

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

**May 23, 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 April 25, 2007 TCC Meeting Minutes
(Attachment 4)**

A copy of the April 25, 2007 minutes is enclosed as Attachment 4.

TCC Action: Approve minutes of the April 25, 2007 TCC meeting.

- 5. 2007 Job Access Reverse Commute and New Freedom Call for Projects
(Attachment 5, 5A)**

Ellen Beckmann, LPA Staff

John Tallmadge, TCC Transit Subcommittee Chair

As required by the FTA, the DCHC MPO created a Coordinated Public Transit - Human Services Transportation Plan to guide the selection and funding of future Job Access/Reverse Commute (JARC) and New Freedom (NF) projects. The TAC approved this plan in March 2007. Subsequently, the DCHC MPO solicited proposals for the remaining 2006 funds and the 2007 funds from transportation providers. Four applications were received by the April 27, 2007 deadline. The TCC Transit Subcommittee met on May 3, 2007 to review the applications and develop a recommendation for funding.

Attachment 5 is a memo that provides background on the JARC and NF programs and includes the Subcommittee's recommendation for funding. Attachment 5A is a compilation of the basic application information for all four proposals. Contact LPA staff for copies of the full applications.

TCC Action: Recommend that the TAC approve Job Access Reverse Commute and New Freedom funding for the projects in Attachment 5.

6. 2009-2015 Transportation Improvement Program Ranking Methodology**(Attachment 6, 6A, 6B)****Ellen Beckmann, LPA Staff**

The DCHC MPO will be providing NCDOT a Regional Priority List for the 2009-2015 Transportation Improvement Program (TIP) in fall 2007. This Regional Priority List is created by the MPO based on local priority lists submitted by the member jurisdictions, a technical ranking methodology, and input from the public and TAC members. Member jurisdictions have been requested to submit local priority lists by June 15, 2007.

After the submission of the 2007-2013 Regional Priority List, the TAC instructed the TCC to revise the regional ranking methodology for the 2009-2015 Regional Priority List. The TIP Subcommittee met several times in April and May to develop a recommended ranking methodology. Attachment 6 is a brief memo outlining the recommended ranking methodology. Attachment 6A is a detailed description of the recommended ranking methodology. Attachment 6B is a schedule for the 2009-2015 TIP developed by NCDOT.

TCC Action: Recommend that the TAC approve the 2009-2015 TIP Ranking Methodology (Attachment 6A).

7. STP-DA Allocation**(Attachment 7, 7A, 7B, 7C)****Dale McKeel, LPA Staff**

At the meeting of the TAC on May 9, 2007, the Town of Chapel Hill requested modifications to the STP-DA funding table to include previously approved funding for the Chapel Hill-Carrboro Signal System and the Weaver Dairy Road Pedestrian and Bicycle Features. Attachment 7 is a STP-DA spreadsheet showing the requested modifications.

On May 9, the Town of Chapel Hill also requested STP-DA funding for NC 86/Martin Luther King Blvd Pedestrian and Bicycle Safety Improvements and for Bolin Creek Greenway Trail Construction (Attachment 7A). The TAC referred this request to the TCC. The City of Durham has identified several sidewalk construction projects for STP-DA funding (Attachment 7B). These requests reflect priority projects identified in the DurhamWalks! Pedestrian Plan, adopted in 2006.

In addition, at the May TAC meeting there was a discussion of the MPO's policies for allocating STP-DA funds. Attachment 7C is a policy adopted in 2003 on STP-DA funds.

TCC Action: Review the Chapel Hill and Durham requests for STP-DA funding and take action as appropriate

8. 2035 Long Range Transportation Plan Update**(Attachment 8, 8A)****Andy Henry, LPA Staff**

There are several important activities in the development process for the 2035 Long Range Transportation Plan (2030 LRTP) that will be completed or started in the next three months, including:

- SE Data – Staff has provided SE Data to the ITRE Service Bureau for testing with the Triangle Regional Model (TRM). The TAC will be asked to approve the SE Data at their August 2007 meeting.
- Goals and Objectives – Two public workshops, one in Durham and one in Chapel Hill, have been scheduled for June 14 and June 19, respectively, to receive public input on the LRTP Goals and Objectives. The TAC will be asked to approve the Goals and Objectives at their September 2007 meeting.
- Deficiency Analysis and Needs Assessment – Staff will begin this task in the summer, and ask the TAC to approve the report at the September TAC meeting.
- Alternatives Analysis – Staff will begin developing the alternatives this summer.

Attachment 8 is a summary schedule for the 2035 LRTP and CTP. Attachment 8A is guidance from FHWA on the SAFETEA-LU requirements for LRTPs and TIPs.

TCC Action: Review and make comments for short presentation to the TAC.

REPORTS FROM STAFF:

9. **Reports from Staff**
(Attachment 9)
Felix Nwoko, LPA Staff

TCC Action: Receive Report from staff

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

TCC Action: Receive Report from TCC Chair

11. **NCDOT Report**
(Attachment 11)
Wally Bowman, Division 5 – NCDOT
Mike Mills, Division 7 – NCDOT

INFORMATIONAL ITEMS

12. **Recent News Articles and Updates**
(Attachment 12)
13. **Letter from TTA to NC Turnpike Authority re Triangle Parkway**
(Attachment 13)
14. **FTA Notice re Alternatives Analysis Discretionary Program**
(Attachment 14)

PENDING ITEMS

Adjourn
Next meeting: June 27, 2007

TECHNICAL COORDINATING COMMITTEE

April 25, 2007

MINUTES OF MEETING

*Mark Ahrendsen	City of Durham/Transportation (TCC Chair)
*Anna Biton	Town of Chapel Hill
*David Bonk	Town of Chapel Hill (TCC Vice-Chair)
*Mike Cowan	NCDOT – Division 7 Engineer
*Fleming El-Amin	Triangle Transit Authority
*Andy Henry	City of Durham/Transportation
*John Hodges-Copple	Triangle J COG
*Joey Hopkins	NCDOT – Division 5 Engineer
*Denese Lavender	NCDOT – PTD
*Ray Magyar	UNC - Transportation
*Felix Nwoko	City of Durham/Transportation
*Liz Rooks	Research Triangle Foundation
*Scott Walston	NCDOT-Transportation Planning Group
Jennifer Harris	N.C. Turnpike Authority
Dale McKeel	City of Durham/Transportation
Jill Stark	FHWA
Chao Wang	City of Durham/Transportation

*Voting Member

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

PRELIMINARIES:

Adjustments to the Agenda

Mark Ahrendsen added the following to the agenda: Safe Routes to School resolution for discussion, attachments have been distributed; Hopson Road grade crossing earmark request, attachments have been distributed; and legislation regarding House Bill 1462, attachments have been distributed.

Felix Nwoko added the JARC funding deadline and the need for a meeting to be set for the subcommittee. An update will be presented on the 2009-2015 TIP MPO ranking methodology.

Public Comments

There were no public comments.

ACTION ITEMS:

Approval of March 28, 2007 TCC Meeting Minutes (Attachment 4)

A motion was made by Mike Cowan and seconded by Andy Henry to approve the March 28, 2007 TCC Meeting Minutes. The motion carried unanimously.

2007-2013 Metropolitan Transportation Improvement Program (Attachment 5, 5A, 5B, 5C, and 5D)

David Bonk stated that the subcommittee has made an attempt to incorporate all the final changes that NCDOT made in their adopted draft. Chapel Hill is still waiting to hear from NCDOT on South Columbia Street, the Signal System, and the Weaver Dairy project. Of those three projects which have been discussed with NCDOT, it really comes down to the Town of Chapel Hill's desire to keep the project start showing in FY 2009 even though they understand that as a practical matter they don't want to spend funding on it until FY 2010. We hope that will resolve each parties concerns regarding the project. Mike Stanley is still working on it. Depending on how it is resolved, we may need to ask the TAC to reflect it in what is approved. Mark Ahrendsen stated that what is being proposed at this time is consistent with the STIP in the first three fiscal years unless something is worked out between now and when it goes to the TAC. The Signal System will be shown in FY 2010, but the funds will start to flow in calendar year 2009 in terms of planning. Mark Ahrendsen stated that he thought the Signal System was shown in FY 2011 and Weaver Dairy was FY 2010 and there was a desire to swap the two. David Bonk stated that there was a desire, but the NCDOT was unwilling, they don't want to connect the two projects. They were willing to work on accelerating the Signal System, but they did not see the ability to swap the funds with Weaver Dairy as a way to do that. To this point,

58 NCDOT has delayed projects in FY 2007, 2008, and 2009 and are looking at the possibility of
59 delaying projects in FY 2010 because of cash flow issues.

60 David Bonk stated the other issue with Weaver Dairy is the environmental study is about
61 to expire. If we delay a year, we will have to update the environmental study. Mark Ahrendsen
62 stated that he thought as long as you start the project you are okay and Mike Cowan stated there
63 has to be continuous activity or significant activity on a project to keep it alive. Row and
64 planning are significant activities, but the funding process is not.

65 David Bonk stated that beyond that there are changes to the transit funding tables that are
66 reflected in the memo. Mark Ahrendsen stated that the State Public Transportation Division is
67 working on incorporating these as an amendment to the STIP so they will match by June. David
68 Bonk stated on page 8, Charlotte is showing two allocations of JARC funds for \$586,622. Is that
69 money that is outside their sub-allocation or is this the way we are going to have to show our
70 allocation of JARC funds? Denese Lavender does not know, but she will get an answer. Mark
71 Ahrendsen stated that we show the JARC funds in the TIP. David asked if it is shown by project
72 or total amount. Mark stated that it is by total amount. David asked how JARC money is
73 different than 5307 money; we don't show 5307 money in the TIP. Mark stated that 5307 funds
74 that are used for capital are shown in the TIP. Mark suggests that we raise this as an issue to
75 authorize the TAC to include it if determined appropriate to do so. Mark asked when the
76 amendments will be going to the board and Denese Lavender doesn't know. Denese stated that
77 Mike Kozak handles it, she doesn't get involved with putting information in the TIP, but she will
78 check with Mike Kozak and get back to Mark.

79 A motion was made by Felix Nwoko and seconded by David Bonk to recommend the
80 MTIP and recommend finding that the MTIP is in conformance with the State TIP.

81 David has a question about the STP-DA table, which is a part of the TIP approval. Have
82 several projects been added to the STP-DA in Durham, such as NC 98 Holloway and Miami
83 Boulevard? Felix stated there should not be any projects without action from the TCC. David
84 stated that he does not remember Holloway and Miami Boulevard being in the TIP. Mark stated
85 what happened is that the State reflected that as STP-DA to offset an earmark for the American
86 Tobacco Trail. Mark stated when you get an earmark; you have to offset it with something else
87 if not already programmed. We are basically paying for the earmark. David stated that this
88 should not happen without a review and approval of the subcommittee. David stated that the
89 NCDOT should get our direction to make swaps. The subcommittee needs to get together to
90 discuss this prior to the TAC meeting. He is reluctant to approve the STP-DA program until we
91 look at the whole picture and see how we want to deal with it.

92 John Hodges-Copple stated that we need to explain the details to the TAC.

93 David Bonk stated that we have violated our own policy, not use STP-DA funds for road
94 work.

95 Mark Ahrendsen stated there is a motion on the floor. David has raised an issue, if we
96 don't include the STP-DA funding in the MTIP, we have inconsistent documents and there are
97 consequences, but it should remain clear as presented to the TAC.

98 David Bonk suggested an alternate motion to approve the MTIP but refer the STP-DA
99 program to the subcommittee which will meet between now and the TAC meeting to resolve
100 what is going on in this program and consider the inclusion of additional projects, including
101 agenda item number 6. It failed for lack of a second.

102 The motion carried with David Bonk opposing.

103 **I-306C – I-85 Widening – Request for STPDA Funds (Attachment 6)**

Mark Ahrendsen provided an introduction for the I-306C – I-85 Widening – Request for STP-DA Funds.

Joey Hopkins, NCDOT Division 5 Engineer, stated that there is a possibility that all the funds will not be expended. They are not far along enough to know the overall costs.

Mark Ahrendsen stated this would be an amendment to STIP and to our STP-DA spreadsheet. John Hodges-Copple asked why we have to do this right now. Joey Hopkins stated that the NCDOT needs a municipal agreement. Mark Ahrendsen stated that the City won't go forward with the agreement unless the funds are available and they know all parties are in agreement.

Mark stated on the STP-DA spreadsheet, line 6 is funding for I-85 interchange fencing, but to Mark's knowledge this is not going to be done. Mark stated perhaps we could substitute the funds for the interchange fencing. We would have to amend the municipal agreement for interchange fencing before using the funds. Mark suggests looking at funding for the interchange fencing and if it has not been committed by municipal agreement to use it for this and if it has been committed, then amend the municipal agreement to use the funds for the islands rather than the fencing. It would not change the dollar amount; just authorize its use for a different purpose.

A motion was made by Liz Rooks and seconded by John Hodges-Copple to look at the funding for the interchange fencing and if it has not been committed by municipal agreement to use it for the island; and if it has been committed then amend the municipal agreement to use the funds for the islands rather than the fencing. The motion carried unanimously.

MPO Five Year Work Program (Attachment to be provided at the TCC meeting)

Felix Nwoko provided an introduction for the MPO Five Year Work Program, along with the attachment.

A motion was made by David Bonk and seconded by Felix Nwoko to recommend that the TAC adopt the MPO Five Year Work Program. The motion carried unanimously.

2030 Long Range Transportation Plan Amendment #1 and Conformity Determination and Analysis Report (Attachment 8)

John Hodges-Copple provided an introduction for the 2030 Long Range Transportation Plan Amendment #1 and Conformity Determination and Analysis Report, along with the attachment.

John asked if there were any comments received from the public comment period. Andy Henry stated he did not think so, but would verify to be sure.

A motion was made by John Hodges-Copple and seconded by Felix Nwoko to recommend approval of the Amendment #1 and the Conformity Determination and Analysis Report.

John Hodges-Copple stated that a meeting was held to work out some issues with the Conformity Determination Report. When the meeting was held, two issues were raised, both related to the toll road project, the Western Wake Expressway. One concern was about what if the scope of that project was to change. The N.C. Turnpike Authority is doing a more detailed cost analysis which will be finished in the summer and obviously, the MPOs need to take action now and they will not have the results of the analysis. The second issue is consideration for transit in the project and the N.C. Turnpike Authority has agreed that as they are doing the cost analysis they will include looking at what happens if transit operates for free or reduced fees. The meeting that is coming up is to make sure everyone understands the implications of taking actions before June 30 versus after June 30. The bottom line is if we don't do the LRTP

amendments and the 2007-2013 MTIP as a conformity subset before June 30, then you have to have a SAFETEA-LU compliant plan to do these things and it would take a long time.

The motion carried unanimously.

Southwest Durham Southeast Chapel Hill Collector Street Plan (Attachment 9)

Andy Henry provided an introduction for the Southwest Durham Southeast Chapel Hill Collector Street Plan, along with the attachments. Andy reviewed the advantages and disadvantages of all the alternatives.

Andy Henry and John Hodges-Copple pointed out that the corridors in the MPO and TJCOG maps for the fixed-guideway corridor do not match in some sections. The TJCOG map presumably resulted from the technical analysis that occurred when the corridor was moved from the Creekside Elementary School property. David Bonk suggested that we generate a new set up maps that reflect our best thinking about what either has been approved or how it should be shown, take that back to the TAC for a final endorsement with a date, and go from there. Mark Ahrendsen stated that Chapel Hill has not yet approved the MOA. David Bonk stated that the Town intends to address and approve the MOA. Mark believes the MOA approval process might be the best way to resolved and finalize the fixed guideway corridor issues.

Dale McKeel mentioned the Durham County Greenway along the fixed-guideway alignment. This needs to be put on the workgroup agenda.

Joey Hopkins stated from a design standpoint, the alignment crossing the two ramps could be an issue. The support span would be expensive. Don't let the northern crossing drift south because there might not be enough room between the roadway and ramps for the support structures.

John Hodges-Copple will set a meeting to review the mapping that he has that may be in conflict and try to resolve some of the issues and bring something back to the TAC.

A motion was made by David Bonk and seconded by Andy Henry to recommend approval of the report to the TAC and also as a subsequent action to include the bridge not being able to drift further south between where the collector crosses and where it is shown now because of conflicts with the ramps. The motion carried unanimously.

2035 Long Range Transportation Plan – Socio-economic Data (Attachment 10)

Andy Henry provided an introduction for the 2035 Long Range Transportation Plan – Socio-economic Data, along with the attachment.

Andy Henry stated there are two things he needs to check into on the attachments. In both of the charts, there is something going on with the Durham 2005-2015 time period. Andy is going to check this out. In Chapel Hill, there is a similar concern in 2015-2025.

John Hodges-Copple stated we need to break out students, and Durham County, and Chapel Hill. We need a map with the source limits.

The Chatham Board of County Commissioners has reviewed the employment and population figures. Andy has sent a letter to Chatham County with the figures and has not had a response.

Mark Ahrendsen stated that he does not understand why we are sending the Service Bureau information that has problems. Why is the Service Bureau checking quality control on the information we are sending? David Bonk stated that he thinks the bad data tends to be where we have used a calculation to generate a number. Mark asked why we aren't catching these problems before it goes to the Service Bureau. John Hodges-Copple stated Mai is showing households in what should be dwelling units for Chatham County. The number that was

communicated was incorrect and then she is taking the household number and adding the student household to that number. The translation keeps changing. Part of the problem is Andy Henry is getting the information the day before it is due.

Mark Ahrendsen stated that we need to get a handle on this issue. Andy Henry stated he will do all the checks and send back to the individuals that provided the data to check. Mark asked if this could be done by the 30th and the definitions need to be attached to this documentation to make sure everyone is doing it the same way.

John Hodges-Copple stated compared to what is in the 2030 plan, the current numbers in the toll road corridor are down 30%.

Final Rule for Metropolitan and Statewide Planning (SAFETEA-LU) (Attachment 11 and 11A)

Jill Stark provided a Power Point Presentation on the final rule for metropolitan and statewide planning (SAFETEA-LU), along with the attachments. Ms. Stark has a list of interested parties and is making a 10-15 page guidance for the LRTP.

Adjustments to the Agenda:

Safe Routes to School Resolution

Mark Ahrendsen provided an introduction for the Safe Routes to School resolution. The concern is that SAFETEA-LU set up funds for the Safe Routes to School Program as indicated in the resolution but none can be spent until there is a permanent Safe Routes to School Coordinator appointed by NCDOT. The Coordinator needs to be appointed as soon as possible so the funds can be allocated. David Bonk asked if the funds can be used for other programming, or to deal with the obligation ceiling. Jill Stark stated the funds can't be moved and we will not lose the funds.

A motion was made by David Bonk and seconded by Felix Nwoko to adopt a resolution recommending that TAC request that NCDOT appoint a permanent Safe Route to School Coordinator and this program not be disproportionately affected by rescissions or obligation ceilings. The motion carried unanimously.

