, projects selected for funding under the JARC and New Freedom programs must be derived from the locally developed CPT-HSTP and address service needs and gaps/barriers. Federal funding of projects through these two programs will be utilized to meet plan goals. Selection criteria will be used to prioritize potential programs and develop a listing of projects. To view the entire CPT- HST Plan, please visit www.gotriangle.org/coordinated_plan.



DEADLINES FOR APPLICATION SUBMISSION

If your organization has a project that it would like considered for funding under JARC and/or New Freedom please complete the following application and submit it to the address below no later than **Friday, April 27, 2007**. Applications received after that date and time will not be considered. DCHC MPO will accept printed, faxed or electronic applications. DCHC MPO will review and score the applications, and through a process established in its newly adopted Coordinated Public Transportation – Human Services Transportation Plan (CPT-HSTP), will select projects for funding. Applications should be submitted to:

Mr. Felix Nwoko
DCHC MPO
101 City Hall Plaza
Durham, NC 27701

The information in this application is a public record. Applicants should not include information that may be regarded as confidential. The applicant must comply with all necessary Certifications and Assurances if funding is awarded.

Note: For both the JARC and New Freedom programs, the grants are for a one-year period. It will be necessary to reapply through a competitive process each year for funding.

APPLICATION DUE: April 27, 2007

Applicants should use this checklist to ensure that all applicable parts of the application and attachments are completed and submitted.

PART I. FUNDING REQUEST – GRANTS TITLE PAGE**PART II. PROJECT NARRATIVE*****Please include the following documents:***

- (1) Map of Applicant Service Area
- (2) Existing and Proposed Transportation Services
- (3) Project Needs/Goals and Objectives
- (4) Implementation Plan
- (5) Coordination and Program Outreach
- (6) Program Effectiveness

PART III. PROPOSED PROJECT BUDGET

PROJECT APPLICATION PROCEDURES

This JARC and New Freedom program application is for funds to be used within the DCHC MPO service area. The initial project application consists of the program-specific requirements detailed in this package of forms and instructions. After a project application has been selected for funding, the applicant will be required to submit appropriate background Certifications and Assurances, and other documentation necessary to meet the requirements of the FTA's Urbanized Area Formula Grant Program (Section 5307 program under Title 1, United States Code). Additional FFY 2006 FTA Certifications and Assurances information can be found at: <http://www.fta.dot.gov/documents/2006-Certs-Paper.doc>

Eligibility Overview: Job Access/Reverse Commuter (JARC)

Eligible agencies:

Private, non-profit organizations; state or local government authorities; and operators of public transportation services, including private operators of public transportation services

Program description:

Section 5316 (Job Access/Reverse Commute or JARC) is a formula program of funding to develop transportation services to transport welfare recipients and low-income persons to and from jobs (Job Access); and to transport residents of urban centers, rural and suburban areas to suburban employment opportunities (Reverse Commute). Job Access grants can be used for capital and operating costs of equipment, facilities, and capital maintenance related to providing access to jobs. Costs to promote transit for workers with nontraditional work schedules, the use of transit vouchers, and the use of employer-provided transportation are also covered. Reverse Commute grants can be used for operating, capital and other costs associated with providing reverse commute service by bus, carpool, vans or other transportation services.

Eligible activities:

Eligible activities for JARC funding include late-night and weekend service, guaranteed ride home service, shuttle service; expanded fixed-route public transit routes; demand-response service; ridesharing and carpooling activities; transit related aspects of bicycling; local car loan programs that assist individuals in purchasing and maintaining vehicles for shared rides; marketing promotions for JARC activities; supporting the administration and expenses related to voucher programs; using Geographic Information System (GIS) tools and/or implementing Intelligent Transportation Systems (ITS); integrating automated regional public transit and human service transportation information, scheduling and dispatch functions; deploying vehicle position-monitoring systems; and establishing regional mobility managers or transportation brokerage activities. Further information on eligible activities can be found at: http://www.fta.dot.gov/documents/TAD_JARC_8_29_06_Final_tb.doc

Cost Sharing/Match Requirement:

Funds can be used to support up to 80 percent (80/20 match) for capital projects, and not more than 50 percent (50/50 match) of projects for operating assistance. Fare revenue generated on the service to be supported may not be used as matching funds for operating grants. Non-DOT Federal funds and local and private funds can be used as a match. Matching share requirements are flexible to encourage coordination with other federal programs that may provide transportation, such as Health and Human Services or Medicaid.

Eligibility Overview: New Freedom Funds**Eligible agencies:**

Private, non-profit organizations; state or local government authorities; and operators of public transportation services, including private operators of public transportation services

Program description:

Section 5317 is a new formula grant program for public or alternative transportation services and facility improvements to address the needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act (ADA). Funds will cover capital and operating costs to these programs to provide that new service.

Eligible activities:

Eligible activities for New Freedom funding include: enhancing public transportation beyond the minimum requirements of the ADA; providing "feeder" services; making accessibility improvements to transit and intermodal stations; providing travel training; purchasing vehicles to support new accessible taxi, ridesharing, and/or vanpooling programs; covering the administration and expenses of new voucher programs for transportation services offered by human service agencies; supporting new volunteer driver and aide programs; and supporting new mobility management and coordination programs among public and/or human service transportation providers. Further information on eligible activities can be found at:

[http://www.fta.dot.gov/documents/TAD New Freedom 8 30 06 Final tb.doc](http://www.fta.dot.gov/documents/TAD%20New%20Freedom%208%2030%2006%20Final%20tb.doc)

Cost Sharing/Match Requirement:

Funds can be used to support up to 80 percent (80/20 match) for capital projects, and not more than 50 percent (50/50 match) of projects for operating assistance. Fare revenue generated on the service to be supported may not be used as matching funds for operating grants. Non-DOT Federal funds and local and private funds can be used as a match. Matching share requirements are flexible to encourage coordination with other federal programs that may provide transportation, such as Health and Human Services or Medicaid.

Project Selection for JARC and New Freedom:

Projects will be awarded through a competitive selection process. Applications will be received by DCHC MPO staff and passed along to the DCHC Technical Coordinating Committee (TCC) Transit Subcommittee. The TCC Transit Subcommittee will review and score the applications. Representatives of this subcommittee will be familiar with local human service agencies, the target population documented in the CPT-HSTP, and the transportation issues affecting this target population. After scoring the proposals, the Transit Subcommittee will recommend projects for funding to the TCC. TCC will review the projects recommended for funding and make a recommendation to the DCHC Technical Advisory Committee (TAC). The TAC will vote on funding of the recommended projects. The list of approved projects will be published and submitted to the FTA for funding.

Note: All proposals should reflect public transportation and human service transportation priorities documented in the CPT-HST Plan. 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

Application and Project Selection Schedule:

- 2/14/ 07 - TAC Review Draft CPT-HSTP/Project Selection Criteria
- 2/28/07 - TCC approve final CPT-HSTP/Project Selection Criteria and application package – recommend TAC approval
- 3/14/07 - TAC approve final CPT-HSTP/Project Selection Criteria and application package
- 3/16 – 4/27 Solicitation for applications
- 4/27/07 Application deadline
- 4/30 – 5/11 TCC Transit Subcommittee reviews and scores proposals
- 5/14 – 5/16 Transit Subcommittee selects CPT-HSTP projects for recommendation to the TCC
- 5/23/2007 TCC action on Transit Subcommittee recommendations
- 6/13/2007 TAC action on TCC recommendations
- 7/2007 Funding recipients receive notification

SCORING CRITERIA

The following information and scoring criteria will be used to score and rate project applications for JARC and New Freedom (NF) funding.

- a. *Project Needs/Goals and Objectives (30 points)*: The project should directly address priority transportation needs identified through the Durham-Chapel Hill-Carrboro MPO's locally developed Coordinated Public Transportation - Human Services Transportation Plan available at www.gotriangle.org/coordinated_plan or call 919 560-4366. Project application should clearly state the overall program goals and objectives, and demonstrate how the project is consistent with the objectives of the JARC and NF grant programs. The project application should indicate the number of persons expected to be served, and the number of trips (or other units of service) expected to be provided.
- b. *Implementation Plan and Evaluation (20 points)*: For all projects, applicants must provide a well-defined service operations plan and/or capital procurement plan, and describe implementation steps and timelines for carrying out the plan. The implementation plan should identify key personnel assigned to this project and their qualifications. Project sponsors should demonstrate their institutional capability to carry out the service delivery aspect of the project as described.
- c. *Project Budget (15 points)*: Applicants must submit a clearly defined project budget, indicating anticipated project expenditures and revenues, including documentation of matching funds. Proposals should address long-term efforts and identify potential funding sources for sustaining the service beyond the grant period.
- d. *Partnerships and Program Outreach (20 points)*: Proposed projects will be evaluated based on their ability to coordinate with other public transportation, community transportation and/or social service resources. Project sponsors should clearly identify project stakeholders, and how they will keep stakeholders involved and informed throughout the project. Project sponsors should also describe how they would promote public awareness of the project. Letters of support from key stakeholders and/or customers should be attached to the grant application.
- e. *Program Effectiveness and Performance Indicators (10 points)*: The project will be scored based on the project sponsor's ability to demonstrate that the proposed project is the most appropriate match of service delivery to the need, and is a cost-effective approach. Project sponsors must also identify clear, measurable outcome-based performance measures to track the effectiveness of the service in meeting the identified goals. A plan should be provided for ongoing monitoring and evaluation of the service, and steps to be taken if original goals are not achieved. Sponsor should describe their steps to measure the effectiveness and magnitude of the impact that the project will have on target markets (i.e., persons with low-income for the JARC funds, or persons with disabilities or the elderly for the New Freedom funds).
- f. *Innovation (5 points)*: The project will be examined to see if it contains new or innovative service concepts or facilities that have the potential for improving access and mobility for the target populations and may have future application elsewhere in the region.

Project Requirements

The Selection Committee must find that the answer to each of the five following questions is affirmative for a project to be considered eligible for grant funding.

Project Evaluation Score sheet

| | |
|--|--|
| Is the proposed project a non-duplicative service or program? | |
| Are eligible matching funds identified and available? (We need to check if fares are eligible?) | |
| Is the proposed project a new or expanded service or program? | |
| Is the primary focus of the proposed service or program serving target populations (i.e., persons with low-income for the JARC funds, or persons with disabilities or elders for the New Freedom funds)? | |
| Does the project provide benefits to the Durham – Chapel Hill – Carrboro urbanized area (see enclosed map)? | |

Each proposal will receive a score from the Project Selection Committee according to following criteria.

| Project Evaluation Criteria | Possible Points | Project Score |
|--|------------------------|----------------------|
| Project Need/Goals & Objectives | | |
| How well does this project address high-priority needs identified in the Coordinated Plan? | 20 | |
| How effectively will this project increase the numbers of target market customers served? | 10 | |
| Implementation Plan | | |
| What is the quality of the implementation plan? | 20 | |
| Project Budget | | |
| How efficiently will the projects provide benefits to the customers (e.g., cost per customer served) | 10 | |
| How financially sustainable is the program/service beyond the grant period? | 5 | |
| Partnerships and Outreach | | |
| How effectively are partnerships used in provision of the program/service? | 5 | |
| How strong is the demonstration of stakeholder support (e.g., survey data, letters from end users)? | 5 | |
| What is the quality of marketing/outreach plan? | 5 | |
| How widely will the benefits of this project be felt? (more points for region-wide benefits) | 5 | |
| Program Effectiveness and Performance Indicators | | |
| What is the quality of the evaluation plan (including customer satisfaction, cost per unit of service, and customers per unit of service)? | 10 | |
| Innovation | | |
| Does the project contain innovative ideas that could be applied elsewhere in the region? | 5 | |

JOB ACCESS/REVERSE COMMUTE (JARC)
AND NEW FREEDOM PROGRAMS
APPLICATION FOR FUNDING (FFY 2006 and FFY 2007)

PART I - TRANSMITTAL

Applicant Data

Legal Name:

Contact Person:

Address:

City, State, Zip:

Telephone:

Fax:

E-mail:

Project Description

TITLE _____

BRIEF DESCRIPTION _____

FUNDING PROGRAM: JARC _____ New Freedom _____

PROJECT TYPE Capital Only _____ _____ Capital and Operating
 Operating Only _____ _____ Mobility Management/Coordinated Planning

SERVICE _____ DAYS/HOURS _____

ESTIMATED COST PER ONE WAY TRIP _____ (operating cost)

ESTIMATED DAILY RIDERS _____ (weekday/weekend)

PART II - NARRATIVE

Project Need/Goals and Objectives

1. Describe the unmet transportation need that the proposed project seeks to address and the relevant planning effort that documents the need. Does it cover an area targeted by the CPT-HSTP? Describe how the project will mitigate the transportation need. Estimate the number of people served and/or the number of service units that will be provided. Describe the specific community this project will serve, and provide pertinent demographic data and/or maps.

2. What are the project's goals and objectives?

Implementation Plan

1. Describe key personnel assigned to this project, and your agency's ability to manage the project.

2. Provide an operational plan for delivering service. Include route or service area map, if applicable. OR provide an implementation plan for completing a capital project, including key milestones and estimated completion date.

3. Explain how this project relates to other services or facilities provided by your agency or firm and demonstrate how it can be achieved within your technical capacity.

Project Budget

1. Project sponsor should provide a complete budget indicating project revenues and expenditures in the format provided in Part III and describe efforts to ensure its cost-effectiveness.

Coordination and Program Outreach

1. Describe how the project will be coordinated with public and/or private transportation and social service agencies serving low-income populations and individuals with disabilities.

2. Describe efforts to market the project, and ways to promote public awareness of the program. Letters of support should be obtained from key stakeholders and attached to the grant application.

Program Effectiveness and Performance Indicators

1. Project application should demonstrate that the proposed project is the most appropriate match of service delivery to the need. Identify performance measures to track the effectiveness of the service in meeting the identified goals. For capital-related projects, project sponsor is responsible to establish milestones and report on the status of project delivery.

2. Describe a plan for monitoring and evaluation of the service, and steps to be taken if original goals are not achieved.

Innovation

1. Describe any proposed use of innovative approaches that will be employed for this project. Discuss what is innovative about the approach and how the innovations could be applied to other services in the region.

PART III - PROJECT BUDGET

Project Funding

Local matching funds will be required for all application submittals. For projects requiring operating funds, the required match is 50%+ from non-federal transportation funds. For capital projects the required match is 20%+ from non-federal transportation funds

Total Annual Project Budget \$ _____ (operating and capital only)

Capital Federal Share \$ _____ %

Capital Local Match \$ _____ %

Operating Federal Share \$ _____ %

Operating Local Match \$ _____ % Total

Local Match Funding

Source _____

Note: The applicant is required to demonstrate a commitment to providing local match funds. This can be in the form of a letter and/or a copy of an existing grant agreement or supporting documentation where funds will be drawn from.

Will there be a commitment of funds beyond the grant period? ___Yes ___No

Describe:

MEMORANDUM

TO: Technical Coordinating Committee (TCC)

From: The Durham Area Transit Authority

Date: February 28, 2007

RE: Brier Creek Service Update

Purpose

The purpose of this report is to provide patronage information for the Brier Creek service from July 2006 to December 2006. Last year the TCC and TAC jointly approved funding subsidy for the Durham Area Transit Authority's Brier Creek service, in the amount of \$96,876, from the JARC funds. This amount represented 50 percent of the total cost of the service. The remaining 50 percent is being provided by contributions from DATA and TTA. The TCC requested information of the performance of the service midway (six months) into the funding cycle.

Background

In November of 2005, The Durham Area Transit Authority (DATA), Triangle Transit Authority (TTA) and Capital Area Transit (CAT), began regional transit service designed to provide job access and reverse commuting opportunities for low income residents in Durham and Raleigh. For six months, the route ran as a Cross-town service starting from Wellons Village Shopping Center in Durham, traveling along Hwy 70 East, Page Road and ending at the Brier Creek Shopping Center in Raleigh. In May 2006, DATA reorganized the route by letting it start from downtown and linking it up with several other DATA and TTA routes. During the same period the TCC and TAC approved funding for the service using 2006 JARC funds to pay for one-half of the cost of the service. As part of the approval process the TCC required that continued funding of the service using JARC funds be contingent upon ridership meeting the minimum patronage standard set by DATA. Below is the patronage information for the route from July 2006 to December 2006.

Service Patronage

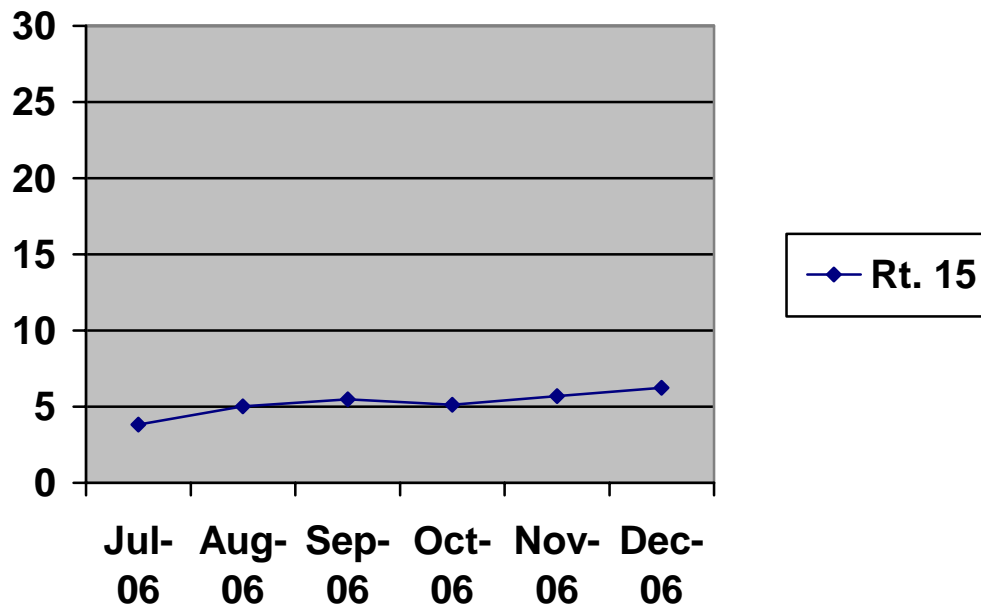
Table 1. Passengers per Hour for Route 15-Brier Creek Compared to System-wide Ridership

| | | | | | |
|--------|--------|--------|--------|--------|--------|
| Jul-06 | Aug-06 | Sep-06 | Oct-06 | Nov-06 | Dec-06 |
| 3.83 | 5.02 | 5.48 | 5.13 | 5.69 | 6.25 |

System Wide

| | | | | | |
|--------|--------|--------|--------|--------|--------|
| Jul-06 | Aug-06 | Sep-06 | Oct-06 | Nov-06 | Dec-06 |
| 26.34 | 27.89 | 28.83 | 28.01 | 27.78 | 27.68 |

Graph1. Route 15 Ridership July to December 2006



Graph 2: Passengers/ Hour: System-wide and Route 15-Brier Creek

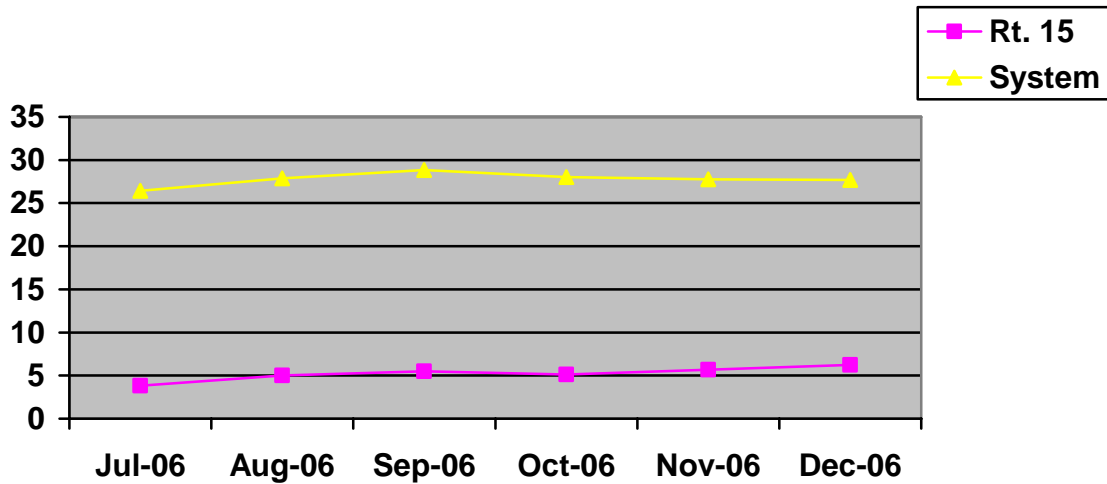


Table 2: Brier Creek Patronage from July 06- December 06

| Detailed Brier Creek Service Ridership Report from July –December 2006 | | | | |
|---|----------------------|----------------------|----------------------------|----------------------|
| Monthly Ridership | Weekday Ridership | Weekday Ave Pass/hr | Saturday Ridership | Saturday AvePass/hr |
| <i>Jul-06</i> | <i>Jul-06</i> | <i>Jul-06</i> | <i>Jul 2006 Sat</i> | <i>Jul-06</i> |
| 898 | 716 | 3.98 | 182 | |
| <i>Aug-06</i> | <i>Aug-06</i> | <i>Aug-06</i> | <i>Aug 2006 Sat</i> | <i>Aug-06</i> |
| 1229 | 1065 | 5.14 | 164 | 4.56 |
| <i>Sep-06</i> | <i>Sep-06</i> | <i>Sep-06</i> | <i>Sep 2006 Sat</i> | <i>Sep-06</i> |
| 1234 | 1022 | 5.68 | 212 | 4.71 |
| <i>Oct-06</i> | <i>Oct-06</i> | <i>Oct-06</i> | <i>Oct 2006 Sat</i> | <i>Oct-06</i> |
| 1201 | 1036 | 5.23 | 165 | 4.58 |
| <i>Nov-06</i> | <i>Nov-06</i> | <i>Nov-06</i> | <i>Nov 2006 Sat</i> | <i>Nov-06</i> |
| 1272 | 1132 | 5.99 | 140 | 3.89 |
| <i>Dec-06</i> | <i>Dec-06</i> | <i>Dec-06</i> | <i>Dec 2006 Sat</i> | <i>Dec-06</i> |
| 1406 | 1222 | 6.79 | 184 | 4.09 |

Analysis

According to the ridership information, current patronage of the route, based on the established DATA patronage standards, is lower than the expected average. Based on the service standards, ridership should have been at least 8.1 passengers per hour (30%) of the overall system's average for the six months review period. However, there is every indication that there was significant ridership improvement for the six-month period because of the changes initiated in July of 06. Therefore we propose that the service should be allowed to continue while the three transit systems continue to work together to identify other ways to improve transit service for the entire corridor.

The following are additional reasons why the TCC should continue to fund the service for the remaining six months of the JARC funding period.

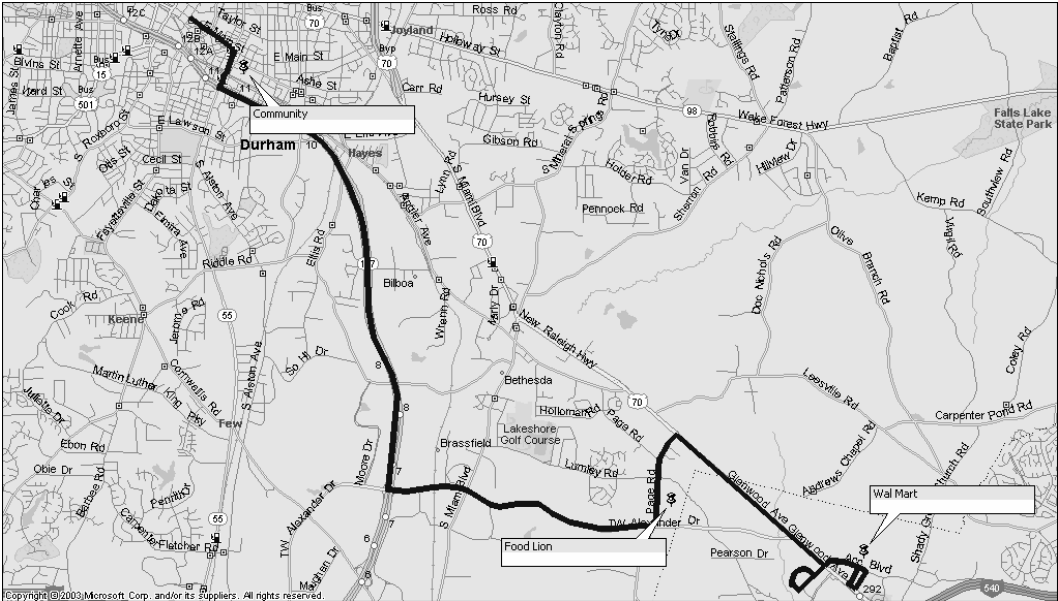
- A number of patrons now depend on the service. Cutting funds would result in the discontinuation of the service and throwing those patrons who depend on the service to go to work out of their jobs
- DATA and TTA have not programmed any contingency funds to cover the remaining six months of funding for the route if the JARC funds are cut off.
- Despite the relatively low ridership the route has seen significant and sturdy patronage from Durham resident who now depend on the service to go to work daily.
- The three transit systems are currently reviewing marketing plans that would further increase ridership. Currently there is an ongoing expansion of the retail outlet at the intersection of Miami and Alexander Drive. The expectation is that patronage would further improve as a result of more Durham residents seeking jobs at this retail complex.
- The current JARC subsidy for the service ends on June 30. DATA and TTA are currently exploring the possibility of sharing the cost of the service of the service for the FY 08 fiscal year beginning July 1, 2007 to allow service on the route for one additional year.

Requested TCC/TAC Action:

DATA and TTA are requesting the TCC to approve continued funding of the service with the 2006 JARC funds through June 30, 2007, to enable the transit system to continue to provide job access transportation service under the JARC program for the route 15 patrons.

Attachments

1. Map of the current Route 15



MEMORANDUM

TO: Transportation Advisory Committee
DCHC MPO

FROM: DCHC MPO Lead Planning Agency

DATE: March 14, 2006

SUBJECT: 2006-2007 Unified Planning Work Program (UPWP) – Amendment #2.

The TAC approved the 2006-2007 UPWP on May 10, 2006 and amended it on October 10, 2006 (Amendment #1). The proposed amendments are necessary in order to reflect reallocation of funds by the Towns of Chapel Hill and Carrboro, and de-obligation of STP-DA funds. The UPWP provides yearly funding allocations to support the ongoing transportation planning activities of the DCHC MPO. The UPWP must identify MPO planning tasks to be undertaken with the use of federal transportation funds, including highway and transit programs. Funds that would not be expended during the current fiscal year (FY 2006-07) must be de-obligated through an amendment in order for the funds to be available for programming during the next fiscal year (2007-08).

Accordingly, the proposed amendment reflects the de-obligation of funds originally programmed for the following UPWP projects: Land-use model, GIS automation, Model update, ITS deployment Update, and Orange County Greenhouse Gas Emission Study. The revisions are described and summarized as follows.

1. Reallocation of funds by the Town of Carrboro to better reflect current work activities and focus areas. As indicated in the tables below, there is no net change in total funding with these changes.

Durham-Chapel Hill-Carrboro Urban Area
FY 2006-2007 Unified Planning Work Program - Amendment #2 (March 14, 2007 TAC)
Funding Source Tables - Detail Revision Tables

Carrboro

| | | | Section 104(f) Planning Funds | | | | | |
|------------------|----------|--|---|-------------|----------------------------------|-------------|------------------------|-------------|
| | | | Original | | Proposed | | Difference (Change) | |
| | | | 2006-07 UPWP Amend1 Oct 11, 2006 TAC | | Amendment #2 Mar 14 2007, TAC | | | |
| Carrboro | | | Local 20% | FHWA 80% | Local 20% | FHWA 80% | Local 20% | FHWA 80% |
| Task Description | | | | | | | | |
| II | A | <u>Surveillance of Change</u> | | | | | | |
| | | 3 Street System Changes | 50 | 200 | 0 | 0 | (50) | (200) |
| | | 4 Traffic Accidents | 150 | 600 | 0 | 0 | (150) | (600) |
| | | 5 Transit System Data | 300 | 1,200 | 58 | 233 | (242) | (967) |
| | | 5 Mapping | 150 | 600 | 40 | 159 | (110) | (441) |
| II | B | <u>Long Range Transp. Plan</u> | | | | | | |
| | | 2 Collection of Network Data | 60 | 240 | 0 | 0 | (60) | (240) |
| | | 9 Highway Element of the LRTP | 50 | 200 | 0 | 0 | (50) | (200) |
| III | B | <u>Transportation Improvement Prog.</u> | | | | | | |
| | | 1 Transportation Improvement Prog. | 400 | 1,600 | 320 | 1,280 | (80) | (320) |
| III | D | <u>Incident Management/Project Dev.</u> | | | | | | |
| | | 2 Incident Management/Project Dev. | 100 | 400 | 0 | 0 | (100) | (400) |

| | | | | | | | | | |
|--------------|----------|---|------------------------------------|-------|--------|-------|--------|------------|------------|
| III-B | E | | Management & Operations | | | | | | |
| | | 1 | Management & Operations | 2,716 | 10,864 | 3,558 | 14,232 | 842 | 3,368 |
| | | | | | | | | | |
| | | | Net Change | | | | | \$0 | \$0 |

2. Reallocation of funds by the Town of Chapel Hill to better reflect current work activities and focus areas. There is no net change in total funding with these changes.

Durham-Chapel Hill-Carrboro Urban Area
FY 2006-2007 Unified Planning Work Program - Amendment #2 (March 14, 2007 TAC)
Funding Source Tables - Detail Revision Tables

Chapel Hill

| | | | Section 5303 Transit Funds | | | | | | | | | |
|--------------|----------|----|------------------------------------|--------------|------------|---------------------------|--------------|------------|-------------------|--------------|------------|------------|
| | | | <i>Original</i> | | | <i>Proposed</i> | | | <i>Difference</i> | | | |
| | | | <i>2006-07 UPWP #1</i> | | | <i>Amendment #2</i> | | | <i>(Change)</i> | | | |
| | | | <i>Oct. 11, 2006 TAC</i> | | | <i>March 14, 2007 TAC</i> | | | <i>(Change)</i> | | | |
| | | | Local | NCDOT | FTA | Local | NCDOT | FTA | Local | NCDOT | FTA | |
| | | | 10% | 10% | 80% | 20% | 10% | 80% | 10% | 10% | 80% | |
| II | A | | Surveillance of Change | | | | | | | | | |
| | | 5 | Transit System Data | 0 | 0 | 0 | 2,750 | 2,750 | 22,000 | 2,750 | 2,750 | 22,000 |
| II | B | | Long Range Transp Plan | | | | | | | | | |
| | | 10 | Transit Element of the LRTP | 2,500 | 2,500 | 20,000 | 2,125 | 2,125 | 17,000 | (375) | (375) | (3,000) |
| III-B | E | | Management & Operations | | | | | | | | | |
| | | 1 | Management & Operations | 4,750 | 4,750 | 38,000 | 2,375 | 2,375 | 19,000 | (2,375) | (2,375) | (19,000) |
| | | | | | | | | | | | | |
| | | | Net Change | | | | | | | \$0 | \$0 | \$0 |

| | | | Section 5307 Transit Funds | | | | | | | | |
|-------------------------|----------|----|--|--------------|--|--|--------------------------------|-------------|--------------------------------|--------------|------------|
| | | | <i>Original</i> | | | <i>Proposed</i> | | | | | |
| | | | <i>2006-07 UPWP #1 Oct. 11, 2006 TAC</i> | | | <i>Amendment #2 March 14, 2007 TAC</i> | | | <i>Difference (Change)</i> | | |
| Chapel Hill | | | Local | NCDOT | FTA | Local | NCDOT | FTA | Local | NCDOT | FTA |
| Task Description | | | 10% | 10% | 80% | 20% | 10% | 80% | 10% | 10% | 80% |
| II | A | | <u>Surveillance of Change</u> | | | | | | | | |
| | | 5 | 0 | 0 | 0 | 2,622 | 2,622 | 20,972 | 2,622 | 2,622 | 20,972 |
| II | B | | <u>Long Range Transp. Plan</u> | | | | | | | | |
| | | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| III-B | E | | <u>Management & Operations</u> | | | | | | | | |
| | | 1 | 5,243 | 5,243 | 41,944 | 2,622 | 2,622 | 20,972 | (2,622) | (2,622) | (20,972) |
| Net Change | | | | | | | | | \$0 | \$0 | \$0 |
| | | | Section 104(f) Planning Funds | | | | | | | | |
| | | | <i>Original</i> | | <i>Proposed</i> | | <i>Difference (Change)</i> | | | | |
| | | | <i>2006-07 UPWP #1 Oct 11, 2006 TAC</i> | | <i>Amendment #2 Mar 14 2007, TAC</i> | | <i>Difference (Change)</i> | | | | |
| Chapel Hill | | | Local | FHWA | Local | FHWA | Local | FHWA | Local | FHWA | |
| Task Description | | | 20% | 80% | 20% | 80% | 20% | 80% | 20% | 80% | |
| II | A | | <u>Surveillance of Change</u> | | | | | | | | |
| | | 5 | 0 | 0 | (2,875) | (11,498) | (2,875) | (11,498) | | | |
| II | B | | <u>Long Range Transp. Plan</u> | | | | | | | | |
| | | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| III-B | E | | <u>Management & Operations</u> | | | | | | | | |
| | | 1 | 5,749 | 22,996 | 8,624 | 34,494 | 2,875 | 11,498 | | | |
| Net Change | | | | | | | \$0 | \$0 | | | |

3. De-obligation of funds for MPO major projects that are expected to continue through the FY 2008. This requires the transfer of STPDA funds from FY 2007 to FY2008 to permit the City of Durham to seek reimbursement for expenditures associated with the projects undertaken in this current fiscal year that will be completed during the next fiscal year.