Hopson Road Grade Separation

Mark Ahrendsen provided an introduction for the Hopson Road Grade Separation. The State has requested a grade separation at Hopson Road and the railroad in South Durham near RTP along the Phase I Fixed Guideway Corridor in a rapidly growing area in Durham. We are supportive of this but the question has been; do we want to take a position as an MPO with regard to the requested earmark.

David Bonk stated that several have requested earmarks specifically for transit projects none of which have been endorsed by the MPO at this point. So, we would either not approve this as a separate action or get the entire collection of earmarks that have been requested and come to some conclusion.

Mark stated perhaps we need to take this through our TIP process. Mark stated we should not support any earmark that takes away funds from another project.

All jurisdictions should submit their earmark requests so they can be taken to the TAC in May and be sure to use the required format.

Joey Hopkins will check to see if there are other earmarks in the MPO.

JARC Funding

There will be a TCC subcommittee meeting to review the JARC New Freedom applications on May 3, 2007 at 1:30 p.m.

House Bill 1462

Mark Ahrendsen stated that House Bill 1462 is to transfer responsibility of certain streets to municipalities.

Joey Hopkins stated a lot behind this bill is the NCDOT funding issues as they do not have the funds available to maintain local streets.

2009-2015 TIP

Felix Nwoko provided an update on the 2009-2015 TIP. The TCC subcommittee will meet on May 2, 2007 at 2:30 p.m. He stated the 2009-2015 TIP ranking deadline is June 15, 2007.

REPORTS FROM STAFF:

Reports from Staff (Attachment 12)

The report from staff is attached.

Report from the Chair

Staff is still working with NCDOT on the East End Connector and Alston Avenue Widening Project.

NCDOT Report (Attachment 14)

Joey Hopkins, Division 5 Engineer, provided an update on projects. The landscaping at Hillandale and Guess Road is almost complete. They weren't able to do all the landscaping on Guess Road due to some contractual issues. That will not be done until the next planting season. I-85 is virtually complete; officially it won't be until June. They are waiting to schedule the completion date for the ribbon cutting ceremony. On NC-55, they are working on resurfacing. Dale McKeel asked if they are going to add more sidewalks and Joey stated he would check and get back to Dale.

270 Mike Cowan, Division 7 Engineer, offered to ask any questions regarding the report.
271 However, there were no questions for Division 7.

272 **INFORMATIONAL ITEMS:**

273
274 **Recent News Articles and Updates (Attachment 15)**

275 The recent news articles and updates are attached.

276 **Letter from NCDOT re U-3308 Alston Avenue Widening (Attachment 16)**

277 The letter from NCDOT re U-3308 Alston Avenue Widening is attached.

278 **Adjournment**

279 There being no further business before the Technical Coordinating Committee, the
280 meeting was adjourned at 11:58 a.m.

MEMORANDUM

TO: Transportation Coordinating Committee (TCC)
DCHC MPO

FROM: Lead Planning Agency (LPA)

DATE: May 23, 2007

RE: 2007 Job Access Reverse Commute (JARC) and New Freedom (NF) Call for Projects

Background

As required by the FTA, the DCHC MPO created a Coordinated Public Transit - Human Services Transportation Plan to guide the selection and funding of future Job Access/Reverse Commute (JARC) and New Freedom (NF) projects. The TAC approved this plan in March 2007. Subsequently, the DCHC MPO solicited proposals for the remaining 2006 funds and the 2007 funds from transportation providers. Four applications were received by the April 27, 2007 deadline. The TCC Transit Subcommittee met on May 3, 2007 to review the applications and develop a recommendation for funding.

Overview of Available Funding

The available funds are from two sources – JARC and NF. JARC funds are 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”. NF funds are intended 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). Eligible applicants for both programs include state or local governments, private non-profit organizations, and operators of public transportation services including private operators of public transportation services. Funds may be used for planning, capital, or operating costs. Funds can be used to support up to 80 percent for capital projects, and not more than 50 percent for operating assistance. Up to 10% of annual funds are permitted to be spent on administration of the program.

The DCHC MPO has JARC and NF funds from 2006 and 2007. The MPO allocated \$96,876 in 2006 JARC funds to DATA to operate service to Brier Creek. The MPO also allocated 10% of 2006 JARC and NF funds to TTA to develop the Coordinated Public Transit - Human Services Transportation Plan. DATA has been selected as the designated recipient of the funds for the MPO. DATA has requested 8% of the 2007 JARC and NF funds for administration of the program. The tables below summarize the remaining funds available for the JARC and NF programs for 2006 and 2007.

JARC (Section 5316)

2006 allocation	\$152,453
- 10% administration to TTA	-\$15,245
- allocation to DATA for Brier Creek service	-\$96,876
Remaining 2006 allocation	\$40,332

2007 allocation	\$160,702
- 8% administration to DATA	-\$14,463
Remaining 2007 allocation	\$146,239

TOTAL Remaining 2006 + 2007	\$186,571
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NF (Section 5317)

2006 allocation	\$71,878
- 10% administration to TTA	-\$7,188
Remaining 2006 allocation	\$64,690

2007 allocation	\$71,810
- 8% administration to DATA	-\$5,745
Remaining 2007 allocation	\$66,065

TOTAL Remaining 2006 + 2007	\$130,755
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Overview of Applications

The DCHC MPO received four applications:

1. DATA, Chapel Hill Transit, and TTA: Application for Funding Paratransit Functional Assessment Provider – NF – \$17,500
2. DATA: Application for Expansion of the DATA Night Service Hours from 6:00 pm to 7:00 pm – JARC - \$100,000
3. Chapel Hill Transit – Application for Evening Service Extension – JARC - \$50,549
4. 2 U Transit, LLC – Application for Disabilities and Job Access Empowerment Project – JARC and NF - \$104,112

The Transit Subcommittee reviewed the applications based on the project requirement criteria and project evaluation criteria that were included in the funding application. All of the answers to the project requirement criteria had to be yes in order for a project to be considered for funding. The following table displays the results of the project requirement criteria.

Project Requirement Criteria	DATA, CHT, TTA	DATA	CHT	2UTransit
Is the proposed project a non-duplicative service or program?	Yes	Yes	Yes	No
Are eligible matching funds identified and available?	Yes	Yes	Yes	No
Is the proposed project a new or expanded service or program?	Yes	Yes	Yes	Yes
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)?	Yes	Yes	Yes	Yes
Does the project provide benefits to the Durham – Chapel Hill – Carrboro urbanized area (see enclosed map)?	Yes	Yes	Yes	Yes

The Transit Subcommittee determined that the application from 2UTransit did not propose a non-duplicative service and that the financial information provided was not sufficient to prove that matching funds were available. The Subcommittee would like to add a requirement for future applications that certified financial statements are required for private sector applications. In addition, the Subcommittee had concerns that 2UTransit was requesting capital funds for vehicle purchases and that the MPO needs to clarify the issues regarding legal ownership of these vehicles. Since the application from 2UTransit did not meet the screening criteria it was not reviewed against the project evaluation criteria. Since the joint application from DATA, CHT, and TTA was the only application remaining for NF funds, it was endorsed by the Subcommittee and also not reviewed against the project evaluation criteria. The following table displays the results of the project evaluation criteria for the DATA and CHT JARC applications.

Project Evaluation Criteria	Possible Points	DATA	CHT
Project Need / Goals & Objectives			
How well does this project address high-priority needs identified in the Coordinated Plan?	20	15	15
How effectively will this project increase the numbers of target market customers served?	10	8	10
Implementation Plan			
What is the quality of the implementation plan?	20	15	18
Project Budget			
How efficiently will the projects provide benefits to the customers (e.g., cost per customer served)?	10	7	7
How financially sustainable is the program/service beyond the grant period?	5	5	5
Partnerships and Outreach			
How effectively are partnerships used in provision of the	5	5	5

program/service?			
How strong is the demonstration of stakeholder support (e.g., survey data, letters from end users)?	5	5	5
What is the quality of marketing/outreach plan?	5	5	5
How widely will the benefits of this project be felt? (more points for region-wide benefits)	5	5	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	7	8
Innovation			
Does the project contain innovative ideas that could be applied elsewhere in the region?	5	3	5
TOTAL	100	80	88

The basic application information for all four applications is included as Attachment 5A. Contact LPA Staff for copies of the full applications.

TCC Transit Subcommittee Recommendation

In addition to DATA's proposal for administration of the program, the TCC Transit Subcommittee endorsed the funding of three applications:

1. DATA, Chapel Hill Transit, and TTA: Application for Funding Paratransit Functional Assessment Provider – NF – \$17,500
2. DATA: Application for Expansion of the DATA Night Service Hours from 6:00 pm to 7:00 pm – JARC - \$100,000
3. Chapel Hill Transit – Application for Evening Service Extension – JARC - \$50,549

The following table displays the TCC Transit Subcommittee's recommendation for funding.

	2006	2007	Total
JARC Funding Available	\$40,332	\$160,702	\$201,034
8% Administration for DATA		-\$14,463	-\$14,463
DATA	-\$40,332	-\$59,668	-\$100,000
CHT		-\$50,549	-\$50,549
Total Remaining JARC	\$0	\$36,022	\$36,022
NF Funding Available	\$64,690	\$71,810	\$136,500
8% Administration for DATA		-\$5,745	-\$5,745
DATA/CHT/TTA	-\$17,500		-\$17,500
Total Remaining NF	\$47,190	\$66,065	\$113,255

TCC Action: Recommend that the TAC approve Job Access Reverse Commute and New Freedom funding for the projects in the above table.

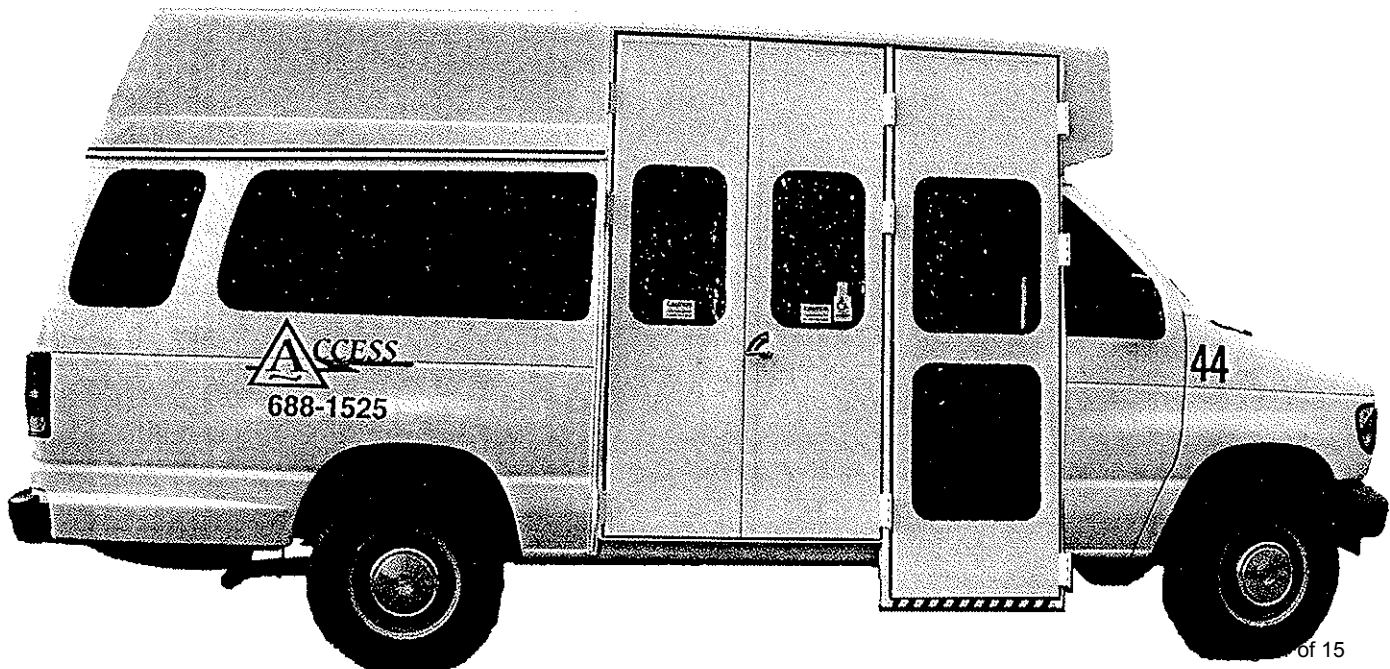
TC 5/23/07 Attachment 5A

New Freedom Fund Application for Funding FY 2006 & FY 2007 for Paratransit Functional Assessment Provider

Submitted to Chairman DCHC MPO
Date: April 27, 2007

Chapel Hill
transit

DATA
DURHAM AREA TRANSIT AUTHORITY



PART I - TRANSMITTAL

Applicant Data

Legal Name: Durham Area Transit Authority (DATA), Chapel Hill Transit (CHT),
Triangle Transit Authority (TTA)

Contact Person: Steve Mancuso, Transit Administrator

Address: 1907 Fay Street.

City, State, Zip: Durham, NC 27704

Telephone: (919) 560-1535

Fax: (919) 560-1534

E-mail: stephen.mancuso@durhamnc.gov

Project Description

TITLE: Paratransit Functional Assessment Provider

BRIEF DESCRIPTION: This proposal is to obtain New Freedom funds to enable DATA, TTA, and Chapel Hill to contract its certification process to a third party assessor to provide professional evaluation of paratransit clients for the three transit systems in order to improve, streamline, and improve consistency of the eligibility process across the systems.

FUNDING PROGRAM: JARC___

X New Freedom

PROJECT TYPE: ___ Capital Only

___ Capital and Operating

___ Operating Only

___ Mobility Management/Coordinated
Planning

SERVICE DAYS/HOURS: N/A

ESTIMATED COST PER ONE WAY TRIP: N/A

ESTIMATED DAILY RIDERS: N/A

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 \$ 35,000.00 (operating and capital only)

Capital Federal Share \$ _____
_____ %

Capital Local Match \$ _____
_____ 50 _____ %

Operating Federal Share \$17,500.00 50%

Operating Local Match \$17,500.00 50% Total

Local Match Funding

Source: _From individual transit system's budget.

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? X Yes
_____ No

Describe: DATA plans to make a formal request for the remaining balance from Durham City Council once the JARC funding is approved. Also, in subsequent years, DATA hopes to include the total expense as part of its annual budget.



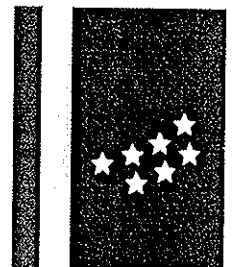
TCC 5/23/07 Attachment 5A

**Application for Funding FY 2006 & FY 2007
Job Access And Reverse Commute (JARC) Grant
for
Expansion Of The Data Night Service Hours
From 6:00 p.m. to 7:00 p.m.**

**Submitted to Chairman DCHC MPO
Date: April 27, 2007**



DURHAM



1869
Page 5 of 15
CITY OF MEDICINE



CITY OF DURHAM

PART I - TRANSMITTAL

Applicant Data

Legal Name: City of Durham, Durham Area Transit Authority

Contact Person: Steve Mancuso, Transit Administrator

Address: 1907 Fay Street.

City, State, Zip: Durham, NC 27704

Telephone: (919) 560-1535

Fax: (919) 560-1534

E-mail: stephen.mancuso@durhamnc.gov



CITY OF DURHAM
1907 FAY STREET | DURHAM, NC 27704
919.560.1535 | F 919.5601435

<http://data.durhamnc.gov>

TCC 5/23/07 Attachment DATA



Project Description

TITLE Expansion Of The DATA Night Service Hours From 6: p.m. to 7:00 p.m.

BRIEF DESCRIPTION This proposal is to obtain JARC funds to enable DATA better serve passengers commuting from work by continuing half hour bus service until 7 p.m. Currently, DATA's night service begins at 6 p.m., which is the beginning of hourly bus service.

FUNDING PROGRAM: JARC ☒ New Freedom ☐

PROJECT TYPE Capital Only ☐ Capital and Operating ☐

Operating Only ☒ Mobility Management/Coordinated Planning ☐

SERVICE DAYS/HOURS 306 days per year * 11 rev hrs per day = 3,366 hours per year

ESTIMATED COST PER ONE WAY TRIP \$2.96 Avg Cost/Passenger

ESTIMATED DAILY RIDERS 1,176 passengers per week



CITY OF DURHAM
1907 FAY STREET | DURHAM, NC 27704
919.560.1535 | F 919.560.1435
<http://data.durhamnc.gov>

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 \$ 203,138.00 (operating and capital only)

Capital Federal Share \$ _____ %

Capital Local Match \$ _____ %

Operating Federal Share \$ 100,000.00 49 %

Operating Local Match \$ 103,138.00 51 % Total

Local Match Funding Source: City of Durham's general fund transfer to DATA's annual budget.

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: DATA plans to make a formal request for the remaining balance from Durham City Council once the JARC funding is approved. Also, in subsequent years, DATA hopes to include the total expense as part of its annual budget.



Funding Application

Job Access/Reverse Commute (JARC) Program

Part I - TRANSMITTAL

Applicant Data

Legal Name: Town of Chapel Hill, Chapel Hill Transit

Contact Person: Steve Spade, Director

Address: 405 Martin Luther King, Jr. Blvd.
Chapel Hill, North Carolina 27514-5705

Telephone: (919) 968-2755

Fax: (919) 968-2840

E-Mail: sspade@townofchapelhill.org

Project Description

TITLE Chapel Hill Transit Evening Service Extension

BRIEF DESCRIPTION Chapel Hill Transit is requesting funding to operate and publicize expanded NS route and G route evening services. The hours of service would be extended until 11:23 on the NS route and 9:30 on the G route. The proposed extended hours of service will meet the needs of UNC, UNC Hospitals, downtown Chapel Hill, and University Mall employees who work non-traditional shifts.

FUNDING PROGRAM: JARC X New Freedom

PROJECT TYPE Capital Only Capital and Operating

Operating Only X Mobility Management/Coordinated
Planning

SERVICE DAYS/HOURS

254 days per year / 5.5 hours per day / 1,397 hours per year

ESTIMATED COST PER ONE WAY TRIP \$ 3.12 per one-way rider trip

ESTIMATED DAILY RIDERS 115 (weekday)

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 \$ 101,098.00 (operating and capital only)

Capital Federal Share \$ _____
_____ %

Capital Local Match \$ _____
_____ %

Operating Federal Share \$ 50,549.00
50 %

Operating Local Match \$ 50,549.00 50 % 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? X Yes No

Describe: If the service extension is successful according to rider opinions and ridership projections, Chapel Hill Transit will seek approval and funding from its partners to continue the service. Chapel Hill Transit funding partners are Towns of Carrboro, Chapel Hill, and the University of North Carolina at Chapel Hill. Provision of evening service is limited in part because ridership is lower than peak-hour services and in part because funding is already stretched thin due to service extensions in other areas. However, proving that evening service serves a large number of people will make future evening service in this area more politically and economically feasible. Chapel Hill Transit will be better able to secure continued funding.