Durham-Chapel Hill-Carrboro Urban Area
FY 2006-2007 Unified Planning Work Program - Amendment #2 (March 14, 2007 TAC)
Funding Source Tables - Detail Revision Tables

City of Durham - The Lead Planning Agency (LPA)

| | | | STP-DA 133(b)(3)(7) Funds | | | | | |
|-------------------------|----------|--|---|---------------------|--|---------------------|----------------------|---------------------|
| | | | <i>Original</i> | | <i>Proposed</i> | | <i>Difference</i> | |
| | | | <i>2006-07 UPWP #1 Oct 11, 2006 TAC</i> | | <i>Amendment #2 Mar 14 2007, TAC</i> | | <i>(Change)</i> | |
| Task Description | | | Local 20% | FHWA 80% | Local 20% | FHWA 80% | Local 20% | FHWA 80% |
| II | B | <u>Long Range Transp. Plan</u> | | | | | | |
| | | 3 Travel Model Update | 185,842 | 743,367 | 60,842 | 243,367 | (125,000) | (500,000) |
| | | 4 Travel Surveys | 69,761 | 279,042 | 19,761 | 79,042 | (50,000) | (200,000) |
| III | D | <u>Incident Management/Project Dev.</u> | | | | | | |
| | | 3 Special Studies | 54,000 | 216,000 | 10,000 | 40,000 | (44,000) | (176,000) |
| III-E | E | <u>Management & Operations</u> | | | | | | |
| | | 1 Management & Operations | 35,182 | 140,726 | 10,182 | 40,726 | (25,000) | (100,000) |
| Net Change | | | | | | | (\$244,000) | (\$976,000) |

4. De-obligation of funds programmed for the Orange County Greenhouse Gas Emission study to reflect the new schedule for that project

Durham-Chapel Hill-Carrboro Urban Area
FY 2006-2007 Unified Planning Work Program - Amendment #2 (March 14, 2007 TAC)
Funding Source Tables - Detail Revision Tables

Orange County

| | | | Section 104(f) Planning Funds | | | | | | | |
|------------|----------|----|---|-------------|-------|--|-------------|-----------|--------------------------------|-------------|
| | | | <i>Original</i> | | | <i>Proposed</i> | | | <i>Difference (Change)</i> | |
| | | | <i>2006-07 UPWP #1 Oct 11, 2006 TAC</i> | | | <i>Amendment #2 Mar 14 2007, TAC</i> | | | | |
| | | | Local 20% | FHWA 80% | | Local 20% | FHWA 80% | | Local 20% | FHWA 80% |
| | | | | | | | | | | |
| II | B | | <u>Long Range Transp. Plan</u> | | | | | | | |
| | | 18 | Air Quality Planning /Conformity | 1,410 | 5,640 | 0 | 0 | (1,410) | (5,640) | |
| Net Change | | | | | | | (\$1,410) | (\$5,640) | | |

RESOLUTION

TO APPROVE AMENDMENT #2 TO THE FY 2006-2007 UNIFIED PLANNING WORK PROGRAM OF THE DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION (DCHC MPO)

March 14, 2007

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

WHEREAS, A comprehensive and continuing transportation planning program must be carried out cooperatively in order to ensure that funds for transportation planning projects are effectively allocated to the DCHC MPO; and

WHEREAS, The Durham-Chapel Hill-Carrboro MPO requests an amendment to the 2006-2007 UPWP as outlined on the attached tables; and

WHEREAS, Members of the Transportation Advisory Committee agree that the Unified Planning Work Program amendment effectively advances transportation planning for 2006-2007.

Now, therefore, be it resolved that the Transportation Advisory Committee hereby endorses Amendment #2 of the Durham-Chapel Hill-Carrboro Urban Area Unified Planning Work Program for the FY 2006-2007 as described in the attached sheets.

I, Alice M. Gordon, Transportation Advisory Committee Chair, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Durham-Chapel Hill-Carrboro Urban Area Transportation Advisory Committee, duly held on the 14th day of March, 2007.

Signature of TAC Chair
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

STATE OF: North Carolina
COUNTY OF: Durham

I, _____, a Notary Public of _____ County, North Carolina do hereby certify that Alice M. Gordon personally appeared before me on ___ day of _____, 2007 to affix her signature to the foregoing document.

Notary Public
101 City Hall Plaza
Durham, NC 27701

My commission expires: _____

Durham-Chapel Hill-Carrboro Urban Area
FY 2006-2007 Unified Planning Work Program - Amendment #2 (March 14, 2007 TAC)
Funding Source Tables - Detail Revision Tables

Carrboro

| | | | Section 104(f) Planning Funds | | | | | |
|------------------|----------|--|--|-------------|--|-------------|--------------------------------|-------------|
| | | | <i>Original</i> | | <i>Proposed</i> | | <i>Difference (Change)</i> | |
| | | | <i>2006-07 UPWP Amend I Oct 11, 2006 TAC</i> | | <i>Amendment #2 Mar 14 2007, TAC</i> | | | |
| Carrboro | | | Local 20% | FHWA 80% | Local 20% | FHWA 80% | Local 20% | FHWA 80% |
| Task Description | | | | | | | | |
| II | A | <u>Surveillance of Change</u> | | | | | | |
| | 3 | Street System Changes | 50 | 200 | 0 | 0 | (50) | (200) |
| | 4 | Traffic Accidents | 150 | 600 | 0 | 0 | (150) | (600) |
| | 5 | Transit System Data | 300 | 1,200 | 58 | 233 | (242) | (967) |
| | 5 | Mapping | 150 | 600 | 40 | 159 | (110) | (441) |
| II | B | <u>Long Range Transp. Plan</u> | | | | | | |
| | 2 | Collection of Network Data | 60 | 240 | 0 | 0 | (60) | (240) |
| | 9 | Highway Element of the LRTP | 50 | 200 | 0 | 0 | (50) | (200) |
| III | B | <u>Transportation Improvement Prog.</u> | | | | | | |
| | 1 | Transportation Improvement Prog. | 400 | 1,600 | 320 | 1,280 | (80) | (320) |
| III | D | <u>Incident Management/Project Dev.</u> | | | | | | |
| | 2 | Incident Management/Project Dev. | 100 | 400 | 0 | 0 | (100) | (400) |
| III-B | E | <u>Management & Operations</u> | | | | | | |
| | 1 | Management & Operations | 2,716 | 10,864 | 3,558 | 14,232 | 842 | 3,368 |
| Net Change | | | | | | | <u>\$0</u> | <u>\$0</u> |

**Durham-Chapel Hill-Carrboro Urban Area
 FY 2006-2007 Unified Planning Work Program - Amendment #2 (March 14, 2007 TAC)
 Funding Source Tables - Detail Revision Tables**

Chapel Hill

| Chapel Hill | | | Section 5303 Transit Funds | | | | | | | | |
|--------------|----------|------------------------------------|--------------------------------------|--------------|------------|------------------------------------|--------------|------------|--------------|--------------|------------|
| | | | Original | | | Proposed | | | Difference | | |
| | | | 2006-07 UPWP #1 Oct. 11, 2006 TAC | | | Amendment #2 March 14, 2007 TAC | | | (Change) | | |
| | | | Local 10% | NCDOT 10% | FTA 80% | Local 20% | NCDOT 10% | FTA 80% | Local 10% | NCDOT 10% | FTA 80% |
| | | | | | | | | | | | |
| II | A | Surveillance of Change | | | | | | | | | |
| | 5 | Transit System Data | 0 | 0 | 0 | 2,750 | 2,750 | 22,000 | 2,750 | 2,750 | 22,000 |
| | | | | | | | | | | | |
| II | B | Long Range Transp Plan | | | | | | | | | |
| | 10 | Transit Element of the LRTP | 2,500 | 2,500 | 20,000 | 2,125 | 2,125 | 17,000 | (375) | (375) | (3,000) |
| | | | | | | | | | | | |
| III-B | E | Management & Operations | | | | | | | | | |
| | 1 | Management & Operations | 4,750 | 4,750 | 38,000 | 2,375 | 2,375 | 19,000 | (2,375) | (2,375) | (19,000) |
| | | | | | | | | | | | |
| | | Net Change | | | | | | | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> |

| Chapel Hill | | | Section 5307 Transit Funds | | | | | | | | |
|--------------|----------|------------------------------------|--------------------------------------|--------------|------------|------------------------------------|--------------|------------|--------------|--------------|------------|
| | | | Original | | | Proposed | | | Difference | | |
| | | | 2006-07 UPWP #1 Oct. 11, 2006 TAC | | | Amendment #2 March 14, 2007 TAC | | | (Change) | | |
| | | | Local 10% | NCDOT 10% | FTA 80% | Local 20% | NCDOT 10% | FTA 80% | Local 10% | NCDOT 10% | FTA 80% |
| | | | | | | | | | | | |
| II | A | Surveillance of Change | | | | | | | | | |
| | 5 | Transit System Data | 0 | 0 | 0 | 2,622 | 2,622 | 20,972 | 2,622 | 2,622 | 20,972 |
| | | | | | | | | | | | |
| II | B | Long Range Transp. Plan | | | | | | | | | |
| | 10 | Transit Element of the LRTP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | |
| III-B | E | Management & Operations | | | | | | | | | |
| | 1 | Management & Operations | 5,243 | 5,243 | 41,944 | 2,622 | 2,622 | 20,972 | (2,622) | (2,622) | (20,972) |
| | | | | | | | | | | | |
| | | Net Change | | | | | | | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> |

| Chapel Hill | | | Section 104(f) Planning Funds | | | | | |
|--------------|----------|------------------------------------|-------------------------------------|-------------|----------------------------------|-------------|--------------|-------------|
| | | | Original | | Proposed | | Difference | |
| | | | 2006-07 UPWP #1 Oct 11, 2006 TAC | | Amendment #2 Mar 14 2007, TAC | | (Change) | |
| | | | Local 20% | FHWA 80% | Local 20% | FHWA 80% | Local 20% | FHWA 80% |
| | | | | | | | | |
| II | A | Surveillance of Change | | | | | | |
| | 5 | Transit System Data | 0 | 0 | (2,875) | (11,498) | (2,875) | (11,498) |
| | | | | | | | | |
| II | B | Long Range Transp. Plan | | | | | | |
| | 10 | Transit Element of the LRTP | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | |
| III-B | E | Management & Operations | | | | | | |
| | 1 | Management & Operations | 5,749 | 22,996 | 8,624 | 34,494 | 2,875 | 11,498 |
| | | | | | | | | |
| | | Net Change | | | | | <u>\$0</u> | <u>\$0</u> |

**Durham-Chapel Hill-Carrboro Urban Area
 FY 2006-2007 Unified Planning Work Program - Amendment #2 (March 14, 2007 TAC)
 Funding Source Tables - Detail Revision Tables**

City of Durham - The Lead Planning Agency (LPA)

| Task Description | | | STP-DA 133(b)(3)(7) Funds | | | | | |
|------------------|----------|---|-------------------------------------|-------------|----------------------------------|-------------|--------------------|--------------------|
| | | | Original | | Proposed | | Difference | |
| | | | 2006-07 UPWP #1 Oct 11, 2006 TAC | | Amendment #2 Mar 14 2007, TAC | | (Change) | |
| | | | Local 20% | FHWA 80% | Local 20% | FHWA 80% | Local 20% | FHWA 80% |
| II | B | Long Range Transp. Plan | | | | | | |
| | | 3 Travel Model Update | 185,842 | 743,367 | 60,842 | 243,367 | (125,000) | (500,000) |
| | | 4 Travel Surveys | 69,761 | 279,042 | 19,761 | 79,042 | (50,000) | (200,000) |
| III | D | Incident Management/Project Dev. | | | | | | |
| | | 3 Special Studies | 54,000 | 216,000 | 10,000 | 40,000 | (44,000) | (176,000) |
| III-E | E | Management & Operations | | | | | | |
| | | 1 Management & Operations | 35,182 | 140,726 | 10,182 | 40,726 | (25,000) | (100,000) |
| Net Change | | | | | | | (\$244,000) | (\$976,000) |

Durham-Chapel Hill-Carrboro Urban Area
FY 2006-2007 Unified Planning Work Program - Amendment #2 (March 14, 2007 TAC)
Funding Source Tables - Detail Revision Tables

Orange County

| | | Section 104(f) Planning Funds | | | | | |
|-------------|---------------------------------------|---|-------------|--|-------------|--------------------------------|-----------------------|
| | | <i>Original</i> | | <i>Proposed</i> | | <i>Difference (Change)</i> | |
| | | <i>2006-07 UPWP #1 Oct 11, 2006 TAC</i> | | <i>Amendment #2 Mar 14 2007, TAC</i> | | | |
| | | Local 20% | FHWA 80% | Local 20% | FHWA 80% | Local 20% | FHWA 80% |
| | | | | | | | |
| II B | <u>Long Range Transp. Plan</u> | | | | | | |
| | 18 Air Quality Planning /Conformity | 1,410 | 5,640 | 0 | 0 | (1,410) | (5,640) |
| | | | | | | | |
| | Net Change | | | | | <u>(1,410)</u> | <u>(5,640)</u> |

MEMORANDUM

**TO: Transportation Advisory Committee
DCHC MPO**

FROM: DCHC MPO Lead Planning Agency

DATE: March 14, 2007

SUBJECT: 2007-08 Unified Planning Work Program (UPWP)

This memo presents the Draft 2007-2008 Unified Planning Work Program (UPWP) for the Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization (MPO).

Annually, the DCHC MPO is required by federal regulations to prepare a Unified Planning Work Program (UPWP) that details and guides the urban area transportation planning activities. Funding for the UPWP is provided on an annual basis by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Essentially, the UPWP provides yearly funding allocations to support the ongoing transportation planning activities of the DCHC MPO. The UPWP must identify MPO planning tasks to be undertaken with the use of federal transportation funds, including highway and transit programs. Tasks are identified by an alphanumeric task code and description. A complete narrative description for each task is more completely described in the *Prospectus for Continuing Transportation Planning for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization*, approved by the TAC on February 13, 2002. The *Prospectus* was developed by NCDOT in cooperation with MPOs throughout the state.

The UPWP also contains supplemental project descriptions for Federal Transit Administration (FTA) projects. FTA project descriptions are provided for transit providers (Chapel Hill Transit, Durham Area Transit, & Triangle Transit Authority). FTA planning project task descriptions, FTA Disadvantaged Businesses Contracting Opportunities forms, and FTA funding source tables are also part of the UPWP document.

The funding source tables reflect available federal planning fund sources and the amounts of non-federal matching funds. The match is provided through either local or state funds or both. Statewide Planning and Research Funds (SPR) are designated for State use only and reflect the amount of those funds to be expended by the N.C. Department of Transportation Statewide Planning Division on DCHC MPO activities. Section 104(f) funds are designated for MPO planning and are sub-allocated to the City of Durham, Town of Carrboro and Town of Chapel Hill. Section 133(b)(3)(7) funds are the portion of STP-DA funds used in MPO planning. The City of Durham uses these funds to support the LPA planning functions. These funds are also used for MPO special projects, such as the congestion Management Systems, Collector Street Plan, Land use model, GIS/Data integration and automation, Regional model update and enhancement, Travel behavior

surveys and update of the ITS deployment plan and regional architecture, support of the Regional Model Service Bureau, etc.

The main source of funds for transit planning for Chapel Hill Transit (CHT), the Durham Area Transit Authority (DATA), and the Triangle Transit Authority (TTA), is the Federal Transit Administration’s Section 5303 (formerly Section 8) funds. These funds are allocated by NCDOT’s Public Transportation Division (PTD). Transit agencies can also use portions of their Section 5307 (formerly Section 9) capital and operating funds for planning. These funds must be approved by the TAC as part of the UPWP approval process.

FY 2004-05 UPWP funding levels as well as the descriptions of funding sources are summarized below.

Section 104(f) also known as PL funds are FHWA funds for urbanized areas, administered by NCDOT. These funds require a 20% match. The PL funding apportionment to the state is distributed to the MPOs through a population-based formula. The proposed Section 104(f) funding level is based on the SAFETEA-LU Section 104(f) allocation as well as new PL distribution approved by NCDOT Board of Transportation in June 2005. The statewide section 104(f) funds are distributed among the 17 MPOs based on the following formula: All MPOs get an equal share of \$130,000 (hold harmless) and the rest of the funds are distributed based on the MPO urbanized area population. The DCHC MPO PL fund allocation for FY 2007-08 is \$374,273.

| | |
|--------------------|------------------|
| Federal (PL funds) | \$374,273 |
| Local (20% match) | <u>\$ 93,568</u> |
| Total | \$467,841 |

STP-DA – These funds are the Direct Attributable Allocation portion of the federal Surface Transportation Program (STP) funds provided to Transportation Management Areas (TMAs are MPOs over 200,000 population). By agreement with the DCHC MPO and NCDOT, a portion of these funds are used for MPO transportation planning activities. STP-DA funds earmarked for programming in the FY 2007-2008 UPWP are shown below.

| | |
|-------------------|------------------|
| Federal (STP-DA) | \$273,000 |
| Local (20% match) | <u>\$ 68,250</u> |
| Total | \$341,250 |

State Planning and Research Funds (SPR Funds) – These are FHWA funds allocated to the Transportation Planning Branch (TPB) of NCDOT. NCDOT determines the allocation of these funds among tasks in the UPWP and is responsible for contributing 20% of non federal matching funds. SPR funds programmed in the 2006-2007 UPWP are as follows:

| | |
|-----------------|----------|
| Federal | \$49,200 |
| NCDOT-TPB | \$12,300 |
| Total SPR funds | \$61,500 |

FTA Funds -Two types of funds are used for transit planning purposes by the DCHC MPO; Section 5303 (formerly Section 8 Metropolitan Planning) and Section 5307 funds (formerly Section 9) of the Federal Transit Act Amendments of 1991.

Section 5303 funds are grant monies from FTA that provide assistance to urbanized areas for transit planning. Essentially, the funds are earmarked for use in planning and technical studies related to urban public transportation. They are provided from the Federal Transit Administration through the NCDOT-PTD to the MPO transit operators (80% from FTA, 10% from NCDOT-PTD, and 10% local match).

| | CHT | DATA | TTA | MPO Total |
|--------------|------------------|------------------|-----|------------------|
| Federal | \$113,499 | \$118,131 | | \$231,630 |
| State | \$ 14,187 | \$ 14,766 | | \$ 28,954 |
| Local | \$ 14,187 | \$ 14,766 | | \$ 28,954 |
| Total | \$141,874 | \$147,644 | | \$240,960 |

Section 5307 funds can be used for planning as well as other purposes, and are distributed by the formula by FTA. The DATA, CHT, and TTA use Section 5307 funds from the FTA for assistance on a wide range of planning activities. These funds require a 10% local match, which is provided by the City of Durham, the Town of Chapel Hill, and TTA; and 10% State match provided the Public Transportation Division of NCDOT

| | CHT | DATA | TTA | MPO Total |
|--------------|------------------|------------------|------------------|------------------|
| Federal | \$---,--- | \$---,--- | \$---,--- | \$---,--- |
| State | \$--,--- | \$---,--- | \$---,--- | \$ ---,--- |
| Local | \$--,--- | \$ ---,--- | \$---,--- | \$ ---,--- |
| Total | \$---,--- | \$---,--- | \$---,--- | \$---,--- |

DCHC MPO – UPWP Funding Sources (FY 2007-08)

| Funding Type | Federal | State | Local | Total |
|-----------------------|------------------|-----------------|-----------------|------------------|
| Section 104(f) | \$374,273 | \$0 | \$93,568 | \$467,841 |
| STP-DA | \$273,000 | \$0 | \$68,250 | \$341,250 |
| FTA 5303 | \$231,630 | \$28,954 | \$28,954 | \$289,538 |
| FTA 5307 | | | | |

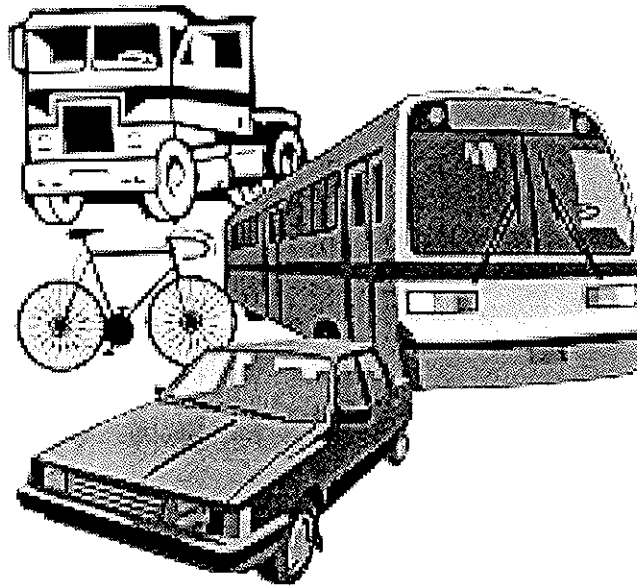
Unified Planning Work Program (UPWP) Development Process

The development process for the 2007-08 UPWP is presented below. This process differs from the previous process in that a public involvement component has been incorporated

in this process. Also, the TAC is involved early in the process during the formulation of major emphasis. The proposed FY 2007-08 UPWP does not contain any new initiative rather continuation of the FY 2006-07 initiatives and emphasis areas. In addition, the schedule provides for opportunity for linking the UPWP development with the local member governments' budget process. Draft 2007-08 UPWP schedule is illustrated in the attached development schedule.

| | Date | Task Descriptions |
|----|-------------|--|
| 1 | Jan-06 | NCDOT transmits FHWA Section 104(f) planning funds to the MPO. |
| 2 | Jan-06 | NCDOT -PTD transmits Transit UPWP materials and schedule to transit operators |
| 3 | 24-Jan-07 | TCC initiates the development of the 2007-2008 UPWP |
| 4 | 14-Feb-07 | TAC receives schedule for the development of the 2007-2008 UPWP. TAC receives update on Section 5307 distribution between TTA, DATA and CHT |
| 5 | 28-Feb-07 | TCC receives draft 2006-2007 UPWP |
| 6 | Feb-March | Development of Draft 2006-07 UPWP |
| 7 | Feb-March | TCC coordinates with member jurisdictions budget process for local matching funds |
| 8 | 1-Mar-07 | Deadline for submitting draft 2007-08 UPWP to NCDOT-PTD |
| 9 | 14-Mar-07 | TAC receives Draft 2007-2008 UPWP and provides comments to the TCC. TAC receives update on Section 5307 distribution between TTA, DATA and CHT. Draft UPWP released for public comment period. |
| 10 | 22-Mar-07 | TCC recommends final 2007-2008 UPWP for TAC approval |
| 10 | 11-Apr-07 | TAC adopts 2006-2007 UPWP and self certifies MPO planning process |
| 11 | 27-Apr-07 | Deadline for submitting TAC approved 2007-08 UPWP to NCDOR-PTD |
| 12 | Jun-07 | NCDOT/FHWA approves 2007-2008 UPWP |

**Durham-Chapel Hill-Carrboro
Metropolitan Planning Organization**



DRAFT

2007-2008
Unified Planning Work Program (UPWP)

February 28, 2007

RESOLUTION CONFIRMING TRANSPORTATION PLANNING PROCESS

RESOLUTION CERTIFYING THE DURHAM-CHAPEL HILL-CARRBORO (DCHC MPO) METROPOLITAN PLANNING ORGANIZATION'S TRANSPORTATION PLANNING PROCESS FOR FY 2007-08 (FY 2008)

WHEREAS, the Transportation Advisory Committee has found that the Metropolitan Planning Organization is conducting transportation planning in a continuous, cooperative, and comprehensive manner in accordance with 23 U.S.C. 134 and 49 U.S.C. 1607;

WHEREAS, the Transportation Advisory Committee has found the transportation planning process to be in compliance with Sections 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c));

WHEREAS, the Transportation Advisory Committee has found the Transportation Planning Process to be in full compliance with Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794;

WHEREAS, the Transportation Advisory Committee has considered how the Transportation Planning Process will affect the involvement of Disadvantaged Business Enterprises in the FHWA and the FTA funded planning projects (Section 1003(b) of ISTEA of 1991 (Pub. L. 102-240), Sec. 105(f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR part 23);

WHEREAS, the Transportation Advisory Committee has considered how the Transportation Planning Process will affect the elderly and the disabled per the provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulations (49 CFR parts 27, 37, and 38);

WHEREAS, the DCHC MPO Metropolitan Transportation Improvement Program is a subset of the currently conforming 2030 Long Range Transportation Plan;

WHEREAS, the Transportation Plan has a planning horizon year of 2030, and meets all the requirements for an adequate Transportation Plan,

NOW THEREFORE, be it resolved that the DCHC Urban Area Transportation Advisory Committee certifies the transportation planning process for the DCHC Metropolitan Planning Organization on this the ____ day of _____, _____.

Chair, Transportation Advisory Committee

Clerk/Secretary/Planner

Durham-Chapel Hill Carrboro
Metropolitan Planning Organization
FY 2007-2008 Unified Planning Work Program

Overview

Federal legislation (SAFETEA-LU) and implementing regulations mandate that each Metropolitan Planning Organization prepare an annual work program known as the Unified Planning Work Program (UPWP). The UPWP must identify the MPO planning tasks to be undertaken with the use of federal transportation funds, including highway and transit programs. Tasks are identified by an alphanumeric task code and description. A complete narrative description for each task is more completely described in the *Prospectus for Continuing Transportation Planning for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization*, approved by the TAC on February 13, 2002. The *Prospectus* is hereby referenced as an element of the UPWP and is available upon request from any member agency of the DCHC MPO.

The UPWP also contains supplemental project descriptions for special projects and Federal Transit Administration (FTA) projects. Special project descriptions are provided by the responsible agency. FTA planning project task descriptions, FTA Disadvantaged Businesses Contracting Opportunities forms, and FTA funding source tables (a subset of the funding source table) are also included in this work program.

The funding source tables reflect available federal planning fund sources and the amounts of non-federal matching funds. The match is provided through either local or state funds or both. Statewide Planning and Research Funds (SPR) are designated for State use only and reflect the amount of those funds to be expended by the N. C. Department of Transportation Statewide Planning Division on DCHC MPO activities. Federal Highway Administration (FHWA) Section 104(f) funds, FHWA Section 133(b)(3)(7) funds, FTA Section 5303 (formerly Section 8) funds, FTA Section 5307 (formerly Section 9) funds, and Section 5309 (formerly Section 3) funds are designated for MPO use. The Section 5303 and Section 5307 funds have historically been used for transit planning tasks while other MPO transportation planning tasks have been funded with Section 104(f) and Section 133(b)(3)(7) funds. The Section 104(f) funds and the Section 133(b)(3)(7) funds, also known as Surface Transportation Program – Direct Attributable (STP-DA) funds are set by congressional authorization on an annual basis. With the exception of FTA Section 5307 and 5309 funds, these funds can only be used for MPO transportation planning purposes. FTA Section 5309 funds are used for transit capital expenses, and Section 5307 funds are used for transit capital and operating expenses as reflected in the Transportation Improvement Program.

As part of the annual UPWP adoption process, the MPO is required to certify that it adheres to a transportation planning process that is continuous, cooperative, and comprehensive. The certification resolution was included as part of the FY 2006-2007 UPWP and is also included in this work program.

INTRODUCTION

Annually, the DCHC MPO is required by federal regulations to prepare a Unified Planning Work Program (UPWP) that details and guides the urban area transportation planning activities. Funding for the UPWP is provided on an annual basis by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and includes a local matching share.

The Unified Planning Work Program (UPWP) is a narrative description of the annual technical work program for a continuing, cooperative and comprehensive (3C) transportation planning process in the DCHC metropolitan area. As the Lead Planning Agency (LPA) for the DCHC Metropolitan Planning Organization (MPO), the City of Durham, Transportation Division is responsible for developing the UPWP in cooperation with other members of the MPO including the Town of Chapel Hill, the Town of Carrboro, Orange County, Triangle Transit Authority (TTA), MPO local transit operators, and the North Carolina Department of Transportation (NCDOT).

The UPWP provides an indication of regional long and short-range transportation planning objectives, the manner in which these objectives will be achieved, the budget necessary to sustain the overall planning effort, and the sources of funding for each specific program element. All tasks will be performed by the MPO member agencies in cooperation with appropriate agencies, unless otherwise stated.

The work tasks within this UPWP are reflective of issues and concerns originating from transportation agencies at the federal, state and local levels. Several UPWP tasks are specifically targeted to implement provisions of several pieces of federal legislation, particularly the Safe, Accountable, Flexible, Efficient, Transportation Equity Act – A Legacy for User (SAFETEA-LU), the Clean Air Act Amendments of 1990 (CAAA), the Americans with Disabilities Act (ADA), and the North Carolina General Statute.

Federal regulations require Metropolitan Planning Organizations like the DCHC MPO develop an annual UPWP in cooperation with State and publicly-owned transit services. The annual work program is required to serve as a framework for collaborative planning among the Lead Planning Agency staff and staffs of the MPO member agencies. Also, the UPWP is intended to advance a strategic, integrated planning process within the metropolitan area.

The descriptions of the tasks to be accomplished and the budgets for these tasks are based on the best estimate of what can be accomplished within the confines of available resources. If, in the performance of this work program, it becomes apparent that certain tasks cannot be accomplished due to changing or unforeseen circumstances, redefining the scope of the tasks and/or reallocating funds among tasks will adjust the UPWP. Such adjustments are handled through UPWP amendments, and are developed in cooperation with NCDOT, the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the transit agencies, and other concerned agencies as appropriate.

SOURCES OF FUNDS

There are three main sources of funds used for transportation Planning UPWP:

- 1 Federal funds - US Department of Transportation (FHWA & FTA)
- 2 State funds - North Carolina Department of Transportation - NCDOT
- 3 Local Match (Durham, Chapel Hill and Carrboro)

Federal Funds

FHWA Funds - Two principle FWHA funds used for UPWP funding are the Section 104(f) – PL funds and STP-DA.

Other Funding Sources - Other funding sources available are typically sought to conduct specific planning activities. These funds include highway funds such as Congestion Mitigation Air Quality (CMAQ) funds and HPR funds, grant from FHWA to NCDOT for highway planning and research.

State Funds (NCDOT)

NCDOT provides 10% match for FTA 5303 and 5307 planning funds received by the MPO transit operators – Chapel Hill Transit, DATA, and TTA.

Local Funds

Recipients of FHWA funds are required to provide 20% local match. The City of Durham, Town of Chapel Hill, Town of Carrboro, and Orange County provide 20% local match for Section 104(f) – PL and STP-DA funds. Also, the City of Durham and the Town of Chapel Hill provide 10% local match for FTA section 5303 and 5307 funds.

FY 2007-08 UPWP funding levels as well as the descriptions of funding sources are summarized below.

Section 104(f) also known as PL funds are FHWA funds for urbanized areas, administered by NCDOT. These funds require a 20% match. The PL funding apportionment to the state is distributed to the MPOs through a population-based formula. The proposed Section 104(f) funding level is based on the SAFETEA-LU Section 104(f) allocation as well as new PL distribution approved by NCDOT Board of Transportation in June 2005. The statewide section 104(f) funds are distributed among the 17 MPOs based on the following formula: All MPOs get an equal share of \$130,000 (hold harmless) and the rest of the funds are distributed based on the MPO urbanized area population. The DCHC MPO PL fund allocation for FY 2007-08 is \$374,273.

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| NCDOT-TPB | \$12,300 |
| Total SPR funds | \$61,500 |

FTA Funds -Two types of funds are used for transit planning purposes by the DCHC MPO; Section 5303 (formerly Section 8 Metropolitan Planning) and Section 5307 funds (formerly Section 9) of the Federal Transit Act Amendments of 1991.

Section 5303 funds are grant monies from FTA that provide assistance to urbanized areas for transit planning. Essentially, the funds are earmarked for use in planning and technical studies related to urban public transportation. They are provided from the Federal Transit Administration through the NCDOT-PTD to the MPO transit operators (80% from FTA, 10% from NCDOT-PTD, and 10% local match).

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| <u>Local</u> | <u>\$ 14,187</u> | <u>\$ 14,766</u> | | <u>\$ 28,954</u> |
| Total | \$141,874 | \$147,644 | | \$240,960 |

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| | CHT | DATA | TTA | MPO Total |
|---------|-----------|------------|-----------|------------|
| Federal | \$---,--- | \$---,--- | \$---,--- | \$---,--- |
| State | \$--,--- | \$---,--- | \$---,--- | \$ ---,--- |
| Local | \$--,--- | \$ ---,--- | \$---,--- | \$ ---,--- |
| Total | \$---,--- | \$---,--- | \$---,--- | \$---,--- |

DCHC MPO – UPWP Funding Sources (FY 2007-08)

| Funding Type | Federal | State | Local | Total |
|----------------|-----------|----------|----------|-----------|
| Section 104(f) | \$374,273 | \$0 | \$93,568 | \$467,841 |
| STP-DA | \$273,000 | \$0 | \$68,250 | \$341,250 |
| FTA 5303 | \$231,630 | \$28,954 | \$28,954 | \$289,538 |
| FTA 5307 | | | | |

| Task Description | | STP-DA | | Sec. 104(f) | | Section 5303 | | | Section 5307 | | | Section 5309 | | | Task Funding Summary | | | |
|------------------|--|--------------|----------|-------------|----------|-----------------|-----------|---------|--------------|-----------|---------|--------------|-----------|---------|----------------------|--------|---------|---------|
| | | 133(b)(3)(7) | | PL | | Highway/Transit | | | Transit | | | Transit | | | Local | NCDOT | Federal | Total |
| | | Local 20% | FHWA 80% | Local 20% | FHWA 80% | Local 10% | NCDOT 10% | FTA 80% | Local 10% | NCDOT 10% | FTA 80% | Local 25% | NCDOT 25% | FTA 50% | | | | |
| II A | Surveillance of Change | | | | | | | | | | | | | | | | | |
| II A | 1 Traffic Volume Counts | 0 | 0 | 2,500 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,500 | - | 10,000 | - | 12,500 |
| | 2 Vehicle Miles of Travel | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - | - | - | - |
| | 3 Street System Changes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - | - | - | - |
| | 4 Traffic Accidents | 500 | 2,000 | 400 | 1,600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 900 | - | 3,600 | - | 4,500 |
| | 5 Transit System Data | 1,250 | 5,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,250 | - | 5,000 | - | 6,250 |
| | 6 Dwelling Unit, Pop. & Emp. Change | 3,750 | 15,000 | 3,500 | 14,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7,250 | - | 29,000 | - | 36,250 |
| | 7 Air Travel | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - | - | - | - |
| | 8 Vehicle Occupancy Rates | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - | - | - | - |
| | 9 Travel Time Studies | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - | - | - | - |
| | 10 Mapping | 2,500 | 10,000 | 2,500 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5,000 | - | 20,000 | - | 25,000 |
| | 11 Central Area Parking Inventory | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - | - | - | - |
| | 12 Bike & Ped. Facilities Inventory | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - | - | - | - |
| | 13 Bike & Ped. Counts | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - | - | - | - |
| II B | Long Range Transp. Plan | | | | | | | | | | | | | | | | | |
| | 1 Collection of Base Year Data | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - | - | - | - |
| | 2 Collection of Network Data | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - | - | - | - |
| | 3 Travel Model Updates | 20,000 | 80,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20,000 | - | 80,000 | - | 100,000 |
| | 4 Travel Surveys | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - | - | - | - |
| | 5 Forecast of Data to Horizon year | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - | - | - | - |
| | 6 Community Goals & Objectives | 0 | 0 | 1,000 | 4,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,000 | - | 4,000 | - | 5,000 |
| | 7 Forecast of Future Travel Patterns | 1,250 | 5,000 | 2,500 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,750 | - | 15,000 | - | 18,750 |
| | 8 Capacity Efficiency Analysis | 1,250 | 5,000 | 4,750 | 19,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6,000 | - | 24,000 | - | 30,000 |
| | 9 Highway Element of th L RTP | 875 | 3,500 | 3,750 | 15,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4,625 | - | 18,500 | - | 23,125 |
| | 10 Transit Element of the L RTP | 1,625 | 6,500 | 5,000 | 20,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7,400 | 775 | 32,702 | 40,878 | |
| | 11 Bicycle & Ped. Element of the L RTP | 9,500 | 38,000 | 2,500 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12,000 | - | 48,000 | - | 60,000 |
| | 12 Airport/Air Travel Element of L RTP | 7,000 | 28,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7,000 | - | 28,000 | - | 35,000 |
| | 13 Rail, Water or other mode of L RTP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - | - | - | - |
| | 14 Freight Movement/Mobility Planning | 0 | 0 | 500 | 2,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 500 | - | 2,000 | - | 2,500 |
| | 15 Financial Planning | 0 | 0 | 2,000 | 8,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,000 | - | 8,000 | - | 10,000 |
| | 16 Congestion Management Strategies | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,403 | 1,403 | 11,227 | 14,034 | |
| | 17 Air Qual. Planning/Conformity Anal. | 0 | 0 | 500 | 2,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 500 | - | 2,000 | - | 2,500 |
| III C | Short Range Transit Planning | | | | | | | | | | | | | | | | | |
| | 1 Short Range Transit Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - | - | - | - |
| III-A | Planning Work Program | | | | | | | | | | | | | | | | | |
| | 1 Planning Work Program | 0 | 0 | 2,750 | 11,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5,899 | 3,149 | 36,191 | - | 45,239 |
| III-B | Transp. Improvement Plan | | | | | | | | | | | | | | | | | |
| | 1 Transp. Improvement Plan | 0 | 0 | 5,000 | 20,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5,214 | 214 | 21,711 | - | 27,139 |
| III-C | Cvl Rgts. Cmp./Otr. Reg. Reqs. | | | | | | | | | | | | | | | | | |
| | 1 Title VI | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - | - | - | - |
| | 2 Environmental Justice | 0 | 0 | 1,500 | 6,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,500 | - | 6,000 | - | 7,500 |
| | 3 Minority Business Enterprise | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - | - | - | - |
| | 4 Planning for the Elderly & Disabled | 0 | 0 | 750 | 3,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 750 | - | 3,000 | - | 3,750 |
| | 5 Safety/Drug Control Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - | - | - | - |
| | 6 Public Involvement | 2,500 | 10,000 | 4,750 | 19,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11,954 | 4,704 | 66,632 | - | 83,290 |

| Task Description | | Durham-Chapel Hill-Carrboro Urban Area FY 2007-2008 Unified Planning Work Program Proposed Funding Source Tables | | | | | | | | | | | | Durham 2/22/2007 7:18 | | | | |
|------------------------------------|---|--|-------------|-----------------|-------------|---------------------------------|--------------|------------|-------------------------|--------------|------------|-------------------------|--------------|--------------------------|----------------------|-----------|-------------|-------|
| | | STP-DA 133(b)(3)(7) | | Sec. 1040 PL | | Section 5303 Highway/Transit | | | Section 5307 Transit | | | Section 5309 Transit | | | Task Funding Summary | | | |
| | | Local 20% | FHWA 80% | Local 20% | FHWA 80% | Local 10% | NCDOT 10% | FTA 80% | Local 10% | NCDOT 10% | FTA 80% | Local 25% | NCDOT 25% | FTA 50% | Local | NCDOT | Federal | Total |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - | - | - |
| 7 | Private Sector Participation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - | - | - | |
| III-D | | | | | | | | | | | | | | | | | | |
| 1 | Incidental Plng./Project Dev. Transportation Enhancement Plng. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - | - | - | |
| 2 | Enviro. Analysis & Pre-TIP Plng. | 750 | 3,000 | 1,811 | 7,245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,561 | - | - | 10,245 | 12,806 | |
| 3 | Special Studies | 2,250 | 9,000 | 3,750 | 15,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6,000 | - | - | 24,000 | 30,000 | |
| 4 | Regional or Statewide Planning | 750 | 3,000 | 1,250 | 5,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,000 | - | - | 8,000 | 10,000 | |
| III-E | | | | | | | | | | | | | | | | | | |
| Management & Operations | | | | | | | | | | | | | | | | | | |
| 1 | Management & Operations | 12,500 | 50,000 | 17,476 | 69,903 | 0 | 0 | 0 | 33,685 | 33,685 | 269,482 | 0 | 0 | 63,661 | 33,685 | 389,385 | 486,731 | |
| Totals | | \$68,250 | \$273,000 | \$70,687 | \$282,748 | \$0 | \$0 | \$0 | \$43,931 | \$43,931 | \$351,445 | \$0 | \$0 | \$182,868 | \$43,931 | \$907,193 | \$1,133,991 | |

| Durham-Chapel Hill-Carrboro Urban Area FY 2007-2008 Unified Planning Work Program Proposed Funding Source Tables | | | | | | | | | | | | | | | | | | |
|--|---------------------|----------|----------------|----------|------------------------------|-----------|---------|----------------------|-----------|---------|----------------------|-----------|---------|----------------------|-------|---------|-------|---|
| Task Description | STP-DA 133(b)(3)(7) | | Sec. 104(f) PL | | Section 5303 Highway/Transit | | | Section 5307 Transit | | | Section 5309 Transit | | | Task Funding Summary | | | | |
| | Local 20% | FHWA 80% | Local 20% | FHWA 80% | Local 10% | NCDOT 10% | FTA 80% | Local 10% | NCDOT 10% | FTA 80% | Local 25% | NCDOT 25% | FTA 50% | Local | NCDOT | Federal | Total | |
| II A Surveillance of Change | | | | | | | | | | | | | | | | | | |
| 1 Traffic Volume Counts | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 Vehicle Miles of Travel | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 Street System Changes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 Traffic Accidents | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 Transit System Data | 0 | 0 | 0 | 0 | 50 | 200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 200 | 250 | 0 |
| 6 Dwelling Unit, Pop. & Emp. Change | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 Air Travel | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8 Vehicle Occupancy Rates | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9 Travel Time Studies | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10 Mapping | 0 | 0 | 0 | 0 | 145 | 580 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 145 | 0 | 580 | 725 | 0 |
| 11 Central Area Parking Inventory | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12 Bike & Ped. Facilities Inventory | 0 | 0 | 0 | 0 | 60 | 240 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 240 | 300 | 0 |
| 13 Bike & Ped. Counts | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| III B Long Range Transp. Plan | | | | | | | | | | | | | | | | | | |
| B 1 Collection of Base Year Data | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 Collection of Network Data | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 Travel Model Updates | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 Travel Surveys | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 Forecast of Data to Horizon year | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 Community Goals & Objectives | 0 | 0 | 0 | 0 | 60 | 240 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 240 | 300 | 0 |
| 7 Forecast of Future Travel Patterns | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8 Capacity Deficiency Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9 Highway Element of th LRTP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10 Transit Element of the LRTP | 0 | 0 | 0 | 0 | 50 | 200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 200 | 250 | 0 |
| 11 Bicycle & Ped. Element of the LRTP | 0 | 0 | 0 | 0 | 313 | 1,250 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 313 | 0 | 1,250 | 1,563 | 0 |
| 12 Airport/Air Travel Element of LRTP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 Collector Street Element of LRTP | 0 | 0 | 0 | 0 | 75 | 300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 0 | 300 | 375 | 0 |
| 14 Rail, Water or other mode of LRTP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15 Freight Movement/Mobility Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16 Financial Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17 Congestion Management Strategies | 0 | 0 | 0 | 0 | 600 | 2,400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 600 | 0 | 2,400 | 3,000 | 0 |
| 18 Air Qual. Planning/Conformity Anal. | 0 | 0 | 0 | 0 | 188 | 750 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 188 | 0 | 750 | 938 | 0 |
| III C Short Range Transit Planning | | | | | | | | | | | | | | | | | | |
| C 1 Short Range Transit Planning | 0 | 0 | 0 | 0 | 250 | 1,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 250 | 0 | 1,000 | 1,250 | 0 |
| III-A Planning Work Program | | | | | | | | | | | | | | | | | | |
| A 1 Planning Work Program | 0 | 0 | 0 | 0 | 300 | 1,200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 300 | 0 | 1,200 | 1,500 | 0 |
| III-B Transp. Improvement Plan | | | | | | | | | | | | | | | | | | |
| B 1 Transp. Improvement Plan | 0 | 0 | 0 | 0 | 400 | 1,600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 400 | 0 | 1,600 | 2,000 | 0 |
| III-C Cvl Rgts. Cmp./Otr. Reg. Reqs. | | | | | | | | | | | | | | | | | | |

| Task Description | | STP-DA 133(b)(3)(7) | | Sec. 104(f) PL | | Section 5303 Highway/Transit | | | Section 5307 Transit | | | Section 5309 Transit | | | Task Funding Summary | | | | |
|-------------------------------|-------------------------------------|---------------------|----------|----------------|----------|------------------------------|-----------|---------|----------------------|-----------|---------|----------------------|-----------|---------|----------------------|-------|----------|-------|----------|
| | | Local 20% | FHWA 80% | Local 20% | FHWA 80% | Local 10% | NCDOT 10% | FTA 80% | Local 10% | NCDOT 10% | FTA 80% | Local 25% | NCDOT 25% | FTA 50% | Local | NCDOT | Federal | Total | |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | Title VI | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | Environmental Justice | 0 | 0 | 60 | 240 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 0 | 240 | 0 | 300 |
| 3 | Minority Business Enterprise | 0 | 0 | 40 | 160 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 0 | 160 | 0 | 200 |
| 4 | Planning for the Elderly & Disabled | 0 | 0 | 50 | 200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 200 | 0 | 250 |
| 5 | Safety/Drug Control Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | Public Involvement | 0 | 0 | 150 | 600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150 | 0 | 0 | 600 | 0 | 750 |
| 7 | Private Sector Participation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| III-D | | | | | | | | | | | | | | | | | | | |
| Incidental Plng./Project Dev. | | | | | | | | | | | | | | | | | | | |
| 1 | Transportation Enhancement Plng. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | Enviro. Analysis & Pre-TIP Plng. | 0 | 0 | 50 | 200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 200 | 0 | 250 |
| 3 | Special Studies | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | Regional or Statewide Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| III-E | | | | | | | | | | | | | | | | | | | |
| Management & Operations | | | | | | | | | | | | | | | | | | | |
| 1 | Management & Operations | 0 | 0 | 3,511 | 14,045 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,511 | 0 | 0 | 14,045 | 0 | 17,556 |
| Totals | | 0 | 0 | \$0 | \$6,351 | \$25,405 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$6,351 | \$0 | \$0 | \$25,405 | \$0 | \$31,756 |

Durham-Chapel Hill-Carrboro Urban Area
 FY 2007-2008 Unified Planning Work Program
 Proposed Funding Source Tables

Town of Carrboro

Carrboro
 2/22/2007 7:15

| | | Durham-Chapel Hill-Carrboro Urban Area FY 2007-2008 Unified Planning Work Program Proposed Funding Source Tables | | | | | | | | | | | | Orange County 2/22/2007 7:15 | | | | | |
|------------------|--|--|----------|----------------------------|----------|------------------------------|-----------|----------------------|-----------|----------------------|---------|----------------------|-----------|---------------------------------|-------|-------|---------|-------|--|
| | | SPR Highway | | Sec. 104(f) & 133(b)(3)(7) | | Section 5303 Highway/Transit | | Section 5307 Transit | | Section 5309 Transit | | Task Funding Summary | | | | | | | |
| Task Description | | NCDOT 20% | FHWA 80% | Local 20% | FHWA 80% | Local 10% | NCDOT 10% | FTA 80% | Local 10% | NCDOT 10% | FTA 80% | Local 25% | NCDOT 25% | FTA 50% | Local | NCDOT | Federal | Total | |
| II A | Surveillance of Change | | | | | | | | | | | | | | | | | | |
| III A | 1 Traffic Volume Counts | | 0 | 0 | 0 | | | | | | | | | | | | | | |
| | 2 Vehicle Miles of Travel | | | | | | | | | | | | | | | | | | |
| | 3 Street System Changes | | | | | | | | | | | | | | | | | | |
| | 4 Traffic Accidents | | | | | | | | | | | | | | | | | | |
| | 5 Transit System Data | | 0 | 0 | 0 | | | | | | | | | | | | | | |
| | 6 Dwelling Unit, Pop. & Emp. Change | | | | | | | | | | | | | | | | | | |
| | 7 Air Travel | | | | | | | | | | | | | | | | | | |
| | 8 Vehicle Occupancy Rates | | | | | | | | | | | | | | | | | | |
| | 9 Travel Time Studies | | | | | | | | | | | | | | | | | | |
| | 10 Mapping | | | | | | | | | | | | | | | | | | |
| | 11 Central Area Parking Inventory | | | | | | | | | | | | | | | | | | |
| | 12 Bike & Ped. Facilities Inventory | | | | | | | | | | | | | | | | | | |
| | 13 Bike & Ped. Counts | | | | | | | | | | | | | | | | | | |
| II B | Long Range Transp. Plan | | | | | | | | | | | | | | | | | | |
| III B | 1 Collection of Base Year Data | | 0 | 0 | 0 | | | | | | | | | | | | | | |
| | 2 Collection of Network Data | | 0 | 0 | 0 | | | | | | | | | | | | | | |
| | 3 Travel Model Updates | | | | | | | | | | | | | | | | | | |
| | 4 Travel Surveys | | | | | | | | | | | | | | | | | | |
| | 5 Forecast of Data to Horizon year | | | | | | | | | | | | | | | | | | |
| | 6 Community Goals & Objectives | | | | | | | | | | | | | | | | | | |
| | 7 Forecast of Future Travel Patterns | | | | | | | | | | | | | | | | | | |
| | 8 Capacity Deficiency Analysis | | | | | | | | | | | | | | | | | | |
| | 9 Highway Element of th L RTP | | | | | | | | | | | | | | | | | | |
| | 10 Transit Element of the L RTP | | | | | | | | | | | | | | | | | | |
| | 11 Bicycle & Ped. Element of the L RTP | | | | | | | | | | | | | | | | | | |
| | 12 Airport/Air Travel Element of L RTP | | | | | | | | | | | | | | | | | | |
| | 13 Collector Street Element of L RTP | | | | | | | | | | | | | | | | | | |
| | 14 Rail, Water or other mode of L RTP | | | | | | | | | | | | | | | | | | |
| | 15 Freight Movement/Mobility Planning | | | | | | | | | | | | | | | | | | |
| | 16 Financial Planning | | | | | | | | | | | | | | | | | | |
| | 17 Congestion Management Strategies | | 0 | 0 | 0 | | | | | | | | | | | | | | |
| | 18 Air Qual. Planning/Conformity Anal. | | 1,410 | 5,640 | 1,410 | | | | | | | 1,410 | | | 1,410 | | 5,640 | 7,050 | |
| II C | Short Range Transit Planning | | | | | | | | | | | | | | | | | | |
| III A | 1 Short Range Transit Planning | | | | | | | | | | | | | | | | | | |
| III-A | Planning Work Program | | 0 | 0 | 0 | | | | | | | | | | | | | | |
| III-B | Transp. Improvement Plan | | 0 | 0 | 0 | | | | | | | | | | | | | | |
| III-C | Cvl Rgts. Cmp./Otr. Reg. Reqs. | | | | | | | | | | | | | | | | | | |

| Orange County | | Durham-Chapel Hill-Carrboro Urban Area FY 2007-2008 Unified Planning Work Program Proposed Funding Source Tables | | | | | | | | | | | | Orange County 2/22/2007 7:15 | | | |
|---------------------------------------|-------------|--|----------------------------|----------|------------------------------|-----------|---------|----------------------|-----------|---------|----------------------|-----------|---------|---------------------------------|-------|---------|---------|
| Task Description | SPR Highway | | Sec. 104(f) & 133(b)(3)(7) | | Section 5303 Highway/Transit | | | Section 5307 Transit | | | Section 5309 Transit | | | Task Funding Summary | | | |
| | NCDOT 20% | FHWA 80% | Local 20% | FHWA 80% | Local 10% | NCDOT 10% | FTA 80% | Local 10% | NCDOT 10% | FTA 80% | Local 25% | NCDOT 25% | FTA 50% | Local | NCBOT | Federal | Total |
| 1 Title VI | | | | | | | | | | | | | | | | | |
| 2 Environmental Justice | | | 0 | 0 | | | | | | | | | | | | | |
| 3 Minority Business Enterprise | | | | | | | | | | | | | | | | | |
| 4 Planning for the Elderly & Disabled | | | | | | | | | | | | | | | | | |
| 5 Safety/Drug Control Planning | | | | | | | | | | | | | | | | | |
| 6 Public Involvement | | | 0 | 0 | | | | | | | | | | | | | |
| 7 Private Sector Participation | | | | | | | | | | | | | | | | | |
| III-D | | | | | | | | | | | | | | | | | |
| 1 Incidental Png./Project Dev. | | | | | | | | | | | | | | | | | |
| 2 Transportation Enhancement Png. | | | | | | | | | | | | | | | | | |
| 3 Enviro. Analysis & Pre-TIP Png. | | | | | | | | | | | | | | | | | |
| 4 Special Studies | | | 0 | 0 | | | | | | | | | | | | | |
| 5 Regional or Statewide Planning | | | | | | | | | | | | | | | | | |
| III-E | | | | | | | | | | | | | | | | | |
| 1 Management & Operations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | \$0 | \$0 | \$1,410 | \$5,640 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,410 | \$0 | \$5,640 | \$7,050 |

note 5640 max to be invoiced

| Task Description | | SPR Highway | | Sec. 104(f) & 133(b)(3)(7) | | Section 5303 Highway/Transit | | | Section 5307 Transit | | | Section 5309 Transit | | | Task Funding Summary | | | |
|------------------|--|-------------|----------|----------------------------|----------|------------------------------|-----------|---------|----------------------|-----------|---------|----------------------|-----------|---------|----------------------|-------|---------|--------|
| | | NCDOT 20% | FHWA 89% | Local 20% | FHWA 80% | Local 10% | NCDOT 10% | FTA 10% | Local 10% | NCDOT 10% | FTA 80% | Local 25% | NCDOT 25% | FTA 50% | Local | NCDOT | Federal | Total |
| III A | Surveillance of Change | | | | | | | | | | | | | | | | | |
| III A | 1 Traffic Volume Counts | 0 | 0 | | | | | | | | | | | | | | | |
| | 2 Vehicle Miles of Travel | 0 | 0 | | | | | | | | | | | | | | | |
| | 3 Street System Changes | 0 | 0 | | | | | | | | | | | | | | | |
| | 4 Traffic Accidents | 0 | 0 | | | | | | | | | | | | | | | |
| | 5 Transit System Data | 0 | 0 | | | | | | 0 | 0 | | | | | | | | |
| | 6 Dwelling Unit, Pop. & Emp. Change | 0 | 0 | | | | | | | | | | | | | | | |
| | 7 Air Travel | 0 | 0 | | | | | | | | | | | | | | | |
| | 8 Vehicle Occupancy Rates | 0 | 0 | | | | | | | | | | | | | | | |
| | 9 Travel Time Studies | 0 | 0 | | | | | | | | | | | | | | | |
| | 10 Mapping | 0 | 0 | | | | | | | | | | | | | | | |
| | 11 Central Area Parking Inventory | 0 | 0 | | | | | | | | | | | | | | | |
| | 12 Bike & Ped. Facilities Inventory | 0 | 0 | | | | | | | | | | | | | | | |
| | 13 Bike & Ped. Counts | 0 | 0 | | | | | | | | | | | | | | | |
| III B | Long Range Transp. Plan | | | | | | | | | | | | | | | | | |
| III B | 1 Collection of Base Year Data | 0 | 0 | | | | | | | | | | | | | | | |
| | 2 Collection of Network Data | 0 | 0 | | | | | | | | | | | | | | | |
| | 3 Travel Model Updates | 2,100 | 8,400 | | | | | | | | | | | | 2,100 | 8,400 | | 10,500 |
| | 4 Travel Surveys | 0 | 0 | | | | | | | | | | | | | | | |
| | 5 Forecast of Data to Horizon year | 0 | 0 | | | | | | | | | | | | | | | |
| | 6 Community Goals & Objectives | 0 | 0 | | | | | | | | | | | | | | | |
| | 7 Forecast of Future Travel Patterns | 0 | 0 | | | | | | | | | | | | | | | |
| | 8 Capacity Deficiency Analysis | 0 | 0 | | | | | | | | | | | | | | | |
| | 9 Highway Element of th LRTP | 0 | 0 | | | | | | | | | | | | | | | |
| | 10 Transit Element of the LRTP | 0 | 0 | | | | | | | | | | | | | | | |
| | 11 Bicycle & Ped. Element of the LRTP | 0 | 0 | | | | | | | | | | | | | | | |
| | 12 Airport/Air Travel Element of LRTP | 0 | 0 | | | | | | | | | | | | | | | |
| | 13 Collector Street Element of LRTP | 200 | 800 | | | | | | | | | | | | 200 | 800 | | 1,000 |
| | 14 Rail, Water or other mode of LRTP | 0 | 0 | | | | | | | | | | | | | | | |
| | 15 Freight Movement/Mobility Planning | 0 | 0 | | | | | | | | | | | | | | | |
| | 16 Financial Planning | 0 | 0 | | | | | | | | | | | | | | | |
| | 17 Congestion Management Strategies | 800 | 3,200 | | | | | | | | | | | | 800 | 3,200 | | 4,000 |
| | 18 Air Qual. Planning/Conformity Anal. | 200 | 800 | | | | | | | | | | | | 200 | 800 | | 1,000 |
| III C | Short Range Transit Planning | | | | | | | | | | | | | | | | | |
| III C | 1 Short Range Transit Planning | 0 | 0 | | | | | | | | | | | | | | | |
| III-A | Planning Work Program | 400 | 1,600 | | | | | | | | | | | | 400 | 1,600 | | 2,000 |
| III-B | Transp. Improvement Plan | 400 | 1,600 | | | | | | | | | | | | 400 | 1,600 | | 2,000 |
| III-C | Cvl Rgts. Cmp./Otr. Reg. Reqs. | | | | | | | | | | | | | | | | | |

Durham-Chapel Hill-Carrboro Urban Area
 FY 2007-2008 Unified Planning Work Program
 Proposed Funding Source Tables

NCDOT
2/22/2007 7:15

NCDOT

| NCDOT | | Durham-Chapel Hill-Carrboro Urban Area FY 2007-2008 Unified Planning Work Program Proposed Funding Source Tables | | | | | | | | | | | | NCDOT 2/22/2007 7:15 | | | |
|---------------------------------------|-----------|--|-----------|----------------------------|-----------|------------------------------|---------|-----------|----------------------|---------|-----------|----------------------|---------|-------------------------|----------------------|----------|----------|
| | | SPR Highway | | Sec. 104(f) & 133(b)(3)(7) | | Section 5303 Highway/Transit | | | Section 5307 Transit | | | Section 5309 Transit | | | Task Funding Summary | | |
| Task Description | NCDOT 20% | FHWA 80% | Local 20% | FHWA 80% | Local 10% | NCDOT 10% | FTA 80% | Local 10% | NCDOT 10% | FTA 80% | Local 25% | NCDOT 25% | FTA 50% | Local | NCDOT | Federal | Total |
| 1 Title VI | 0 | 0 | | | | | | | | | | | | | | | |
| 2 Environmental Justice | 0 | 0 | | | | | | | | | | | | | | | |
| 3 Minority Business Enterprise | 0 | 0 | | | | | | | | | | | | | | | |
| 4 Planning for the Elderly & Disabled | 0 | 0 | | | | | | | | | | | | | | | |
| 5 Safety/Drug Control Planning | 0 | 0 | | | | | | | | | | | | | | | |
| 6 Public Involvement | 0 | 0 | | | | | | | | | | | | | | | |
| 7 Private Sector Participation | 0 | 0 | | | | | | | | | | | | | | | |
| III-D | | | | | | | | | | | | | | | | | |
| 1 Incidental PING/Project Dev. | | | | | | | | | | | | | | | | | |
| 2 Transportation Enhancement PING. | 100 | 400 | | | | | | | | | | | | | 100 | 400 | 500 |
| 3 Enviro. Analysis & Pre-TIP PING. | 1,000 | 4,000 | | | | | | | | | | | | | 1,000 | 4,000 | 5,000 |
| 4 Regional or Statewide Planning | 2,100 | 8,400 | | | | | | | | | | | | | 2,100 | 8,400 | 10,500 |
| III-E | | | | | | | | | | | | | | | | | |
| 1 Management & Operations | 4,000 | 16,000 | | | | | | | | | | | | | 4,000 | 16,000 | 20,000 |
| Totals | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$12,300 | \$49,200 | \$61,500 |

Task Descriptions and Summary Narratives for FY 2007-08 UPWP

II-A: Surveillance of Change

The MPO is required by federal regulations and the 3C process to perform continuous data monitoring and maintenance. A number of transportation and socio-economic/demographic conditions will be continuously surveyed and compiled annually to determine whether previous projections are still valid or whether plan assumptions need to be changed. Surveillance of Change tasks are described in the following sections and agency responsibilities are summarized. Also, expected work products/deliverables and proposed schedule/accomplishment dates are provided as well.

Task II-A-1: Traffic Volume Counts

Automatic traffic counts and turning movement counts at specified locations. Maintain ADT counts and database for model calibration on arterial, minor arterial, and collector streets.