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

PART I – TRANSMITTAL

Applicant Data

Legal Name: 2 U Transit, LLC
Contact Person: Melvin Dixon
Address: 907 Chalk Level Road
City, State, Zip: Durham, North Carolina 27704
Telephone: (919) 479-0929
Fax: (919) 479-1807
Email: office@2utransit.com

DCHC MPO

DURHAM - CHAPEL HILL - CARRBORO - METROPOLITAN PLANNING ORGANIZATION

Project DescriptionTITLE 2 U Transit Disabilities and Job Access
Empowerment Project

BRIEF

DESCRIPTION 2 U Transit seek to satisfy the high priority
needs of the community as outlined in the DCHC MPO
Coordinated Plan.FUNDING PROGRAM: JARC ☒New Freedom ☒PROJECT TYPE Capital Only ☐☒ Capital and OperatingOperating Only ☐☐ Mobility Management/Coordinated Planning

SERVICE

Transportation

DAYS/HOURS

M-F 6 am - 6 pm
and other times as neededESTIMATED COST PER ONE WAY TRIP 9.41 (operating cost)ESTIMATED DAILY RIDERS 48 (weekday/weekend)

DCHC MPO

DURHAM • CHAPEL HILL • CARRBORO • METROPOLITAN PLANNING ORGANIZATION

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:

See Attached Documents

2 U Transit

Project Budget

	Share Contribution %
Total Annual Budget (Operating and Capital Only)	\$ 196,224
Total Operating Budget	\$ 176,224
Total Capital Budget	\$ 20,000
Capital Federal Share	80%
Capital Local Match	20%
Operating Federal Share	50%
Operating Local Match	50%
Total Annual Budget	\$ 196,224

Local Matching Fund Source

The local match will come from the personal contributions of the owner, the current business assets as listed on the financial statements attached, and re-investment of the retained earnings.

MEMORANDUM

TO: Transportation Coordinating Committee (TCC)
DCHC MPO

FROM: Lead Planning Agency (LPA)

DATE: May 23, 2007

RE: 2009-2015 Transportation Improvement Program (TIP) Ranking
Methodology

The TIP Subcommittee met on April 4 and 20, and May 2, 2007, to discuss the creation of the 2009-2015 TIP Ranking Methodology and Priority List. At the April 4, 2007 meeting, the subcommittee set a schedule that included the TAC approving a ranking methodology at its June meeting.

Schedule for development of the ranking methodology and MPO priority list

- April-May: TIP Subcommittee develops a recommended ranking methodology
- May TCC/June TAC: Adoption of the ranking methodology
- June 15: Local jurisdictions submit their local priorities to the MPO
- Early July: TIP Subcommittee applies the ranking methodology to the local priorities
- July TCC/August TAC: Adoption of the MPO priority list
- August TCC/September TAC: Adoption of the MPO priority list

NCDOT has released a schedule for the 2009-2015 TIP (Attachment 6B).

The TIP Subcommittee's recommendation is to create three different modal priority lists each with a separate ranking methodology: 1) roadway; 2) transit; and 3) bicycle/pedestrian. ITS, TSM, and TDM projects would be included in whichever mode best fits the specific project. There will be a simplified ranking procedure for each of the modes consisting of five to six categories for which points will be awarded. These categories may be weighted.

If desired, the TAC may elect to combine the three lists into one comprehensive regional priority list. If this is done, the list should not be based on the points system because the three modal ranking methodologies are not comparable.

Proposed Modal Ranking Methodologies:

Attached are the three modal ranking methodologies as recommended by the TIP Subcommittee (Attachment 6A). The point categories for each modal ranking methodology are:

1. Roadway
 - Travel Demand
 - Safety
 - Environmental Impacts
 - Environmental Justice
 - TIP Funding Status
 - Benefits to Other Modes of Transportation

After roadway projects are ranked, the projects will be sorted by estimated cost into two lists so that high cost and low cost projects can be considered separately.

2. Transit
 - Regional Connectivity
 - Essential Services (replacement vehicles and maintenance)
 - Expansion of Existing Routes
 - Enhancement of Existing Service or New Service
 - TIP Funding Status

After transit projects are ranked, the projects will be sorted into two lists for short- and long-term needs. These lists should correspond to what is shown as funded (short-term) and unfunded (long-term) in the TIP.

3. Bicycle/Pedestrian
 - Street Classification
 - Right-of-Way Availability
 - Travel Demand
 - Environmental Justice
 - Connectivity to Existing Facilities
 - TIP Funding Status

**DURHAM-CHAPEL HILL-CARRBORO MPO
METHODOLOGY FOR RANKING
METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM
PRIORITY PROJECT REQUESTS (FY 2009-2015)**

INTRODUCTION

The purpose of the Regional Priority List is to facilitate determination of the region's project priorities to be used in development of a fiscally constrained Transportation Improvement Program (TIP). SAFETEA-LU calls for a TIP development process that documents a methodology for ranking project requests, reflects local and metropolitan goals, and addresses mobility, environmental and air quality goals.

OBJECTIVE

The methodology outlined below is designed to address multi-modal transportation needs and to ensure regional balance through the use of specific technical criteria. The Technical Coordinating Committee (TCC) will use the methodology to develop a draft Regional Priority List. This draft Priority List is to be used as a starting point or a reference base by the Transportation Advisory Committee (TAC) for the approval of a final Regional Priority List.

The TAC may reorder projects at its discretion to promote jurisdictional and geographical balance, or based upon the TAC members' knowledge of the urban area and the policies of their communities.

Therefore, the TCC will make its technical recommendation on a draft Priority List based on the methodology described in this document, and the TAC will then be afforded the opportunity to make any changes it deems appropriate.

METHODOLOGY GOALS

- Produce a program of projects (or project priorities) which satisfies MPO, local and state goals, and addresses SAFETEA-LU policies of system preservation, operational efficiency in the movement of people and goods, multi/inter-modalism, and air quality mandates.
- Be simple enough for project-level analysis without requiring unnecessary data collection.
- Be understandable by the general public.

PROCEDURE FOR RANKING PROJECTS

1. Goal Setting For Project Priority List

The TAC will formulate an overall goal or set of goals for the Regional Priority List. The annual goal setting should reflect the TIP Preamble adopted by the TAC. It states that the DCHC urban area "is committed to developing a balanced transportation system within the region." The MPO should begin the annual TIP process with goal setting, which could merely be a reaffirmation of previous goals or development of new goals arising out of the transportation plan. This annual goal setting will ensure that any change in "need" can be captured in the TIP goals.

2. **Ranking Criteria**

The screening criteria for project ranking fall into four broad groups:

- a. Regional Goals - How well does the project meet the adopted regional goals? Is the project an element of the current long-range plan? Does it implement community objectives (for the intrastate system, does it meet NCDOT mobility objectives)? Does the project have a broad base of local support?
- b. Cost Effectiveness - How much benefit does the project offer compared to the estimated cost?
- c. Timing Factor - Is timing a critical element for the project (one-time opportunity)? Will the opportunity to do the project be lost if it is not in the current priority cycle?
- d. Specific Project Merits - How many points does a project receive using scoring criteria?

APPLICATION OF THE METHODOLOGY

1. There are three separate ranking methodologies based on the primary mode of transportation: 1) highway; 2) bicycle and pedestrian; and 3) transit. ITS, TSM, and TDM projects would be included in whichever mode best fits the specific project. The three ranking methodologies are independent of each other. Points for different modes are on different scales and are not comparable. Local jurisdictions are asked to apply the appropriate ranking methodology to each submitted project. Some point categories must be applied by the MPO once all projects have been submitted.
2. The TCC first examines the consistency in which local jurisdictions have responded to the project criteria. If the criteria are not applied consistently, the TCC can agree to change some criteria responses for consistency among all projects.
3. Project criteria points are weighted and totaled for each project request using the three modal ranking methodologies outlined on pages 7 through 10 of this document.
3. Projects receiving the same number of project criteria points are ordered by the local ranking. If the local ranking is also the same (for example, Orange-1 vs. Chapel Hill-1), then the project with the most additional local rankings will be ranked higher. If the projects also have the same number of additional local rankings, then the project with the highest additional local ranking will be ranked higher.
4. The draft Regional Priority List will consist of three modal priority lists: 1) highway; 2) bicycle and pedestrian; and 3) transit. Projects with the highest number of project criteria points are selected first – taking into consideration local priority rankings, geographical balance, and a mixture of project types.
5. The draft Regional Priority List is then forwarded to the TAC, as the TCC's recommended project priorities for the urban area.
6. The TAC will use the draft Regional Priority List as a starting point for the creation of the final Regional Priority List. The TAC may wish to combine the three modal lists into one comprehensive list. If this is done, it is important to note that the points are not comparable across different modes.

MODAL RANKING METHODOLOGIES IN DETAIL

Highway

All six point categories are weighted equally. A maximum of four points can be received for each point category. After roadway projects are ranked, the projects will be sorted by estimated cost into two lists so that high cost and low cost projects can be considered separately.

1. *Travel Demand* - This category awards points to projects based on the level of travel demand. For road projects, travel demand is measured by the volume to capacity (V/C) ratio. For new road facilities in which traffic counts are not available, volumes on a parallel existing facility may be used. Projects must have a V/C ratio of at least 0.80 to receive points. All projects with a V/C greater than 0.80 will be divided equally into four quartiles based on V/C ratio. Assigning points by quartile will ensure that points are distributed evenly and that projects are compared relative to each other. Traffic signal systems, Intelligent Transportation Systems (ITS), and Transportation Demand Management (TDM) projects receive four points because these projects reduce congestion system-wide.

Local jurisdictions are asked to provide the V/C ratio for their local priorities. MPO staff will divide the projects into quartiles and award points.

2. *Safety (Accidents/100 Million Vehicle Miles)* - Safety points are awarded to projects with reported accident rates significantly greater than statewide averages for urban road segments – the statewide average is 330 to 370 accidents per 100 million vehicle miles (or, 330-370 ACC/100 MVM). Projects must have an accident rate of at least 300 ACC/100 MVM to receive points. All projects with an accident rate of at least 300 ACC/100 MVM will be divided equally into four quartiles based on accident rate. Assigning points by quartile will ensure that points are distributed evenly and that projects are compared relative to each other. Traffic signal systems, Intelligent Transportation Systems (ITS), and Transportation Demand Management (TDM) projects receive four points because these projects improve safety system-wide.

Local jurisdictions are asked to provide the accident rate for their local priorities. MPO staff will divide the projects into quartiles and award points.

3. *Environmental Impacts – community and natural environment* - Points are awarded based on the impact on wetlands, streams, wildlife habitat, parks, and neighborhoods.

The MPO will provide local jurisdictions a base map of environmental areas. Local jurisdictions are asked to apply the ranking methodology based on a GIS analysis.

4. *Environmental Justice*- Points are awarded based on the impact on low-income and minority populations. This item is designed to penalize projects that may have negative impacts on low income areas or federally recognized disadvantaged groups.

The MPO will provide local jurisdictions a base map that indicates which Transportation Analysis Zones have a high percentage of minority and low income populations. Local jurisdictions are asked to apply the ranking methodology based on a GIS analysis.

5. *Funding Status in the Transportation Improvement Program (TIP)* - Points are awarded to projects based on the percentage of the total project cost that is funded in the currently adopted Transportation Improvement Program (TIP), or if the project has postyear status in the TIP.

Local jurisdictions are asked to provide funding status and apply the ranking methodology.

6. *Benefits to Other Modes of Transportation* – Points are awarded to projects based on how they benefit other modes of transportation and project categories (carpool, transit, bicycle, pedestrian, ITS, and TDM). For example, a road widening that adds additional travel lanes, bicycle lanes, sidewalks, and bus pullouts would benefit 3 other modes.

Local jurisdictions are asked to describe the benefits and apply the ranking methodology.

Bicycle and Pedestrian

All six point categories are weighted equally. A maximum of three points can be received for each point category.

1. *Street Classification* - This category awards points to projects based on the type of road the bicycle and pedestrian facility is provided on. Off-road greenways are based on the parallel or alternate roadways. More points are provided for higher classification facilities to reflect the safety hazard for bicyclists and pedestrians on larger busier roadways.

Local jurisdictions are asked to provide the street classification and apply the ranking methodology.

2. *Right-of-Way Availability* – This category awards points to projects based on the right-of-way available for the project. Right-of-way should be estimated based on the local jurisdiction's best knowledge of the area. Extensive research into property deeds is not required.

Local jurisdictions are asked to provide an estimate of right-of-way and apply the ranking methodology.

3. *Travel Demand* – This category awards points to projects based on the proximity to schools, colleges, major retail centers, transit stops, and major employment centers. The bicycle and pedestrian project travel demand worksheet will be used to assign interim points for each project. Projects will be divided equally into four quartiles based on the interim points. Final points will be assigned by quartile to ensure that points are distributed evenly and that projects are compared relative to each other.

The interim points are assigned using two different tables for bicycle/multi-use paths and pedestrian projects to reflect the different travel times and accessibility of the two modes. The numbers of land uses or amenities within the specified distance for the project are recorded on the worksheet. The worksheet multiplies the number of land uses by the appropriate points and total points are calculated by the worksheet. The land uses considered are schools (public or private elementary, middle, or high schools), colleges and universities, major retail centers (major as defined by the local jurisdiction), major employment centers (major as defined by the local jurisdiction), and transit stops (the number of posted transit stop signs, if a stop serves multiple bus routes the stop is NOT multiplied by the number of routes served).

Local jurisdictions are asked to provide the number of land uses served by the project in the travel demand worksheet. Local jurisdictions should list the schools, colleges, major retail centers, and major employment centers on the worksheet. MPO staff will divide the projects into quartiles and award final points.

4. *Environmental Justice* - Points are awarded based on the impact on low-income and minority populations. This item is designed to reward projects that may have positive impacts on low income areas or federally recognized disadvantaged groups. Most bicycle and pedestrian projects directly benefit neighborhoods by increasing accessibility and safety. If negative impacts are expected, the project will not receive points.

The MPO will provide local jurisdictions a base map that indicates which Transportation Analysis Zones have a high percentage of minority and low income populations. Local jurisdictions are asked to apply the ranking methodology based on a GIS analysis.

5. *Connectivity to Existing Bicycle and Pedestrian Facilities* - Points are awarded based on if projects connect to existing bicycle and pedestrian facilities. This will reward projects that extend the existing bicycle and pedestrian network.

Local jurisdictions are asked to provide a list of facilities that the project will connect to and apply the ranking methodology.

6. *Funding Status in the Transportation Improvement Program (TIP)* - Points are awarded to projects based on the percentage of the total project cost that is funded in the currently adopted Transportation Improvement Program (TIP), or if the project has postyear status in the TIP.

Local jurisdictions are asked to provide funding status and apply the ranking methodology.

Transit

Transit projects are awarded points based on five categories. A maximum of four points can be received for each point category. Essential services is weighted double the other point categories. Most projects will not receive points in every category because transit projects often have specific purposes. After transit projects are ranked, the projects will be sorted into two lists for short- and long-term needs. These lists should correspond to what is shown as funded (short-term) and unfunded (long-term) in the TIP.

1. *Expansion of Existing Routes* - Projects that expand existing routes are awarded points based on travel demand on the existing route as is measured by the vehicle crowding or load factor. The load factor is the average number of riders per vehicle capacity. Projects will be divided equally into four quartiles based on the load factor. Final points will be assigned by quartile to ensure that points are distributed evenly and that projects are compared relative to each other.

Local jurisdictions are asked to provide the load factor. MPO staff will divide the projects into quartiles and award points.

2. *Regional Connectivity* – Projects receive points based on the number of connections to other transit systems. The transit systems considered are: DATA, Chapel Hill Transit, TTA, Orange Public Transit, Duke University Transit, Chatham Transit Network (must connect in Chatham County), and Capital Area Transit (CAT). These are the fixed route systems in the MPO with the exception of the Chatham Transit Network because Chatham County does not have a fixed route service.

Local jurisdictions are asked to apply the ranking methodology.

3. *Essential Services* – Projects receive points based on if the project provides funds to maintain the current level of transit service. This category will award points for maintenance projects and replacement vehicles. This point category is weighted double to reflect the importance of maintaining the existing system.

Local jurisdictions are asked to apply the ranking methodology.

4. *Enhancement of Existing Service of New Service* – Projects receive points based on the estimated increase in new riders. For new service, this should be based on surveys or other market research. For enhancements of existing service (bus shelters, ITS projects, etc.), this should be based on studies of similar projects. Jurisdictions are expected to document and justify their estimates. Projects will be divided equally into four quartiles based on the number of new riders. Final points will be assigned by quartile to ensure that points are distributed evenly and that projects are compared relative to each other.

Local jurisdictions are asked to provide the number of new riders anticipated. MPO staff will divide the projects into quartiles and award points.

5. *Funding Status in the Transportation Improvement Program (TIP)* - Points are awarded to projects based on the percentage of the total project cost that is funded in the currently adopted Transportation Improvement Program (TIP), or if the project has postyear status in the TIP.

Local jurisdictions are asked to provide funding status and apply the ranking methodology.

OBSERVATIONS

The order of transit priorities could vary significantly from year to year if anticipated funding sources are reduced or eliminated by Congress.

- Mandates (e.g., the American's with Disabilities Act) may take precedence when programming projects from the Regional Priority List in the TIP.
- The fiscal constraints of programming projects in the TIP may result in the programming of less expensive, lower ranked projects.
- Some lower ranking projects may be implemented earlier than a higher ranked, large project due to the time constraints associated with a more complex project (i.e., major investment studies, preparing environmental documents, designing the project, right-of way acquisition, etc.).
- The significance of ranking more than 25 projects is minimal, at best due to the availability of project funds.