Task II-A-2: Vehicle Miles of Travel

The MPO will continue to tabulate VMT by functional classification and County. As specified by the Long Range Transportation Plan (LRTP) Goals and Objectives and Targets, annual VMT growth will be monitored and compared the LRTP Targets. This information will help determine if the Plan targets are being met.

Task II-A-3: Street System Mileage Change

The MPO will update inventory of improvements to municipal street system. Update inventory of signalization on existing major streets to provide accurate inputs for the Triangle Regional Model (TRM). The MPO will monitor changes in street mileage systems from the previous year and summarize inventory by functional classification. The Town of Chapel Hill, the Town of Carrboro, and the City of Durham will obtain from the NCDOT Division 7 and 5 offices and compile in database, improvements to the state highway system, whether planned, underway, or completed. Each municipality will compile and maintain similar records for its municipal street system. The MPO municipalities participating in the Powell Bill Program will certify street mileage maintained during this fiscal year. The product of this task will feed into the proposed MPO Data Integration/Automation and Management Systems. The objective is that, periodically or as changes or additions to the major street system occur, street inventory will be updated and current through proposed data automation and management system.

Task II-A-4: Traffic Accidents

The DCHC MPO will collect traffic accident data and prepare summary and analysis of high accident locations. Compare data analysis to previous years' results. Build off of and support the safety work of the NCDOT and MPO municipal governments. The task will feed into the MPO Congestion Management Systems (CMS) and the Mobility Report Card.

Task II-A-5: Transit System Data

Short range transit planning efforts will be conducted by the MPO transit providers, the Durham Area Transit Authority (DATA), Chapel Hill Transit (CHT), and the Triangle Transit Authority (TTA). This will include a short range transit services plan to evaluate transit service performance, development of cross-town route(s), develop universities/college route(s) and consolidate and develop bus stop standards. Transit operators will identify strengths and weaknesses of service by route in order to assess service barriers and future options. Information will be used to monitor service and meet FTA reporting requirements

Task II-A-6: Dwelling Unit / Population and Employment Changes

Maintain inventory of dwelling units and population to determine needed changes in transportation services to meet current and projected demands. Review developments to assess impacts to the 2030 LRTP, the SE data for the 2035 LRTP update, the model update, and transportation project development. Changes in dwelling units and employment within the MPO will be identified and evaluated to determine accuracy and consistency with the socio-economic forecast. The MPO will review and tabulate Census data, local parcel, zoning, tax data records, InfoUSA and Employment Security Commission data as part of this monitoring tasks. The MPO will commence the first phase of Data Automation/Integration and Management System.

Task II-A-7: Air Travel

The MPO will collect travel and passenger data at the Raleigh-Durham International Airport (RDU): Data to be collected and analyzed include but not limited to number of daily flights, number of daily enplaned passengers, number of deplaned passengers, ground transportation, and tons of cargo activities. This purpose of the data collection and monitoring is to determine the influence of Raleigh-Durham International Airport (RDU), as a special generator, on the regional transportation system as well as to identify needs for additional services.

Task II-A-8: Vehicle Occupancy Rates

No activities proposed, therefore no funds programmed.

Task II-A-9: Travel Time Studies

The MPO will conduct travel-time runs on selected links during peak period to provide accurate inputs for applications such as the travel model update and the CMS.

Task II-A-10: Mapping

This task will include but not limited to mapping of and updates to UPWP transportation planning activities such as the CMS, traffic counts, bicycle and pedestrian counts and inventory, transit routes, land use, traffic analysis zones, socio-economic and demographic trends, and environmental factors. The proposed data and GIS automation/integration will serve as a platform for maintaining and updating of data in GIS format.

Task II-A-11: Central Area Parking Inventory

The MPO will collect, as part of CMS/Mobility Report Card, inventory of on- and off-street parking facilities in the Central Business Districts (CBD) and universities. Parking data to be collected include, number of spaces, parking fee rates (hourly daily, and monthly), average weekday costs and demand. Parking information collected will help in the calibration and maintenance of the travel model.

Task II-A-12: Bike & Pedestrian. Facilities Inventory

The MPO will conduct inventory of bicycle and pedestrian facilities as part of the CMS/Mobility Report Card. The proposed inventory will to provide accurate inputs for the travel model update as well as help identify future sidewalk project needs, guide pedestrian improvement planning, and to support specific projects, such as the Comprehensive Bicycle Plan and Comprehensive Pedestrian Plan.

Task II-A-13: Bicycle and Pedestrian Counts

An inventory of bicycle and pedestrian counts will be conducted as part of the CMS/Mobility Report Card. The proposed inventory will guide pedestrian improvement planning, and to support specific projects, such as the Comprehensive Bicycle Plan and Comprehensive Pedestrian Plan

II-A: Long Range Transportation Plan Activities

Federal Law (as updated by SAFETEA_LU) and USDOT's Metropolitan Planning Regulations, require the MPO to have a Long-Range Transportation Plan (LRTP) that is: multi-modal, financially constrained, has a minimum 20 year horizon, adhere to the

MPO's adopted Public Involvement Policy (PIP), have growth forecasts consistent with latest planning assumptions and local land use plan, meet air quality conformity and be approved by the Transportation Advisory Committee. The LRTP must be updated and reaffirmed every 4 years. The DCHC will continue tasks associated with the development of the 2035 LRTP update.

Task II-B-1: Collection of Base Year Data

No activities proposed, therefore no funds programmed.

Task II-B-2: Collection of Network Data

No activities proposed, therefore no funds programmed.

Task II-B-3: Travel Model Updates

Update of the Triangle Regional Model (TRM) including conversion and full implementation of model from Tranplan to TransCad. Proposed tasks include model improvements and enhancements, work associated with the calibration of the 2005 base model, commencement of the first phase of the MPO land use model and non-motorized trip sub model. The MPO will carry out other tasks needed to support the Triangle Regional Model update, including providing the MPO's share of the Service Bureau funding and 50% FTE.

Task II-B-4: Travel Surveys

The MPO will provide its share of funding for the collection travel surveys proposed for the Triangle region. The central purpose of the survey is to collect information on origins and destinations, traveler behavior, transit ridership, commercial vehicle usage, work place commuting, freight movement, etc. which would provide accurate inputs for the travel model update. The MPO will be conducting following travel surveys for the TRM update: (1) travel time/speed survey (continuation from current UPWP); (2) CBD parking survey; (3) travel time/speed survey; (4) special generators (including universities) survey.

Task II-B-5: Forecast of Data to Horizon Year

No activities proposed, therefore no funds programmed.

Task II-B-6: Community Goals and Objectives

The MPO will re-evaluate community goals and objectives for the 2035 Long range Transportation Plan (LRTP) and the Comprehensive Transportation Plan (CTP). The process of formulating and re-evaluating goals will begin with visioning exercise. The MPO will conduct public meetings to assess community vision in terms of transportation, land use, growth, quality of life, etc. The expected work products will be adopted goals and objectives, and targets and policy framework for achieving goals.

Task II-B-7: Forecast of Future Travel Patterns

MPO will generate travel demand forecasts for future years including the LRTP horizon and air quality intermediate years. The forecast of travel patterns will include a review of these factors and comparison to community goals and objectives to determine if changes in assumptions are warranted.

Task II-B-8: Capacity Deficiency Analysis

The MPO will conduct a capacity deficiency analysis as part of the 2035 LRTP, CTP and CMS. The analysis will be made to determine existing and existing-plus-committed deficiencies.

Task II-B-9: Highway Element of the LRTP

The MPO will continue with the evaluation of highway elements of the Comprehensive Transportation Plan and the 2035 LRTP. Performance measures will be established for evaluating highway alternatives.

Task II-B-10: Transit Element of the LRTP

The MPO will continue with the evaluation of transit elements of the Comprehensive Transportation Plan and the 2035 LRTP. Transit evaluate will include fixed-route bus service, fixed-guideway transit, highway capacity transit and demand responsive transit. Using travel behavior, ridership forecasts and other analysis, evaluation of transit element will look at unmet needs, new services areas and potential markets. Performance measures will be established for evaluating transit alternatives.

Task II-B-11: Bicycle & Pedestrian Element of the LRTP

The MPO will continue with the evaluation of bicycle and pedestrian elements of the Comprehensive Transportation Plan and the 2035 LRTP. The MPO will continue work on the Durham Comprehensive pedestrian Plan and the Old Durham-Chapel Hill Road bicycle and pedestrian feasibility study. Work will commence on the development of the Durham Comprehensive Bicycle Plan.

Task II-B-12: Airport/Air Travel Element of LRTP

The MPO will continue with the evaluation of Airport/air travel element of the 2035 LRTP, including inter-modal connection and access/ground transportation.

Task II-B-13: Collector Street Element of LRTP

The MPO will also undertake the development of an MPO wide Collector Street Plan and circulation study. This is envisioned to involve the identification of future collector street connectivity needs, provisions for local street connectivity, development ordinance implementation provisions, additional local government consultation, and public involvement.

Task II-B-14: Rail, Water, or other mode of LRTP

No activities proposed, therefore no funds programmed.

Task II-B-15: Freight Movement/Mobility Planning

MPO will undertake tasks associated with urban goods movement, specifically freight accessibility and mobility. Tasks to be undertaken include survey of freight carriers, recommendations for improving truck mobility or train/truck intermodal movements, and identifying acceptable truck routes.

Task II-B-16: Financial Planning

The MPO, on an as-needed basis, will examine financial options for funding proposed transportation projects and programs, including review the financial planning assumptions/ projections in the 2030 LRTP and refinement of cost estimates as necessary. The Lead Planning Agency (LPA) will participate in regional efforts geared toward identifying new and alternative funding sources, including new taxing strategies, impact fees, and public-private partnerships.

Task II-B-17: Congestion Management Systems Strategies

The MPO will work to implement and monitor the Congestion Management System (CMS) in accordance with the provisions of 23 U.S.C. and 23 CFR. Specifically, the MPO will continue on the update and monitoring of CMS strategies and State of the Systems Report.

Task II-B-18: Air Quality Planning/Conformity Analysis

The DCHC MPO (the Transportation Advisory Committee) is responsible in making a determination as to whether or not transportation plans, programs, and projects (LRTP and TIP) conform to air quality standards and the intent of the SIP. The LPA will continue to provide technical support to the TAC and TCC regarding air quality planning. In addition the LPA will continue participation in the development and application of State Implementation Plans for air quality, participation in the Statewide interagency consultation, and providing assistance to NCDENR in developing and maintaining mobile source emission inventories.

Task II-C: Short Range Transit Planning

The MPO transit operators will continue activities related to short range transit planning. This includes continuous evaluation of their respective transit development plans and service performance.

Task III-A: Planning Work Program

Administer the FY 2006-2007 UPWP and prepare and process amendments as needed. Evaluate transportation planning work needs and emphasis areas and prepare the FY 2007-2008 UPWP. To prepare and continually maintain a Unified Planning Work Program (UPWP) that describes all transportation and transportation-related planning activities anticipated within the DCHC MPO planning area for the FY 2007-2008. To develop, maintain, and complete the UPWP in conformance with applicable federal, state, and regional guidelines. To prepare UPWP amendments as necessary and requested by member agencies, to reflect any change in programming or focus for the current fiscal year.

Task III-B: Transportation Improvement Program (TIP)

Amend FY 2007-2013 MTIP as needed. Commence work on the development of the 2009 – 2015 TIP Regional Priority List. This includes the refinement of the MPO Priority Needs and the identification of the transportation projects, programs, and services towards which the MPO will direct STP DA funds. As the Lead Planning Agency (LPA) of the DCHC MPO, the City of Durham, Transportation Division is responsible for annually developing, amending, adjusting and maintaining the Transportation

Improvement Program (TIP) for the metropolitan area. Under this activity, the LPA will update and amend the current, seven-year program of transportation improvement projects (MTIP) that is consistent with the 2030 Long-Range Transportation Plan, STIP, the State Implementation Plan (SIP), EPA Air Quality Conformity Regulations and FHWA/FTA Planning Regulations.

Task III-C: Civil Rights Compliance/Other Regulations and Requirements

Task III-C-1: Title VI

The federal legislation and regulations requires that the MPO comply with all the requirements imposed by Title VI of the Civil Rights Act of 1964 (78 Stat. 252), 49 U.S.C. 2000D TO 2000-D-4; the Regulations of DOT issued thereafter in the Code of Federal Regulations (commonly and herein referred to as CFR) Title 49, Subtitle A, Part 21), and the assurance by the MPO pursuant thereto. Accordingly, the MPO will continue to provide an update of Civil Rights statistics report to determine MPO compliance to civil rights provisions.

Task III-C-2: Environmental Justice (EJ)

In accordance with Federal Action (Executive Order 12898), the will develop an Environmental Justice Plan which will focus on complying with the Executive Order and the three basic principles of Environmental Justice: 1) Ensure adequate public involvement of low-income and minority groups in decision-making; 2) Prevent disproportionately high and adverse impacts to low-income and minority groups resulting from transportation and environmental decisions made by the MPO; and 3) Assure that low-income and minority groups receive a proportionate share of benefits resulting from transportation decisions made by the MPO. Tasks include:

1. Develop MPO Environmental Justice Plan, including establishment of Environmental Justice Advisory Board
2. Update demographic profiles based on Census CTPP and PUMS as well as MPO SE data forecasts - maps to identify areas of low-income, minority and elderly populations, job accessibility, and overlay of major employers, fixed route transit systems, and major shopping areas.
3. Provide increased opportunities for under-served populations to be represented in the transportation planning process.
4. Define target areas through the use of Census Block Group data from the 2000 Census.
5. Analyze the mobility of target area populations to jobs, childcare, and transit routes.
6. Review existing public outreach and involvement plan.
7. Develop a protocol for responding to issues and concerns regarding Environmental Justices in general and Hispanic population in particular.

8. Conduct analysis as needed regarding equitable distribution of transportation system benefits and costs among all socio-economic groups throughout the MPO area

Task III-C-3: Minority Business Enterprise

The MPO will continue to address and monitor the Minority Business Enterprise (MBE) program as a part of the planning and programming phases of project development. The MPO will monitor transportation projects and programs to ensure that meaningful and full consideration are given to MBEs. The LPA will review and summarize transit operators MBE program and utilization.

Task III-C-4: Planning for the Elderly & Disabled

The MPO will continue to emphasize planning and provision of transportation facilities and services for the elderly and disabled. Specifically, the MPO will update inventory of locations and needs of elderly and disabled persons. The MPO will work with transit operators in the planning and evaluation of para-transit services.

Task III-C-5: Safety/Drug Control Planning

No funds programmed.

Task III-C-6: Public Involvement

The MPO will continue to provide an early, proactive and a meaningful public participation and input throughout the transportation planning process, including providing for open exchange of information and ideas between the public and transportation decision-makers. To provide the public with complete information, timely notice, full access to key decisions and opportunities for early and continuing involvement in the 3C process. To assess the effectiveness of the current Public Involvement Process as required by the federal Certification Team, and to develop and enhance the process of public dissemination of information.

Task III-C-7: Private Sector Participation

No funds programmed.

III-D Incidental Planning/Project Development

No funds programmed.

Task III-D-1: Transportation Enhancement Planning

No funds programmed

Task III-D-2: Environmental Analysis & Pre-TIP Planning

The LPA will continue to participate regularly and consistently in the TIP project planning & development process, including submission of comments, attending public meetings, attending scoping meetings, attending NEPA 404 merger meetings, and participating in field inspections. The LPA will be involved in the East End Connector NEPA process including taking the lead in the public involvement process. The MPO will continue to support and be involved in NCDOT efforts to link NEPA process in the MPO systems planning process.

Task III-D-3 Special Studies

The MPO will continue with wide range of studies which are being conducted to meet the transportation planning needs of the area. These studies include the Green House Gas Emissions Inventory/Action and MPO Air quality Initiatives, I-40 HOV/HOT Financial feasibility Study, Transit Infrastructure/Fresh Look at Transit in the Region, Triangle Parkway Toll Road feasibility study, the East End Connector environmental study, ITS Regional Architecture Deployment Plan, the US15501 Transit Corridor Alignment study, TTA Phase 1 Rail Study, Regional Financing study, etc.

Task III-D-4: Regional or Statewide Planning

The MPO will continue to coordinate with CAMPO, TTA, NCDOT, DENR, FHWA, FTA, EPA, and other State and regional agencies in regional transportation. This includes participation in the DCHC-CAMPO joint TAC meetings, TTA Board Meetings, Durham-Chapel Hill-Orange County Work Group, and a wide range of regional transportation planning working groups and committees. Examples include the Model Team, the Executive Committee, and the regional transit planning/operation coordination. Statewide planning includes participation in various statewide planning initiatives such as CMAQ Committee, Indirect and Cumulative Impacts of Transportation Projects in North Carolina, the State Transportation Plan process, and the Comprehensive Transportation Plan.

Task III-E: Management and Operations

This work element encompasses the administration and support of the 3-C transportation planning process as mandated and required by federal regulations. The continuing transportation planning process requires considerable administrative time for attending

monthly committee meetings, preparing agendas and minutes to these meetings, training, preparing quarterly progress reports, documenting expenditures for the various planning work items, and filing for reimbursement of expenditures from the PL and STP-DA funds account and other Federal Funds. To assist, support, and facilitate an open Comprehensive, Cooperative, and Continuing (3C) transportation planning and programming process at all levels of government in conformance with applicable federal and state requirements and guidelines as described in the 3C Memorandum of Understanding. Proposed tasks include but not limited to:

1. Provide liaisons between DCHC MPO member agencies, transit providers, CAMPO, NCDOT, DENR, TJCOG, and other organizations at the local, regional, state, and federal levels on transportation related matters, issues and actions.
2. Work with the Capital Area Metropolitan Planning Organization (CAMPO) on regional issues. Prepare Regional Priority lists and MTIP and amend as necessary, Update transportation plans, travel demand model, and monitor data changes. Evaluate transportation planning programs developed through the 3C public participation process for appropriate MPO action.
3. Provide technical assistance to the Transportation Advisory Committee (TAC) and other member jurisdictions policy bodies.
4. Participate in Joint CAMPO/DCHC TCC and TAC meetings as a means to continually improve the quality and operation of the transportation planning process and decision making in the Triangle Region.
5. Review and comment on federal and state transportation-related plans, programs, regulations and guidelines.
6. Prepare and distribute TAC and TCC meeting agendas Attend TAC, TCC and other meetings associated with MPO planning activities.

MEMORANDUM

TO: Technical Coordinating Committee (TCC)
DCHC MPO

FROM: Lead Planning Agency

DATE: February 28, 2007

RE: Proposed Adjustments to the Southwest Durham Drive Alignment

Background

The Southwest Durham Drive is in the MPO's 2030 Long Range Transportation Plan (2030 LRTP) as a two-lane, minor arterial road that is scheduled to be built before 2020. The planned corridor is to connect Mount Moriah Road (near the New Hope Commons shopping center) to NC 54 in Chapel Hill. Two segments of the planned corridor have not been built yet: 1) between Meadowmont Drive and the I-40 overpass (currently Farrington Road); and, 2) between US 15-501 and Mount Moriah Road. Local planners use the defined corridor to reserve and dedicate right-of-way through the development review process. This area is rapidly developing, and therefore any adjustments to the alignment need to occur in the next several months before additional development applications limit alternative alignments. The 2035 LRTP update will not occur until fall 2008, and therefore any alignment changes occurring then will likely be too late to effectively plan for an optimal alignment.

TAC Request

At their meeting on October 11, 2006, the Transportation Advisory Committee (TAC) directed staff to develop alternative alignments in the section of Southwest Durham Drive between the I-40 overpass and Meadowmont Lane, and solicit public input on the alternatives.

Alternatives Developed

A roadway design consultant, Parsons America, Inc., developed three options for the identified section of Southwest Durham Drive:

1. LRTP Functional Design – This is the functional design (i.e., complying with accepted design standards for this type of roadway) for the Southwest Durham Drive as currently depicted in the 2030 LRTP

2. Alternative 1 – This Alternative uses George King Road to the extent possible, avoids the Creekside Elementary School property and requires a widening of the I-40 overpass bridge. The cost range to widen the bridge is \$2.4 million to \$2.7 million. The consultant also proposes changes to the proposed collector streets that extends Randall Road (immediately west of the overpass) and extend Lancaster Drive (in the center of the study area).
3. Alternative 2 – This Alternative uses George King Road to the extent possible, avoids the Creekside Elementary School property and requires the addition of a bridge for the I-40 overpass. The cost range to add the bridge is \$3.0 million to \$3.45 million. The consultant also proposes changes to the proposed collector streets that extends Randall Road (immediately west of the overpass) and extend Lancaster Drive (in the center of the study area), which is different from the proposed collector street change in Alternative 1.

Attachments 9A, 9B and 9C are maps of these three options.

Workshop Results

Approximately fifty people participated in a public workshop at Creekside Elementary School on February 15, 2007, to review and comment on the three options. In addition, staff met with four citizens who own several parcels north of Ephesus Church Road, an area that stands to be directly impacted by any changes to the Southwest Durham Drive alignment.

Most participants favored the two Alternatives over the LRTP Functional Design because the Alternatives used the George King right-of-way, did not traverse the school property, avoided a close alignment with Helmsdale Drive properties, and were accompanied by suggested changes to some collector streets. Of those participants favoring the Alternatives, most participants favored Alternative 2 because the route was more direct, had a less adverse impact on properties north of Ephesus Church Road, and the new bridge alignment would permit possible I-40 access ramps in the future. However, several participants favored the Alternative 1 treatment of the Lancaster Drive collector street extension because it was circuitous and did not connect directly with NC 54, which is a major arterial.

Attachment 9D is a summary of the workshop comments. A detailed copy of the workshop comments is on the MPO Web site –
http://www.dchcmo.org/index.php?option=com_content&task=view&id=48&Itemid=35

Recommended Alignment







Staff recommends the following changes to the Southwest Durham Drive alignment and the Southwest Durham/Southeast Chapel Hill Collector Street Plan:

1. The Southwest Durham Drive alignment be adjusted to follow the alignment depicted in Alternative 2.
2. The proposed Southwest Durham/Southeast Chapel Hill Collector Street Plan be changed to depict the Randall Road collector street in Alternative 2 and the Lancaster Drive collector street in Alternative 1.
3. The proposed Southwest Durham/Southeast Chapel Hill Collector Street Plan contain an addition that recognizes that the intersection of Southwest Durham Drive, George King Road and Lancaster Drive will be staged as development occurs. For example, it is likely that George King Road will be completely improved (e.g., paved) between Ephesus Church Road and NC 54 and part of the Lancaster Drive collector extension will be built before Southwest Durham Drive is connected to Meadowmont Lane. Thus, George Kind Road and the Lancaster Drive collector extension would become an intersection before Southwest Durham Drive is completed to the Meadowmont community.

TCC Action

The TCC is to discuss staff recommendations and make a recommendation to the TAC. The recommendation should consider proposed changes to the Southwest Durham/Southeast Chapel Hill Collector Street Plan.







LEGEND

-  PROPOSED ROADWAY
-  PROPOSED STRUCTURES, ISLAND, SIDEWALK, CURB & GUTTER
-  EXISTING STRUCTURES, ISLAND, CURB & GUTTER TO BE RETAINED
-  LAKES, RIVER, STREAMS & PONDS
-  PROPERTY LINES
-  PROPOSED COLLECTOR STREETS



SOUTHWEST DURHAM DRIVE
 LONG RANGE TRANSPORTATION PLAN
 FUNCTIONAL DESIGN JAN. 22, 2007

LEGEND







-  PROPOSED ROADWAY
-  PROPOSED STRUCTURES, ISLAND, SIDEWALK, CURB & GUTTER
-  EXISTING STRUCTURES, ISLAND, CURB & GUTTER TO BE RETAINED
-  LAKES, RIVER, STREAMS & PONDS
-  PROPERTY LINES
-  PROPOSED COLLECTOR STREETS



DCHC
 Durham Chapel Hill
 METROPOLITAN
 Planning Organization

SOUTHWEST DURHAM DRIVE
 GEORGE KING ROAD ALIGNMENT-1
 FUNCTIONAL DESIGN JAN. 22, 2007

LEGEND

-  PROPOSED ROADWAY
-  PROPOSED STRUCTURES, ISLAND, SIDEWALK, CURB & GUTTER
-  EXISTING STRUCTURES, ISLAND, CURB & GUTTER TO BE RETAINED
-  LAKES, RIVER, STREAMS & PONDS
-  PROPERTY LINES
-  PROPOSED COLLECTOR STREETS



SOUTHWEST DURHAM DRIVE
 GEORGE KING ROAD ALIGNMENT-2
 FUNCTIONAL DESIGN JAN. 22, 2007

Southwest Durham Drive Workshop Summary of Comments

Majority Prefer Alternatives

A majority of the comments preferred Alternative 1 and Alternative 2 over the current Long Range Transportation Plan (LRTP) Functional Design. The reasons for this preference included:

- The new roadway will use an existing alignment (i.e., George King Road);
- The alignments leave more space between Helmsdale Drive, thereby making these properties more usable and posing less of a safety and noise hazard for Helmsdale Drive residents;
- The alignments do not split the Creekside School property;
- The Southwest Durham Drive alignments included proposed changes to the Lancaster Drive collector street alignment that are more circuitous, and therefore less likely to encourage speeding and cut-through traffic.

Many comments asked that George King Road be connected all the way to NC 54.

Some comments suggested that the intersections of Lancaster Drive, Southwest Durham Drive and George King Road could be served by a roundabout. And, a few comments asked that the Lancaster Drive alignment be made even more circuitous than proposed in these Alternatives, and that the alignment not go all the way to Farrington Road.

One comment believed that the proposed Westin Downs collector street that intersects with the proposed Southwest Durham Drive (i.e., immediately north of the Southwest Durham Drive and Ephesus Church Road intersection) should be right-in/right-out only for safety purposes.

Minority Prefer Alternative 1

Of those comments that preferred the Alternatives, a minority believed that Alternative 1 was superior for several reasons:

- The alignment uses part of the existing Farrington Road bridge that passes over I-40;
- This alignment appears to be less expensive given only minor adjustments to Farrington Road;

Majority Prefer Alternative 2

Of those comments that preferred the Alternatives, a majority believed that Alternative 2 was superior for several reasons:

- The alignment is more direct and has fewer curves;

- The alignment is less disruptive to properties north of Ephesus Church Road and has a better intersection with Farrington Road;
- The alignment had the most circuitous alignment for Lancaster Drive.

A few comments asked that I-40 access ramps be included with changes to the bridge structure, while one comment asked that access ramps not be considered.

Long Range Transportation Plan (LRTP)

A few comments preferred the LRTP alignment because it does not affect houses on George King Road and traverses higher ground, not the low lying areas and ponds near George King Road.

Many comments did not like the LRTP alignment because it split the Creekside School property and ran too close to Helmsdale Drive, creating a safety and noise hazard and limiting the use of land in that area.

General Comments

Many comments concerned Southwest Durham Drive and its impact on the Meadowmont community, recommending that any connection to Meadowmont Lane should:

- Be a collector street or neighborhood street, not a minor arterial (as Southwest Durham Drive is classified);
- Not be direct;
- Have traffic calming devices;
- Occur after George King Road has been connected to NC 54;

A few comments did not want Southwest Durham Drive because it would bring too much traffic to Creekside Elementary School and Rashkis Elementary School.

MEMORANDUM

TO: Technical Coordinating Committee (TCC)
DCHC MPO

FROM: Lead Planning Agency (LPA)

DATE: February 28, 2007

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

Background

There have been several major activities related to the Southwest Durham/Southeast Chapel Hill Collector Street Plan (CSP), including:

- Public Hearing – TAC conducted a public hearing at their June 14, 2006 meeting. Town of Chapel Hill requested that the TAC defer action on the Collector Street Plan until the Town Council conducted a public hearing on the plan.
- Revised Plan – TAC received the Revised Plan on September 13, 2006, and requested that an additional public workshop be conducted to address comments from several residents of the Falconbridge neighborhood.
- Public Workshop – Staff conducted the fourth public workshop on October 10, 2006.
- Southwest Durham Drive Study – At October 11, 2006 meeting, TAC directs staff to complete a public process to develop alternative alignments for the Southwest Durham Drive.
- Chapel Hill Hearing – Town of Chapel Hill conducted a public hearing for the Collector Street Plan on October 18, 2006, and addressed the Plan at Town meetings on November 20, 2006 and December 4, 2006.
- Revised Plan and Resolution – TAC reviews the Revised Collector Street Plan and receives a Resolution from the Town of Chapel Hill at December 13, 2006 meeting. TAC directs staff to consider Resolution in developing final Collector Street Plan.
- Southwest Durham Drive Workshop – Staff conducts workshop to review and receive comments on alternative alignments for Southwest Durham Drive on February 15, 2007. The alternative alignments for Southwest Durham Drive include suggested changes to two proposed collector streets.

Attachment 10A is the Chapel Hill Resolution on the Collector Street Plan as presented at the December 13, 2007 TAC meeting.

Proposed Final Plan

At their November 22, 2006 meeting, the TCC approved and forwarded the Revised Plan to the TAC. Staff recommends five changes to the Revised Southwest Durham/Southeast Chapel Hill Collector Street Plan to generate the Final Plan. These changes are indicated on the map in Attachment 10B, and the map numbers correspond to the following items:

1. The collector that extends from Randall Road will connect more directly with the proposed Alternative 2 for the Southwest Durham Drive.
2. The collector that extends from Kilkenny Drive will be more circuitous.
3. The collector that extends from Lancaster Drive will be more circuitous, as depicted in Alternative 1 for the Southwest Durham Drive.
4. The Collector Street Plan recognizes that the roadway network in the study area will be built in different stages, or time periods. Given the expected development sequence in the study area, George King Road and the extension of Lancaster Drive are likely to be constructed before Southwest Durham Drive is connected to Meadowmont Lane. Therefore, the initial intersection of George King Road and the extension of Lancaster Drive will likely be along the current George King Road right-of-way. This intersection could be moved in a later stage when Southwest Durham Drive extends toward Meadowmont Lane in order to avoid the safety and mobility issues of a five-leg intersection, or the intersection could be replaced with a roundabout.

This staging area is enclosed in the dashed-line rectangle on the map.

5. In a project related to the Collector Street Plan, the Lead Planning Agency is recommending an adjustment to the alignment of Southwest Durham Drive that uses the George King right-of-way.

Town of Chapel Hill Resolution

These new changes respond to those recommendations in the Town of Chapel Hill Resolution (See Attachment 10A) that can be addressed in the Southwest Durham/Southeast Chapel Hill Collector Street Plan, as follows:

- The collector extensions for Kilkenny Drive and Lancaster Drive are more circuitous.
- The Plan recognizes the staging of the roadway network, and the likelihood that George King Road improvements (e.g., paving) from Ephesus Church Road to NC 54 are likely to occur before Southwest Durham Drive is connected to Meadowmont Lane.

In addition, the proposed Final Southwest Durham/Southeast Chapel Hill Collector Street Plan already addresses the following Town of Chapel Hill recommendations:

- The Collector Street Plan recommends that traffic calming and the “complete street” design concepts (which balance the mobility needs of motorists, bicyclists and pedestrians) be considered in the development review process.
- The Collector Street Plan recommends that the road building sequencing be considered in the development review process to avoid attracting volumes of traffic onto existing or new streets that exceed the function and standards of that road.
- The Collector Street Plan recognizes that the collector roads will likely be built using private funds as development occurs in an area.
- The Collector Street Plan recognizes that changes to the arterial road network, such as Meadowmont Lane, are to occur through amendments and updates to the MPO’s Long Range Transportation Plan.

Southwest Durham Drive Adjustments

The proposed changes to the Collector Street Plan are also based on the public input from the recent Southwest Durham Drive workshop. Citizens indicated a preference for the alignment of Alternative 2 for Southwest Durham Drive mostly because this alignment was more direct, and they preferred the circuitous alignment of the Lancaster Drive collector extension indicated in Alternative 1. Attachments 9 through 9D provide a discussion, summary and maps related to the Southwest Durham Drive alignment project.

Full Report and Brochure

The full report for the Final Plan is not attached because it is very large and no changes are proposed to the report narrative. It is available for review upon request to the LPA staff and at www.dhcmpo.org. The main points of the full report are highlighted in the Brochure, see Attachment 10C. This Brochure will be a two-page document in which the Final Collector Street Map will be on the reverse side, and will be widely distributed.

TCC Action

Discuss the Final Southwest Durham/Southeast Chapel Hill Collector Street Plan, make any changes if desired, and recommend that the TAC adopt the Final Plan. The recommendation should take into consideration any action taken to adjust the alignment of the Southwest Durham Drive.

A RESOLUTION PROVIDING THE DURHAM-CHAPEL HILL-CARRBORO TRANSPORTATION ADVISORY COMMITTEE WITH RECOMMENDATIONS ON THE DRAFT SOUTHWEST DURHAM-SOUTHEAST CHAPEL HILL COLLECTOR STREETS PLAN (2006-12-04/R-13)

WHEREAS, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization has prepared a draft Southwest Durham-Southeast Chapel Hill Collector Streets Plan; and

WHEREAS, the Durham-Chapel Hill-Carrboro Transportation Advisory Committee has referred the draft Plan to Chapel Hill for comments; and

WHEREAS, the Council has received comments and recommendations from Town Advisory Boards and the public on the draft Southwest Durham-Southeast Chapel Hill Collector Streets Plan;

NOW, THEREFORE, BE IT RESOLVED by the Council of the Town of Chapel Hill that the Council refers the following recommendations to the Durham-Chapel Hill-Carrboro Transportation Advisory Committee.

- The Durham-Chapel Hill-Carrboro Transportation Advisory Committee should direct Metropolitan Planning Organization staff to initiate a process to secure a combination of public and private funds to upgrade George King Road as a collector road, which connects Ephesus Church Road to NC 54 east of the Chapel Hill limits.
- The draft Collector Streets Plan should be revised to show George King Road connecting Ephesus Church Road to NC 54 east of the Chapel Hill limits, and to extend Meadowmont Lane, Lancaster, and KilKenny in a circuitous fashion, similar to the attached sketch, so that the alignments do not encourage through traffic onto any existing Chapel Hill street (see attachment).
- Allocation of these funds should be initiated as soon as possible.
- Designate Meadowmont Lane as a collector road in the next update of the Regional Long Range Transportation Plan.
- Staff from Chapel Hill, the City of Durham and Durham County should coordinate the implementation of the collector streets network, through the existing courtesy review agreement, to ensure that the design of the network provides multiple connections, discourages through traffic and includes adequate traffic calming features.
- The Metropolitan Planning Organization should provide funding from the Surface Transportation Program Direct Allocation program to implement traffic calming, including bicycle and pedestrian improvements along existing streets that are part of the proposed collector street network.
- The Metropolitan Planning Organization should revise the Memorandum of Understanding to correct any inconsistencies between State statutes and the provisions of the Memorandum.
- The draft Collector Streets Plan should be revised to realign the proposed collector street crossing of I-40, south of US 15-501, to conform to the proposed fixed guideway crossing.

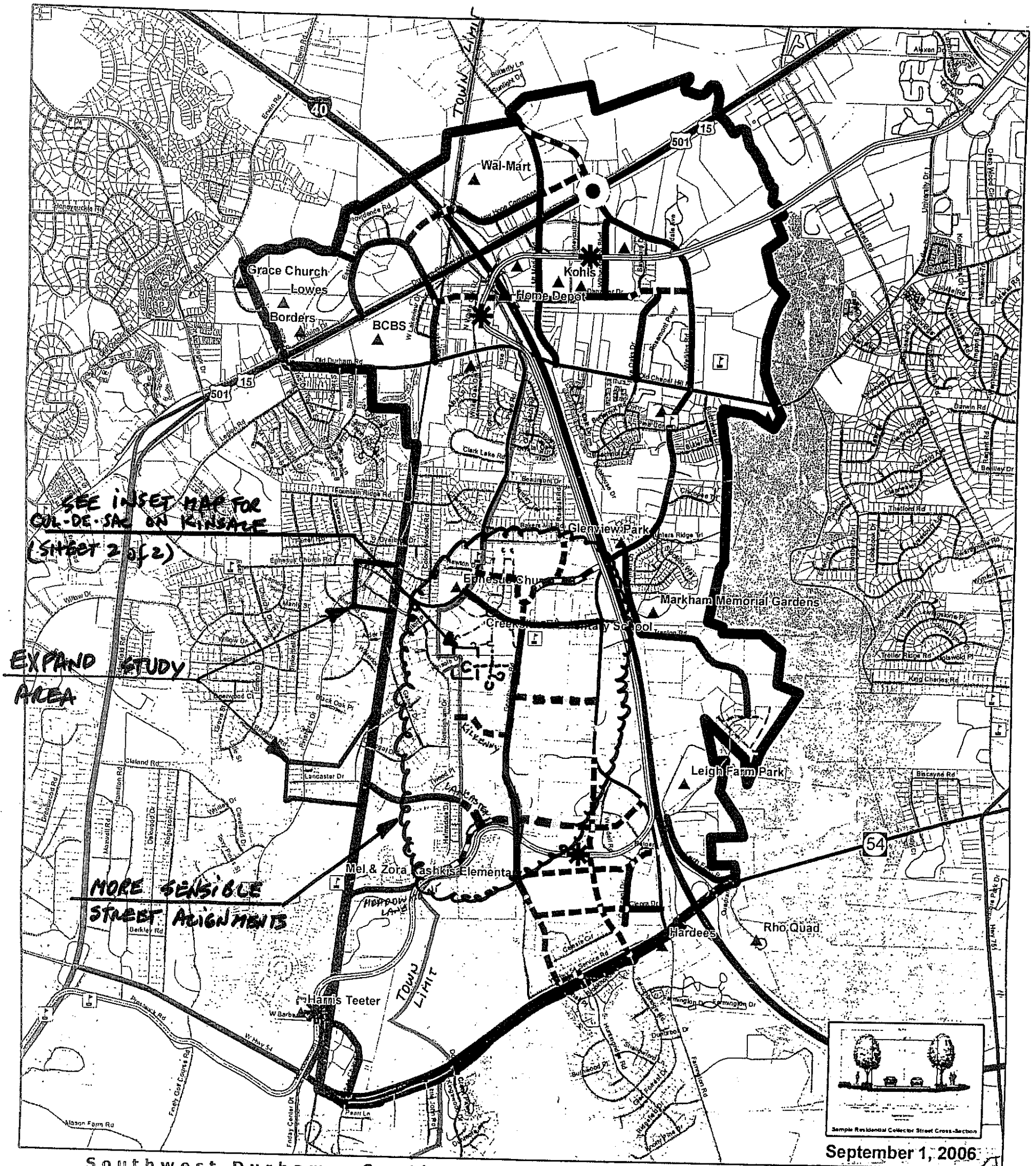
This the 4th day of December, 2006.

Addition to Council Resolution 2006-12-04/12-13

- The draft Collector Streets Plan should be revised to show George King Road connecting Ephesus Church Road to NC 54 east of the Chapel Hill limits, and to extend Meadowmont Lane, Lancaster, and Kilkenny in a circuitous fashion, similar to the attached sketch, so that the alignments do not encourage through traffic onto any existing Chapel Hill street.

"CHAPEL HILL" PLAN

- QUANTIFY TRAFFIC IMPACTS
- EXPAND STUDY AREA TO KEY INTERSECTIONS
- SENSIBLE STREET ALIGNMENTS



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

| | | | | | |
|--|--|--|--|--|--|
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| | | | | | |

* Inclusion in the plan may refer to an upgrade or facility rehabilitation, whether addition of sidewalks, bicycle lanes, or landscaping (not necessarily widening).
 ** The maps are not precise and do not reflect the actual location or alignment of a proposed facility.



- ADD BIKE/PEDESTRIAN TRAVEL IN THE PLAN
- PROTECT "LOCAL" STREETS

OCTOBER 3, 2006
 REVISED NOV 24, 2006
 SHEET 1 of 2

Montessori Community School

Ephesus Church

Creekside Elementary School

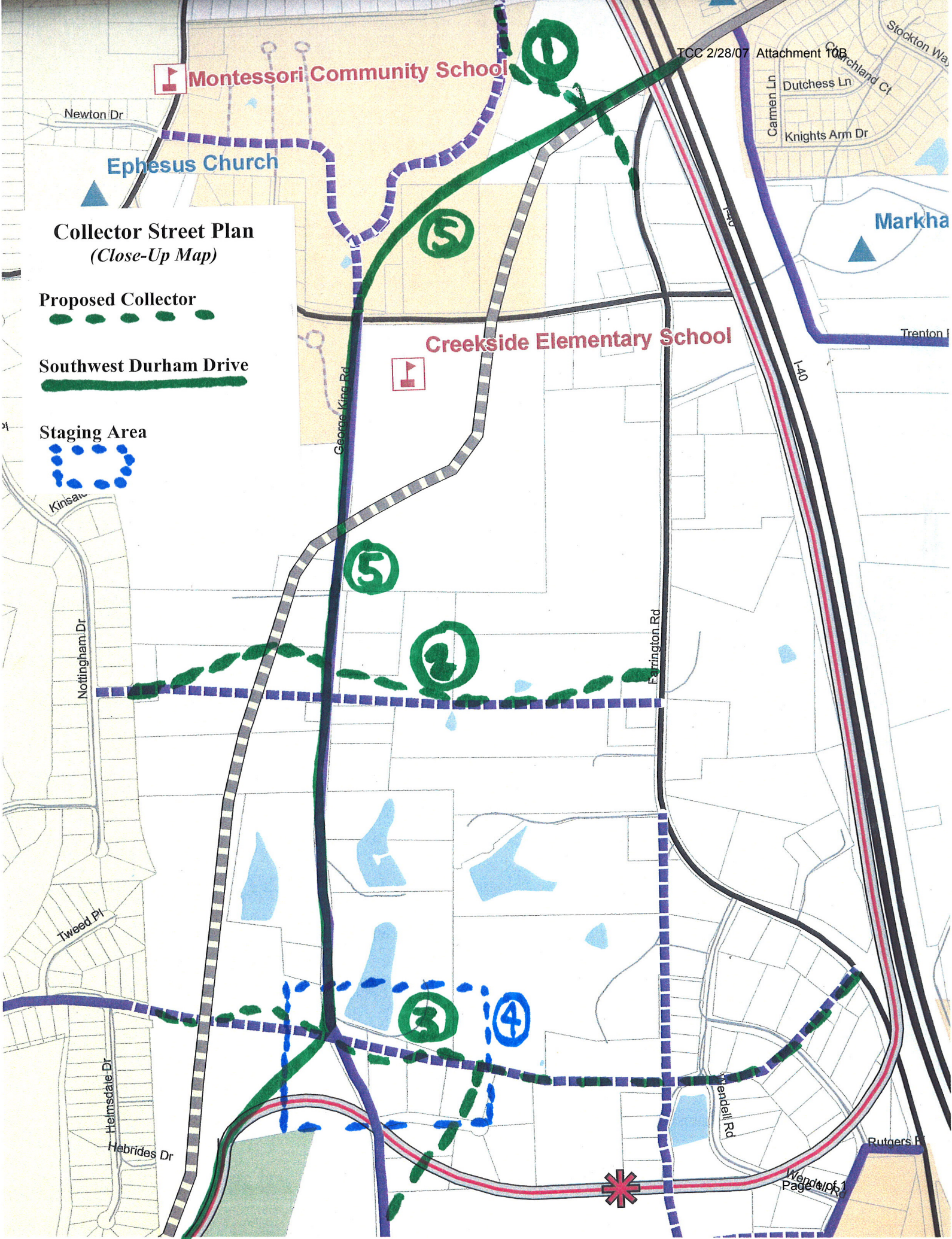
Markha

**Collector Street Plan
(Close-Up Map)**

Proposed Collector

Southwest Durham Drive

Staging Area



Southwest Durham - Southeast Chapel Hill

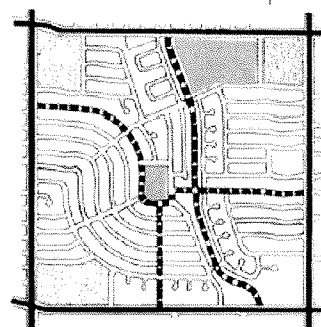
Collector Street Plan

What is the Purpose of the Plan?

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) adopted a collector street plan for the southwest area of Durham County and southeast area of Chapel Hill on [date]. Citizens, the development community, and government staff will use the plan to encourage the construction of a collector street network in a variety of land use types and densities.

What are Collector Streets?

They form the intermediate link between local streets and arterial streets in the roadway network.



How will the Plan be Used?

- * The plan will indicate when/where development professionals need to include collector streets in their plans for new developments in this area.
- * Staff from the City of Durham, Town of Chapel Hill, and North Carolina Department of Transportation, and elected officials and citizens will use the plan to evaluate submitted development plans.

What are the Benefits of a Planned Collector Street Network?

- Greater distribution of traffic, reducing overall traffic congestion and the concentration of traffic on major roads for short trips
- Reduced travel times without faster speeds
- Improved routes for pedestrians, cyclists, buses, cars, deliveries, and emergency response vehicles
- Delay or avoidance of widening major arterials beyond four lanes

Keys to Understanding the Plan

Street Location:

- * The maps do not reflect the precise location of the proposed collector street, only the approximate corridor.
- * The most important objective is that a connection is made, not that a specific alignment is followed. The proposed collector street network conveys a concept of a street system that works together to provide connectivity.
- * The precise locations will be designated through the development review process after careful evaluation of existing streets, environmental constraints, and the land use and design of proposed development plans.

Construction Schedule

- * Developers will have the responsibility to finance and construct the collector streets.
- * Thus, if no development occurs in an area, then no collector streets will be built, even if a collector street is proposed on the map.

Plan Designation:

- * The plan designates the approximate location of collector streets. It does not designate:
 - * the future alignment for arterial roads such as Southwest Durham Drive
 - * the design of intersections and interchanges on NC 54 and I-40,
 - * the alignment for the US 15-501 Transit Corridor.

Note! These higher level transportation facilities are designated in the adopted 2030 Long Range Transportation Plan (LRTP) for the DCHC MPO, or through separately focused studies and cannot be addressed by this plan.

Plan Recommendations:

In addition to designating the future collector street network, the Plan makes several recommendations to be adopted in local ordinances and used in the development review process.

Traffic Calming – should be required on collector streets where basic street design might encourage unsafe travel speeds and/or street location might attract relatively high volumes of traffic. This requirement should include existing residential, commercial and collector streets that are to be connected to a new collector street.

Building Sequencing – should be considered in the development review process to avoid attracting volumes of traffic onto existing or new streets that exceed the standards and function of that road. If connecting a new collector street to an existing collector street would create a “de facto” arterial road, then the timing of this connection should be coordinated with the implementation of the needed arterial road.

“Complete Streets” – design concepts should be implemented to balance mobility, safety and aesthetics for everyone in the corridor. “Complete streets” considerations include travel lane width, pedestrian and bicycle circulation, transit, on-street parking, lighting, trees, street crossings, and median treatments.



For More Information, Please Contact...

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dbonk@townofchapelhill.org

| | | |
|--|--|--|
| Durham-Chapel Hill-Carrboro MPO Capital Area MPO North Carolina DOT Triangle J Council of Governments | <h1>2030 Long Range Transportation Plan Amendment</h1> | Summary October 9, 2006 <i>draft</i> |
|--|--|--|

The Durham-Chapel Hill-Carrboro MPO and Capital Area MPO propose to *amend* their 2030 Long Range Transportation Plans (LRTPs) to account for:

1. updated information about when certain projects in the plan will be completed,
2. the effects of tolling on the Western Wake Expressway and Triangle Parkway, and
3. changed alignments for facilities in the plans.

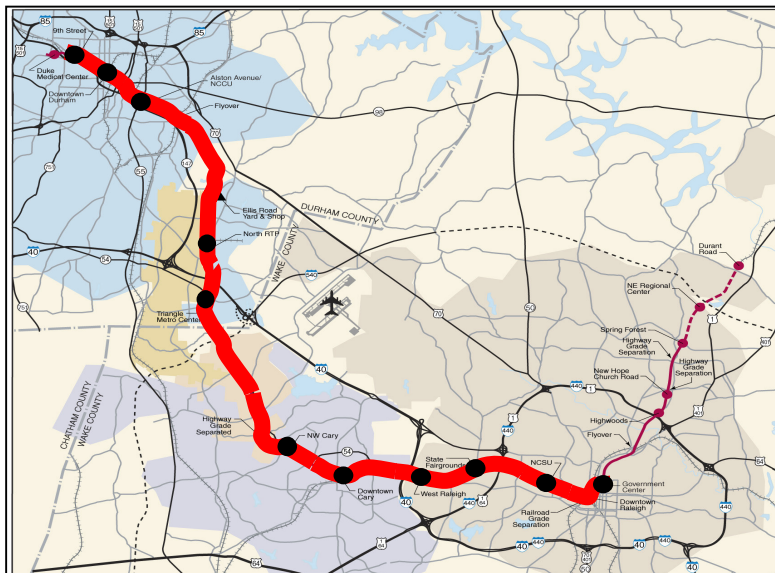
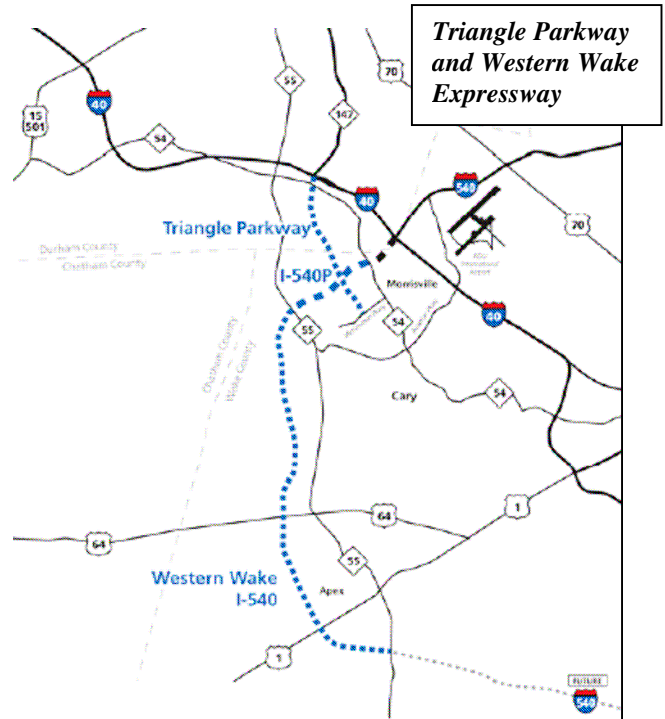
The projects affected are:

- ❑ Triangle Parkway (NC147 extension)
- ❑ Western Wake Expressway (I-540)
- ❑ TTA Phase I Regional Rail
- ❑ Wendell Falls Parkway
- ❑ Potential other projects from the 2007-13 TIP

This is an LRTP *amendment* (changes to the Plan) rather than an LRTP *update* (a wholesale re-examination of the Plan). As the amendment process proceeds, the MPOs are also beginning work on the 2035 LRTP update, which will be completed in 2009.

The characteristics of this LRTP *amendment* that distinguishes it from an LRTP *update* are:

1. The goals and objectives of the Plan do not change.
2. The base year (2002), interim years (2010 and 2020) and horizon year (2030) do not change.
3. The socioeconomic data (forecasts of households and jobs) in the Traffic Analysis Zones (TAZs) within the MPO boundaries do not change.
4. Changes are made only to the characteristics and timing of facilities already in the Plan; no new facilities are being added, nor are any alternatives being evaluated.
5. No change is made to overall fiscal constraint calculations, only to costs and revenues for the amended facilities.



The table below lists the project segments that will be amended and their status in the current 2030 LRTPs; all projects except the Wendell Falls Parkway are regionally significant; none are exempt from conformity:

| Project Segment | From | To | MPO LRTP Project # | LRTP Facility Type | Length (mi.) | # of lanes prior-now | 2030 LRTP Time Frame (AQ network) | TIP# | LRTP cost (\$ million) | LRTP funding source |
|--|---------------------------------|-----------------------------|--------------------|---------------------|-------------------|----------------------|--|----------|--|--|
| Triangle Parkway | I-40 | Wake/Durham Line | DCHC 66 | Freeway | 2.4 | 6-6 | 2011-2020 | | \$ 70.0 | Tolls |
| Triangle Parkway | Wake/Durham Line | I-540 | CAMPO F12 | Freeway | 1.1 ¹ | 6-6 | 2011-2020 | | \$ 97.7 | Federal/state |
| Triangle Parkway | I-540 | McCrimmon | CAMPO F13 | Freeway | 1.2 ² | 4-4 | 2021-2030 | | \$ 13.8 | Federal/state |
| Western Wake Expressway ³ | NC 54 | NC 55 (Cary) | CAMPO F4a | Freeway | 2.7 | 6-6 | 2005-2010 (2008) | R-2000 | 4 | Federal/state |
| Western Wake Expressway | NC 55 (Cary) | US 1 (Apex) | CAMPO F4b | Freeway | 10.1 | 6-6 | 2011-2020 | R-2635 | \$221.7 | Federal/state |
| Western Wake Expressway | US 1 (Apex) | NC 55 (Apex) | CAMPO F4c | Freeway | 2.3 | 6-6 | 2011-2020 | R-2635 | \$ 40.5 | Federal/state |
| <i>Total all toll road segments (prior)</i> | | | | | 19.8 | | <i>2011-2020 except I-540P & 1.2 mile segment</i> | | <i>\$443.7 \$ 70.0 \$373.7</i> | <i>Total Tolls federal/state</i> |
| <i>Total all toll road segments (now)</i> | | | | | 20.0 ⁵ | | <i>2010 Triangle Pky 2011 West. Wake (except I-540P)</i> | | <i>\$810.0 \$595.0 \$215.0</i> | <i>Total Tolls other state funds</i> |
| TTA Regional Rail | 9 th Street – Durham | Government Center – Raleigh | DCHC CAMPO | Rail fixed guideway | 28.1 | N/A | 2009 | TE-4705B | \$692.0 (2006-12 TIP cost) | 60% federal 20% state 20% local |
| Southern Wendell Bypass (Wendell Falls Parkway) ⁶ | US64 Bypass | NC 231 | CAMPO A169 (part) | 2-lane arterial | 7.1 | 2-4 (part) | 2030 | | \$ 52.7 | Federal/state |
| | | | | | | | | | | |

Note: Other projects may be added based on review of the draft 2007-13 Transportation Improvement Program (TIP); examples include the Alston Avenue project in Durham County.

¹ CAMPO LRTP lists the project as 3.5 miles in length, but that length includes the segment in Durham County; only the portion in Wake County is included here.

² The CAMPO LRTP lists this project as 1.6 miles long; the NCTA length is used since it is a more detailed study.

³ CAMPO LRTP labels this segment “Northern Wake Expressway” and includes from I-40 to NC 55; only the portion proposed for tolling is included in this table.

⁴ This segment does not include a cost in the LRTP since it was funded by 2005. For the same reason, the NCTA does not include this segment’s capital cost in its calculations, so the totals for both the LRTP and NCTA costs exclude the ROW and construction costs of this segment.

⁵ The NCTA calculates the length of I-540 from NC 55 in Cary to NC 55 in Apex as 12.6 miles; CAMPO LRTP lists it as 12.4 miles.

⁶ The amended segment is about 2.5 miles of this 7.1 mile project (5.6 miles listed in LRTP); the “Phase I” portion from US 64 bypass to 1000 feet east of Martin Pond Road along Richardson Road would be 4 lanes with a median; developer funded.

Summary and Discussion of Toll Road Segments

- ❑ The *facility descriptions* are consistent between the LRTPs and NCTA projects (with corrected Triangle Parkway segment lengths).
- ❑ The *timing* of the NCTA projects is consistent with the 10-year time periods in the LRTPs, with the exception of the 1.2-mile segment of the Triangle Parkway between I-540 and McCrimmon (LRTP has in the 2021-2030 period rather than now-planned 2011-2020 period).
- ❑ The transportation and air quality *modeling* did not account for the traffic impacts of tolls, and the modeled networks for some of the air quality budget years (2012, 2015) did not include toll road segments that are now expected to be open.
- ❑ The LRTPs assumed a mix of toll and federal/state funding; the total costs and funding mix have changed, but the non-toll funds now required (\$215 million) do not exceed the non-toll funds assumed in the LRTPs (\$373.7 million total; \$359.9 million in 2011-2020 period)

Both the DCHC MPO and CAMPO 2030 fiscally-constrained LRTPs show the Triangle Parkway and Western Wake Expressway projects as 6-lane freeways open to traffic after the 2010 analysis year but before the 2020 analysis year contained in the plans. This facility type/cross-section and time period would not change. The Turnpike Authority project would also include the 1.2 mile section of 4-lane freeway linking the Triangle Parkway at I-540 to Town Hall Drive at McCrimmon Parkway; the CAMPO LRTP includes this project, but indicates a completion date after 2020 and before 2030.

Although the projects are being planned as reflected in the LRTPs in terms of location, type and analysis year (with the exception of the acceleration of the 1.2 mile connecting section), the modeling done for the LRTPs did not accommodate the impacts of tolling versus un-tolled travel. Turnpike Authority estimates indicate significant diversion from the toll facilities to other roads. Revised transportation/air quality modeling would seem necessary both to reflect tolling impacts and to include these project segments in the networks for the 2012 and 2015 emission budget years.

The current cost estimates and funding sources do not require diversions from other LRTP projects, at least within the fiscal constraint framework of the LRTPs, since the fiscally-constrained LRTPs indicate the availability of \$359.9 million in non-toll revenue for these projects between 2010 and 2020, while the NCTA estimates a need for \$215 million in non-toll revenue for the project. (The total LRTP non-toll funding estimate is \$373.7 million, but \$13.8 million was assumed available in the 2020-2030 period for the Triangle Parkway segment south of I-540).

The MPOs have begun their next round of LRTP updates, which is anticipated to match the deadline for conformity associated with forthcoming new Motor Vehicle Emission Budgets in the Triangle Ozone State Implementation Plan (SIP), with an anticipated conformity due date around May or June 2009, depending on the date the new SIP budgets are established (the next LRTP conformity deadline is June 15, 2009). A new Triangle Regional travel demand Model is anticipated to be adopted in 2007 (along with new socioeconomic forecasts) which will be used for travel demand modeling and motor vehicle emission estimates for the next LRTP update.

Additional Information

For information and reports on the North Carolina Turnpike Authority projects: www.ncturnpike.org/project/

CAMPO 2030 Long Range Transportation Plan: www.campo-nc.us/LRTP/2030/LRTP_Table_of_Contents.htm

DCHC MPO 2030 Long Range Transportation Plan:

http://www.dchcmpo.org/index.php?option=com_content&task=view&id=37&Itemid=2

Triangle 2030 Long Range Transportation Plans Conformity Report: <ftp://ftp.tjcog.org/pub/triangleair/2005confrept.pdf>

2030 LRTP Highway Projects and Draft FY07-13 STIP

Amend = Project is in Pre Analysis Consensus Plan

| L RTP No. | Project | Project Limits | TIP No. | County | Regional Significant? | AQ year | Draft FY07-13 STIP/MTIP | Resolution |
|-----------|----------------------------------|--|-----------|--------|-----------------------|---------|--|--|
| 1 | Alexander Dr | Cornwallis Rd to NC 147 | U-3309 | Durham | No | 2010 | Complete in FFY10. | Contract let in 2009 based on draft STIP. Amend: 2020 AQ; 2017 network. |
| 2 | Alexander Dr | NC 147 to Miami Blvd | U-3309 | Durham | No | 2009 | Complete. | Complete. |
| 6 | Berryhill/Old Fayetteville Conn. | Old Fayetteville Rd to NC 54 Bypass | Private | Orange | No | 2009 | Not in FY07-13 STIP | No amendment required. No federal action required; local road. |
| 7 | BPW Club/Rock Haven Conn. | Loop at Smith Level Road | Private | Orange | No | 2009 | Not in FY07-13 STIP | No amendment required. No federal action required; local road. |
| 9 | Carver Street Ext | Armfield St to Old Oxford Rd | | Durham | No | 2010 | CIP funded. Complete in fall 2007. | Will be complete No federal action required; local road. |
| 11 | Churton Connector | Old NC 86 to NC 86 (Between I-85 & I-40) | | Orange | No | 2010 | Not in FY07-13 STIP. | No amendment required. No federal action required; local road. |
| 14 | Davis Dr | NC 54 to County Line | U-4026 | Durham | No | 2009 | Complete in FFY08. | Will be complete. |
| 22 | Fayetteville Rd | Woodcroft Pkwy to South Point | CIP/ Bond | Durham | No | 2009 | Complete. | Complete. |
| 23 | Fayetteville Rd | Woodcroft Pkwy to Cornwallis Rd | | Durham | No | 2010 | CIP funded. Complete in 2010. Extends to Riddle Road. | Will be complete. No federal action required. |
| 25 | Garrett Rd/Chapel Hill Rd | Intersection Improvements | U-3105 | Durham | No | 2009 | Complete. | Complete. |
| 29 | Guess Rd | Carver St to Umstead Rd | U-2102 | Durham | No | 2009 | Complete | Complete. |
| 30 | Hillandale Rd | I-85 to Carver St. | U-3804 | Durham | No | 2009 | STIP: Complete in FFY10. MTIP: Complete in FFY08 | Contract let in 2009 based on draft STIP. Amend: 2020 AQ; 2017 network. Reconcile description. |
| 34 | Holloway Street | US 70 to east of Junction Rd | U-4010 | Durham | Yes | 2009 | Complete FFY07. | Will be complete. |
| 37 | Hopson Rd. realignment (RTP) | Louis Stephens Dr to NC 55 | U-4410 | Durham | No | 2010 | Not in FY07-13 STIP. | Will be complete. |
| 38 | Hopson-Page Rd Ext | NC 54 to Page Rd | U-3853 | Durham | No | 2009 | Not in FY07-13 STIP. | Will be complete. |

| L RTP No. | Project | Project Limits | TIP No. | County | Regional Significant? | AQ year | Draft FY07-13 STIP/MTIP | Resolution |
|-----------|----------------------------|--------------------------------|-----------|--------|-----------------------|---------|--|--|
| 41 | I-40 | NC 147 to Wake Co line | I-2204 | Durham | Yes | 2009 | Complete. | Complete. |
| 42 | I-40 | US 15-501 to NC 147 | I-3306 | Durham | Yes | 2009 | Complete. | Complete. |
| 46 | I-540 (Durham portion) | Durham Co. Portion (I-40/I540) | R-2000 | Durham | Yes | 2009 | Complete. | Complete. |
| 47 | I-85 | US 15-501 Bypass N to US 70 | I-306 | Durham | Yes | 2009 | Complete in 2006. | Complete. |
| 51 | Lake Hogan Farms Rd | Eubanks Road to Tramore Drive | Private | Orange | No | 2009 | Not in FY07-13 STIP. | No amendment required. No federal action required; local road. |
| 55 | Louis Stephens Drive (RTP) | Hopson Rd to County Line | | Durham | No | 2010 | Not in FY07-13 STIP. | Will be complete. |
| 59 | Miami Blvd. | Methodist Dr to Angier Ave | U-4011 | Durham | No | 2009 | STIP: Complete in FFY09. MTIP: Complete in FFY08 | Will be complete. |
| 62 | MLK Parkway | Old Chapel Hill Rd to NC 55 | CIP/ Bond | Durham | No | 2009 | CIP funded. Complete in 2006. | Complete. |
| 66 | NC 147 (Triangle Parkway) | I-40 to County Line | U-4763 | Durham | Yes | 2020 | Not funded. | Amend: 2010 AQ; 2010 network. |
| 67 | NC 54 | Burning Tree to Barbee Chapel | Private | Durham | Yes | 2009 | Complete. | Complete. |
| 72 | NC 54/Page Rd | Davis Dr to Miami Blvd | R-2904 | Durham | Yes | 2009 | Complete in FFY08. | Will be complete. |
| 74 | NC 55 | Cornwallis Rd to Wake Co. | R-2906 | Durham | Yes | 2009 | Complete in FFY07. | Will be complete. |
| 75 | NC 55 (Alston Ave.) | NC 147 to NC 98 | U-3308 | Durham | No | 2010 | Complete in FFY09. | Contract let in 2009 based on draft STIP. Amend: 2020 AQ; 2017 network. |
| 79 | NC 86 | Homestead Rd to Whitfield Rd | U-2302 | Orange | No | 2009 | Complete. | Complete. |
| 82 | Northeast Creek Pkwy | Cornwallis Rd to Ellis Rd | U-2831 | Durham | No | 2009 | Complete. | Complete. |
| 93 | Roxboro St | Hope Valley Farms to MLK Pkwy | Private | Durham | No | 2009 | Complete. | Complete. |

| L RTP No. | Project | Project Limits | TIP No. | County | Regional Significant? | AQ year | Draft FY07-13 STIP/MTIP | Resolution |
|-----------|--------------------------------|---|-----------------|---------|-----------------------|---------|--|---|
| 97 | Smith Level Rd | Rock Haven Rd to NC 54 bypass | U-2803 | Orange | No | 2010 | STIP: Complete in FFY12. MTIP: Complete in FFY2010 | Amend: 2020 AQ; 2017 network. Reconcile description. |
| 98 | South Columbia St | NC 54 to Manning Dr. | U-624 | Orange | Yes | 2010 | Complete in FFY09. | Contract let in 2009 based on draft STIP. Amend: 2020 AQ; 2017 network; change to not Regionally Significant |
| 99 | South Point Pkwy (Renaissance) | NC 751 to Fayetteville Rd | Private | Durham | No | 2009 | Complete. | Complete. |
| 100 | Stadium Drive Ext | Shaftsbury Dr to Kirkwood Dr | CIP/ Bond | Durham | No | 2009 | Complete. | Complete. |
| 104 | SW Durham Pkwy | Watkins Rd (Old Chapel Hill Rd to US 15-501 | Private /Public | Durham | No | 2009 | Part complete (i.e., four-lane). Remainder completed as development occurs. | No amendment required. No federal action required; local road. Change in model network to 2017. Not in PCAP |
| 105 | SW Durham Pkwy | NC 54 to Rizzo Conf. Driveway | Private | Durham | No | 2009 | Complete. | Complete. |
| 109 | US 15-501 | Pittsboro Bypass (MAB) to Orange Co. line | R-942 | Chatham | Yes | 2009 | Complete. | Complete. |
| 110 | US 15-501 | Mt Moriah Rd to Garrett Rd | U-4012 | Durham | Yes | 2009 | Complete in FFY08. | Will be complete. |
| 112 | US 15-501 | Orange Co line to Chapel Hill Bypass | R-942 | Orange | Yes | 2009 | Complete. | Complete. |
| 115 | US 15-501 Service Rd (SR 1126) | Relocation of existing service road. | U-4009 | Durham | No | 2009 | Complete in FFY08. | Will be complete. |
| 118 | US 70/Miami Blvd/Mineral | Intersection Upgrade | U-2808 | Durham | Yes | 2009 | Complete. | Complete. |
| 119 | Weaver Dairy Rd | NC 86 to Erwin Rd | U-3306 | Orange | No | 2010 | Complete in FFY10. | Contract let in 2009 based on draft STIP. Amend: 2020 AQ; 2017 network. |
| 122 | Woodcroft Pkwy | Barbee Rd to Carpenter-Fletcher Rd. | Private | Durham | No | 2009 | Complete. | Complete. |
| 124 | US 15-501/Erwin Rd. | Intersection Upgrade | U-4008 | Orange | No | 2009 | Complete in 2007. | Will be complete. |
| FG | TTA Phase I Rail | Raleigh/RTP/Durham | | Durham | Yes | 2010 | Unfunded Project. | Amend: 2020 AQ; 2017 network. |