ROADWAY

TCC 5/23/07 Attachment 6A

	RANKING CRITERIA (MEASURES)	SCORE (points)	Category Weight
1	<i>Travel Demand</i>		1
	2005 volume to capacity ratio (v/c) on existing or parallel roadway		
	Traffic Signal System, TDM, ITS Projects	4	
	First quartile of ranked projects, v/c >0.80	4	
	Second quartile of ranked projects, v/c >0.80	3	
	Third quartile of ranked projects, v/c >0.80	2	
	Fourth quartile of ranked projects, v/c >0.80	1	
	v/c <= 0.80	0	
2	<i>Safety</i>		1
	Accident rate (accidents/100 million VMT)		
	Traffic Signal System, TDM, ITS Projects	4	
	First quartile of ranked projects, Accident Rate >300 accidents/100 million VMT	4	
	Second quartile of ranked projects, Accident Rate >300 accidents/100 million VMT	3	
	Third quartile of ranked projects, Accident Rate >300 accidents/100 million VMT	2	
	Fourth quartile of ranked projects, Accident Rate >300 accidents/100 million VMT	1	
	Accident Rate <=300 accidents/100 million VMT	0	
3	<i>Environmental Impacts - community & natural environment</i>		1
	Based on GIS analysis including wetlands, stream crossings, wildlife habitat, parks, proximity to neighborhoods, etc.		
	No negative or adverse impacts	4	
	Low negative or adverse impacts	3	
	Medium negative or adverse impacts	2	
	Medium negative or adverse impacts - with meaningful mitigation	1	
	High negative or adverse impacts no mitigation	0	
4	<i>Environmental Justice</i>		1
	Based on GIS analysis of low-income and minority areas (TAZ)		
	Positive impact	4	
	No negative or adverse impacts	3	
	Low negative or adverse impacts	2	
	Medium negative or adverse impacts	1	
	High negative or adverse impacts	0	
5	<i>Funding Status in TIP</i>		1
	Partially funded in current TIP cycle at least 25% of total cost (construction & ROW)	4	
	Partially funded in current TIP cycle at least 10% of total cost (construction & ROW)	3	
	Partially funded in current TIP cycle at least 5% of total cost (construction & ROW)	2	
	Partially funded in post year (construction & ROW)	1	
	Not programmed in TIP	0	
6	<i>Benefits to Other Modes of Transportation</i>		1
	Carpool, transit, bike, pedestrian, ITS, TDM (all six modes)	4	
	Any 4 modes (Carpool, transit, bike, pedestrian, ITS, TDM)	3	
	Any 3 modes (Carpool, transit, bike, pedestrian, ITS, TDM)	2	
	Any 2 modes (Carpool, transit, bike, pedestrian, ITS, TDM)	1	
	Only one mode	0	

BIKE/PED

	RANKING CRITERIA (MEASURES)	SCORE (points)	Category Weight
1	<i>Street Classification of Roadway or Parallel Roadway for Off-Road Facilities</i>		1
	Arterial	3	
	Collector	2	
	Local	1	
2	<i>Right-of-Way Availability</i>		1
	Adequate right-of-way available	3	
	Some right-of-way available	2	
	Much right-of-way needed	1	
	Major barriers to right-of-way acquisition	0	
3	<i>Travel Demand</i>		1
	Based on proximity to schools, colleges, parks, major retail centers, transit, and major employment centers (see attached worksheet)		
	First quartile of ranked projects	3	
	Second quartile of ranked projects	2	
	Third quartile of ranked projects	1	
	Fourth quartile of ranked projects	0	
4	<i>Environmental Justice</i>		1
	Based on GIS analysis of low-income and minority areas (TAZ)		
	High positive impact	3	
	Medium positive impact	2	
	Low positive impact	1	
	Negative impact	0	
5	<i>Connectivity to Existing Bicycle and Pedestrian Facilities</i>		1
	Connects to 2 or more facilities	3	
	Connects to 1 facility	2	
	Does not connect to any facilities	0	
6	<i>Funding Status in TIP</i>		1
	Partially funded in current TIP cycle at least 25% of total cost (construction & ROW)	3	
	Partially funded in current TIP cycle at least 10% of total cost (construction & ROW)	2	
	Partially funded in post year (construction & ROW)	1	
	Not programmed in TIP	0	

BIKE/PED TRAVEL DEMAND WORKSHEET

For Bicycle Projects or Multi-Use Trails

A project will receive points based on its proximity to the following land uses:

		Proximity				Total Points
		# within 1 mile	2 points per #	# within 2 miles	1 point per #	
Land Use	Schools		0		0	Total Points
	Colleges		0		0	
	Parks		0		0	
	Major Retail Centers		0		0	
	Major Employment Centers		0		0	
	Transit Stops		0		0	
Total			0	+	0	0

For Pedestrian Projects

A project will receive points based on its proximity to the following land uses:

		Proximity				Total Points
		# within 1/4 mile	2 points per #	# within 1/2 mile	1 point per #	
Land Use	Schools		0		0	Total Points
	Colleges		0		0	
	Parks		0		0	
	Major Retail Centers		0		0	
	Major Employment Centers		0		0	
	Transit Stops		0		0	
Total			0	+	0	0

Example Bicycle Project

		Proximity				Total Points
		# within 1 mile	2 points per #	# within 2 miles	1 point per #	
Land Use	Schools	2	4	1	1	Total Points
	Colleges	1	2	0	0	
	Parks	1	2	2	2	
	Major Retail Centers	0	0	1	1	
	Major Employment Centers	0	0	1	1	
	Transit Stops	5	10	15	15	
Total			18	+	20	38

Projects will be ranked by total points and categorized into quartiles.

The final points for this travel demand will be based on the quartile.

	Points
First quartile of ranked projects	3
Second quartile of ranked projects	2
Third quartile of ranked projects	1
Fourth quartile of ranked projects	0

TRANSIT

	RANKING CRITERIA (MEASURES)	SCORE (points)	Category Weight
1	<i>Expansion of Existing Routes</i>		1
	Vehicle crowding (load factor) on a specific route (riders/vehicle capacity)		
	First quartile of ranked projects	4	
	Second quartile of ranked projects	3	
	Third quartile of ranked projects	2	
	Fourth quartile of ranked projects	1	
2	<i>Regional Connectivity</i>		1
	Connections to other transit systems		
	Provides a connection between 5 or more transit systems	4	
	Provides a connection between 4 transit systems	3	
	Provides a connection between 3 transit systems	2	
	Provides a connection between 2 transit systems	1	
	Does not provide a connection	0	
3	<i>Essential Services (maintenance or replacement vehicles)</i>		2
	Provides an essential service to maintain the current level of transit service	4	
	Does not provide an essential service	0	
4	<i>Enhancement of Existing Service or New Service</i>		1
	Estimated number of new riders		
	First quartile of ranked projects	4	
	Second quartile of ranked projects	3	
	Third quartile of ranked projects	2	
	Fourth quartile of ranked projects	1	
5	<i>Funding Status in TIP</i>		1
	Partially funded in current TIP cycle at least 25% of total cost	4	
	Partially funded in current TIP cycle at least 10% of total cost	3	
	Partially funded in current TIP cycle at least 5% of total cost	2	
	Partially funded in post year	1	
	Not programmed in TIP	0	

TENTATIVE DATES FOR THE DRAFT AND FINAL 2009–2015 STIP

MARCH 1, 2007

- **FINAL 2007-2013 STIP PRESENTED TO BOARD OF TRANSPORTATION**
- **2007-2013 STIP APPROVED BY NCBOT AND RELEASED TO PUBLIC**
- **FINAL 2007-2013 STIP PRESENTED TO FHWA AND FTA FOR FEDERAL APPROVAL**

MARCH 2, 2007 – AUGUST 6, 2007

- **MPO/RPO AND PUBLIC TO PROVIDE PRIORITIZED REQUESTS FOR CONSIDERATION IN DRAFT 2009-2015 STIP**
- **IF PRIORITIZED REQUESTS ARE NOT AVAILABLE FOR DRAFT CONSIDERATION, PLEASE PROVIDE INFORMATION BY NOVEMBER 30, 2007, FOR FINAL 2009-2015 STIP CONSIDERATION**

JUNE – AUGUST, 2007

- **REVIEW PROPOSED DRAFT STIP WITH BOT MEMBERS AND DIVISION ENGINEERS**

OCTOBER 3, 2007

- **DRAFT STIP PRESENTED TO THE NCBOT AND PUBLIC FOR REVIEW/COMMENT**
- **DRAFT STIP WILL BE ON LINE**
- **MPO/RPO DRAFT DOCUMENTS WILL BE RELEASED**

NOVEMBER, 2007 – JANUARY, 2008

- **PUBLIC MEETINGS IN EACH OF THE HIGHWAY DIVISIONS TO SOLICIT COMMENTS ON THE DRAFT 2009-2015 STIP RELEASED IN SEPTEMBER**

FEBRUARY – MARCH – APRIL, 2008

- **REVIEW PROPOSED FINAL STIP WITH BOT MEMBERS AND DIVISION ENGINEERS**
- **REVIEW PROPOSED FINAL 2009-2015 STIP WITH MPO'S**

JUNE, 2008

- **FINAL 2009-2015 STIP PRESENTED TO BOARD OF TRANSPORTATION FOR APPROVAL**
- **2009-2015 STIP APPROVED BY NCBOT AND RELEASED TO MPO'S/RPO'S AND PUBLIC**
- **FINAL 2009-2015 STIP PRESENTED TO FHWA AND FTA FOR FEDERAL APPROVAL**

-- SCHEDULE SUBJECT TO CHANGE --

DCHC MPO -- STP-DA Allocation Table (FY 2007-2013) for May 9 2007 TAC

	TIP #	Location	Description	Total Cost	Prior Years	FY 03	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	Non-Fed Match	Agency
			DURHAM COUNTY															
1	I-306 C	I-85 C (15-501 to Broad)	Median Planters	\$1,403,204	\$0	\$1,122,563											\$280,641	Durham
2	I-306 C	I-85 C (15-501 to Broad)	Brick Betterment Noise Wall	\$559,654	\$0	\$447,723											\$111,931	Durham
3	I-306 C	I-85 C (15-501 to Broad)	Interchange Sidewalks	\$93,842	\$0	\$75,074											\$18,768	Durham
4	I-306 DB	I-85 DB (Broad to Camden)	Brick Betterment -- Club Blvd. E. S. Noise Wall	\$133,300	\$0		\$106,640										\$26,660	Durham
5	I-306 C	I-85 (Hillandale Commons)	Landscaping - Bern Hillandale Commons area	\$25,000	\$0		\$20,000										\$20,000	Private
6		I-85	Interchange Fencing - (Placeholder)	\$75,000	\$0		\$60,000										\$15,000	Durham
7	EL-2921	American Tobacco Tr.	Phase E	\$1,476,250	\$0					\$590,500	\$590,500						\$295,250	Durham
8	U-4724	Cornwallis Rd.	Bike/Ped Facilities (S. Roxboro to University or C.H. Rd.)	\$2,270,000	\$0							\$1,816,000					\$454,000	Durham
9	U-4009	US 15-501	Add left turn lane at Garrett Road intersection	\$285,000	\$0	\$228,000											\$57,000	Durham
10	U-3804	Hillandale Rd	I-85 to Carver Street	\$0	\$0												\$0	State
11	R-2906	NC 55 Widening Project	MLK ROW/Extension	\$2,700,000	\$0	\$2,160,000											\$540,000	State
12	R-2906	NC 55 Widening Project	Sidewalks/Landscaping/Entryway Enhancements	\$430,000	\$0	\$344,000											\$86,000	State
13	U-4010	NC 98 (Holloway Street)	Widen for Center Turn Lane	\$2,795,000	\$0					\$2,236,000							\$559,000	State
14	U-4011	Miami Blvd.	Widening	\$2,342,500	\$0						\$1,874,000						\$468,500	State
15			ORANGE COUNTY															
32	U-3306	Weaver Dairy Rd.	Bike & Pedestrian Features	\$707,500	\$0										\$566,000		\$141,500	State
33	E-4994	Carrboro	Bolin Creek Greenway (CA)	\$807,500	\$0				\$56,000		\$590,000						\$161,500	Carrboro
34	E-4828	Carrboro	Morgan Creek Greenway West (CA)	\$650,000	\$0				\$40,000	\$480,000							\$130,000	Carrboro
35	E-4008	Carrboro	Roberson Place Greenway (CA)	\$168,695	\$0			\$45,600	\$89,356								\$33,739	Carrboro
36	TD-4711C	Chapel Hill	Transit Maintenance Facility	\$4,788,330	\$0		\$560,000		\$1,600,000	\$1,670,664							\$957,666	Chapel Hill
37		Chapel Hill	Bus Replacement	\$1,000,000	\$0		\$800,000										\$200,000	Chapel Hill
38	E-4601	Chapel Hill/Carrboro	Morgan Creek Greenway (East)	\$900,000	\$0			\$80,000		\$640,000							\$180,000	CH/Carrboro
39	E-4995	Chapel Hill	Dry Creek Greenway	\$780,000	\$0				\$64,000		\$560,000						\$156,000	Chapel Hill
40	U-5022	Chapel Hill	Upper Booker Creek Greenway	\$720,000	\$0									\$576,000			\$144,000	Chapel Hill
41	U-4704	Chapel Hill-Carrboro	Signal System Improvements - Planning and Design	\$450,000	\$0					\$360,000							\$90,000	CH/Carrboro
42			MPO-WIDE															
43	E-4707	Old Durham-CH Rd.	Bike Lanes	\$3,428,000	\$0							\$1,371,000	\$1,371,000				\$685,600	Multiple
44	U-4727	MPO -UPWP	MPO Planning	\$5,506,250	\$1,510,000	\$165,000	\$273,000	\$228,657	\$224,380	\$265,963	\$373,000	\$273,000	\$273,000	\$273,000	\$273,000	\$273,000	\$1,101,250	Multiple
45			UPWP Planning \$165,000															
46			MPO Bike Ped Planner Position \$28,000															
47			TRM Service Bureau \$80,000 (FY 04 - FY 08)															
51	U-4728	MPO/Various Local Gov't	Urban Area Bike/Ped Allocation	\$3,974,895	\$0	\$0	\$0	\$71,524	\$325,600	\$382,792	\$200,000	\$200,000	\$500,000	\$500,000	\$500,000	\$500,000	\$784,979	Multiple
52	U-4726B		CAR - Bolin Forest Drive Sidewalk	\$19,950	\$0			\$15,960									\$3,990	Carrboro
53	U-4726A		CAR - Hanna Street Sidewalk	\$69,455	\$0			\$55,564									\$55,564	Carrboro
54	U-4726F	03-04 bike allocation	CH - Chapel Hill Sidewalks	\$250,000	\$0					\$200,000							\$50,000	Chapel Hill
55	U-4726D	04 bike/ped allocation	DUR - Bicycle Pedestrian Plan	\$93,750	\$0				\$60,000	\$15,000							\$18,750	Durham
56	U-4726E	05 bike/ped allocation	CH - Airport Road	\$50,000	\$0				\$40,000								\$10,000	Chapel Hill
57	U-4726C	05 bike/ped allocation	CH - Culbreth Rd.	\$45,000	\$0				\$36,000								\$9,000	Chapel Hill
58	U-4726G	05 bike/ped allocation	DUR - Holloway St sidewalks	\$67,000	\$0				\$53,600								\$13,400	Durham
59	U-4726H	05 bike/ped allocation	DUR - Bike Education	\$60,000	\$0				\$8,000	\$40,000							\$12,000	Durham
60	U-4726I	05 bike/ped allocation	CAR - Bel Albor Path	\$65,695	\$0								\$52,556				\$13,139	Carrboro
61	U-4726J	06 bike/ped allocation	CAR - South Greensboro St./Smith Level Sidewalk	\$46,000	\$0								\$36,800				\$9,200	Carrboro
62	U-4726K	06 bike/ped allocation	DUR - Hillandale: Club to I-85 5' sidewalk on both sides	\$165,484	\$0						\$132,387						\$33,097	Durham
63	U-4726L	06 bike/ped allocation	CH - Fordham Blvd sidewalk NE Fordham/Estes Dr.	\$15,000	\$0				\$12,000								\$3,000	Chapel Hill
64	U-4726M	06 bike/ped allocation	CH - Drainage gate replacement (NC 86)	\$10,000	\$0				\$8,000								\$2,000	Chapel Hill
65	U-4726N	06 bike/ped allocation	Walkable Communities Workshop (MPO)	\$17,000	\$0					\$13,600							\$3,400	MPO
66	U-4726O	07 bike/ped allocation	DUR - Carpenter Fletcher RD/Woodcroft- Alston bike impr.	\$142,740	\$0					\$114,192							\$28,548	Durham
67	U-4726P	07 bike/ped allocation	CH - Culbreth Rd-15501-Culbreth Park Dr sidewalk	\$135,000	\$0				\$108,000								\$27,000	Chapel Hill
68	U-3475	MPO -UPWP sp projects	Various Planning Activities	\$3,872,168	\$0	\$0	\$58,000	\$50,000	\$617,483	\$544,251	\$1,148,000	\$380,000	\$0	\$300,000	\$0	\$0	\$774,434	MPO
69		(flexed to UPWP planning)	MPO TDM	\$343,750	\$0				\$85,000	\$56,000	\$105,000						\$68,750	NCDOT
70			ITS Deployment Plan Update	\$70,000	\$0												\$14,000	MPO
71			Bike/Ped (non-motorized trip)Model Development	\$250,000	\$0						\$200,000						\$50,000	MPO
72			Data automation/management/GIS (\$200,000)	\$250,000	\$0				\$40,000		\$160,000						\$50,000	Multiple
73			I-40/NC 54 Transit Corridor -- Phase II	\$0	\$0												\$0	Multiple
74			Land Use/Transportation Model (Placeholder)	\$250,000	\$0						\$200,000						\$50,000	Multiple
75			Congestion Management System	\$750,000	\$0				\$100,000		\$100,000	\$200,000		\$200,000			\$150,000	Multiple
76		breaks needed ?	CH - Chapel Hill Mobility Report Card	\$475,000	\$0		\$58,000		\$122,000			\$100,000		\$100,000			\$85,000	Chapel Hill
77			CAR - Carrboro Downtown Study	\$50,000	\$0				\$40,000								\$10,000	Carrboro
78			Old Durham-CH Rd. bike/ped feasibility study	\$62,500	\$0			\$50,000									\$12,500	Multiple
79			MPO Collector Street Plan	\$100,000	\$0				\$40,000		\$40,000						\$20,000	Multiple
80			Model travel behavior surveys (HH, B&A counts)	\$300,000	\$0				\$160,483	\$79,517							\$60,000	Multiple
81			Model Enhancements and major update	\$325,000	\$0				\$30,000		\$150,000	\$80,000					\$65,000	Multiple
82			Model surveys ph-2 (onboard, travel time, external)	\$243,750	\$0					\$67,000	\$128,000						\$48,750	Multiple
83			TDM additional request (TTA)	\$50,000	\$0						\$40,000						\$10,000	Multiple
84			MPO CMS	\$60,000	\$0					\$48,000							\$12,000	Multiple
85			CH/CAR - Chapel Hill/Carrboro Transit Master plan	\$200,000	\$0					\$160,000							\$40,000	Multiple
			AQ Planning/Conformity (TJCOG)	\$42,168	\$0					\$8,734	\$25,000						\$8,434	Multiple
86			Chapel Hill TDM	\$50,000	\$0						\$40,000						\$10,000	Chapel Hill
			Durham Total	\$24,547,559	\$7,103,867	\$4,377,360	\$186,640	\$0	\$121,600	\$2,995,692	\$2,596,887	\$1,816,000	\$0	\$0	\$0	\$0	\$5,364,512	Durham
			Orange Total	\$19,673,323	\$5,618,160	\$0	\$1,418,000	\$197,124	\$2,215,356	\$3,510,664	\$1,190,000	\$100,000	\$89,356	\$1,242,000	\$0	\$0	\$3,976,338	Orange
			MPO-Wide Total	\$12,048,418	\$1,510,000	\$165,000	\$273,000	\$278,657	\$679,883	\$663,814	\$1,481,000	\$1,924,000	\$1,644,000	\$473,000	\$273,000	\$273,000	\$2,409,684	Other
			Yearly Total		\$14,232,027	\$4,542,360	\$1,877,640	\$475,781	\$3,016,819	\$7,170,170	\$5,267,887	\$3,840,000	\$1,733,356	\$1,715,000	\$273,000	\$273,000	\$44,417,040	Total Yearly
			STP DIRECT ATTRIBUTABLE		\$18,059,826	\$2,732,775	\$3,211,059	\$3,632,240	\$3,552,867	\$3,600,000	\$3,600,000	\$3,600,000	\$3,600,000	\$3,600,000	\$3,600,000	\$3,600,000	\$56,388,767	Total STPDA
			MPO Reserve		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000		
			FY BALANCE			(\$1,809,585)	\$1,333,419	\$3,156,459	\$536,048	(\$3,570,170)	(\$1,667,887)	(\$540,000)	\$1,566,644	\$1,585,000	\$3,027,000	\$3,027,000		
		N/A = not available	Uncommitted Balance		\$3,363,353	\$1,553,768	\$2,887,187	\$6,043,646	\$6,579,694	\$3,009,524	\$1,341,637	\$801,637	\$2,368,281	\$3,953,281	\$6,980,281	\$10,007,281		

Changes recommended by TCC Subcommittee for bike/ped allocation.