U.S. Department
of Transportation
**Federal Highway
Administration**

January 29, 2007

North Carolina Division

In Reply Refer To:
HDA-NC

Mr. Mark Ahrendsen
Durham-Chapel Hill-Carrboro MPO
101 City Hall Plaza, 4th Floor
Durham, NC 27701

Dear Mr. Mark Ahrendsen:

As discussed, the Federal Highway (FHWA) and Federal Transit Administrations (FTA) will conduct a joint review and certification of the planning processes in the DCHC MPO area. Additionally, the Environmental Protection Agency, and the North Carolina Department of Transportation (NCDOT) Statewide Planning Branch and Public Transportation Division will be asked to participate in the review session. Our general practice is to conduct the review four to six months prior to the due date. The review also includes the solicitation of public comments. I will oversee the public involvement meeting for the review team and the MPO is asked to arrange for the facilities needed for the review, the public participation session, and the necessary advertising.

I would like to plan for two and one-half to three days for the review, although I anticipate that two may be sufficient. As previously discussed the selected date for the certification review will be March 20-22 at the DCHC MPO. I am tentatively planning the agenda to begin at 9:00 am on Tuesday, March 20. I will distribute the draft agenda for comments, as well as post all documents on an FTP site as soon as possible. A timeline and agenda will be sent out to you and your staff, the Federal review team, as well as NCDOT and the transit operators as in February.

In addition, I would like to also hold a pre-review meeting at the end of February/early March. There are a few people who have never participated in a Certification Review and I would like to ensure that everyone involved has a good understanding of the Certification Review process, the materials available for review, and questions that will be asked. This will provide all participants an opportunity to have access to the materials, as well as provide input to help streamline the process.

As you are aware, the following planning documents will be needed from the DCHC team prior to the review:

- Public Participation Program (PPP);
- Memorandum of Understanding (MOU of MPO/TCC by-laws);
- Transportation Improvement Plan (TIP);



- Unified Planning Work Program (UPWP);
- Congestions Management System (CMS);
- Long Range Transportation Plan (LRTP);
- Prospectus;
- Mailing List from prior meetings for Public Review Comment;
- Americans with Disabilities Act (ADA);
- Environmental Justice;
- Air Quality;
- Transit Planning products; and
- Any other products created by the MPO that you believe would be beneficial for our review.

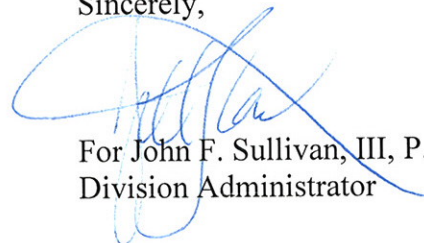
In addition, we will be asking the NCDOT to provide:

- State Public Participation Program (PPP);
- Statewide Transportation Improvement Plan (STIP);
- STIP Approval Process;
- State LRP;
- Any MPO Agreements with the DCHC MPO; and
- Any other products created by the NCDOT that you believe would be beneficial for our review.

I have enclosed a copy of the agenda from your last review. This will give you a general idea of the topics we will review, as well as how much time should be allotted.

If you need additional information or have any questions, please do not hesitate to contact Jill Stark at 919-856-4330, ext. 113.

Sincerely,



For John F. Sullivan, III, P.E.
Division Administrator

Enclosure

Cc: (w/encl)

Ms. Alice Gordon, DCHC MPO TAC Chair
 Scott Walston, NCDOT Transportation Planning Branch
 Travis Marshall, NCDOT Transportation Planning Branch
 Mike Stanley, NCDOT STIP Development Unit
 Tamra Shaw, NCDOT Public Transportation Unit
 Melton Boyd, Federal Transit Administration
 Mr. Joe Huegy, Triangle Transit Authority
 Danyell Diggs, Federal Highway Administration, HQ
 Amanetta Wood, U.S. Environmental Protection Agency

**Durham-Chapel Hill-Carrboro (DCHC) Urban Area
Metropolitan Planning Organization (MPO)
Federal Certification Review**

DRAFT AGENDA

Monday, March 19

| | | |
|-------------|---|--------------|
| 4:30 – 7:30 | Public Involvement Meeting (Location TBD by MPO) | Federal Team |
|-------------|---|--------------|

Tuesday, March 20

| | |
|---------------|--|
| 8:30 – 8:40 | Welcome and Introductions |
| 8:40 – 9:00 | Certification Overview, Review of Schedule, and General Discussion |
| 9:00 – 9:30 | MPO Overview/Update – Metropolitan Area Boundary/MOU/Voting Structure |
| 9:30 – 10:30 | Coordination: MPO/NCDOT and Regional Mobility |
| 10:30 - 10:40 | Break |
| 10:40 – 11:40 | UPWP |
| 11:40 – 1:00 | Lunch |
| 1:00 – 1:50 | LRTP/Financial Planning |
| 1:50 – 2:40 | TIP/STIP |
| 2:40 – 2:50 | Break |
| 2:50 – 4:10 | Other Emphasis Areas –ITS/ Safety/Bicycle-Pedestrian /Environmental Stewardship/Self-Certification |
| 4:10 – 5:30 | Break / Prepare for Public Involvement Meeting |

Wednesday, March 21

| | | |
|---------------|--|--------------|
| 8:30 – 9:15 | Air Quality | |
| 9:15 – 10:00 | Transit Planning | |
| 10:00 – 10:10 | Break | |
| 10:10 – 10:40 | Public Involvement | |
| 10:40 – 12:00 | Title VI/Environmental Justice | |
| 12:00 – 1:00 | Lunch | |
| 1:00 – 1:40 | CMS | |
| 1:40 – 3:00 | Review Team Meeting | Federal Team |
| 3:00 – 3:30 | Presentation of Review Team's Preliminary Findings and Discussion | Federal Team |

Note: The MPO may prepare a presentation for any subject(s) prior to the Question and Answer portion.

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

DRAFT – Issues for Discussion with the Federal Certification Review Team

1. Financial Planning Issues

Background:

- a) Revenue Forecasts
 - MPO has not received adequate financial information to develop the MTIP
 - MPO funding levels decreased between draft and final 07-13 STIP (see below under TIP Process)

- b) NCDOT Division vs. MPO Boundary
 - DCHC includes a portion of 3 different MPO divisions
 - Makes financial planning very difficult

- c) Equity Formula
 - Not based on needs (hurts faster growing areas)
 - Does not consider employment (only population)
 - Funding distributed by Division (not corresponding to MPO boundaries)

Recommendations:

- Provide MPO with better financial data (financial information by county and MPO urban area)
- Propose legislative changes – should be proposed by both NCDOT and NCAMPO

2. TIP Process

Background:

- NCDOT released the draft 07-13 STIP in September 2006. The MPO used the funding levels in the draft to develop a draft MTIP. In the MTIP, the MPO adjusted project schedules to better reflect the MPO's priorities while keeping the overall funding amount by funding source constant in each year of the TIP. NCDOT has since lowered revenue projections, further limiting the funding available to the MPO. As a result, the MPO is unable to reprioritize project funding in the MTIP to accelerate projects, and is asked to further delay most MPO projects. It is not possible for the MPO to have adequate input on the STIP if the MPO is not given complete and accurate revenue information early in the process.
- NCDOT did not adhere to a schedule for release of the draft STIP or adoption of the final STIP. It is difficult for MPOs to plan for TIP-related activities when the schedule is constantly in flux.

- DCHC MPO has not had a full-time MPO coordinator from NCDOT for more than a year

Recommendations:

- Provide MPO with complete and accurate revenue forecasts early in the TIP process (financial information should be provided by county and MPO urban area)
- Develop and adhere to schedules for release of the draft and final STIP
- Provide a full-time MPO coordinator to the DCHC MPO

3. Distribution of Federal Funds

Background:

a) CMAQ Funds

- NCDOT has made progress by involving MPOs in the project selection process
- 2007 call for projects has been delayed indefinitely due to staffing shortages

b) Enhancement Funds

- NCDOT has made progress by involving MPOs and local governments in the project selection process
- 2006 call for projects was cancelled; no information on where or how funds were allocated

c) STP-DA

- Some difficulty in receiving information on MPO's annual STP-DA allocation amount

Recommendations:

- Adhere to schedules for CMAQ and Enhancement fund calls for projects
- Provide timely information on STP-DA program

4. Design Flexibility / Context-Sensitive Design

Background:

- MPO requests that other factors be considered in project design (setting, character of area, community goals) in addition to capacity

Recommendations:

- Allow for flexibility in designing projects to accommodate areas with different community characteristics

FHWA/FTA CERTIFICATION REVIEW
DURHAM - CHAPEL HILL - CARRBORO METROPOLITAN
TRANSPORTATION PLANNING PROCESS
JANUARY 28-29, 2003

I. Introduction

Pursuant to 23 U.S.C. 134 and 49 U.S.C. 5303 the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must jointly review and evaluate the metropolitan transportation planning process for each Transportation Management Area (TMA) at least every three years. The purpose of the review is to assess the extent of compliance with the planning requirements, to identify noteworthy practices and to provide advice and assistance as appropriate. The reviews consist of a series of discussions on transportation planning issues with State and local transportation officials directly involved in highway and transit planning activities of the Metropolitan Planning Organization (MPO). A list of participants in the review is included in Appendix A. The MPO hosted a public meeting to receive comments from the public regarding the metropolitan transportation planning process. The Federal review team also provided the opportunity for policy board officials to meet with the team to offer comment on the transportation planning process.

The previous certification finding for the Durham - Chapel Hill - Carrboro (DCHC) TMA was issued on April 20, 2000. The previous review resulted in the DCHC MPO transportation planning process being fully certified for a period of three years subject to three corrective actions and the consideration of a number of recommendations to improve the process. A summary of the Corrective Actions and Recommendations from the previous review are as follows:

(1) The North Carolina Department of Transportation (NCDOT) and the MPO should document in writing their agreement on the methodology for developing financial forecasts, (2) the Statewide Transportation Improvement Program (STIP) needs to demonstrate explicit consideration of and the responses to the public comments received during the planning and program development process, (3) the public involvement process for the STIP needs to include a component to evaluate its effectiveness.

The recommendations from the previous review included: (1) the DCHC MPO continuing implementation of the congestion management system (CMS) consistent with Section K of the 2025 Long Range Transportation Plan (LRTP), (2) the DCHC MPO developing procedures to evaluate the effectiveness of their public involvement process, (3) the

NCDOT and the DCHC MPO continuing the efforts to develop an agreed upon protocol for the Triangle regional Model, (4) the State and the MPO continuing to apply a process which integrates environmental considerations during systems planning, (5) the MPO clarifying the links between the TIP and the Long Range Transportation Plan (LRTP) so as to be more readily apparent to the public, (6) the MPO producing a more strategic version of the LRTP in the next update, (7) the TIP should include a description of the methodology used to rank projects and, (8) the MPO continuing its involvement in the statewide Intelligent Transportation System Strategic Deployment Plan.

II. Current Status of Planning

The area encompassed by the DCHC MPO includes all of Durham County, part of Orange County and part of Chatham County. It also includes the City of Durham, the Town of Chapel Hill, Town of Carrboro, and the Town of Hillsborough. The planning area straddles the intersection of two Interstate Routes (I-40 & I-85), includes the majority of a major regional traffic generator (The Research Triangle Park) and shares a common boundary with The Capital Area Metropolitan Planning Organization (CAMPO) on the east. The DCHC MPO is in the late stages of completing a major update of their LRTP based on a recently developed and adopted regional model. In addition the MPO is currently developing a new TIP which will be effective October 1, 2003 and determining the planning work to be pursued for the fiscal year beginning July 1, 2003. The lead planning agency for the MPO is the City of Durham Transportation Division. Major planning studies in the area include the US15/US501 Corridor study, the NC54/I-40 Transit Study, regional rail development, the I-40 High Occupancy Vehicle/Congestion Management Study, the Northeast/Northwest Loop issue, and the consideration to consolidate the four major Transit systems in the region.

Three areas of concern expressed by the staff of the DCHC MPO included the difficulty of developing reliable revenue estimates for use in plan and TIP development, earmarking of Federal Congestion Mitigation and Air Quality (CMAQ) funds by the State legislature without input from the MPO's, and incorporating bicycle and pedestrian accommodations into Federal-aid projects. These concerns will be discussed in more detail later in the report.

III. Summary of Findings

The initial emphasis of the DCHC MPO certification review were the corrective actions and the recommendations from the previous review. In addition, a number of other review team emphasis areas were explored including: formal agreements, Unified Planning Work Program, LRTP, the transit program, civil rights and Environmental Justice, and air quality planning.

Corrective Action:

The DCHC MPO needs to adopt an updated air quality conforming long range transportation plan.

The only corrective action identified during the review was that the MPO is not currently complying with the planning requirement to update their LRTP every three years. Their most recent plan expired on February 28, 2003. Until a conforming plan and TIP meeting the joint FHWA/FTA planning requirements the DCHC MPO area is in an air quality conformity lapse. Since the MPO does not have a valid LRTP, the TIP is no longer valid. The impact of not having a valid plan or TIP is that the area becomes ineligible for any new authorizations of Federal aid funds for transportation projects. At this point the only option available to the MPO to establish full eligibility for Federal-aid projects is to expedite the update of their conforming LRTP. If the MPO wanted to advance air quality exempt and/or safety projects they could develop an "interim" plan and TIP that only included air quality exempt and safety projects.

Summary of Recommendations:

1. The DCHC MPO should formally evaluate the effectiveness of the public involvement program.
2. The NCDOT and the DCHC MPO is encouraged to continue to seek every opportunity to integrate environmental considerations into early systems planning.
3. The DCHC should be able to show some progress toward securing the forecasted revenues identified in the draft LRTP by the next update.
4. The transit operators in the metropolitan area are encouraged to develop short range transit operating and financing plans that identify capital needs and proposed funding sources.
5. The DCHC MPO should continue to consider the use of Surface Transportation Program (STP) funds for purposes other than highway projects.
6. It is recommended that the DCHC MPO continue to pursue the implementation of ITS projects.
7. The DCHC MPO should continue to seek opportunities to add additional minority groups to their public involvement mailing list.
8. It is recommended that the DCHC MPO consider consolidating the policies and procedures regarding Title VI and Environmental Justice into one document.

The review team found the transportation planning process for the DCHC transportation management area meets the requirements of 23CFR450 Subpart C and 49USC5303; except for maintaining a valid LRTP. Since maintaining a valid LRTP is a requirement that is at the core of Federal-aid project eligibility and air quality conformity, the DCHC MPO transportation planning process is not certified. At the present time the DCHC MPO is ineligible for any new authorizations of Federally funded transportation projects. In accordance with 23CFR450.334(f)(2), the FHWA and the FTA are withholding the approval

of all transportation projects until such time that the MPO has a valid LRTP in place that meets the planning requirements.

IV. Corrective Actions from the Previous Review - Follow-up

Previous Corrective Action:

1. The NCDOT and the MPO should document in writing their agreement on the methodology for developing financial forecasts.

Findings:

The NCDOT provides historical transportation funding level information to the MPO. The MPO planning staff uses this information to develop the financial forecasts and funding estimates necessary to fiscally constrain their LRTP as well as support TIP development. The methodology being used is basically a historical trend line with some growth. The MPO has continued to express concern with the fact that their metropolitan area boundary is located in three different State transportation funding regions, thus making it difficult for the local planners to forecast future funding levels. The Federal review team acknowledged this difficulty but further indicated that this was an issue that needed to be pursued with the NCDOT and ultimately the State legislature. The Federal requirements regarding funding estimates for both the financial plan of the LRTP and for TIP/STIP development purposes require the MPO, the public transit agencies and the State to cooperatively develop funding estimates that results in plans (LRTP) and implementation documents (TIP/STIP) that are mutually acceptable. The current transportation planning process is producing these mutually acceptable documents. Therefore this corrective action is considered satisfactorily addressed, however we strongly encourage the MPO and the NCDOT to continue to refine the process of developing financial forecasts.

Previous Corrective Action:

2. The STIP needs to demonstrate explicit consideration of and the responses to the public comments received during the planning and program development process.

Findings:

The Program Development Branch of the NCDOT indicated that the State receives a considerable amount of public comments during STIP development from both the original solicitation of candidate projects and from wide distribution of a draft document. The Program Development Branch has maintained a candidate project list for more than twenty years. They also prepare transcripts of the actual meeting and summarize all the letters and other inputs received for each Division. The list, transcripts and other summary material documents all of the requests and comments regarding transportation improvements received from local governments, citizens, and businesses. The list and supporting documentation is provided to the North Carolina Board of Transportation

(NCBOT) members to make them aware of comments and requests that have been received from the public input process. The NCDOT has recently added the Candidate Project List to their website. The purpose of making the list available on the Internet is to allow the general public access to a summary of the information received each year. The NCDOT also compiles and makes available to the public a report of STIP changes that occurred between the draft and the final document. They also include a biennial project delivery report in the published STIP. Therefore this corrective action is considered satisfactorily addressed.

Previous Corrective Action

3. The public involvement process for the STIP needs to include a component to evaluate its effectiveness.

Findings:

The NCDOT has an extensive and well-documented public involvement process for both the development of the STIP and review of the draft STIP. Development to approval of the STIP requires two years. The North Carolina Board of Transportation (NCBOT) will adopt their second STIP resulting from a full two-year cycle this June. Going from a one year cycle to a two-year cycle has afforded the public many more opportunities for involvement. NCDOT staff is continually evaluating the effectiveness of their public involvement. The NCDOT's primary measure of effectiveness is the number of attendees and speakers and any adverse comments that may be offered. This evaluation process has resulted in the NCDOT implementing a number of minor changes to their established process such as meeting location changes and/or, time changes. The NCDOT feels that their current process is effective. Prior to release of the draft 2004-2010 STIP, 15 public involvement meetings were held across the State, 443 citizens attended with 172 speaking. After the draft was released 14 more public meetings were held, 499 citizens attended with 224 speaking. The NCDOT prepares complete transcripts of all oral comments received and compiles all written comments received. This corrective action is considered to have been satisfactorily addressed.

V. Recommendations from the Previous Review:

1. The review team recognizes the progress made toward implementation of a CMS and strongly recommends continued implementation consistent with Section K of the 2025 LRTP.

The staff of the MPO assured the Federal Review team that the Congestion Management System identified in the current LRTP will be carried forward into the LRTP update and that the MPO intends to pursue implementation more vigorously when the new LRTP is in place.

2. It is crucial that DCHC MPO develop formal procedures to evaluate the effectiveness of public involvement plans. Evaluation should focus on the results of public involvement - how it succeeded in generating information that has had identifiable impacts on all stages of the planning process. Rigorous assessment of techniques and strategies for involvement will also signal the public that their efforts are valued.

The DCHC MPO's Public Involvement Policy provides for a triennial review and evaluation to ensure that the objectives of the Policy are being met. The review will include a 45-day public comment period, a public meeting, and the preparation of a summary highlighting the results of the evaluation. The DCHC MPO has done a number of informal evaluations of portions of their Public Involvement Policy, but has not conducted a triennial evaluation as called for in their Policy. Since the DCHC MPO has recently gone through a rather extensive public involvement program as part of the update of their LRTP, the review team recommended that this would be a good time to evaluate their public involvement program.

Recommendation:

The DCHC MPO should evaluate the effectiveness of their public involvement program..

3. The NCDOT and DCHC MPO are encouraged to continue their efforts in the development of an agreed upon protocol for the Triangle Regional Model.

During September and October of 2001 the DCHC MPO, the CAMPO, the NCDOT, and the Triangle Transit Authority executed a formal agreement as documentation to govern the continuing development, modification and, maintenance of the official Triangle Regional Model.

4. The NCDOT and the MPO are strongly encouraged to continue to apply a process that integrates environmental considerations into the early systems planning.

The transportation planning process involves identifying deficiencies in the transportation system by modeling and forecasting techniques that take into account land development patterns, employment and population projections, and community values. The analysis results in the development of an overall transportation plan that includes highways, transit, bicycles, and pedestrian recommendations. The development of these recommendations involves consideration of the physical, natural, social, and economic environment. During the recent LRTP update the DCHC MPO evaluated the environmental and social impacts of various alternative transportation plans by quantifying impacts such as wetlands; critical watershed, hydrology & natural areas; parks; historic sites (structures, districts and heritage areas); endangered species; residential and business displacements; neighborhood/community displacement and relocation; estimates of property affected; and low income and minority population and homes/business' affected.

Recommendation:

The Federal review encourages both the NCDOT and the DCHC MPO to continue to seek every opportunity to integrate environmental considerations into early systems planning

5. Transportation decisions and strategies, as represented by the investments in the TIP, should be clearly guided by the strategic direction set forth in the LRTP. Links between the TIP and the LRTP should be apparent to members of the public, elected officials, and stakeholders reading the TIP. This transparency of the decision-making process will go far toward encouraging public understanding of the planning process, and proactive public involvement.

The DCHC MPO has made great strides toward producing and adopting a more strategic LRTP that reflects the area's values as they relate to transportation and the kind of metropolitan area they want to be. The DCHC MPO evaluated fifty-seven alternative plans before moving forward with the one that best fit their goals and objectives.

6. The DCHC MPO and its partners are encouraged to continue efforts underway to produce a more strategic version of the LRTP in the next update.

As discussed in #5 above, the plan that the MPO is close to completing is a more strategic version.

7. The TIP should include a section, perhaps as an appendix, that describes the methodology used for scoring and ranking of projects.

The DCHC MPO has a rather extensive and well-documented methodology for ranking the projects contained in their LRTP. The draft TIP includes a discussion of the methodology.

8. The DCHC MPO is encouraged to continue its' efforts and involvement in the NCDOT Statewide ITS Strategic Deployment Plan.

The draft LRTP contains a section that addresses the MPO's consideration of ITS. The type of ITS projects currently being implemented include signal preemption for buses, traffic monitoring cameras, and variable message boards. The type of ITS included in their plan includes automated vehicle locators, automated passenger counters, mobile data terminals, electronic fare collection, a regional incident management program, video surveillance, and message boards.

VI. FHWA/FTA EMPHASIS AREAS - REVIEW FINDINGS

Formal Agreements

The planning process is being conducted in accordance with a Memorandum of Understanding (MOU) that was developed and executed shortly after the 1990 Census (September 10, 1993). The planning staff of the DCHC MPO does not anticipate having to update the MOU because of the 2000 census. While the metropolitan area boundary may have to be expanded to include additional planning area, it will not encompass any new political jurisdictions. All governmental/implementing agencies within the metropolitan area are represented in the process. The MPO staff felt that the planning process in the DCHC area was being conducted in accordance with the adopted MOU. The only concern expressed was the difficulty of implementing and maintaining local land use plans which is not part of the MOU. Therefore the current MOU should serve for the foreseeable future.

Unified Planning Work Program/ Prospectus

Planning work items to be pursued in any given year are governed by the normal tasks that need to be done each year, the status of the planning cycle the MPO is in, and emphasis areas promoted by State or Federal officials. The work tasks that define a planning process are contained in a prospectus specific to the DCHC MPO. The purpose of the prospectus is to provide sufficiently detailed descriptions of the work tasks that define a good planning process so that staff and agencies responsible for doing the work understand what needs to be done, how it is to be done and, who does it. A secondary purpose of the Prospectus is to provide sufficient documentation of planning work tasks and the planning organization and procedures so that documentation is minimized in the required annual planning work program. The Prospectus for the DCHC MPO was updated and re-adopted by the MPO on February 13, 2002. The lead planning agency (City of Durham, Transportation Division) solicits proposed planning tasks from the MPO member participants and either does the task for the member jurisdiction or makes Federal planning funds available to that jurisdiction to accomplish the work task itself. In any event the work task is incorporated into the Unified Planning Work program (UPWP). The current UPWP proposes \$2,601,705 of planning activities for the period July 1, 2002 to June 30, 2003 of which \$36,000 are FHWA SPR funds, \$353,072 is a combination of FHWA PL and STP-DA funds, \$111,640 are FTA Section 5303 funds, \$814,651 are FTA Section 5307 funds, and \$478,750 are FTA Section 5309 funds. Fixed guideway planning accounts for 68.7 % of the UPWP budget. The DCHC UPWP contains the MPO's annual self certification of their transportation planning process for the year ending June 30, 2002. The DCHC MPO planning staff felt that the UPWP is addressing the area's planning priorities.

Long Range Transportation Plan / Air Quality Planning

The latest LRTP for the DCHC MPO was completed on February 29, 2000. For

metropolitan areas that are designated non-attainment or maintenance for air quality, a LRTP is considered complete when the United States Department of Transportation (USDOT) makes an air quality conformity determination on the LRTP. Non-attainment or maintenance areas plans must be updated every three years. The three year update cycle for the DCHC LRTP expired on March 1, 2003. Therefore as of March 1, 2003 the DCHC MPO is out of compliance with the FHWA/FTA joint planning requirements. The consequences of not meeting the LRTP update requirement is that the DCHC MPO area becomes ineligible for any new authorizations of federally funded transportation projects. The DCHC MPO area will remain ineligible for all new authorizations of federally funded transportation projects until such time that an updated LRTP is in place upon which the USDOT is able to make an air quality conformity determination.

The Transportation Advisory Committee (Policy Committee) for the DCHC MPO gave conditional approval to an updated LRTP on December 18, 2002. The approval was granted on the condition that the proposed LRTP is found to be in conformance with the State implementation Plan (SIP) for air quality conformity. The DCHC MPO does not anticipate having a conforming LRTP until August of this year.

The DCHC MPO's updated 2025 LRTP provides for highway improvement and maintenance, bus transit capital and operating and maintenance, fixed guideway capital and operating and maintenance, non-motorized transportation (bicycle and pedestrian), travel demand management, and ITS/transportation system management. The total estimated cost of the LRTP is \$6.4 billion. The forecasted revenue from traditional sources identify approximately \$5.5 billion and with another \$0.7 billion from non-traditional sources. The LRTP shows a shortfall of approximately \$0.2 billion. The FHWA and the FTA have reviewed the draft LRTP and offered comment back to the DCHC MPO. The major comment offered to the MPO concerned the revenue estimates. The anticipated revenues for transit from Federal sources seemed a little high. The DCHC MPO was asked to scale them back; they did so. In addition the non-traditional sources of revenue proposed in the LRTP require action by the State legislature and eventually a local referendum in the next 3 to 5 years. Acknowledging the difficulties of estimating future revenues, the FHWA and the FTA offered that in view of the fact that the LRTP and the revenue estimates will be updated again within three years the LRTP is considered to meet Federal requirements assuming that it is found to be air quality conforming. However it was pointed out that one of the key elements of the next and future LRTP updates will be the validity of the revenue forecasts in the current proposed LRTP. The DCHC MPO will be expected to be able to show some progress toward securing the revenues identified in the LRTP. The DCHC should develop a plan of action that identifies the steps to be taken to ensure that the funds will be available within the timeframes shown in the financial plan.

Ms. Lynorae Benjamin with the Environmental Protection Agency (EPA), Air Quality Modeling and Transportation Section, presented an overview of the new designations and the status of the 8-hour and PM 2.5 standards. The EPA is currently developing implementation guidance for the 8-hour standard and completion is expected in early 2003. Designations for the 8-hour standard will follow in April 2004 and conformity will

be required one-year later in April 2005. The proposed rule for the PM 2.5 implementation guidance is expected in late 2003 with a final rule in 2004. Designations for PM 2.5 will take place in 2004 and conformity will be required one-year later in 2005.

Work on the DCHC 2025 LRTP update and AQ conformity determination is currently underway. The DCHC MPO has held two interagency consultation (IC) meetings that focused on the 2025 LRTP update/AQ conformity schedule and tasks to be performed by DCHC MPO and the IC agency partners. DCHC MPO needs to provide the NCDOT final corrected networks before the AQ conformity evaluation process can begin.