Not Included in the Final 2007-2013 STIP

MEMORANDUM

TO: Durham-Chapel Hill-Carrboro Transportation Advisory Committee
FROM: Kevin Foy, Chapel Hill
SUBJECT: Request for STP-DA Funding
DATE: May 9, 2007

The Town of Chapel Hill requests the following modifications to the proposed STP-DA funding table.

Funding for the following projects had been included in previously approved versions of the STP-DA program but have been left out of the May 3, 2007 version distributed for this meeting.

- Chapel Hill-Carrboro Signal System: \$360,000 (80% federal) FY2007
- Weaver Dairy Road Pedestrian
And Bicycle Features \$566,000 (80% federal) FY2011

The Town is also requesting funding for the following projects:

- NC86/Martin Luther King Blvd
Pedestrian and Bicycle Safety
Improvements \$800,000 (80% federal) FY2007
- Bolin Creek Greenway
Construction \$1,200,000 (80% federal) FY2008
\$1,200,000 (80% federal) FY2009

MEMORANDUM

TO: DCHC MPO Transportation Coordinating Committee (TCC)

FROM: Dale McKeel, Bicycle and Pedestrian Planner

SUBJECT: Request for STP-DA Funding

DATE: May 23, 2007

The City of Durham is requesting STP-DA funding for the following sidewalk construction projects. The total project cost is shown – the STP-DA amount is 80 percent of the amount shown.

1. Avondale Road (Roxboro Street to Geer Street). Construct sidewalk on one side. Estimated cost: \$355,000
2. Campus Walk (Morreene Road to LaSalle Street). Construct sidewalk on one side. Estimated cost: \$72,000.
3. Cheek Road (Geer Street to Hardee Street). Construct sidewalk on one side. Estimated cost: \$282,000.
4. Dearborn Road (Old Oxford Road to Ruth Street). Construct sidewalk on one side. Estimated cost: \$547,000.
5. Hillsborough Road (LaSalle Street to Cole Mill Road). Construct sidewalk on one side. Estimated cost: \$190,000.
6. Holloway Street (Junction Road to Lynn Road). Construct sidewalk on one side. Estimated cost: \$315,000.
7. LaSalle Street (Kangaroo Street to Erwin Road). Construct sidewalk on one side. Estimated cost: \$56,000.
8. Markham Street (Washington Street to Avondale Drive). Construct sidewalk on one side. Estimated cost: \$341,000.
9. Roxboro Road (Pacific Street to Murray Street). Construct sidewalk on one side. Estimated cost: \$297,000.
10. University Drive (Chapel Hill Road [near Academy] to Hope Valley Road). Construct sidewalk on one side. Estimated cost: \$231,000.

TOTAL: \$2.686 million.

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

Proposed Policy for

Allocation of Surface Transportation Program Direct Allocation Funds

Funding will give priority to projects in the adopted DCHC Long Range Transportation Plan in the following categories and not for roadway projects:

- Public Transit
- Bicycle and Pedestrian Facilities
- Transportation System Management/Transportation Demand Management/Intelligent Transportation Systems
- Scenic and Environmental Enhancements
- Planning Studies that support the implementation or development of the adopted DCHC Long Range Transportation Plan
- Air Quality Programs

When projects are being considered, equity and funding in jurisdictions over time will be considered.

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

TCC 5/23/07 Attachment 8

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

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

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

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

TCC 5/23/07 Attachment 8

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

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

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

DCHC MPO CTP 2035 LRTP
Detailed Development Schedule

TCC 5/23/07 Attachment 8

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

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

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

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

TCC 5/23/07 Attachment 8

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

FHWA – NC Division Guidance:
Meeting the Final Transportation Planning Rule (SAFETEA-LU)

Long Range Transportation Plans (LRTPs) Update,
& Transportation Improvement Program (STIP and TIP)

May 15, 2007

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Introduction

The following guidance is intended to assist Metropolitan Planning Organizations (MPOs) in updating Long Range Transportation Plans (LRTPs); including updating all TEA-21 compliant LRTPs to SAFETEA-LU compliant LRTPs as part of the metropolitan planning process. For more information related to Metropolitan Planning or to view the specific regulations in 23 CFR 450 §134, visit:

<http://www.fhwa.dot.gov/hep/legreg.htm>. This guidance document emphasizes the new provisions of the rule (highlighted in yellow) that are a change from the previous TEA-21 and ISTEA metropolitan planning requirements. With this document, we have provided **FHWA Recommendations** to offer suggestions for meeting the new provisions for this first update cycle. Note that most of the recommendations are suggestions to “document” all activities related to meeting a provision in either the LRTP itself or in a supplemental document.

Specifically, for the development of the LRTP (herein referred to as either the LRTP or simply the plan) update, the rule states that each metropolitan planning organization (MPO) shall prepare and update a LRTP for at least a 20-year forecast period for its metropolitan area according to the guidelines specified under 23 CFR 450 §134(g) and according to the schedule set by the Secretary. The LRTP shall include, at a minimum:

- a) An identification of all transportation facilities that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions.
- b) A financial plan that demonstrates how the LRTP can be implemented and identifies reasonably expected resources that will be made available to carry out the plan, as well as additional financing strategies for needed projects and programs. Estimates of funds shall be developed cooperatively between the MPO and State DOT to support plan implementation.
- c) Assessments of capital investment and other measures shall be made to:
 - i. Ensure the preservation of the existing system
 - ii. Make the most efficient use of existing transportation facilities to relieve congestion and maximize the movement of people and goods
- d) Indicate proposed transportation enhancement activities.

Consultation and coordination are key elements in the planning process, and this includes involving an expanded interested parties list (see **2c**), appropriate stakeholders from local/State resource agencies (land-use management, natural resource, historic, etc.), freight stakeholders, transit users, and community interest groups.

A Long Range Transportation Plan (LRTP) must:

- Address at least a twenty year planning horizon
- Include both short and long range strategies/actions
- Be developed with adequate public involvement
- Address the 8 planning factors
- Consider Environmental Justice areas
- Be approved by the MPO

Checklist for LRTP Development

The MPO is responsible for developing a LRTP. The purpose and intent of the LRTP is to demonstrate both long-range and short-range techniques that lead to the development of an integrated multimodal transportation system that moves people and goods effectively, efficiently, and safely.

Updates to the LRTP shall be performed every five years in attainment areas and four years in non-attainment/maintenance areas to extend the forecast period, as well as to modify and confirm that the LRTP is current and valid with existing land use and transportation trends.

The following is a list of the 8-Planning Factors in the Final Rule:

1. Support economic vitality of the metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.

The following checklist (modified to meet SAFETEA-LU requirements, and highlighted in yellow) needs to be considered based on the scale and complexity of issues in the planning area in the development of the LRTP:

- ☐ Support the economic vitality of the metropolitan area by enabling global competitiveness, productivity, and efficiency
- ☐ Emphasize the preservation of the existing transportation system
- ☐ Promote consistency between transportation improvements and enhance the integration and connectivity of the transportation system for the movement of people and goods
- ☐ Identify transportation facilities (major roadways, transit, multimodal and intermodal facilities and connectors) that give emphasis to facilities that serve important national, state, and regional transportation needs
- ☐ Increase the safety of the transportation system for motorized and non-motorized users
- ☐ Increase the security of the transportation system for motorized and non-motorized users
- ☐ Protect and enhance the environment, promote energy conservation, and improve the quality of life for motorized and non-motorized users
- ☐ Include discussion of potential environmental mitigation activities based on discussion and consultation with federal, state, tribal, wildlife, land management, and regulatory agencies
- ☐ Integrate State and local planned growth and economic development patterns
- ☐ Document coordination with the comprehensive long-range land use plan and socioeconomic and development objectives
- ☐ Promote efficient system management and operations

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- ❑ Include a financial plan that demonstrates the implementation process and indicates public and private resources available to carry out the plan
- ❑ Include capital investment and other strategies to preserve the existing and future system and provide for multimodal capacity increases based on regional priorities and needs
- ❑ Develop cost estimates based on detailed proposed improvements
- ❑ Identify the projected transportation demand of persons and goods in the MPO area over the life of the plan
- ❑ Include operational and management strategies to improve the performance of existing facilities to relieve congestion and maximize the safety of the movement of people and goods
- ❑ Within Transportation Management Areas (TMAs), congestion management shall be addressed through new and existing transportation facilities, as well as the use of travel demand reduction and operational management strategies
- ❑ Identify adopted congestion management strategies including
 - Traffic operations
 - Ridesharing
 - Alternative work schedules and telecommuting
 - Pedestrian and bicycle facilities
 - Freight movement options
 - High occupancy vehicle treatments
 - Public transportation improvements
- ❑ Increase accessibility and mobility for freight users
- ❑ Provide a multimodal evaluation of the overall plan:
 - Transportation
 - Socioeconomic
 - Environmental
 - Financial impact
 - Ongoing major transportation investments
- ❑ Employ visualization techniques to describe the plan. For a complete list of visualization techniques and examples, visit <http://www.fhwa.dot.gov/planning/vip/index.htm>
- ❑ Identify bicycle/pedestrian projects
- ❑ Include proposed transportation and transit enhancement activities
- ❑ For ongoing major projects with incomplete analyses, document that the scope and design are not fully determined and will require further analysis, identify corridors and sub-areas, and identify assumed alternatives and the no-build scenario

Flow Chart for Completing a LRTP Update

The following flow chart descriptions apply to the figure on page 11 of this document. This is meant to give further detail to the process, as well as outline specific requirements and changes that are needed in order to complete a SAFETEA-LU compliant LRTP update. Note that certain sections are shaded in yellow to highlight the new sections under the Final Planning Rule (SAFETEA-LU).

1. Develop transportation plans with involvement from interested parties and stakeholders

23CFR§450.210, 23CFR450.316

This section requires the consultation, as outlined in PIP, of Stakeholders, including the expanded “interested parties” list. This list contains the following: citizens, affected public agencies, representatives of public transportation employees, private transportation providers, representatives of public transportation users (including bicycle and pedestrian), representatives of the disabled, and providers of freight transportation services, and freight shippers.

***FHWA recommendation**

MPOs develop two documented process (es): a **Public Involvement Plan** for interested parties and citizens and a **Stakeholder Involvement Plan** for consultation with government and resource agencies.

1a. Develop Public Involvement Plan (PIP)

23CFR§450.210, 23CFR§316

The PIP shall be developed in consultation with interested parties and describe explicit procedures, strategies and desired outcomes for:

- o Providing adequate public notice of PI activities
- o Providing timely notice and reasonable access to information
- o Holding any public meetings at convenient and accessible locations and times
- o Demonstrating explicit consideration and response to comments received
- o Seeking out and considering the needs of those traditionally underserved
- o Providing additional opportunity for public comments, if a final LRTP or TIP change significantly from the version originally made available for public review
- o Coordinate with statewide public involvement plan and consultation processes
- o Periodically review the PIP for it’s effectiveness
- o Make all public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web
- o Employ visualization techniques to describe metropolitan plans and TIPs

***FHWA Recommendation**

MPOs should develop/update Public Involvement Plans to meet SAFETEA-LU requirements. Documentation would include:

- o Methods of outreach (i.e., news print, mailing list, e-mail list, directly targeting agencies/organizations, etc.)
- o Accessibility options provided or offered
- o MPO response to comments and consideration of comments
- o Outreach efforts to minority, transportation disadvantaged, elderly, and other groups that have been traditionally underserved by the transportation system

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- o Media used to further describe and demonstrate planning activities to the public (interactive maps, simulations, remote sensing, etc.)
- o MPO should survey meeting participants regarding the effectiveness of the various visualization techniques, outreach efforts, and media used
- o Examples of visualization techniques could include GIS interactive maps, simulations, electronic bulletin boards, podcasts, blogs, wiki's maps, visual preference surveys, charettes, etc. For a full list of examples, visit: <http://www.fhwa.dot.gov/planning/vip/index.htm>
- o Plans should be reviewed by FHWA coordinator prior to adoption

At a minimum the following MPO products should be made electronically available and on the MPOs web site:

MPOs Transportation Improvement Program (TIP), Long-Range Transportation Plan (LRTP), Unified Planning Work Program (UPWP), Corridor and Feasibility Studies, Congestion Management Process (CMP) (if required), Air Quality Conformity Analysis Report, (if required), and Certification Review (if required).

1b. Develop a Consultation Plan

23CFR§450.210, 23CFR§450.316(3)(e)

MPOs shall the extend practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies as defined in 23CFR§316(b)(c) and (d).

***FHWA Recommendation**

MPOs and DOT should use the two primary outputs from the March 29, 2007 Coordinated Transportation Planning Workshop. These are the "Contact Information Template" and the "Best Practices Summary" Document, both of which are available at the Interagency Leadership Team (ILT) website (<http://www.ncilt.org>) and listed as supplemental documents in Appendix B. These should be used as a guide to help each MPO develop the most appropriate consultation process that meets their needs:

- o The consultation with agency staff needs to be documented in either a standalone document or included in the Stakeholder and Public Involvement Appendix to the LRTP. In either case, MPOs should include all applicable documentation information including: a list of agencies contacted,
 - Include meeting minutes (date, location, attendees, outcomes, next steps),
 - List the types of contact made (copy of letter, e-mail, etc.)
- o Initial contact(s) should include notifying agencies that the planning process is beginning, estimating plan timeline, consultation opportunities, public involvement opportunities, key decision points, etc.
- o Include the responses from resource agencies,
- o Consultation/communication is a two-way street and all parties should agree on the methods to be used, henceforth.

Appendix could be titled, Stakeholder and Public Involvement Appendix

For additional guidance, also refer to Appendix A, Addressing Consultation and Environmental Mitigation.

2. Develop a Vision Plan

The region examines its goals and objectives to develop a long range planning basis and the foundation for the plan. Alternative transportation strategies are identified, as well as eligibility requirements and evaluation criteria measures.

3. Assess Transportation Needs

23 CFR §450.210, 23 CFR §450.316

Assess existing and proposed transportation needs to meet at least the 20-year demand based on projected socio-economic and land use data.

3a. Modeling

The modeling effort is comprised of several steps (most commonly the four-step method) using socioeconomic data to forecast transportation scenarios that assess congestion, safety, and trip destinations, just to name a few. The most critical step is model calibration, which determines the model's accuracy and margin of error. This also re-evaluates whether travel surveys should be updated and how safety is accounted for.

3b. Prepare Socioeconomic Forecasts

Socioeconomic forecasts consist of estimates for population, employment, and households by income. These groupings are by current year, horizon year, and the interim years required for transportation conformity determinations. During the plan development, numerous Transportation Analysis Zones (TAZ) data sets are created to provide insight to growth patterns in the area. Alternative data sets should be included to show both fiscally constrained and unconstrained network options. All socioeconomic forecasts are finalized when regional transportation conformity modeling has begun.

3c. Integrate Land Use and Transportation Planning

23 CFR §450.322(g)

The purpose of integrating land use is to “promote consistency of the transportation plan and transportation improvements with State and local planned growth and economic development patterns.”

***FHWA Recommendation**

FHWA recommends both the MPO and NCDOT review their current processes to coordinate and streamline transportation and land use/economic development planning by identifying implementation timelines between and in the transportation plan, local land development, and economic development plans. Include appropriate activities in statewide/metropolitan transportation planning work programs, as well as in MPO participation plans.

4. Develop draft list of projects

The draft list of projects consists of the priority needs developed to reflect the region's greatest needs and is developed in consultation with NCDOT, resource agencies, Tribes, the public, and other interested parties. Project applications are submitted from local governments to compete for State and Federal funding. From these applications, projects are selected and available to the public for review.

4a. Environmental Mitigation

23 CFR §450.322(f)(7)

The goal of incorporating environmental mitigation earlier in the process is both to streamline efforts as well as ensure that potential environmental impacts are taken into account or are mitigated.

Either consultation and/or environmental mitigation can be utilized, but documentation is mandatory and must be housed in one place (refer to Stakeholder Involvement Plan Section 1b2 of this document). Documentation shall indicate that all proposed improvements are within the existing right of way (ROW) and will not add capacity or alter traffic patterns. This documentation will also include the location of capacity or regionally significant projects within the Metropolitan Area Boundary (MAB), a description of the inventory, resource agencies that were contacted (and how their comments were incorporated), and an assessment of any likely impacts resulting from proposed improvements and potential mitigation measures. A statement will be required that maintains that there are no significant impacts.

***FHWA Recommendation**

FHWA recommends using guidance as outlined on pages 15-17 of this document, Appendix A “Addressing Consultation and Environmental Mitigation”.

5. Develop Financial Plan

This step develops the financial plan as a cooperative effort that identifies the estimated costs of construction, maintenance, and operations with reasonably expected revenues over the time period covered in the plan. The following considerations should be used to develop list fiscally constrained alternatives:

- The base fiscal year for revenue estimates
- The number of years covered by the plan
- How conservative and flexible the estimation of reasonable expected revenues is
- Funding sources which include
 - Traditional federal-formula and state sources
 - Discretionary sources
 - Local governments
 - Private developers
 - Tolling
 - New and existing public transportation authorities
 - Public-private partnerships (PPP)
 - Potential funding sources
- Amount of revenue allocated for the region
- Cost estimation; what is needed region-wide and what is needed for each project
- Projects estimated to cost \$500,000,000 or more (and recipients for such other projects as may be identified by the Secretary), the MPO shall submit to the Secretary for each project a project management plan and an annual financial plan. The project management plan shall document the procedures and processes that provide timely information to the project decision makers to effectively manage the scope, costs, schedules, and quality of the project, as well as demonstrate the role of the agency leadership and management team in the delivery of the project.