Due to delays encountered during the development of the LRTP, the lapse is expected to last until late August of 2003. If the DCHC MPO lapse continues beyond October 1, 2003, it will impact the AQ conformity determination on the CAMPO 2004-2010 MTIP resulting in a lapse for projects in Wake County.

The certification review team strongly recommended to the DCHC MPO that they need to do everything possible to meet their tasks and deadlines in the LRTP update/AQ conformity determination schedule to minimize the duration of the LRTP expiration/AQ conformity lapse. The review team emphasized that the main consequence of not meeting the LRTP update and conformity determination deadline is that the area covered by the Metropolitan Area Boundary and a small portion of Granville County (Dutchville Township) are ineligible for any new authorizations of federal-aid projects, including federally funded air quality exempt projects. The DCHC MPO has the option of developing an interim LRTP and TIP of exempt projects (40 CFR 93.126), so that exempt projects can receive federal funds during the lapse period.

Corrective Action:

The DCHC MPO needs to adopt an updated air quality conforming LRTP.

Recommendation:

It is recommended that by the next plan update the MPO should be able to show some progress, as part of a plan of action toward securing the forecasted revenues as identified in their current proposed LRTP.

Transportation Improvement Program/ Statewide Transportation Improvement Program

The current local Transportation Improvement Program (TIP) was adopted by the MPO on April 11, 2001. That program was effective for the Federal fiscal year beginning October 1, 2001 for a period of two years. The projects in the local TIP are compatible with the STIP which also became effective on October 1, 2001 for a period of two years. The TIP and the STIP are currently in the process of being updated to be effective for a two-year period

beginning October 1, 2003. Developing/updating TIPs and STIPs in North Carolina requires two years. The first step in the process is a statewide solicitation of input, for the present update this occurred in the fall of 2001. The NCDOT then updates the schedules and costs for all the projects in the current STIP and adds two more years to the end of the program. North Carolina State law requires the NCDOT to balance the program in accordance with a statewide equity formula. After this is complete the NCBOT releases a draft of the STIP for public review. Each MPO is provided an updated list of project schedules and costs from the previous STIP along with two additional years of projects added onto the end of the program. This information is intended to be used by the MPO's to update their local TIP's and to be used as the basis for negotiation of priorities for funding.

The transit portion of the STIP and TIP is updated a little differently. Transportation Management Areas, like DCHC receive an apportionment directly from the Federal transit Administration. The North Carolina Department of Transportation relies on the local area to submit project data proposing the use of these funds for inclusion in the STIP. The rest of an areas bus/bus facility needs are met by apply for transit discretionary funds. Because of the uncertainty of receiving discretionary funding, projects proposing the use of these funds are shown in the STIP as unfunded. If an area receives approval of a discretionary grant, the STIP is then revised.

The DCHC MPO approved the release of a draft of their TIP on December 18, 2002. The public review period for their draft TIP started on December 18,2002 and ended on January 31,2003 with a public hearing conducted on January 8, 2003. The next step in the process provides each MPO the opportunity to meet with the NCBOT member representing their area along with NCDOT staff representatives to discuss any differences between the TIP and the STIP. The DCHC MPO met with their NCBOT representative and NCDOT staff on February 28, 2003. Assuming agreement is reached, the NCBOT will approve a new STIP at their June meeting. After which it will be transmitted to the FTA and the FHWA for joint review and approval to be effective October 1, 2003.

Transit

There are three public transit systems and one private company, Carolina Trailways, providing service within the DCHC MPO area. The public transit systems include the Durham Area Transit Authority (DATA), Triangle Transit Authority (TTA) and the Chapel Hill Transit Service. TTA is the transit system that provides inter-regional service within the DCHC metropolitan area and the Capital metropolitan area. During the review, representatives of each public system shared information of on going and future proposed activities.

DATA has been in operation since 1991 and is currently in an expansion mode. It serves Durham with 43 buses, 25 vans and with increased ridership, expects to expand service to the Duke University area. A policy board guides the service but the City of Durham owns and operates DATA. They are planning to work more closely with TTA and already

recognize each other's transfers to deliver faster service and reduce headway. The development of the next DCHC LRTP update is expected to look at the service levels of the various fifty-seven alternatives and see the impact of transit service. During this next update, the DCHC MPO and DATA intend to cooperate and coordinate on public involvement with multiple hearings, and community visits. DATA has a representative on the Technical Coordinating Committee (TCC) and is represented on the Transportation Advisory Committee (TAC) by elected officials of the City, facilitating effective integration of transit operations with the DCHC MPO. DATA's latest Transit Development Plan (TDP) was approved by their Transit Board in March, 2002 and goes out to year 2007. DATA reviews, evaluates and revises as appropriate, the TDP each year during the development of the service plan and budget for the coming year.

TTA is a regional unit of government that operates in Wake, Orange and Durham Counties. TTA currently operates 45 peak-period buses on regional routes, 8 buses on 5 shuttle routes in the Research Triangle Park (RTP), which includes the airport area, and a vanpool program consisting of 48 vans (4 of which originate in Fayetteville and 7 in the Winston-Salem/Greensboro/Burlington Area). TTA also operates the Regional Commute Trip Reduction Program, working with businesses in the RTP, Durham, and Wake Counties to develop travel demand management (TDM) programs. In Durham County, TTA is the implementing agency for their trip reduction ordinance, which requires each organization employing 100 or more persons to develop plans and goals for their organization to reduce single occupancy vehicle use and vehicle miles traveled. In Wake County, the TDM program is a voluntary program funded through CAMPO.

TTA has completed the environmental process, as required by the National Environmental Policy Act, for the Regional Rail project. A Record of Decision was issued on January 9, 2003. The Regional Rail project is a 34.7 mile railroad between Durham and Raleigh that will use existing railroad right-of-way in a corridor paralleling NC 147 (Durham Freeway), Interstate 40, NC 54, and US 1 (Capital Boulevard). The technology proposed is diesel multiple units. On February 28, 2003, the TTA was approved to enter the final design phase of the project by the FTA. The current 5-year TDP for TTA was approved by their Board in 1999 and covers the period from 2000 through 2004. TTA intends to update the TDP in the next fiscal year. TTA reviews their TDP whenever they are doing budget planning for capital acquisition and operating expenses.

In order to obtain better coordination with the three transit operators in the area, monthly transit manager meetings are held to assist with the communication. TTA is in the process of hiring a new position entitled Regional Mobility Manager. This person will work with social service agencies in Wake, Durham, and Orange Counties to assist their clients in arranging work related transportation. They will also assist the Rideshare Marketing Manager in the planning and implementation of the "Transit Connection" Jobs Fair. One of the principal functions of the Mobility Manager will be to maintain an effective working relationship with the other transportation systems in the three county area and emphasize the connectivity of TTA and other systems.

One additional TTA program is the Community Partners Program that is directed to the people where services are needed. This program assists in developing needs and services by looking at the problem areas, where route extensions are needed, and system access issues.

The Chapel Hill Transit System is a 30-year old program that serves Chapel Hill, Carrboro and the University of North Carolina at Chapel Hill. The system currently has eighty regular buses and three smaller buses for lighter routes and evening service, with 22 routes providing fare free service to over 25,000 daily boardings. Chapel Hill is also reviewing their TDM ordinance that supports the transit system by encouraging employers to promote public transit among their employees. Chapel Hill transit is currently in the process of updating their TDP which will extend to year 2006. It will be adopted by the Transit Board within the next few months.

Recommendation:

All three of the transit operators in the area are encouraged to continue to develop short-range transit operating and financing plans that identify capital needs and the proposed funding sources. The operators are encouraged to work closely with the DCHC MPO in the development of these plans and to have them endorsed by their local governing authorities.

It is also recommended that the DCHC MPO should continue to consider Surface Transportation Program (STP) funds for other than highway projects.

Implementation of the Intelligent Transportation Systems (ITS) Strategies

The DCHC MPO is working jointly with the NCDOT, the CAMPO (Raleigh, Wake County, etc.) and private consultants to develop a framework of ITS initiatives that will reduce congestion and enhance safety. The initiatives include the installation of a new traffic control system in the area that will allow for regional coordination along interstate and other arterial routes. ITS transit initiatives being considered include automated vehicle locator, automated passenger counters, mobile data terminals, electronic fare collection, signal preemption and passenger dispatch for paratransit service. Video surveillance of traffic and message boards to alert motorists of conditions in advance of slowdowns are already in place at a number of locations along the I-40 and I-85 corridors. The NCDOT has initiated a Statewide ITS Program consistent with the national ITS architecture. They are working with the MPOs, as well as, other areas of the State, to consider available technologies and to listen to what an area's needs are. The NCDOT has made a presentation to the TAC/TCC to solicit the MPO's input in the development of the ITS Strategic Deployment Plan. The NCDOT intends to put together a regional team to determine the vision for ITS in the Triangle Region.

The Durham County officials have initiated a transportation demand management (TDM)

plan aimed at reducing the number of single occupant vehicles (SOV) during rush hour and to encourage car pools, mass transit usage and telecommuting. MPO staff works with the businesses with at least 100 employees. Each company develops its own plan to reduce the number of single occupancy vehicle trips during rush hour and the number of miles driven to and from work. Options to reduce SOV commuting could include incentives such as special car-pool parking, bus shelters, bicycle racks and showers, transit passes and telecommuting. The TDM measure is voluntary and is currently being considered by other areas in the region.

Recommendation:

It is recommended that the DCHC MPO continue to pursue the implementation of ITS projects.

Title VI of the Civil Rights Act/Environmental Justice (EJ)

The appropriate time to ensure an MPO's compliance with Title VI and to substantiate the MPO's annual self-certification is during the planning certification review. This section discusses DCHC's demographic profile and how the MPO addresses Title VI and Environmental Justice (EJ) in their planning and public involvement processes.

DCHC's demographic profile is based on census data as well as demographic information obtained from the Human Services Department of the North Carolina Office of State Planning. The profile identifies African American, Hispanic, and Asian neighborhoods, as well as low-income areas and areas with disabled persons. The Census/HUD definition of low income (80% of median income) was used to identify low-income areas. The DCHC MPO also took advantage of a new census data item, "mobility limitation", to assist with identifying areas with disabled persons. The demographic data gathered by the DCHC MPO appears to be comprehensive. We strongly encourage that the data be cross checked based on staff knowledge of and familiarity with various neighborhoods, i.e. the census data should support common knowledge and vice versa.

The DCHC MPO created overlays based on the demographic profile and used them to identify projects that impact EJ communities. The DCHC MPO used several measures to determine impact as well as service equity. These measures included travel time savings, ratio of travel time of EJ communities to travel time of total population, employment accessibility to transit (jobs within 30 minutes via transit), and population within ½ mile of transit. The DCHC MPO's analysis determined that there are no planned projects that will negatively impact or unfairly exclude any EJ communities. For the LRTP update, DCHC MPO developed EJ scoring factors for each of the LRTP alternatives. It was also noted that the TT A's efforts included conducting a Title VI analysis per census tract.

The DCHC MPO has been moderately successful in engaging minorities and low-income persons in their public involvement process. The strategy that they have found

to be the most successful overall (for minorities and non-minorities) is the use of email to solicit public comments. The DCHC MPO also takes advantage of “piggybacking” opportunities – that is asking to be placed on the agenda of other public meetings. The DCHC MPO also tries to ensure that their Citizen Advisory Committees have minority and low-income representation.

Special efforts to reach the Hispanic community include the availability of interpreters upon request. The Durham Area Transit Authority provides bus schedules in Spanish, however, the TT A currently does not. The DCHC MPO maintains a mailing list which is used to disseminate various information to interested parties. While minorities are represented on the mailing list, it is recommended that the DCHC MPO continue to seek opportunities to add additional minority groups.

Recommendation:

It is recommended that the MPO continue to seek opportunities to add additional minority groups to their mailing list.

In conclusion, it is very clear that the DCHC MPO has done a very good job of incorporating EJ factors into its planning process. However, while much evidence of the DCHC MPO’s EJ efforts exists, documentation of these efforts is somewhat lacking and disjointed. These efforts should be captured in one document that details the DCHC MPO’s goals and objectives, policies and procedures regarding Title VI and Environmental Justice.

Recommendation:

It is recommended that the DCHC MPO consolidate the policies and procedures regarding Title VI and Environmental Justice into one document.

Discussion Points Requested by the MPO

The DCHC MPO staff expressed their continued concern regarding financial forecasts used to fiscally constrain their LRTP and their desire for the NCDOT to provide more input into these forecasts. This concern is a carry over from previous certification reviews and is discussed as a previous corrective action in Section III of this report. Some of the concern that the DCHC MPO expressed relates to Federal regulation, 23CFR450 Section 324(e) that states “ the State and the transit operator must provide the MPO’s with estimates of available Federal and State funds which the MPO shall utilize in developing financial plans.” The NCDOT’s response to this requirement was to provide the DCHC MPO with historical funding levels and a methodology to project the historical data. The process resulted in financial forecasts that were reviewed by the NCDOT and MPO and used in the development of the transportation plan and the local TIP. The Transportation Equity Act for the 21st Century (TEA-21) revised the language

that applies to financial forecasts. TEA-21 reads as follows: “For the purpose of developing the long-range transportation plan, the metropolitan planning organization and State shall cooperatively develop estimates of funds that will be available to support plan implementation.” With regard to TIP development TEA-21 revised the language to read as follows: “For the purpose of developing the transportation improvement program, the metropolitan planning organization, public transit agency, and State shall cooperatively develop estimates of funds that are reasonably expected to support program implementation.” In summary taking into account that TEA-21 supersedes the existing regulation and the fact that the planning process has been producing planning documents that are coordinated and agreed upon by the DCHC MPO, transit operator, and the NCDOT. The existing process for developing financial forecasts is satisfactory.

Another concern of the DCHC MPO staff was the earmarking of Federal Congestion Mitigation and Air Quality (CMAQ) funds by the State legislature for use in eligible areas without the input from those areas. The Federal requirement is that CMAQ funds are to be used for congestion mitigation and air quality improvement projects in areas designated as air quality non-attainment or maintenance areas. The CMAQ guidance developed to implement the program urges State’s and MPO’s to develop a process for solicitation and selection of projects that is cooperative and open to the public. The Guidance, however, does not carry the force of law or regulation. It is a suggested way to implement the Program. The fact that the State legislature determines how a portion of these funds are used is not in conflict with any Federal law or regulation as long as the projects selected meet program requirements for eligibility.

The last area of concern specifically brought to the attention of the Federal review team was incorporating bicycle transportation and pedestrian walkways into Federal-aid projects. Section 217 of Title 23 of the United States Code states that “Bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities, except where bicycle and pedestrian use are not permitted.” This language does not mandate the inclusion of bicycle or pedestrian facilities in all Federally funded transportation projects. It does require that bicycle and pedestrian facilities be considered. The considerations include safety, contiguousness of bicycle and pedestrian routes, the special needs of the elderly and handicapped, the detrimental effects on highway users, existing and projected usage and costs. The considerations also include the opportunity for public input and input by the MPO. These considerations should be reflected in project development documentation. The project development process’ being used by the North Carolina Department generally meets these requirements.

VI. Public Meetings

The Federal review team scheduled and had the DCHC MPO advertise the opportunity for

the public to comment on the transportation planning process. This public comment opportunity was advertised through the DCHC MPO's standard public involvement process. The public meeting was conducted by the Federal review team. Four individuals attended and addressed the team. The following is a summary of their comments. The process appears driven by Federal deadlines. The visioning process used by the DCHC MPO to develop alternatives without consideration of cost seemed to have little value. The comment was offered that sometimes decisions appear to be made by the staff. Some of the information presented to the public at various times throughout the process is confusing. The difference between systems planning and project planning is not clear.

VII. Private Interviews

The DCHC MPO policy committee members were afforded the opportunity to meet with the Federal review team. There were no private interviews requested.

VIII. Follow Up

Joint FHWA/FTA actions on future products of the DCHC MPO's planning process, such as approval of the Unified Planning Work Program (UPWP), review of the LRTP update, plan and TIP conformity determinations, and the planning finding on the STIP, will address the progress made in the corrective action noted above. As stated previously, the DCHC MPO urban transportation planning process is not certified. The planning process will be certified upon completion of a long range transportation plan meeting all of the planning requirements and upon which the USDOT is able to make an air quality conformity determination. At that time the Federal review team participants will be contacted and upon agreement of the team, the FHWA and FTA will issue the appropriate certification.

Appendix A

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION PLANNING CERTIFICATION MEETING ATTENDANCE

Date: January 28, 2003 (Day 1)

| Name | Group Represented | Telephone Number | E-mail Address |
|-----------------------|-------------------|---------------------|-----------------------------|
| ALEX MITCHELL | FTA | 404.562.3511 | alex.mitchell@fca.com |
| Mark Ahrendsen | DCHC MPO | 919-560-4366 | mahrendsen@ci.durham.nc |
| DAVID BOOK | DCHC | 968-28881347 | dbook@townofchapel |
| Felita Nwoko | DCHC | (919) 560-4366 | fnwoko@ci.durham.nc.us |
| Marcus Wilner | FHWA | (919) 856-4330 x115 | marcus.wilner@fhwa.dot |
| Bill Marley | FHWA | (919) 856-4330 x114 | bill.marley@fhwa.dot.gov |
| Lynorae Benjamin | U.S. EPA | (404) 562-9040 | benjamin.lynorae@epa.gov |
| Andy Henry | DCHC MPO | (919) 560-4366 | ahenry@ci.durham.nc.us |
| Amanda Arnold | TTA | 919 485-7425 | aarnold@rideTTA.org |
| Juanita Alvarez-Swink | TTA | 919 485-7412 | jhsalvarezswink@rideTTA.org |
| Joe Stevens | FHWA | 919-856-4330 | Joseph.Stevens@fhwa.gov |
| Mike BRUFF | NC DOT | 919-733-4705 | mbruff@dot.state.nc.us |
| SCOTT WALSTON | NC DOT | 919-733-4705 | swalston@dot.state.nc.us |
| Eddie Dancusse | FHWA | 919.856.4330 | edwardo.dancusse@fhwa.gov |
| Day 2 (January 29) | | | |
| Stephen Mancuso | City / DATA | 919 957 7336 | smancuso@ci.durham.nc.us |
| PIERRE OWUSU | City / DATA | (919) 957 7336 | p.owusu@ci.durham.nc.us |
| JOE HUEGGY | TTA | (919) 485-7416 | jhueggy@ridetta.org |
| Lucio Barrett | TTA | 919.485.7451 | lbarrett@ridetta.org |
| John Tallmadge | TTA | 919-485-7430 | jtallmadge@ridetta.org |
| MARY LOU KUSCHAKA | Chapel Hill | 919-968-2752 | mkuschaka@townofchapelhill |
| Tamara Shaw | NC DOT - PTD | 919 733-4713 | tshaw@dot.state.nc |
| | | | |
| | | | |

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: March 14, 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 – completed

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 and scoping in progress
- Council approves contract – April 23, 2007
- City issues contract – May 4, 2007
- Notice to proceed – May 9, 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 and scoping completed
- Council approves contract March 5, 2007
- City issues contract – March 25, 2007
- Notice to proceed – March 25, 2007

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 and scoping completed
- Council approves contract – March 5, 2007
- City issues contract – March 25, 2007
- Notice to proceed – March 25, 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
- Update of the deployment plan including development of measures of effectiveness, IDAS, Turbo Architecture.

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 February-March 2006.

- Formulate Action Plan anticipated to be completed in March 2007.
- Recommend reduction targets, strategies and action plan anticipated to be done by March 2007.
- Draft Report likely to be done in March 2007.
- Final Plan anticipated to be finalized in April 2007.
- Plan Adoption (Carrboro, Chapel Hill, Durham City, Durham County, Orange County and TAC) anticipated occurring during the months of April 2006 and May 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 - 2/2/2007

| 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% | 92.9% | 4/1/2007 |
| 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% | 98.5% | 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% | 81.2% | 3/31/2007 |
| 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 | 95.0% | 95.6% | 3/31/2007 |
| 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 | 99.9% | 99.4% | 3/31/2007 |
| 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 | 91.0% | 92.8% | 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 | | | |
| DURHAM | RESURFACING | SECONDARY | 21 SECTIONS OF SECONDARY ROADS | \$ 2,795,584.75 | 18.9 miles | Barnhill Contracting | Bob Shultes | (919) 840-0914 | | | | |

NCDOT PROJECTS FOR LET NEXT 12 MONTHS IN DURHAM COUNTY - 2/2/2007

| County | TIP # | Route | Location Description | Contract Estimate | Length | Contact Engineer | Phone # | Contract Let Date |
|--------|-----------------------------|----------------|---|-------------------|-------------|----------------------|----------------|-------------------|
| DURHAM | RESURFACING | PRIMARY | NC-54 FROM FALCONBRIDGE ROAD TO DRESDEN DRIVE | | 1.45 miles | T. JOHNSON | (919) 560-6854 | 2/20/2007 |
| 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 | 7/17/2007 |
| DURHAM | B-3450 / U-4009 / U-4012 | GARRETT ROAD | TWO BRIDGES ON GARRETT RD; SERVICE ROAD NEAR US 15-501 AND GARRETT RD INTERSECTION; US 15-501 FROM NORTH MT. MORIAH RD SOUTH OF GARRETT RD | \$ 18,500,000.00 | 1.708 miles | C. HOUSER / J. MOORE | (919) 250-4016 | 7/17/2007 |
| DURHAM | B-3169 | RIVERMONT ROAD | BRIDGE 158 ON RIVERMONT ROAD | \$ 550,000.00 | 0.067 miles | J. MOORE | (919) 250-4016 | 1/15/2008 |

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 WFO Attachment 16

| | | | | | |
|--------|----------------------|--|---|--------------|--|
| 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 | U-4008 35009.3.2 | 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 | Rev. compl. 12/31/07 |
| Orange | 37708 | SR 1733 (Weaver Dairy Rd.) @ Sedgefield Dr. | Construct left turn lane | 150,000.00 | R/W easements w/ special provisions rec'd. from Town 12/18/06 |
| Orange | 40553 | SR 1777 (Homestead Rd.) | Widening for sidewalks and bikeways from SR 1834 (High School Road) to SR 1729 (Rogers Road) and a turn lane at SR 1834 | 650,000.00 | Bid opening 2/22/07 for widening from Camden Rd. to Rogers Rd. |
| Orange | 40715.3 SS-4907A | 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 | 40955 | SR 1734 (Erwin Rd) @ Sage Rd. | Install a traffic signal with pedestrian signals | 65,000.00 | Signal const. underway for compl. by 3/31/07 |
| 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; Compl. By 3/31/07 |
| 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) | Relocate pedestrian signals and push buttons | 20,000.00 | Equipment on order for compl. by 3/31/07 |
| 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 |
| 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 |

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC WFO TC 01/20/07 Attachment 16

| | | | | | |
|--|---------------------|---|---|---------------------|---|
| 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 |
| NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST | | | | | |
| County | TIP # | Route | Location Description | TIP Est. | Est. Let Date |
| Orange | I-4716 | I-40 | Grind and reseal joints on I-40 from I-85 to Durham Co. | 1,500,000.00 | Jan. 15, 2008 |
| 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 |
| | | | | | |
| | | | | | |
| | | | | | |

Connector could slash traffic on downtown roads

BY RAY GRONBERG, The Herald-Sun
January 29, 2007 11:56 pm

DURHAM -- By 2035, an open and operating East End Connector could offer an alternative route between Interstate 85 and the Durham Freeway for 20,000 to 25,000 cars a day that would otherwise use downtown Durham's surface streets to make the connection.

That's according to engineers and consultants who are studying the project and revising the planning studies the N.C. Department of Transportation needs to finish before launching the construction process.

Traffic diverted from downtown corridors like Duke and Gregson streets will constitute a significant fraction of the roughly 100,000 cars a day engineers expect the East End Connector to handle less than three decades hence.

Project planners ran down the figures last week for members of Durham's Inter-Neighborhood Council, and showed off drawings of four potential routings of the road that will also be on display today at a public-information session at Living Waters Assembly Church off U.S. 70 at Lynn Road.

The information session will be from 4-7 p.m.

The prospective routings of the road are the same ones DOT studied in the early 1980s when it first planned the connector, said Jan Anderson, a consultant who's helping the agency rework its initial planning work.

The most likely of the four alternatives would cost an estimated \$135 million and, from the freeway, run from a point just south of Briggs Avenue northeast to the U.S. 70 corridor near East End Avenue.

Preliminary estimates suggest this route would displace 36 homes, 15 businesses and a church office. The other three options would cost more and affect greater numbers of homes and businesses.

But the estimated cost of even the least expensive of the four options would be more than the \$99 million DOT has set aside in its draft construction program for 2007-13.

Durham's delegate on the N.C. Board of Transportation, Ken Spaulding, said Monday that advocates for the road will "have work to do continuously" to ensure that the project remains in the state's construction plans.

But decisions about further allotments of money for the project may await the results of the current study.

"The endorsement and preferred route will be determined from the local level and flow up to us," Spaulding said. "I'll have to see what comes out and be quite diligent in trying to help us acquire the funds."

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Modified: Jan 29, 2007 01:45 AM

Durham weighs road routes

Church office stoic about making way

ERIC FERRERI, Staff Writer

DURHAM - Ron Watts is resigned to the fact that no matter what route the long-anticipated East End Connector takes, his church's office will fall victim.

So Watts, the pastor at Living Waters Christian Community in eastern Durham, isn't getting too worked up about the state Department of Transportation's plans.

Yet.

"I'm just taking a wait-and-see attitude," said Watts, whose large, brown-brick church at the corner of U.S. 70 and Lynn Road in eastern Durham is squarely at the crossroads of the massive project. "I'm not getting bent out of shape until I know all the details."

Those details may begin emerging soon. The state has boiled down its work on the connector to four alternatives, each of which would connect U.S. 70 with the Durham Freeway in order to alleviate heavy traffic on local roads.

While the four alternatives vary in their impact on the number of homes, businesses and acres the state would take, the church office at Living Waters -- a small building separate from the church tucked into the elbow of the Lynn Road/U.S. 70 intersection -- will be taken in each scenario.

No matter, says Watts. His church already has plans in place to rebuild the small office closer to the church parking lot. His church itself would not be sacrificed under any plan, though three others would under one scenario. Those churches would be Calvary Baptist on U.S. 70, Bible Gospel Church on Angier Avenue, and Zion Temple United Church of Christ on Sparella Street.

Living Waters will host a community meeting on the project at 4 p.m. Tuesday. The DOT is expected in mid-February to select one alternative for more serious study.

The alternatives are as follows:

* 1: The alignment closest to Durham. The highway link would connect with the Durham Freeway south of Briggs Avenue and link with U.S. 70 at Carr Road. This project has the highest estimated construction cost -- about \$200 million -- and would require the DOT to take 58 homes, 28 businesses, the Living Waters church office and five grave sites in a cemetery, according to the DOT.

* 2: This route runs just south of Alternative 1. It connects the Durham Freeway about three-quarters of a mile south of Briggs Avenue, bisects East End Avenue and connects with U.S. 70 near Carr Road. Like the first alternative, it would cost about \$200 million. It would require the acquisition of 87 homes, 25 businesses, the three churches, the Living Waters church office and five grave sites in a cemetery.

* 3: This would connect with the Durham Freeway south of Briggs Avenue and would also connect with U.S. 70 near Carr Road. It has the lowest estimated construction cost and would require DOT to take 36 homes, 15 businesses, the Living Waters church office and no grave sites, but part of a cemetery.

* 4: This is the southern-most alternative and is close to Glover Road. It connects with the Durham Freeway north of Glover Road and connects with U.S. 70 south of Pleasant Drive. This is the longest of the four proposals. It would require the state to take 57 homes, 23 businesses, no grave sites (but part of a cemetery), and the church office.

In Durham, city officials appear to like Alternative 3 the most. City staff members are recommending that the City Council officially endorse it because it will cause the least disruption to homes and businesses.

"It's the most attractive to me because of the lower cost and the less impact on the neighborhood and the environment," said Mike Woodard, a City Council member.

A fifth option is to simply widen local roads. That doesn't make sense to Woodard.

"The East End Connector has been a high priority in this county for decades," he said. "I think the need for it grows monthly. Doing nothing is not an option."

Staff writer Eric Ferreri can be reached at 956-2415 or eferreri@nando.com.

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Council looks over East End Connector plans

BY WILLIAM F. WEST, The Herald-Sun
January 5, 2007 12:02 am

DURHAM -- Local transportation planners unveiled details of the long-awaited East End Connector to the Durham City Council Thursday.

When completed, the route would link Durham Freeway and Research Triangle Park with U.S. 70 and save motorists from having to drive through downtown to get to Interstate 85, the northeastern part of Durham County and neighboring Granville County.

But some council members said they first want to allow potentially impacted businesses, churches and residents to provide input prior to the start of the project, which has been talked about for more than a quarter century.

During Thursday's meeting, the council viewed a PowerPoint presentation of four alternative routes and their effect:

-- Alternative 1 would extend east-west between East End Avenue and Hoover Road. It would start at Durham Freeway south of Briggs Avenue and end at U.S. 70 at Carr Road. It would require relocating grave sites from Woodlawn Cemetery.

-- Alternative 2 would start at Durham Freeway approximately three-fourths of a mile south of Briggs Avenue, bisecting East End Avenue before ending at U.S. 70 in the vicinity of Carr Road. It would impact two churches -- Zion Temple and Bible Gospel -- and require relocating some grave sites from Woodlawn Cemetery.

-- Alternative 3 would be south of East End Avenue and start at Durham Freeway south of Briggs Avenue and end at U.S. 70 in the vicinity of Carr Road. It would take some land from Woodlawn Cemetery.

-- Alternative 4 would start at Durham Freeway north of Glover Road and end at U.S. 70 south of Pleasant Drive.

All four alternatives would impact a house that has been converted to the office of Living Waters church, but the church itself would not be affected, the transportation planners said.

The specific number of impacted places was briefly shown on the screen.

According to Councilwoman Diane Catotti, the impact on residences could be 58 in Alternative 1, 87 in Alternative 2, 38 in Alternative 3 and 59 in Alternative 4.

Impacts on businesses could be 28 in Alternative 1, 25 in Alternative 2, 15 in Alternative 3 and 23 in Alternative 4, according to Catotti.

Catotti took the lead in recommending the council conduct its own public hearing.

"[The planners] have been very good about going out to the neighborhoods, to the [Partners Against Crime], and they have been having neighborhood meetings," Catotti said after the council meeting. "But I wanted to have something a little more formal" at City Hall, she added.

During the council meeting, Mayor Pro Tem Cora Cole-McFadden said she was raised in the Brookstown neighborhood, which was lost to Durham Freeway. "And we need to be careful when we plot this highway that people are dealt with in a just manner," she said.

The planners said they intend to have a Jan. 30 workshop at Living Waters church and wanted to approach the council with feedback by Feb. 8.

The planners said they wanted to meet with the state Department of Transportation (DOT) on Feb. 13 to decide which route should be carried forward for a more detailed study and get a decision on the alignment by the end of 2008.

The goal would be to have property acquisitions start in 2010 and construction begin in 2012, with the anticipated opening being 2015, the planners said.

The lowest construction cost estimate is now \$135 million and would not include property acquisition and relocation costs, the planners said.

The planners are open to waiting a bit longer, with City Transportation Manager Mark Ahrendsen telling the council, "I hear you."

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City Council favors cheapest East End routing

BY RAY GRONBERG, The Herald-Sun
February 5, 2007 11:48 pm

DURHAM -- The City Council voted 6-1 Monday to ask N.C. Department of Transportation engineers to concentrate on the cheapest routing of the proposed East End Connector as it refines the project's environmental impact statement.

The nonbinding vote came little more than a week before DOT is scheduled to pare down a list of potential routings for the long-debated link between the Durham Freeway and U.S. 70. The one endorsed by the council would cost an estimated \$135 million and peel away from the freeway at a point just south of East End Avenue.

Officials acknowledged that DOT's draft construction for the next seven years has only a bit less than \$100 million earmarked for the project, and that it had taken a long struggle with the agency to get even that.

"It will be difficult to find the additional funds, but we will continue to work with DOT and hopefully find those," city Transportation Manager Mark Ahrendsen said. "But cost will be a factor in keeping this project on schedule."

But the council's main concern Monday was assuring people who live along the potential routings of the connector that they'll be treated fairly as the design and construction process unfolds.

East Durham residents who attended Monday's council forum on the issue involved a piece of Durham history -- the displacement of the Hayti community by the construction of the Durham Freeway -- as they urged elected officials to shelve the project entirely.

Many warned that even though only a few dozen homes would be displaced, the project's impact is likely to fall on elderly homeowners who would be unable to purchase mortgage-free homes in Durham equivalent to the ones in which they're living now.

"What type of life would they have if they were forced to relocate?" asked Sylvester Williams, a minister who spoke for some of the residents. "Even if they're given triple the tax value, they still would not be able to afford the average house in Durham."

Residents of the Duke Park neighborhood, however, showed up to remind the council that DOT's traffic models suggest the connector would likely take about 25,000 cars a day off existing streets that pass through center-city neighborhoods like theirs.

The most likely roads to benefit would be Duke, Gregson, Mangum and Roxboro streets, Alston Avenue and Avondale Drive, Ahrendsen said.

Recent history suggests that DOT will help control speeds on those roads only when a pedestrian dies in an accident, as recently happened on Duke Street, Duke Park resident Barry Ragin said.

Council members agreed to establish an ad-hoc committee that would include residents and meet with DOT officials about the project.

The only dissenting vote Monday came from Councilman Howard Clement, who objected to biasing the committee's consultation effort by signaling the council's routing preference.

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DOT won't budge on Alston Ave.

BY RAY GRONBERG, The Herald-Sun
January 10, 2007 11:43 pm

DURHAM -- State road engineers say they're unwilling to compromise on the essentials of a proposed widening of Alston Avenue, despite fears the project may undercut the city's attempts to revitalize North-East Central Durham.

Members of the N.C. Department of Transportation design team that's drafting blueprints for the \$19.2 million widening told a regional planning group Wednesday that they're opposed to shortening a series of turn lanes and eliminating others to make it easier for pedestrians to cross what -- in some places -- will be six lanes of pavement.

"We're willing to work further with the city to try to reach an agreeable design, but there are some things where we feel we should not reduce the standard further," said John Lansford, the DOT project design engineer who is spearheading the agency's work on the project. He specifically named turn-lane locations and pavement widths as points where the agency wouldn't bend.

His stance didn't please members of the Durham-Chapel Hill-Carrboro Transportation Advisory Committee, the intergovernmental group that oversees road planning in Durham and Orange counties.

They fretted that by discouraging pedestrian traffic, the project would offset much of the good likely to accrue in North-East Central Durham thanks to the Durham Housing Authority's \$85 million Hope VI redevelopment effort and the city's still-tentative efforts to promote business development at several intersections in the area.

"This area has a pattern of being a higher-crime area," Durham County Commissioners Chairwoman Ellen Reckhow said. "What we're talking about here is way more important than just an aesthetic issue. We really need to hold our ground on this. We're refashioning a neighborhood in a way that could really make a difference if this road that runs right through the middle of it complements what we're trying to do."

Administrators and the Hope VI project's developers have voiced even tougher criticisms of DOT's design.

In November, Durham Transportation Manager Mark Ahrendsen told the agency's engineers "the preliminary design of the project does not safely accommodate pedestrians and is not sensitive" to surrounding homes and businesses.

And in early December, the Hope VI effort's project manager, Tom Davis, wrote Reckhow to warn her that as designed, the widening "will create a major divide through the center of this historically struggling neighborhood and will undermine the ongoing revitalization efforts" that federal regulators have subsidized to the tune of \$35 million.

The Alston widening would target a one-mile stretch of pavement from the Durham Freeway north to Holloway Street. When complete, it's supposed to leave behind a four-lane, median divided street that's better able to accommodate the 20,000-plus cars that travel the route each day.

The road has to accommodate truck traffic moving between Interstate 85 and Research Triangle Park, and a throng of local commuters that's likely to grow bigger as North-East Central Durham redevelops. The existing pavement is congestion-plagued and has an accident rate that's three times higher than the average for similar roads in North Carolina, Ahrendsen said.

But redesigning the road isn't easy, thanks to factors like the low-clearance railroad bridges just north of Pettigrew Street and the way churches and other historic properties crowd close to the right-of-way.

That has produced tradeoffs including a proposed lowering of the roadbed to give trucks passing under the railroad more clearance, and the prospective conversion of two cross streets into cul-de-sacs and others into one-way streets.

The project is also near-certain to produce the demolition of Compare Foods, the neighborhood's primary grocery store, an outcome Ahrendsen has said would create an "economic justice issue" thanks to the difficulty of finding grocery chains willing to operate in low-income neighborhoods.

But the turn lanes -- especially those earmarked for right-turning traffic -- have provoked the loudest complaints.

Critics argue the extra pavement the lanes require will make it harder for many people, especially children and the elderly, to cross Alston Avenue at the same time its very presence is encouraging motorists to speed. They and Ahrendsen's office want most of the turn lanes eliminated, and the apparent width of the road narrowed by the addition of striped bike lanes in each direction.

According to Davis, who works for The Community Builders Inc., doing those things requires a tradeoff: slower travel speeds and more congestion.

Local officials seem willing to accept that, even if DOT doesn't.

Ed Harrison, a Chapel Hill town councilman who lives in Durham County, noted that there's more than enough congestion on his town's main drag, Franklin Street, to justify widening it. But the people who live there would rather make motorists wait a bit than do anything to make life tougher on pedestrians or provoke the demolition of buildings close to the pavement.

The Franklin Street experience shows it's "possible to pick a section of an urban street and slow it down" and that it's "not killing the community or [DOT] to have that slowdown," Harrison said.

Davis agreed. "I'm concerned that a number of these decisions are falling to the side of concern for through traffic and less on sensitivity to the neighborhood," he said.

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Sunday, January 14, 2007; Durham Herald-Sun

Battle of Alston Avenue

There's a battle coming in Northeast Central Durham over the DOT's proposed widening of Alston Avenue. You have to wonder why the Department of Transportation so often tries to do whatever it wants without regard for the local community.

Consider that this area -- Alston Avenue from the Durham Freeway to Holloway Street -- is a sensitive, mostly poor urban area that contains residences, businesses, schools and churches. While it has its challenges with crime and poverty, the area has been helped recently by the new \$85-million Hope VI residential project on East Main Street.

But now the DOT wants to blast through the neighborhood by widening Alston Avenue to six lanes, improving things for drivers but no one else. Many pedestrians walk through this area, and these changes would make crossing Alston Avenue a dangerous proposition. Worse, the expansion would likely cost the neighborhood its only grocery store, Compare Foods on the corner of Alston and E. Main.

Now consider the people who are opposing DOT's plan: Ellen Reckhow, Durham County Commissioners chair; Tom Davis, the Hope VI project manager; and Mark Ahrendsen, Durham's transportation manager. And that's just for starters. Many other officials and residents are up in arms about DOT's intransigence. One would think DOT would listen to them.

The highway folks need to realize that they may rule the roads, but those roads go through our neighborhoods. DOT officials need to sit down with local leaders to work out a compromise acceptable to

all. That may seem obvious, but it's not to DOT, which has an unfortunate reputation of disregarding local input.

URL for this article: <http://www.heraldsun.com/opinion/hsedits/56-808800.cfm>

DOT giving cars a higher priority than pedestrians

I'm hugely frustrated with the DOT's proposed Alston Avenue widening project as reported in The Herald-Sun on Jan. 11. It is so perfectly ironic that the DOT is determined to widen Alston Avenue when everyone in this community is against it, and wants to "think" about building the East End Connector sometime in the next decade when everyone in this community desperately needs it.

The primary reason the DOT will not budge on the Alston project is because of the need to accommodate the traffic getting from I-85 to RTP, exactly what the East End Connector would accomplish. The East End Connector would also allow us to start reworking Mangum and Roxboro Streets into two-way neighborhood streets again, something that will further help downtown and the struggling near north-east neighborhoods.

I'm tired of traffic engineers having the most power and muscle in the design and development of our communities. The post-war suburban sprawl model of "do anything to accommodate cars, at the expense of everything else" has got to end. Our goal as a community is mobility and access, especially in neighborhoods already struggling for economic vitality and safety. Not just by car, but by bus, bicycle and foot as well.

How are we going to have walkable communities if we damage the infrastructure that serves pedestrians and cyclists? The whole picture must be evaluated.

Cars and trucks do not, fundamentally, have a higher priority than all other concerns. Want to experience what crossing six lanes of traffic is like as a pedestrian? Go to Garrett Road and 15-501. Even with the best designed crosswalk and signal, it's insane to think that a couple of school kids with their grandmother could safely get across. It's just wrong and everyone knows it, except DOT. They have their manuals and their formulas and are trained to bulldoze and pave.

If we don't figure out how to stand up to these agencies, we're going to continue to lose the fight to rebuild the heart of this community. I applaud our elected officials and Durham Transportation Manager Mark Ahrendsen who are speaking up against this project. I hope that they, and the citizens in this community will contact their state elected officials and put the brakes on this thing.

SCOTT HARMON
Durham
January 14, 2007

Developer, landowner protest decision

BY RAY GRONBERG, The Herald-Sun
January 15, 2007 11:19 pm

DURHAM -- Would-be developers say they intend to fight a decision by County Commissioners that has stymied plans for a 200-unit townhouse project just east of Creekside Elementary School at the corner of Farrington and Ephesus Church roads.

The dispute pitting the commissioners against developer Boston Heller and landowner Charles Daye could produce legal action, or an attempt to persuade a city government considered friendlier to developers to annex the 39-acre parcel that's involved so the project can go forward.

It has also resurrected charges that Durham officials are tailoring land-use policies for the area along the border with Chapel Hill and Orange County in a way that discriminates against black landowners like

Daye, a UNC law professor who was born on the project site and whose ancestors have lived on the corner for more than 100 years.

"We're trying to make people aware of what's happened to us," Daye said, adding that he and Heller will at the very least post signs on the site protesting the county's rejection of a rezoning they needed to go ahead with the project.

Daye and his family members have long complained that their holdings aren't connected to the city's sewer network, an omission that limits the resale value and development potential of their property and subjects the people now living there to periodic septic-tank repair expenses.

Their unhappiness initially surfaced three years ago when the Durham Public Schools cut a deal that secured a 900-foot sewer connection for Creekside Elementary and simultaneously cleared the way for a 362-unit development on the west side of the school called Maida Vale.

Daye's family favored a different sewer routing that would have served more of the area's property, their own included, but officials rejected their pleas on cost grounds. The alternative route was almost twice as long, and no developer at the time was willing to step in and help DPS subsidize it.

Thus blocked, the professor and his relatives decided to work with Heller and Tom Tilley, a white landowner whose family controls all but 6 1/2 acres of the project site. Heller's plan is to drive a sewer line east under Interstate 40 and across a city park, linking it to a pump station that serves an office complex near the Interstate 40/N.C. 54 interchange.

Running pipes under an interstate is an expensive way of obtaining sewer service, but Heller, who is white, reckons that the revenue from a dense townhouse project can offset the bill.

But County Commissioners threw a wrench in the works last week when they voted 3-2 -- along racial lines -- against the rezoning.

Opponents ostensibly voted the way they did because Heller wouldn't agree to a one-month delay to give city/county planners time to settle the wording of some conditions attached to the application. But the developer regarded that as mere pretext for other objections, and there is evidence in the record supporting his view.

Two commissioners, Becky Heron and Lewis Cheek, indicated that they'd planned to vote against the rezoning regardless. While Heron didn't explain why, Cheek said he thought the project's density inappropriate, especially given the daily traffic congestion that's clogging a key access point to the area, the intersection of Farrington Road and N.C. 54.

In that view, he was echoing a unanimous Durham Planning Commission that in November urged commissioners to reject Heller's zoning application. Panel members -- even blacks like former County Commissioner Deborah Giles -- complained about the project's density and said the concessions Heller was offering wouldn't offset its impact.

The project's design was "minimum, minimum, minimum," Planning Commission Chairman Don Moffitt said in written comments to elected officials. "Traffic on N.C. 54 [and] Farrington Road is already horrendous. When I look at proposed projects, I ask myself if [they're] in the best interests of the community. I can't see how this proposal benefits Durham County."

The commissioners had taken criticism over the project even before last week's vote. At one point, regional transportation planners figured that a future mass-transit connection between Durham and Chapel Hill

would pass over the site, but at the prodding of County Commissioners they adjusted their maps to put the corridor close to I-40.

Commissioners said they were trying to protect Creekside Elementary, but elected officials in neighboring Chapel Hill who worried the change would add millions to the cost of building a rail or high-speed bus connection between the cities charged that the Durhamites were really bending to pressure from developers.

That view got some support from documents Daye supplied Monday to The Herald-Sun. They showed that behind the scenes, the professor was threatening legal action against the county by late 2004, even as officials were beginning to talk publicly about the school's being a reason to change the routing of the transit line.

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Fatality prompts efforts to make street safer

BY RAY GRONBERG, The Herald-Sun
January 21, 2007 10:44 pm

DURHAM -- A fatal hit-and-run on North Duke Street has city and state officials taking a fresh look at proposals to remodel key intersections on that road and adjoining North Gregson Street in hopes of prompting motorists to slow down.

Engineers at the state Department of Transportation are considering the city's request to install "neck-downs" at all or most of the intersections on the two roads from West Trinity Avenue north to West Club Boulevard. If they go along, workers would move the curbing on either side of the pavement closer together, narrowing the passage to discourage speeding.

The once-rejected proposal is getting "a strong look for reconsideration," said Wally Bowman, chief of the DOT's operating division that covers Durham.

The study began in response to the death of a Durham woman, Deborah Culmer of 210 Edwards St., in an early Tuesday traffic accident.

She was struck by two cars as she walked along North Duke Street near Englewood Avenue.

Bowman said DOT officials have asked the city for a copy of the Durham Police Department's accident report, and among other things intend to use it as they check sight distances at the scene.

Culmer's death has sparked outrage among Trinity Park residents, who aren't happy about what they see as official foot-dragging in response to their long-standing complaints about speeding on the two one-way roads.

The neck-downs were among a series of so-called "traffic calming" options that emerged from a 2002 study of traffic problems in the area. City officials have implemented most of those that targeted the area's side streets, but they have no authority to order changes to Duke and Gregson because those roads belong to DOT.

An earlier push to secure the neck-downs on those streets got an endorsement from the division office Bowman now heads, but officials based in DOT's Raleigh headquarters vetoed the idea. Accounts vary as to why.

Bowman said agency staffers didn't like part of the plan that called for eliminating left- and right-turn lanes at corner of Duke and Trinity. They worried that would cause traffic backups on Duke Street near the Durham School of the Arts.

Transportation Manager Mark Ahrendsen, by contrast, believes the agency's leaders wanted to avoid setting a precedent other cities could use.

"They didn't feel it was appropriate to fund what they viewed as traffic-calming improvements on the state highway system," he said.

Ahrendsen said the neck-downs likely would have cost about \$300,000 when DOT first considered them, and that the city government was willing to split the cost of installing them 50-50 with the state agency.

"I think we'd consider that again," he said.

Another solution -- which DOT submitted as a counteroffer when it rejected the original proposal -- would be for the city to assume ownership of the streets. But while it'd gain the right to configure them as local officials wish, it'd also have to bear the cost of maintaining them.

Ahrendsen said a repaving job alone would consume roughly \$500,000, money the city's paving program doesn't have to spare. "With the resources we have, we're not able to take over that additional financial burden," he said.

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With a new chief, TTA tries again to tackle traffic

Agency making a quick review, update of rail, bus, road choices



David King, center, the interim TTA manager, talks with state Rep. Paul Luebke, foreground, at a forum of the Regional Transportation Alliance on Friday to discuss transportation requests for the coming session of the state legislature.

Staff Photo by Takaaki Iwabu

What happens next

Guided by the Triangle J Council of Government, local planners are beginning a fresh analysis of traffic congestion and predicted job and residential growth along the TTA project corridor and other highways and rail lines in the Triangle. Their technical proposals are expected by early summer.

The issues they will weigh include which areas could make best use of major transit investments and what types of transit service are feasible.

The new proposals will be aired in community meetings and evaluated by a 24-member citizen panel to be appointed by elected officials who make up the Triangle's two metropolitan planning organizations, which set local transportation priorities. Bill Cavanaugh of Raleigh, retired CEO of Progress Energy, has been named as one of the panel's co-chairmen.

Leaders of the two transportation planning boards say they hope to adopt a new transit plan in October.

DAVID D. KING

General manager, Triangle Transit Authority.

Born: May 5, 1946, Daytona Beach, Fla. Grew up in Lumberton.

Education: Davidson College, 1968. MBA, UNC-Chapel Hill, 1970.

Career: Thirty-three years at the state Department of Transportation, including lead responsibilities for public transportation since 1975. Served as deputy transportation secretary from 1993 until his retirement in 2006.

BRUCE SICELOFF, Staff Writer

David D. King's one-year contract gives him until October to get the Triangle Transit Authority back on track. But he takes a long view. The year he worries about is 2030.

By then, an estimated 1.9 million people will live in Durham, Orange and Wake counties. That's 780,000 new residents -- like adding another county the size of Wake today.

"Given the problems that we face in supplying highway capacity, how are those people going to get around?" King asked members of the state Board of Transportation last week. "Where are they going to live?"

King, 60, retired as the state's public transportation chief last summer, just as the TTA was giving up an 11-year bid for federal money to build a 28-mile regional rail line through Durham, Research Triangle Park, Cary and Raleigh. TTA board members persuaded King to put his golf clubs away, and in October he signed on as general manager for 12 months.

The rail project crashed after federal transit officials concluded that it would serve too few riders to justify its soaring costs, estimated in 2005 at \$810 million. Now, Triangle mayors, county commissioners and business executives are working up a new approach to tackle traffic problems and transit needs.

Time for new ideas

It's the first rethinking for transit since 1995, when regional leaders settled on a rail route that paralleled Interstate 40 and the Durham Freeway. Now they want to decide quickly where to build the first transit improvements, and -- perhaps a tougher question -- how to pay for them.

By the end of 2007, they hope to produce a new plan for regional rail or bus rapid transit investments, backed with fresh technical studies and bolstered with broad community consensus.

"There's a lot of support to take a fresh look at the overall transit situation," Raleigh Mayor Charles C. Meeker said. "How much support it gets will depend on the ultimate plan that is adopted."

There's no short list yet.

The official map of possibilities shows conceivable commuter routes radiating from RTP to such outlying points as Mebane, Rougemont, Franklinton, Middlesex, Selma, Clayton and Fuquay-Varina. We could end up with buses on toll roads and in carpool lanes, or with trains on freeway medians.

The original TTA proposal is still in the running. Its trains would serve some of the Triangle's biggest university, government and research centers.

Still, the new transit plan could push TTA's ideas aside in favor of light rail or express bus service from booming suburbs such as Wake Forest and Brier Creek -- easing pressures along busy corridors where traffic conditions are far worse now than they looked to planners back in 1995.

"We need to take a look at all our transportation needs outside the rail corridor that TTA had looked in for the last 10 years," said Philip R. Isley, a Raleigh City Council member long scornful of the rail project. "We've got to look at people coming from the southern part of [Wake County], from Garner and Clayton, and how they can get to the Park rapidly."

Mending fences

Tall and sleepy-eyed with thick white hair and a quick, warm wit, King pursues his job with a patient sense of urgency.

He still sees merit in the original rail proposal, but this is a year to hear other ideas, he says. Asked about other possible candidates, he launches a brisk discussion of corridors that deserve consideration.

King says TTA officials lost touch with local leaders in recent years, as they focused on pushing the rail proposal through an arduous federal review. While he keeps the wheels rolling on TTA buses that carry 4,000 riders each day, King is also mending fences with business executives and the governments in Wake, Durham and Orange counties that established the TTA in 1989.

At the same time, the TTA is moving ahead in a new public-private venture that could eventually attract more train riders to its original transit project. In a planned partnership with Cherokee Investment Partners, a Raleigh company, the TTA hopes to stimulate a mix of transit-friendly development around its proposed rail stops.

The TTA's equity investment in the deal would be land it has acquired with tax dollars for stations and parking. Cherokee would buy more land nearby and plan dense housing and other construction to draw workers, residents, shoppers, and investors. The TTA land's original use, for a transit stop, would be protected if the agency were to win funding one day to build the transit system, King said.

Tom Darden, president of Cherokee Investment Partners, says he's ready to invest around the station sites even though the TTA rail project is in limbo. He said he is confident that the Triangle will eventually build a transit line, and that will make nearby property more valuable.

"We expect to be in this for a long time," Darden said. "We think development will be occurring around these stations for decades."

King told the state transportation board's transit committee that Cherokee's plans would focus some growth in appealing, urban neighborhoods around the transit line.

"There is already a market there," King said. "A lot of single households, a lot of empty nesters find it attractive to live in situations where they can walk to the grocery store, where they've got a transit option within a quarter mile or a half mile -- an urban environment where there's a Starbucks right around the corner."

Board member Nancy W. Dunn of Winston-Salem, who heads the transit committee, predicted the board would approve an agreement to insure that the proposed venture does not jeopardize the state's investment in the TTA, freeing the TTA to sign the deal with Cherokee.

Cars for the masses

One TTA critic is skeptical of the deal.

David Hartgen, a professor of transportation at UNC-Charlotte, said TTA should sell the land it bought for the rail project and stay focused on providing other forms of transportation.

"It's not called the Triangle Land Authority," Hartgen said. "If we really want to be improving mobility in Raleigh, we wouldn't be piddling with this. We would be getting cars into the hands of people who don't have them."

King said it's important to build whatever transit system the community wants.

"I was asked to help turn the ship back in the direction of a community consensus on what the vision is," King said. "Either reaffirm that the old vision is the appropriate one, or identify what the new one is."

That's a one-year job, more or less.

"But the job of having a transit system in place and operating for the greater good of the Triangle is likely to take four to 10 years, depending on what gets picked," he said.

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

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Carrboro scores high in mobility

BY CARA MCDONOUGH, The Herald-Sun
January 23, 2007 10:20 pm

CARRBORO -- According to a "Mobility Report Card" presented to the Carrboro Board of Aldermen Tuesday night, the town is traveling in the right direction.

Bicycle and public transportation use is up, said Michael Hallock-Solomon of LSA Associates, who presented the findings.

The report card is a component of the "Congestion Management System" required by law in the Durham-Chapel Hill-Carrboro metropolitan area and is meant to evaluate progress toward townwide mobility goals. This report addressed Carrboro for the years 2001 through 2005.

The report card's conclusions were drawn by looking at various transportation statistics in Carrboro's town limits, including average daily traffic counts along key roadways, analysis of intersections, identification of key congestion points, inventory of miles of sidewalks and bicycle lanes, and annual and daily public transit passenger summaries by route.

"Overall -- two thumbs up. You're doing very well," Hallock-Solomon said Tuesday night.

He used "thumbs-up" and "thumbs-down" icons in his presentation to give Carrboro a grade on numerous transportation issues.

Only "vehicular travel time" received a thumbs-down, and a few items on the list received a thumb halfway between up and down, indicating that the town was doing neither great nor poorly when it came to that particular issue.

Bicycle activity received a thumbs-up. The report stated bicycle use has increased 25 percent between 2001 and 2005.

Hallock-Solomon said that while pedestrian activity has stayed about the same over the years -- declining in some areas and improving in others -- pedestrian facilities in Carrboro overall have improved.

The total length of all sidewalks in town has increased 10 percent between 2003 and 2005, he said.

He said the biggest positive change was in public transportation use, with a 50 percent increase in people riding Chapel Hill Transit buses between 2001 and 2005.

He said Chapel Hill Transit's decision to provide free bus service, its continuing efforts to improve the transit system -- and the fact that 75 percent of the Carrboro lies within a quarter-mile of at least one bus stop -- fueled the increase in use.

"The only negative is the increase in vehicular travel time," Hallock-Solomon said of the report.

Total vehicular travel time along corridors in town increased from 2003 to 2005, he said, indicating more traffic was in town.

But not all board members saw that issue as a negative one.

"I always consider increase in travel time to be a good thing," said board member Jacquelyn Gist. "Because the longer it takes someone to get [somewhere] in a car, the less likely they are to use a car."

The report will be forwarded to the town's advisory boards for further review.

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Legislative Alert

TCC 2/26/07 Attachment 18

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February 1, 2007

House Joint Resolution Sets Funding at SAFETEA-LU Level: \$8.975 Billion – A New Record for Transit!

The U.S. House of Representatives yesterday in a 286-140 vote passed a year-long joint resolution (H.J. Res. 20) to complete unfinished Fiscal Year (FY) 2007 Appropriations bills, including the FY 2007 Transportation Appropriations bill. The resolution provides federal transit programs with \$8.975 billion for the current fiscal year, the record-high level authorized and guaranteed by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU, P.L. 109-59). Federal transit programs are currently operating under a continuing resolution at FY 2006 levels that expires on February 15. While most domestic federal programs will not receive an increase in funding this year under the new resolution, transit and highway programs would be spared from the freeze at FY 2006 levels which is applied to most federal programs. The Senate is expected to consider the resolution next week.

APTA has worked individually and with a broad coalition of surface transportation interests to urge House and Senate Appropriations leaders to fund federal transit and highway programs at the levels authorized by SAFETEA-LU. Numerous Members of Congress have also advocated for full transit and highway funding. Two weeks prior to yesterday's vote, a bi-partisan group of the eight leaders of the Senate's Banking, Housing and Urban Affairs Committee and the Environment and Public Works Committee sent a letter to Senate Democrat and Republican leaders urging full transit and highway funding, and the entire membership of the House Transportation and Infrastructure Committee signed a letter to House Appropriations leaders urging the same. These efforts were followed last week by 72 Senators sending another letter to Senate leaders, demonstrating the widespread support for full transit and highway funding in the continuing resolution.

Provisions of the House-Passed Resolution

The House-passed resolution funds transit programs at authorized levels: \$7.263 billion for formula programs, \$1.566 billion for the New Starts/Small Starts program, \$61 million for transit research programs and \$85 million for Federal Transit Administration (FTA) administrative expenses, but the resolution will alter the administration of several programs for FY 2007. The resolution contains no earmarks, a promise made by the new Democratic leadership of the 110th Congress to enable new restrictions on earmark requests to be implemented. As a result, FTA is given the authority under the resolution to allocate and distribute all FY 2007 New Starts/Small Starts funds, and the agency will have similar discretion in allocating about half of the \$901 million of Bus and Bus Facilities and Clean Fuels grant funds after SAFETEA-LU earmarks are honored. In making New Starts/Small Starts decisions, FTA will likely look at existing Full Funding Grant Agreements and the agency's Annual Report on New Starts for guidance.

ACTION CALL!

Senate leaders plan to debate the House-passed resolution next week. APTA members need to contact their Senators **immediately**:

- Urge them to support the House-passed year-long joint resolution (H.J. Res. 20) and the \$8.975 billion-level of transit funding it contains.
- Make sure to explain how full-funding for transit programs as contained in the House-passed resolution will benefit your system and your community.



\$3.471 BILLION RESCISSION ORDERED

President Bush Signs FY'07 Spending Measure, Largest Single Program Rescission on the Way

On February 15, President Bush signed the Revised Continuing Appropriations Resolution, FY 2007 (P.L. 110-5), making funds available for the remainder of this fiscal year, which ends September 30. With the President's signature, the Federal Highway Administration is now preparing a rescission order directing each state to cut their highway program balances by a set amount, totaling \$3.471 billion. This is the largest single rescission ever ordered by Congress, threatening program balances in key priority programs, such as the Bridge Program, Congestion Mitigation and Air Quality Improvement Program (CMAQ), Transportation Enhancements (TE) and certain Surface Transportation Program (STP) funds.

To help our many partners prepare for this order, STPP developed the following chart which provides estimates each state's share of this rescission. These estimates should allow advocates, local government and MPO officials, and others to engage with state DOT officials immediately to begin inquiries on this upcoming rescission and the current status of program balances, efforts that should be directed at ensuring fair consideration of pending projects and program interests. (Each state DOT has access to the federal FMIS system which allows states to print a current ledger on all program balances at risk under this order.)

FHWA will soon provide full detail on the precise amounts by state in the rescission order it will issue sometime next month. Importantly, once FHWA issues the order, states will have 30 days to surrender program balances or what are called "unobligated balances."

| Estimates of FY '07 Rescission Amounts by State (in millions) | | | | | |
|---|--------------------------|---------------|--------------------------|--------------|--------------------------|
| State | Rescission Amount | State | Rescission Amount | State | Rescission Amount |
| Alabama | 69 | Kentucky | 60 | N. Dakota | 22 |
| Alaska | 31 | Louisiana | 55 | Ohio | 128 |
| Arizona | 68 | Maine | 16 | Oklahoma | 53 |
| Arkansas | 44 | Maryland | 56 | Oregon | 40 |
| California | 308 | Massachusetts | 58 | Pennsylvania | 156 |

| | | | | | |
|--|-----|----------------|-----|---------------|-----|
| Colorado | 46 | Michigan | 105 | Rhode Island | 18 |
| Connecticut | 46 | Minnesota | 56 | S. Carolina | 58 |
| Delaware | 14 | Mississippi | 42 | S. Dakota | 23 |
| DC | 14 | Missouri | 82 | Tennessee | 77 |
| Florida | 178 | Montana | 33 | Texas | 296 |
| Georgia | 123 | Nebraska | 26 | Utah | 25 |
| Hawaii | 15 | Nevada | 24 | Vermont | 15 |
| Idaho | 26 | New Hampshire | 16 | Virginia | 96 |
| Illinois | 116 | New Jersey | 95 | Washington | 60 |
| Indiana | 89 | New Mexico | 33 | West Virginia | 38 |
| Iowa | 38 | New York | 157 | Wisconsin | 67 |
| Kansas | 36 | North Carolina | 100 | Wyoming | 24 |
| STPP estimates of FY'07 federal highway program rescissions, totaling \$3.471 billion pursuant to PL 110-5. | | | | | |

Record under FY'06 Rescissions

During FY'06, there were three separate rescission orders, totaling \$3.74 billion. The record on these rescissions is troubling, as a number of states targeted only a few programs to carry the burden of the rescission order. For example, some states targeted only the CMAQ program. Texas took their entire rescission amount under one order from the TE program. The point is states are now allocating the burden of these program reductions unfairly among program categories. For example, states rescinded \$880 million in CMAQ funds and \$1.182 billion in Bridge funds. Together, these programs were targeted for about 55 percent of the total rescissions during FY'06, even though these two programs represent about 20 percent of the apportioned funds to the states in any given year.

When Congress first directed states to reduce their unobligated program balances through rescissions, it directed FHWA to rescind these balances in a manner that was proportionate to how funds were apportioned to the states. In recent years, legislation developed by Congress has given states "flexibility" to decide how to allocate the burden of these rescission orders among the various program categories, excluding only a few program categories (e.g., Safety programs and STP funds suballocated to MPOs). This so called "flexibility" is now being used by states to dramatically reduce funding commitments to select categories, usually the one that help local areas repair local bridges, comply with the Clean Air Act, initiate innovative congestion reduction strategies through TDMs and the deployment of new technology, or increase investment in transit, biking and walking.

More about Unobligated Balances

To learn more about unobligated program balances, please see the STPP decoder, *The Transportation Funding Loophole*, at -- <http://www.transact.org/library/oblimit.asp>.