6. Identify Fiscally Constrained Alternatives

The plan requires a level of funding beyond what is reasonably expected, but the fiscally constrained portion of the plan must specify the priority projects that can be financially supported. These projects consist of the Metropolitan area's priorities.

The first step is to evaluate roadway and transit capital improvements using the accepted methodology of priority selection. A list of "grouped projects" or "packaged projects" will be selected as alternatives for the policy board to vote on. Transportation conformity (where required) is a necessary step in assessing the feasibility of these priority projects.

6a. Year of Expenditure for revenue and cost required (after 12/11/2007)

23 CFR §450.322(f)(10)(iv)

Revenue and cost estimates must use an inflation rate(s) to reflect "year of expenditure dollars." **Effective 12/11/2007**, the financial plans that support the metropolitan plan and TIP (and by default the STIP) shall include financial information containing systems-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways.

***FHWA Recommendation**

FHWA recommends that MPOs consult with NCDOT to determine the actual rate of inflation that NCDOT will be applying to the actual dollars spent in each year of the STIP. The MPO should consult with NCDOT when determining how the anticipated rate of inflation will impact the LRTP. This should provide the MPOs insight when applying the year of expenditure dollar to cost in the LRTP.

6b. Cost ranges are allowed after the first 10 years

23 CFR §450.322(f)(10)(v)

Cost ranges were not allowed in previous LRTPs, requiring specific costs to be applied. Because of the unpredictable nature of construction cost increases, LRTPs are now allowed to have cost ranges after the first ten years.

***FHWA Recommendation**

FHWA recommends that, if MPOs choose to use a grouping or range of cost in the plan for the all years after the first ten years of the plan, then the MPO will need to document reasons for choosing to group cost and outline the process used to develop the costs and cost ranges in the financial plan.

7. Demonstrate transportation conformity (where needed)

The fiscally constrained portions of the plan must conform to the State Implementation Plans (SIP) for air quality. For conformity determinations, the proposed fiscally constrained project alternatives are modeled together with TAZ and socioeconomic forecasts to determine both roadway and transit travel.

Results from the regional travel model are used to predict the amount of various pollutants which must not exceed the budgets established in the SIP. Transportation Control Measures (TCM) are also assessed and examined for the fiscally constrained portion of the plan, as well as interim years required from the SIP. All SIP criteria must be met for all the years evaluated.

The MPO shall then develop a technical document which supports a conformity finding and holds a public hearing. The MPO Technical Advisory Committee (TAC) adopts the conformity finding and provides to FHWA for approval.

Should an area become non-attainment for any of the criteria pollutants, the frequency of LRTP updates may be changed and the conformity requirements will be reinstated in accordance with the current State Implementation Plan (SIP).

8. Prepare and distribute draft plan

The draft review is meant to be a consultative and cooperative (3C) process between the MPO and NCDOT. The MPO and NCDOT should coordinate efforts to ensure that regional priority lists align and both planning documents are fiscally constrained.

9. Review and comment on the draft plan

23 CFR §450.322(i), 23 CFR §450.322(j)

SAFETEA-LU has made significant changes in the Public Involvement Process. As mentioned previously, MPOs must provide citizens, affected public agencies, representatives of public transportation employees, private freight shippers and freight transportation services, representatives of public transit and bicycle/pedestrian users, representatives of the disabled, and other interested parties a reasonable opportunity to comment on the LRTP. In addition, the MPO's planning process must also meet the following criteria:

- Provide reasonable access to the public of technical and policy information used in LRTP development;
- Provide reasonable public notice and time for public review of the LRTP and other key decisions
- Demonstrate consideration and response to public input received during the plan development process;
- Seek out and consider the needs of the traditionally underserved communities;
- Provide a report as part of the LRTP to address when significant written and oral comments are received; and
- Provide additional opportunities for public comment when significant changes are made to the LRTP or if significant comments have been made.

10. MPO Adopts final plan

The LRTP and Priority List require a public comment period and the comments must be addressed. Documentation is necessary to demonstrate how public comments were considered in the plan. After the MPO TAC adopts the final plan, the MPO then submits it to NCDOT for information.

11. Planning factors

The following (11a, 11b, 11c) is a list of additional needs to be addressed in the plan updates:

11a. Safety in the planning process

23 CFR §450.322(h)

SAFETEA-LU requires that MPOs incorporate provisions of the Strategic Highway Safety Plan (SHSP) in the LRTPs.

***FHWA Recommendation**

FHWA recommends referencing SHSP goals and objectives in the LRTP. MPOs should describe how implementation of the LRTP would help achieve the SHSP goals.

11b. Security in the planning process

23 CFR §450.322(h)

SAFETEA-LU encourages MPOs to compare the LRTP to applicable security plans, programs, and projects for consistency. Security can be included as a stand-alone section in the LRTP or included as part of the Transit planning element.

***FHWA Recommendation**

FHWA recommends that the security element incorporates or summarizes the priorities, goals, and/or projects contained in other transit safety and security plans. MPOs may also want to consider security of the other modes, i.e. bike, pedestrian, rail, airport, ferry, or port.

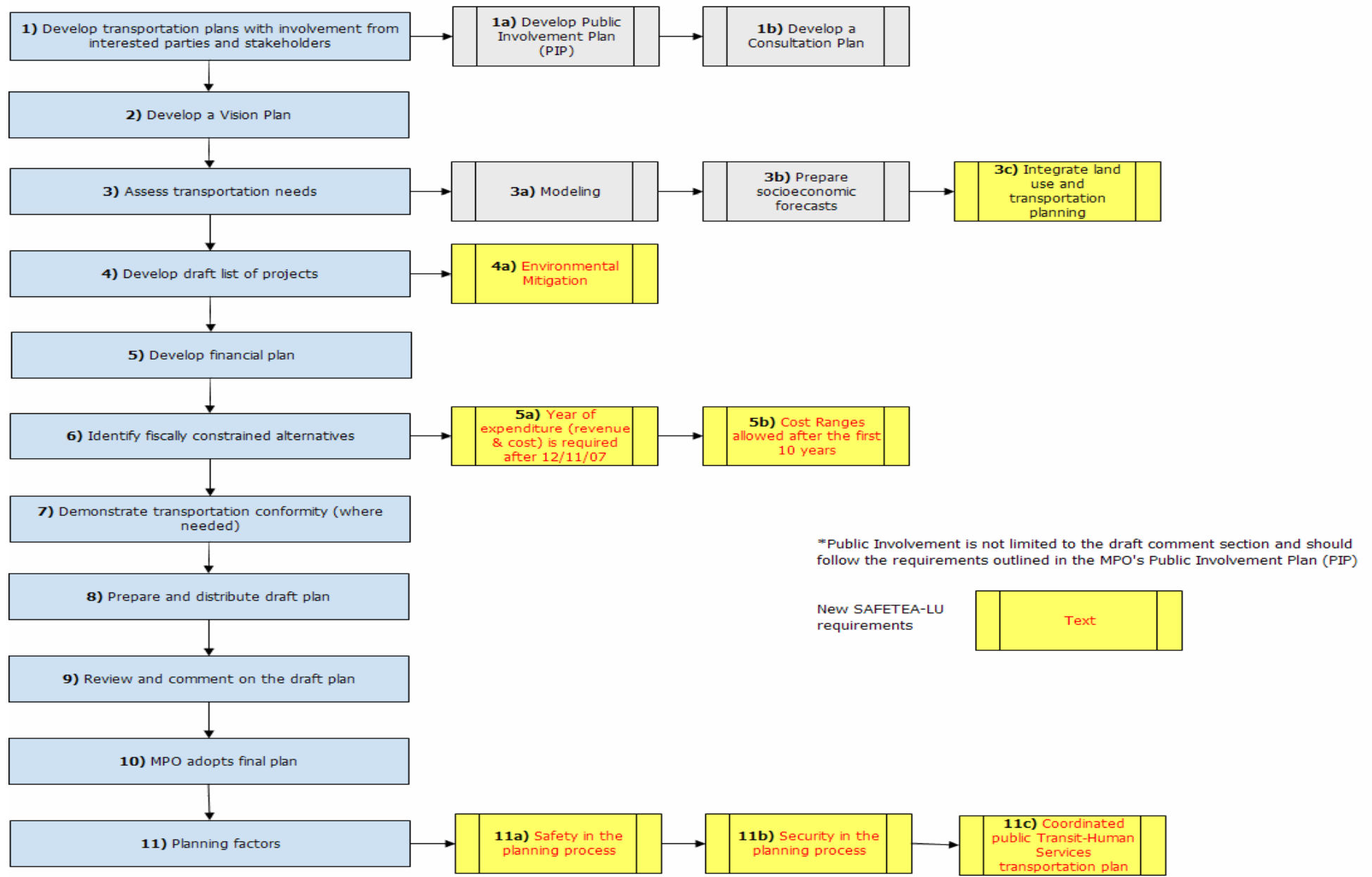
11c. Coordinated public Transit-Human Services transportation plan

A coordinated plan is needed to receive funding under elderly/disabled, JARC, and New Freedom programs under Title 49. Consistency is required between the plans development and applicable MPO and State LRTPs. The plan does not have to be developed by the MPOs. Local officials have the lead.

***FHWA Recommendation**

For recommendations on what is expected, please contact Keith Melton, Federal Transit Administration (FTA) at 404-562-3514.

Flow Chart for Developing an MPO LRTP



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Long Range Transportation Plans (LRTPs) Update & Transportation Improvement Program (STIP and TIP)

The **Statewide Transportation Improvement Program (STIP)** shall:

- Cover a minimum of 4 years.
- Be submitted to FHWA/FTA for approval at least every 4 years.
- Contain only projects consistent with the long-range statewide transportation plan.
- Contain only projects in non-attainment and maintenance areas that have met air quality conformity in 40 CFR. FHWA/FTA conformity determination must be made prior to projects listing in the STIP.
- Be fiscally constrained by year. Changes that affect fiscal constraint must take place by amendment.
- Include Metropolitan TIPs that are developed in cooperation with MPO, without modification directly or by reference.
- Include all capital and non-capital transportation projects proposed to use Title 23 or 49 U.S.C funds. Certain safety, planning grant, and planning and research funds do not need to be included (see 23 CFR, 450.216(g)).
- Contain all regionally significant projects requiring FHWA/FTA action (all Federally fund projects and all regionally significant non-federally funded projects).
- Include the following for each project listing:
 - sufficient descriptive material (i.e., type of work, termini, length, etc.) to identify the project or phase;
 - estimated total project cost;
 - the amount of Federal funds proposed to be obligated during each program year;
 - the proposed category of Federal funds and source(s) of non-Federal funds for the 1st year;
 - the likely category or possible categories of Federal funds and sources of non-Federal funds for the 2nd, 3rd, and 4th years; and
 - identification of the agencies responsible for carrying out the project.
- For non-metropolitan areas, include in the first year only those projects which have been selected in accordance with the project selection requirements in §450.222(c).
- Provide reasonable opportunity for public comment on the document as required by 23 CFR §450.210. Participation plan should address the “interested parties, public involvement, and consultation” requirements of 23 CFR §450.210. *See Flow Chart for Completing a LRTP Update section above and Appendix A, Addressing Consultation and Environmental Mitigation.*
- Starting December 11, 2007, develop revenue and cost estimates using an inflation rate to reflect “year of expenditure” dollars. *See Flow Chart for Completing a LRTP Update section above.*

The **Transportation Improvement Program (TIP)** shall:

- Cover a minimum of 4 years.
- Be submitted to FHWA/FTA for approval at least every 4 years.
- Contain only projects consistent with the approved metropolitan transportation plan.
- Contain only projects in non-attainment and maintenance areas that have met air quality conformity in 40 CFR. FHWA/FTA conformity determination must be made prior to projects listing in the STIP.
- Be fiscally constrained by year. Changes that affect fiscal constraint must take place by amendment.
- Include all capital and non-capital transportation projects proposed to use Title 23 or 49 U.S.C funds. Certain safety, planning grant, and planning and research funds do not need to be included (see 23 CFR, 450.324(c))
- Contain all regionally significant projects requiring FHWA/FTA action (all Federally fund projects and all regionally significant non-federally funded projects).
- Include the following for each project listing:
 - sufficient descriptive material (i.e., type of work, termini, length, etc.) to identify the project or phase;
 - estimated total project cost;
 - the amount of Federal funds proposed to be obligated during each program year;
 - the proposed category of Federal funds and source(s) of non-Federal funds for the 1st year;
 - the likely category or possible categories of Federal funds and sources of non-Federal funds for the 2nd, 3rd, and 4th years; and
 - identification of the agencies responsible for carrying out the project.
- Provide reasonable opportunity for public comment on the document as required by 23 CFR §450.316. Participation plan should address the “interested parties, public involvement, and consultation” requirements of 23 CFR §450.316. *See Flow Chart for Completing a LRTP Update section above and Appendix A, Addressing Consultation and Environmental Mitigation.*
- Starting December 11, 2007, develop revenue and cost estimates using an inflation rate to reflect “year of expenditure” dollars. *See Flow Chart for Completing a LRTP Update section above.*

Addressing Consultation and Environmental Mitigation
SAFETEA-LU Requirements in Plan & TIP Updates

Documentation addressing these new requirements can be in a separate chapter or an appendix. Whatever method is chosen, the documentation for each element (Consultation and Environmental Mitigation) should be in **one** place to ensure SAFETEA-LU compliance.

Consultation (Plan and TIP)

The MPO shall consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservations and historic preservation concerning the development of the transportation plan.

GOAL: Develop a documented process(es) that outlines roles, responsibilities, and key decisions points for consulting with other governments and agencies.

Compile a list of contacts with State, local, and private agencies, and Indian Tribes responsible for:

- Economic growth and development
- Environmental protection
- Airport operations
- Freight movement
- Land use management
- Natural resources
- Conservation
- Historic preservation
- Human service transportation providers

Documentation should be in the form of:

- **Memorandums of Agreement/Understanding**
- **Listing of agreed to roles and responsibility**

A factor to consider in maintaining a structure for the consultation process would be to have agreement (and documentation) of roles, responsibilities and key decision points.

Goal: Ensure compatibility between the proposed transportation plan(s) and other agencies' plans.

The intent of the consultation requirement is to **exchange information** with these agencies, not just provide them a copy of the plan or TIP and ask for comments. The objective is to compare plans, maps and inventories developed by these agencies with the transportation plan and TIP to ensure compatibility.

Documentation should include:

- Who was contacted
- How the contact was made
- Responses received
- Results of comparison of plans, programs
- How the information was used in both the Plan and/or TIP update

Addressing Consultation and Environmental Mitigation
SAFETEA-LU Requirements in Plan & TIP Updates

Environmental Mitigation (Plan only)

Goal: Assure decision makers take into account potential environmental impacts when adopting the transportation plan or plan update and that consideration is given to how such impacts might be mitigated.

Review the types of improvements listed in the Plan for State, local and transit projects.

Minor Project Impacts:

- Project(s) are exempt; resurfacing, safety, bus replacements, etc.
- Improvements are within the existing ROW.
- Project(s) do not add capacity.
- Project(s) will not alter traffic patterns.

For those minor Projects, documentation should indicate that all proposed improvements are within the existing ROW and/or will not add capacity or alter traffic patterns. This documentation should also include a statement of no significant impacts.

If the plan includes improvements that alter traffic patterns or adds capacity regardless of whether the projects are within the existing ROW, then a discussion of potential environmental mitigation must be included in the **Plan**. The discussion must address **both the natural and human environment**. Efforts to meet the “Environmental Mitigation” requirements of SAFETEA-LU should include the following:

1. Develop a list of resource agencies and contacts (Consultation).
2. Develop consultation agreements with resource agencies.
3. Work with these agencies to identify and inventory environmentally sensitive areas.

Factors **may** include:

- Land use (including farmland)
- Water quality
- Wetlands
- Floodplains
- Endangered species
- Section 4(f)
- Hazardous waste sites
- Air quality
- Noise
- Historic and archeological sites
- Secondary and cumulative impacts
- Property acquisitions and displacements
- Changes in accessibility (to jobs, recreation, health services, etc.)

Addressing Consultation and Environmental Mitigation
SAFETEA-LU Requirements in Plan & TIP Updates

4. Assess the system wide impacts of implementing the plan.
5. Work with resource agencies to define potential mitigation measures that may be needed (system wide, not project level).
6. Adjust the transportation plan, if necessary to minimize impacts.

Documentation of this effort would include:

- the location of projects
- a description of the inventory
- resource agencies that were contacted
- assessment of any likely impacts resulting from proposed improvements
- potential mitigation measures

Supplemental Guidance Documents

In addition to this document, several other guidance documents have been developed as tools for use by MPOs and NCDOT in complying with the provisions of the Final Transportation Planning Rule (SAFETEA-LU). These are:

1. *SAFETEA-LU LRTP, TIP/STIP, & Conformity Implications*, 2/26/07 1 page guidance
2. Coordinated Transportation Planning Workshop (3/29/07) Outputs (available at the Interagency Leadership Team (ILT) website, <http://www.ncilt.org>)
 - a. *Best Practices Summary – Possible Approaches for Coordination*
 - b. *Contact Information Template*
3. *Final Transportation Planning Rule* – available at the FHWA website, <http://www.fhwa.dot.gov/hep/legreg.htm>

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: May 9, 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 received the draft SE Data at their January 10, 2007 meeting and released that information for a 42-day public comment period. A public hearing was held at the March 14, 2007 TAC meeting.

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 – May 18, 2007
- City issues contract – June 2, 2007
- Notice to proceed – June 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
- Study underway –completion December 2008

Non-Motorized Model development

- ✓ Issue RFQ – August 21, 2006
- ✓ Non-mandatory pre-proposal conference – September 6, 2006
- ✓ Receive written proposals – September 21, 2006
- ✓ Consultant short list – September 25-29, 2006
- ✓ Consultant short list interviews/references check and City issues notice of intent to award a contract – October 2-6, 2006
- ✓ Contract negotiation and scoping completed

- ✓ Council approves contract – March 5, 2007
- ✓ City issues contract – March 25, 2007
- ✓ Notice to proceed – March 25, 2007
- Study underway –completion December 2008

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 approved - 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 June 2007.
- Plan Adoption (Durham City, Durham County, and TAC) anticipated occurring during the months of June 2006 and July 2007.
- The Orange County plan has been delayed several months beyond the Durham County plan.

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 1 (TTA new start model revision) completed in October 2005.
- ✓ Phase II TTA New Start model conversion to TransCad to be completed in August 2006.
- Calibration of 2002 model in TransCad anticipated to be completed in 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 - 5/1/2007												
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%	93.4%	7/1/2007
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	98.0%	97.0%	6/15/2007
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	100%	100%	6/15/2007
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	94.5%	93.9%	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		5.0%	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	6.6%	6.8%	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				
DURHAM	RESURFACING	PRIMARY	NC-54 FROM FALCONBRIDGE ROAD TO DRESDEN DRIVE	\$ 318,281.20	1.45 miles	Barnhill Contracting	Aaron V. Earwood, PE	(919) 560-6857				
DURHAM	I-3306BB	I-40	I-40 FROM ORANGE COUNTY LINE TO NC-147, MILL AND FILL DESIGN BUILD	\$ 21,749,430.00	10.401 miles	The Lane Construction Corp.	Phillip R. Johnson, PE, PLS	(919) 733-9499	5/10/2008			5/10/2008
DURHAM	RESURFACING	PRIMARY	5 SECTIONS OF US-15/501, 1 SECTION OF US-15/501 BYPASS, AND 1 SECTION OF NC-55 SB	\$ 920,361.66	5.16 miles	REA CONTRACTING LLC	Bob Shultes	(919) 840-0914				
DURHAM	U-4010	NC 98	WIDENING OF NC 98 (HOLLOWAY ST) FROM EAST OF US 70 TO EAST OF JUNCTION ROAD	\$ 3,288,207.30	0.369 miles	Triangle Grading and Paving	Bob Shultes	(919) 840-0914				
NCDOT PROJECTS FOR LET NEXT 12 MONTHS IN DURHAM COUNTY - 5/1/2007												
County	TIP #	Route	Location Description	Contract Estimate	Length		Contact Engineer	Phone #	Contract Let Date			
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

TC 04/23/07 Attachment 11

Orange	31393	NC 86 @ Cameron St.	Upgrade signal heads, replace existing pedestrian signal heads with countdown heads and install mast arms REVISION: Use existing poles in lieu of mast arms	100,000.00	Revised compl. 5/30/07
Orange	US-3925 31914	NC 86 @ Rosemary St.	Upgrade signal heads, install a protected/permitted left turn phase for NC 86 and install 2 metal strain poles REVISION: Mast arm to be used in lieu of metal strain poles	85,000.00	Rev. Compl. 10/31/07 due to equip. conflict w/ overhead utilities
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 REVISION: Install mast arm	110,000.00	Rev. compl. 12/31/07
Orange	37708	SR 1733 (Weaver Dairy Rd.) @ Sedgfield Dr.	Construct left turn lane	150,000.00	FA Construction by 7/31/07
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	Barrett, Irvin & Jordan began 4/23/07 for completion by 8/17/07
Orange	SS-4907A 40715.3	NC 86 @ Cameron St.	Install pedestrian signal heads across the east side of Cameron St.; upgrade vehicular signal heads to 12"	24,000.00	UNC-CH has upgraded vehicular signal heads; phasing plan pending to compl. ped heads by 7/07
Orange	40955	SR 1734 (Erwin Rd.) @ Sage Rd.	Install a traffic signal with pedestrian signals	65,000.00	Completed 3/7/07
Orange	41026.3	NC 54 @ SR 1952 (White Cross Road)	Construct a left turn lane	173,000.00	FA construction by 10/5/07
Orange	41059	SR 1727 (Eubanks Rd.) @ SR 1725 (Millhouse Rd.)	Install a traffic signal	30,000.00	MA w/ Town of Chapel Hill; Minor punchlist remains
Orange	SS-4907E 41096	NC 54 @ SR 2016 (Southern Drive)	Construct a left turn lane on NC 54 westbound	140,000.00	FA construction by 4/5/08
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 5/31/07
Orange	41488	US 15-501 @ SR 1900 (Old Mason Farm Road)	Extend the left turn lane on northbound US 15-501, revise the signal and add a right turn lane at SR 1900	\$147,500	FA const. by 10/08
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. to begin 5/1/07 for Compl. By 10/1/07

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC WFO

TC 04/23/07 Attachment 11

Orange	SI-4807 40249.3.1	SR 1548 (Schley Rd.) @ SR 1538 (New Sharon Church Rd.)	Install center islands with stop signs on SR 1538	60,000.00	Plan revisions for FA const. -rev. compl. 10/07
Orange/ 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	Signal installation @ Dogwood Acres Dr. by Riverside Electric by 6/30/07
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	Project scope to be reviewed



America's Greenest Mayors

CITIES: The federal government has been dithering on climate change and energy conservation for years. Lucky for us, America's local leaders are filling the vacuum.

By Anne Underwood

Newsweek

April 16, 2007 issue - Sometimes great ideas are born of desperation. For Seattle Mayor Greg Nickels, that sense of urgency developed in the winter of 2004-05, when the annual snowfall failed to materialize in the neighboring Cascade Mountains. That's a serious issue in Seattle, where melting snow feeds the city's reservoirs in the springtime and swells the river that supplies its hydroelectric energy. Nickels's advisers were coming to him weekly with reports that the snow pack was just 1 percent of normal. "I don't think 'normal' exists anymore," Nickels remembers saying, having endured a succession of unusually warm winters. "Normal would be cause for popping champagne corks."

Nickels wasn't the only one who was starting to worry about climate change. In February 2005, 141 nations worldwide were preparing to put the Kyoto Protocol into effect—aiming to reduce global warming by cutting greenhouse-gas emissions 7 percent below 1990 levels by 2012. The United States was notably not one of them, so Nickels decided to "show the world there was intelligent life in the United States after all" by getting American cities to commit to Kyoto's targets. He drafted a document called the U.S. Mayors Climate Protection Agreement and presented it along with eight fellow mayors at the U.S. Conference of Mayors in March 2005. Their goal: to have 141 of their colleagues sign within a year, equaling the number of foreign countries that were party to Kyoto.

Two years later, a maverick idea has blossomed into a movement. To date, 435 mayors have signed on, Republican and Democratic, in Red States and Blue, from the crunchy coasts to the conservative heartland. Some of them govern cities with longstanding records of environmental activism, such as Chicago, San Francisco and Portland, Ore. But their ranks also include recent converts like conservative Republican Robert Cluck of Arlington, Texas, and Tom Barrett of Milwaukee, who just two years ago said it would be hard for him to join because of his city's commitment to promoting industry. Their combined efforts are now far more than symbolic. "These cities represent 61 million people," says Nickels. "That's equivalent to the population of France and larger than the United Kingdom."

The resources they bring to the task vary widely. In San Francisco, the city's Department of the Environment tackles sustainability with a staff of 70 people and a budget of \$20 million. In Fayetteville, Ark., Mayor Dan Coody just hired his city's first sustainability director. Still, a remarkable patchwork of programs is emerging, from the creation of car-sharing schemes on the West Coast to a new initiative in Cambridge, Mass., that aims to green at least half the buildings in town. In the process, city officials are discovering that these measures save money, reduce demands on overstretched utilities and make cities more pleasant places to live and work. "We're not talking about

some broad international policy that doesn't trickle down," says Coody. "Cities are where the rubber meets the road." Here are some ways they're taking action:

Energy Efficiency

Embarking on an environmental program sounds like a great idea. But if you're a mayor trying to cut greenhouse gases, where do you begin? How do you even know how to measure your current levels? That's where an organization called ICLEI—Local Governments for Sustainability can help. Founded in 1991, ICLEI provides computer software that walks city officials through the calculation one step at a time, helping tote up emissions from buildings (based on energy-consumption data from utilities) and vehicles (based on volume of traffic—that's what those little black strips on roads are for). The software even takes into account emissions from landfills, which generate methane, a potent greenhouse gas. ICLEI presents officials with a menu of energy-saving measures and helps calculate the reductions they can achieve from each. "We show them the low-, medium- and high-hanging fruit," says executive director Michelle Wyman.

One of the easiest measures is also one of the most cost effective. That's converting stoplights from incandescent bulbs to LEDs. On the downside, the conversion demands a major investment upfront. "When I found out the cost, it scared me," says Cluck in Arlington, Texas, noting that the new lights will cost his city \$1.35 million. But since LEDs use 80 percent less energy than standard lights—and last six to 10 times longer—they pay for themselves in several years. After that, cities reap the savings. For Arlington, that's a projected windfall of more than \$250,000 a year. In a larger city like New York, it's even more. The Big Apple—which has replaced 80,000 incandescent bulbs in 12,000 intersections—will realize savings of \$6.3 million a year once the initial investment of \$28 million is paid off.

There are dozens of other ways for a city government to cut its power use. Buildings themselves can be made more energy efficient with good insulation, tight ducts and efficient air-conditioning systems. "In cities, buildings account for 50 to 70 percent of energy consumption and, therefore, greenhouse-gas emissions," says Rob Pratt, head of the climate-change initiative at the Henry P. Kendall Foundation in Boston. Many municipalities now require that new government buildings meet the certification standards of the U.S. Green Building Council.

But to achieve ambitious energy-reduction targets, a city needs to get private developers and citizens onboard, too. One of the best examples is Austin, Texas, home to the nation's first green building program. A major citywide energy-conservation program in the 1990s allowed the city-owned utility to avoid construction of a new 500-megawatt power plant that would have been needed by 2000. Now Mayor Will Wynn has an even more ambitious program: to make all new homes in Austin "zero-energy-capable" by 2015. That means they will draw 65 percent less energy than a new home built today—so little that the rest of their energy needs could be supplied by solar panels on the roof, if the homeowners installed them. "Houses like this are possible today," says Roger Duncan, deputy general manager of Austin Energy. But they require every energy-saving trick in the green builder's book.

The city of Cambridge is hoping for a more immediate impact with a sweeping \$100 million initiative announced two weeks ago to cut the energy consumption of every

neighborhood in town—municipal, university, commercial and residential alike. "Energy audits" of buildings will be provided free to those who want them, along with recommendations on how to cut energy use. To help owners make the suggested upgrades, low- or zero-interest loans will be available, to be repaid as savings accrue from the new efficiencies. Realistically, the organizers hope for a 50 percent participation rate, which would cut emissions an estimated 10 percent by 2012. The same program will soon roll out in Boston and four other Massachusetts cities.

Transportation

After buildings and lighting, the next obvious issue for a city to address is motor vehicles. As their fleets age, many towns are gradually converting their cars, garbage trucks, salt spreaders, tow trucks and fire engines to hybrids or alternative-fuel vehicles that use ethanol, compressed natural gas or biodiesel. In San Francisco, officials are going the extra mile, so to speak, and will soon use recaptured fat, oil and grease from restaurants to make biodiesel fuel for the city's garbage trucks. These fleet upgrades "aren't quite as cost effective as lighting changes," says Garrett Fitzgerald, director of programs at ICLEI. "But they're simple to do, and they provide a great opportunity to reduce emissions."

Many cities are also encouraging private individuals and taxi companies to switch to hybrids and other high-efficiency vehicles by offering a variety of incentives. In Salt Lake City, says Mayor Rocky Anderson, "the transportation department will put a decal in your rear window, and you can park at any city meters without ever having to pay." And in Boston the Massachusetts Port Authority, which runs Logan airport, is about to start giving hybrid taxis two passes per shift allowing them to cut to the front of the passenger-pickup line. But the very existence of a program for hybrid taxis in Boston is due at least in part to a private initiative by architect John Moore, who last year got permission to follow a standard cab around town for a day in a borrowed Ford Escape hybrid. At the end of the day, the hybrid had used just 3.5 gallons of gas, versus 10.2 for the cab—and with fewer emissions. Moore's experiment helped persuade the city to approve hybrid cabs, a shift that could ultimately translate into greater reductions of greenhouse gases than for most autos, since cabs are on the road all day.

Better yet are trips not taken at all—at least not in privately owned cars. Des Moines, Iowa, has installed bike racks on the front of buses to make longer, car-free commutes more practical, and it has sponsored contests to design artistic bike racks for public spaces. In addition, a growing number of cities have seen the arrival of car-sharing programs like Flexcar in Seattle. For a \$35 annual fee, you can go online and reserve cars parked at convenient locations. "Like a cash machine, there should always be one within a couple blocks," says spokesman John Williams. You pay \$9 per hour, but the company covers gas, insurance and parking in designated spots. It's so convenient that about half the members end up selling an existing car or avoid buying a new one.

Vibrant Downtowns

New York is the most energy-efficient city in the nation, since millions of residents live in densely packed apartment buildings and rely on walking or public transit for most of their transportation needs. "New Yorkers use half the energy per capita as residents of other cities," says Deputy Mayor Dan Doctoroff.

No wonder cities across the country are trying to attract residents back downtown to live, not just work. In Miami, the city code and zoning laws are being overhauled for that very purpose. "Miami was developed haphazardly by engineers whose only interest was in making it easier for cars, so they built broad roads and narrow sidewalks," says Mayor Manny Diaz. "We want to change that, to have wide sidewalks, with shade trees and parks that create a pedestrian feel." Admittedly, the plan will take decades to implement, but Diaz seems committed to a broad range of shorter-term changes, too, including cleaning up city waterways and building green buildings. "We're on the front line of global climate change here," he says. "The water level doesn't have to rise too much for us to be riding around Miami in canoes."

The greening of city centers isn't just metaphorical. In Chicago, city officials have mapped the "heat islands," where asphalt and black roofs absorb heat and raise the city's overall temperature. These areas are then planted with trees—400,000 to date. "Trees are like big air conditioners," says Environment Commissioner Sadhu Johnston. They lower the temperature, filter air, remove carbon dioxide, absorb storm water and provide shade and beauty. (They even boost the economy. "Research has shown that people are willing to spend up to 12 percent more on a product if they're shopping in a district with mature trees," thanks to the pleasant ambience of the neighborhood, says Johnston.)

At Chicago's Center for Green Technology, the city also runs free programs on topics like planting green roofs, which are actual plots of grass on roofs. They absorb storm water, reduce heat loss in winter and help cool buildings in summer. "We run green-roof test plots to see how much they bring down the temperature," says Johnston. The verdict: a green roof can reduce the surface temperature of a summer-sun-drenched roof from 170 degrees to just 80 to 90 degrees. Chicago has 300 such roofs already built or under development.

The Small Things

Then there are the little things we can all do. "If every household in America switched out one compact fluorescent bulb, it would reduce energy consumption as much as taking a million cars off the road," says Des Moines Mayor Frank Cownie. We could also start drinking tap water rather than the bottled variety. "Production of the bottles alone consumes over 1.5 million barrels of oil a year," says Rocky Anderson in Salt Lake City. Even worse is the energy squandered on shipping water halfway around the world. As a result, he says, "you pay more for a bottle of water than an equivalent amount of gasoline." And we could carry our own mesh shopping bags. Two weeks ago, San Francisco grabbed headlines for banning nonbiodegradable plastic bags, which were costing the city \$8 million a year to clear from streets, storm drains and recycling machines.

In the future, there will no doubt be more amazing ways of contributing. San Francisco has major plans for renewable energy from solar, wind and even tidal power, which would be created by harnessing the tides flowing in and out through the narrow channel below the Golden Gate Bridge. Giant bi-directional blades would spin in the current, fueling generators. "And unlike solar and wind power, which are unpredictable, tidal power is incredibly reliable," says Jared Blumenfeld, director of the San Francisco Department of the Environment.

While the U.S. government continues to dither on climate change, foreign countries are sending representatives to San Francisco to study its green policies. "The Danish, Irish and French environment ministers have come to meet with us in the last six months," says Blumenfeld. "When we asked why, they said, 'Our governments are taking action at the federal level, but we have no idea what to do at the local level'." America's green mayors could teach them a thing or two.

With Matthew Philips

URL: <http://www.msnbc.msn.com/id/17996836/site/newsweek/>

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Council ponders MLK Jr. Boulevard funding

BY ROB SHAPARD, The Herald-Sun
April 11, 2007 10:09 pm

CHAPEL HILL -- The Town Council expects to decide in early May how to spend about \$250,000 on measures aimed at improving safety for pedestrians and bicyclists along Martin Luther King Jr. Boulevard.

Two local residents said Wednesday that they hope those measures won't include adding new bicycle lanes. Regular cyclists Susan Ennett and Wayne Pein argued bike lanes, particularly on the steep hills on both sides of Bolin Creek as it passes under the road, would make it more dangerous for cyclists, rather than safer.

Ennett said she's been a daily bicycle commuter along the boulevard to the UNC campus, where she's a professor. Ennett said in her experience, the road is not dangerous for cyclists.

She said the key is to use the full road lane -- to which cyclists have a legal right -- especially when going up to 25 to 30 mph on the descents, and that drivers typically either pass her when they can or wait behind her. Ennett said she didn't think drivers would be inclined to show that same courtesy if bike lanes were added and cyclists didn't use those lanes.

"I am asking you personally not to put me in danger on my daily commute," she said.

As he has before the council in the past, Pein argued against bike lanes, saying in part they would be too narrow to be safe on the boulevard, particularly on the hills. He said it would be better to take steps like narrowing the road lanes in those spots and putting up signs encouraging cyclists to use the full road lanes, or to make no changes.

"Let's separate feel-good perception from functional reality," he said about bike lanes.

Local resident Blair Pollack urged the council to focus much of the available funding between Piney Mountain Road and Homestead Road. On a side note, Pollack noted a dearth

of bus shelters along the road, and said perhaps it's time for the council to consider allowing some sponsorships from businesses for new shelters to help defray the cost.

Consultants working for the town have come up with a number of recommendations for the boulevard all the way between North Street and Interstate 40, as well as 15 other intersections around town.

The town has about \$250,000 in regional transportation funds for the kinds of improvements mentioned in the "N.C. 86/Martin Luther King Jr. Boulevard Corridor/Town-Wide Pedestrian Safety Evaluation Study." While all the recommendations would cost well beyond that amount, taking some of the initial steps such as adding crosswalks and pedestrian signals at key intersections could be an approach the town takes.

In addition to crosswalks and pedestrian signals, the recommendations include filling gaps in sidewalks, putting in midblock crosswalks with pedestrian "refuges" and improving the landscaping and buffering. The town staff will come back May 7 with some specific recommendations for the council to consider.

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Turnpike could harm kids, scientist says

Traffic could flow by late 2010

TURNPIKE TIMETABLE

Two proposed toll roads in western Wake County and Research Triangle Park -- known informally as the Triangle Turnpike -- could begin carrying traffic as soon as fall 2010.

They would be connected by a 2.8-mile segment of Interstate 540 now under construction. With the I-540 link, which also would have a tollbooth, the combined expressway would stretch for 18.8 miles. Cost estimates range from \$540 million to \$1 billion.

Studies to be completed in the next few months will produce revised forecasts for traffic counts and toll revenues, and for construction costs.

HERE'S THE TIMETABLE TURNPIKE OFFICIALS ARE HOPING FOR:

MAY AND JULY: Draft and final environmental reports expected.

JUNE: Public workshop to be scheduled for RTP road.

SEPTEMBER: General Assembly expected to vote on requested \$12 million -- \$18 million annual payment to cover gap between toll revenues and project costs.

NOVEMBER: Bond anticipation notes issued to fund purchase of remaining right-of-way.

DECEMBER: First contracts awarded, design work starts.

MAY 2008: Remaining contracts awarded, construction starts.

SUMMER 2008: Revenue bonds issued to fund project.

FALL 2010: Triangle Parkway open to traffic in RTP.

FALL 2011: I-540 portion open to traffic from RTP to Holly Springs.

SOURCE: NC TURNPIKE AUTHORITY (WWW.NCTURNPIKE.ORG)

BRUCE SICELOFF, Staff Writer

Young lungs will be imperiled by a toll road planned 120 yards from a Research Triangle Park day-care center that serves 171 babies and preschoolers, an RTP scientist said Wednesday.

Gary S. Bird, father of two children at the First Environments Early Learning Center, asked the N.C. Turnpike Authority to make sure a pending study considers all the health risks of the planned Triangle Parkway.

"Noise pollution notwithstanding, exposure of these children to particulate emissions -- both during construction of the parkway and in its planned use -- is very likely to have adverse effects on their health," said Bird, 45, of Chapel Hill.

The state agency hopes in December to start designing and building the state's first modern toll roads, both in the Triangle: the 3.4-mile Triangle Parkway through RTP, and a 12.6-mile extension of Interstate 540 south from RTP to Holly Springs. The two roads could begin carrying traffic by late 2010.

Local officials have expressed concerns about toll plans, and southern Wake residents have protested in letters to the editor. But Wednesday's board meeting marked the first time the turnpike agency has heard formal statements of opposition.

The criticism came from Bird and a second speaker.

David C. McDowell, a Raleigh blogger who works as a network administrator in Cary, noted that drivers now use the northern half of I-540 without paying tolls. He said it would be unfair to treat southern Wake residents differently, or to collect tolls from low-income service workers who commute to RTP.

"I don't think they should be discriminated against," said McDowell, 31. "Why should they not also benefit from a free 540?"

Tippett disagrees

State Transportation Secretary Lyndo Tippett, who leads the turnpike board, dismissed McDowell's criticism of the I-540 toll plans. "Certainly your concerns have been addressed by others," Tippett said. "We are charged with our responsibility as the turnpike authority."

Bird works as a physiologist for the National Institute of Environmental Health Sciences, but he said he was not speaking as an expert. He serves as president of a parent cooperative that operates the day-care center on the U.S. Environmental Protection Agency campus at RTP.

He cited studies that found increased asthma and other respiratory ailments in children who live or attend school near busy highways. About 25 percent of the children at the RTP center already suffer from asthma, he said.

Report coming soon

Robert D. Teer of Durham, an RTP developer who sits on the turnpike board, said Bird's concerns came late in the game.

"The pathway for the Triangle Parkway was reserved in 1957" before RTP was built, Teer said in an interview. "They knew it was there when they built that day-care center in the 1980s."

Steven D. DeWitt, chief engineer for the turnpike agency, said noise and air pollution effects will be considered in an environmental assessment to be completed within the next month. He said residents will be able to learn more about Triangle Parkway plans at a community workshop to be scheduled sometime in June.

Bird said he and other parents would look closely at the environmental study and then discuss its findings with turnpike officials.

"I look forward to sitting down with these chaps," he said, "and seeing what they have to say."

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

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The wide open road almost a done deal

By Ray Gronberg, The Herald-Sun
April 28, 2007 11:43 pm

N.C. Department of Transportation engineers hope the last bits of work along a newly widened stretch of Interstate 85 in Durham will be complete in May or early June.

While the new lanes have been open awhile, contractors are finishing some detail work along the highway and the roads that connect to it, including landscaping, lights and pavement markings, DOT Division Engineer Wally Bowman said.

Officials had hoped to conduct a formal ribbon-cutting for the highway this week, but state Transportation Secretary Lyndo Tippet's staff opted to postpone the ceremony until the contractors were done.

Construction on the easternmost segment of the \$189 million widening began in 1999. The new lanes are winning good reviews from motorists, but people who live nearby are more than ready to see the project's completion.

The lighting issue is a sore point with some, as DOT hasn't been able to illuminate some of the overhead signs and directional markers along the route.

"We had guests who were joking about Durham, asking, 'Did somebody forget to pay the power bill?' " said resident Kay Spivey. "They couldn't see the signs until car lights hit them."

Bowman said contractors had finished installing the necessary fixtures and now just needed someone to finish powering them all. The problem is similar to the one that briefly delayed the city's efforts to open a widening of Martin Luther King Jr. Parkway.

Landscaping is also under way. Crews took on the medians on Guess Road and Hillandale Road last week, Bowman and city Transportation Manager Mark Ahrendsen said.

Ahrendsen said he and his staff had no complaints about the way DOT and its contractor, the Granite Construction Co., were moving in the project's final stretch.

"We feel they've been making good progress in the last few months trying to wrap up the project," he said. "It's always a lengthy process when you get down to the final details. We want to be sure they do it right."

DOT's online construction progress reports indicate that the project's eastern and central sections, east of Broad Street, are all but finished. The western section, from Cole Mill Road to Broad Street, is lagging a bit behind the other two.

Engineers are seeing cost overruns that range from about 18 percent on the east end of the widening to 7.5 percent on the west end.

The N.C. Department of Transportation will continue repaving the 10.4-mile stretch of Interstate 40 in Durham County from N.C. 147/Durham Freeway to the Orange County line next week. All work schedules depend on weather.

Between today and May 7, two of three lanes on I-40 East at the Orange County line from Exit 270 (U.S. 15/501 interchange) to Exit 276 (Fayetteville Road) will be closed as crews remove sections of the concrete surface and replace it with asphalt. The tentative work schedule is:

- Today, 8 p.m. to 6 a.m. Monday
- Monday, 8 p.m. to 6 a.m. Tuesday
- Tuesday, 8 p.m. to 6 a.m. Wednesday
- Wednesday, 8 p.m. to 6 a.m. Thursday
- Thursday, 8 p.m. to 6 a.m. Friday
- Friday, 8 p.m. to 6 a.m. Monday.

Motorists are encouraged to use the following primary alternate route during lane closures:

- Interstate 85 (Exit 163 off I-40) to N.C. 147/Durham Freeway (Exit 172) and the reverse. This route is only one mile longer than following I-40 through the construction zone and will allow motorists to avoid work zone delays.

- U.S. 64 to U.S. 421 to I-85 to U.S. 221 and the reverse as an alternate route to the Greensboro/Triad area; and U.S. 64 to U.S. 421 to I-85 and the reverse as an alternate route to Charlotte.

Lane Construction Corp. of Meriden, Conn., will work through November and then resume work in March 2008 when warmer weather returns.

The project contract calls for work to be completed by May 2008.

For 24-hour updates, dial 511, the state's free travel information line for current travel conditions; visit NCDOT's Traveler Information Management System at www.ncdot.org by clicking on "I-40 Durham Work Zone" or "Road Conditions"; or listen for radio alerts within the project area on 1680 AM or CB Channel 19.

URL for this article: <http://www.heraldsun.com/durham/4-843518.cfm>

Transit panel has pedal to metal **'We're behind,' co-chairman says**

Bruce Sicheloff, Staff Writer

Think fast. That's the mission statement for 29 Triangle residents who met Wednesday for the first time as an advisory panel asked to figure out the region's long-term priorities for major rail and bus transit service.

Local mayors and county commissioners called for a quick, fresh study last August, after an \$810 million commuter train proposal ran out of steam. They took nearly nine months to agree on the makeup of their Special Transit Advisory Commission, but they want the new group to finish its work in less than six months.

"It's very important that on Oct. 31 you give a report," Alice Gordon of Chapel Hill, an Orange County commissioner, said Wednesday at the group's inaugural meeting in Research Triangle Park.

The business executives and community activists spent their first three hours getting acquainted with each other and with the challenge of agreeing on how best to serve three counties that are expected to absorb 800,000 new residents by 2030.

"In my mind, we're behind -- and we're going to fall farther behind unless we do something aggressive," said Bill Cavanaugh of Raleigh, retired president and CEO of Progress Energy and the advisory group's co-chairman. "Atlanta has been behind from the first day I ever went there. They've got a massive problem."

The transit advisory group will meet about every three weeks through the summer, aided by officials from the Triangle Transit Authority, N.C. State University and regional planning agencies.

A technical study to be completed by July will include an updated analysis of many possible transit corridors -- who lives, works and travels along each corridor, how traffic is expected to grow, and what transit options would cost. Then, after soliciting ideas from the public, the group is to develop recommendations for transit improvements.

The local elected officials who sit on the region's two transportation planning boards -- the Capital Area and Durham-Chapel Hill-Carrboro metropolitan planning organizations -- plan to discuss the advisory group's proposals in October. A key part of their work will focus on what to build and how to pay for it.

Gradual worsening

Short funds and soaring costs forced the TTA last year to shelve its push to build a 28-mile rail line through Durham, RTP, Cary and Raleigh. Although the trains would have served some of the Triangle's biggest employment centers, critics said the TTA missed key destinations, including the airport, and would not reach where most people live.

It won't be easy to come up with a better idea that Triangle residents can agree is worth the cost, members of the advisory panel said Wednesday.

"There's no obvious central, single core around which transportation would function," said Carolyn Elfland, an associate vice chancellor at UNC-Chapel Hill. And no urgent "doomsday scenario" that would easily unite residents of the sprawling region.

"Incrementally, it gets worse and worse," Elfland said. "But there's never anything awful that makes people say 'Now!' and 'We definitely need to do it.' It's a process of going on and on, and people not doing anything about it. That's a challenge."



May 9, 2007

Mr. David W. Joyner
Executive Director
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, North Carolina 27699-1578

Dear Mr. Joyner:

I hope that your work is going well and that the North Carolina Turnpike Authority (NCTA) is making headway in its efforts to find gap funding in the General Assembly for the Triangle Turnpike. I have appreciated NCTA's willingness to work with the Triangle Transit Authority (TTA) on preservation of transit opportunities in this corridor.

Specifically, TTA appreciates the addition to NCTA's fiscal capacity study of the issues of shared turnpike use by transit buses, vanpools and high occupancy vehicles. We believe that these important matters need to be considered and, where fiscally feasible, included in the planning for turnpikes in our region.

The question of future rail transit use of the corridor utilized by the Triangle Turnpike is also a crucial issue for our region. I wanted to respond to your email of January 18, 2007 and the comments you raised regarding reservation of a portion of the median right of way for rail transit.

I believe the heart of our mutual intent lies in preserving options for this corridor and in taking no action that preclude future choices for those who follow after us. The NCTA has already considered several possible uses for the median area of the corridor, including additional toll lanes, possible HOV lanes, and possible breakdown lanes. We both acknowledge that in addition to these possible uses, transportation decision-makers in future years may want to employ rail transit in a portion of the 78-foot wide median. Based on current standards, 78 feet is certainly more than adequate width to build a two-track passenger rail facility.

The point, then, is to understand that any of these uses of the median area should be provided for and not excluded from consideration. We recognize that none of us is wise enough to know what the Triangle region will consider the best or most appropriate use for this median ten or twenty years from now.



Based on our most recent conversations on this subject, I believe that there is mutual agreement that preserving options for use of the Triangle Turnpike median for passenger rail transit or other uses is the appropriate policy. I wanted to set forth our understanding on this matter in order to clarify the positions of our respective organizations as well as for the benefit of the Metropolitan Planning Organizations of our region. Please let me know if I may have mischaracterized our understanding or if you have any further thoughts on this issue.

Sincerely,

A handwritten signature in black ink, appearing to read "David", with a small mark above the "i".

David King

cc: Joe Bryan
Alice Gordon

DDK/rg



Federal Register

**Friday,
March 23, 2007**

Part V

Department of Transportation

Federal Transit Administration

**Alternatives Analysis Discretionary
Program; Notice**

DEPARTMENT OF TRANSPORTATION**Federal Transit Administration****Alternatives Analysis Discretionary Program**

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice of Funding Availability; Alternatives Analysis Discretionary Program.

SUMMARY: This notice solicits proposals to compete for \$12 million in Section 5339 funds to support technical work conducted within an alternatives analysis, in which one of the alternatives is a major transit capital investment. Under this authority, FTA will allocate the available discretionary funding for alternatives analysis. This analysis will support technical work that will improve and expand the information available to decision-makers considering potential New Starts and Small Starts funding. FTA will give priority to alternatives analyses that would add tasks to collect and analyze data on transit ridership patterns, the travel times of buses operating in mixed traffic, and/or other information on the current performance of the transit system. FTA will also give priority to proposals to develop and apply methods to estimate the time savings experienced by highway users that result from transit investments as well as proposals to develop and apply simplified travel forecasting approaches for Small Starts alternatives that cannot be addressed easily by the existing regional travel forecasting procedures. FTA encourages potential study sponsors to contact FTA to discuss the development of proposals under this section.

DATES: Complete proposals must be received by the designated Federal Transit Administration contact listed in this notice by the close of business May 22, 2007.

ADDRESSES: Proposals may be submitted electronically through the Grants.Gov Web site or via e-mail to 5339GrantApplication@dot.gov with the State and grantee name in the subject line. Applicants applying to Grants.Gov may also send an e-mail to 5339GrantApplication@dot.gov to receive confirmation that FTA retrieved the application. FTA will reply via e-mail within 3 business days to all e-mails received through 5339GrantApplication@dot.gov.

FOR FURTHER INFORMATION CONTACT: Steve Lewis-Workman at the Federal Transit Administration, Office of Planning and Environment, by phone at

202-366-1868 or by e-mail at steven.lewisworkman@dot.gov.

SUPPLEMENTARY INFORMATION:**Table of Contents**

- I. General Program Information
- II. Proposal Review, Selection, and Notification
- III. Additional Program Information

I. General Program Information**A. Authority**

FTA has the authority to implement this program under the *Safe, Accountable, Flexible, Efficient Transportation Equity Act—A Legacy for Users* (SAFETEA-LU) amendments to Section 5339. FTA may allocate \$6 million from FY2006 and \$6 million from FY2007.

B. Background

The “Revised Continuing Appropriations Resolution, 2007” (Pub. L. 110-05) enacted, February 15, 2007, made available \$6 million in FY 2007 funds to FTA for discretionary allocation. In addition, a balance of \$6 million of FY 2006 funding that was not allocated to specific projects in the FY 2006 appropriations legislation is also available for discretionary award in FY 2007, for a total of \$12 million.

The authorizing legislation allows for the Secretary of Transportation to make awards under this program at her discretion. These funds will be allocated for alternatives analysis activities selected from applications submitted in response to this notice.

C. Eligible Applicants

Section 5339 allows FTA to make grants and agreements, under criteria established by the Secretary, to States, authorities of the States, metropolitan planning organizations, and local governmental authorities to develop alternatives analyses as defined by section 5309(a)(1). Eligible study sponsors must be able to incorporate the results of this work into an ongoing alternatives analysis study or must commit to initiate an alternatives analysis study within 12 months of the grant approval.

D. Eligible Expenses

FTA will allocate available discretionary funding for alternatives analysis to support technical work that will improve and expand the information available to decision-makers considering funding for potential New Starts and Small Starts projects. FTA will give priority to alternatives analyses that would add one or more of the following tasks to:

(1) Collect and analyze data on transit ridership patterns and use the results to validate travel forecasting models.

(2) Collect and analyze the travel times of buses operating in mixed traffic, and other information on the current performance of the transit system, and use the results to determine the user benefits attributable to better reliability of fixed guideway projects.

(3) Develop and apply simplified travel forecasting approaches for Small Starts alternatives.

(4) Develop improved methods for estimating the highway system user travel time savings associated with public transit alternatives.

FTA will consider proposals for other areas of technical work that can better develop information about the costs and benefits of projects seeking New or Small Starts funding.

E. Proposal Evaluation Criteria and Other Considerations

FTA's intent in allocating funding for alternatives analysis is to support tasks that will improve and expand the information available to decision-makers considering funding for proposed New Starts and Small Starts projects. Alternatives analyses must be documented in the Unified Planning Work Program (UPWP) of the metropolitan planning organization (MPO) for the area, with a commitment to begin the alternatives analysis study within 12 months of grant approval, or already underway. Proposals will be evaluated and awarded points as follows:

(1) Demonstrated Need: (30 Points)

Study sponsors may demonstrate need for these funds by demonstrating a substantial transportation problem in the study corridor and the presence of one or more of the following conditions:

(a) The lack a recent survey of transit riders;

(b) The lack of useful information on bus travel times and schedule reliability in the presence of substantial traffic congestion that affects the travel speeds and schedule reliability of buses operating in mixed traffic;

(c) A study that contains Small Starts alternatives for which the existing regional travel forecasting models are deemed inappropriate;

(d) The degree to which technical work will develop information on the full range of costs and benefits of projects seeking New or Small starts funding.

In addition, FTA will give additional consideration to studies in metropolitan areas that are part of the Department's Congestion Initiative.

(2) Potential Impact on Decision-Making (40 Points)

Study sponsors must demonstrate the potential impact of the proposed tasks on decision-making. For example, for a task to collect and analyze bus travel times, this could be accomplished by considering alternatives that would improve transit speeds and schedule reliability, having access to electronically archived data from an Automated Vehicle Locator system, and anticipating the analysis of information on a variety of transit operating regimes. The operating regimes include local buses, limited-stop buses, bus rapid transit, and other services.

(3) Capacity of the Applicant To Carry Out the Proposed Work Successfully (30 Points)

Study sponsors will demonstrate capacity to successfully undertake the proposed tasks by the quality of the local procedures for predicting the system performance, multimodal impacts, and ridership response of new transit investments, and the track record, if any, of the applicant in the prediction of ridership for previous New Starts projects.

Outstanding proposals in study areas with substantial transportation

problems could receive up to \$2 million in 5339 funding.

II. Proposal Development, Review, Selection and Notification

FTA staff is available to discuss and clarify our expectations regarding these efforts before study sponsors submit applications. After receiving funding proposals, FTA regional offices will conduct an eligibility review with headquarters performing evaluations of the surviving proposals. FTA will announce successful applicants/projects in a subsequent **Federal Register** notice. The criteria and application procedures may be reassessed for subsequent years.

III. Additional Program Information

A. Funds Administration

Once FTA has reviewed the proposals and selected the winners, FTA will award funds to the project sponsor to support the agreed upon tasks. These funds will be administered according to federal requirements as well as the appropriate policies, guidelines and rules of the pertinent agencies.

The Government's share of the cost of an activity funded using amounts made available under this section may not exceed 80 percent of the cost of the activity.

An amount made available or appropriated for this section remains available for 3 fiscal years, including the fiscal year in which the amount is made available or appropriated. The Secretary may use any amount that is unobligated at the end of the 3-fiscal-year period for any purpose under Section 5339. FTA will not approve deferred local share.

B. Application Methods

(1) State and local agencies may apply by e-mail to 5339GrantApplication@dot.gov, or

(2) Apply electronically through the Grants.Gov portal, or

(3) Agencies may apply via paper application to Steve Lewis-Workman, Federal Transit Administration, TPE-21, 400 Seventh Street, SW., Washington, DC 20590.

C. Performance Measures

Participants may be asked to compile data for use in measuring program performance.

Issued in Washington, DC, this 12th day of March 2007.

James S. Simpson,
Administrator.

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