

**A RESOLUTION RECEIVING THE REPORT ON THE
DRAFT 2030 LONG-RANGE TRANSPORTATION PLAN
Resolution No. 06/2004-05**

WHEREAS, the Town of Carrboro is participating in the development of the 2030 Long-Range Transportation Plan as a member of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization; and

WHEREAS, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization has completed a draft 2030 Plan and the Transportation Advisory Committee has opened a public comment period on the draft Plan, and;

WHEREAS, the Planning Staff has prepared a report on the draft Plan.

NOW, THEREFORE BE IT RESOLVED by the Carrboro Board of Aldermen that the Aldermen has reviewed the report provided by the Planning Staff.

BE IT FURTHER RESOLVED by the Carrboro Board of Aldermen that the Aldermen receives the report.

This is the 17th day of August in the year 2004.

- Overview & Highlights -

of the

DCHC-MPO Draft 2030

Long Range Transportation Plan

Prepared by Lead Planning Agency Staff
For presentation at
LRTP Workshops

July 29, 2004
August 3, 2004
August 10, 2004

Why Do We Need A Plan?

1. To receive Federal Highway, transit and other transportation related funding,
2. Meet the many challenges inherent in constructing an effective and efficient transportation infrastructure that minimizes highway congestion and improves air quality in our community.

Federal regulations not only require a long-range transportation plan, they outline contents of the plan and processes used in its development as well. The plan must:

- Contain a multi-modal approach including not only highway projects but providing for other modes of travel such as public transportation, bicycling and walking.
- Have a minimum 20-year planning horizon.
- Contain a financial plan balancing costs and revenue and thus demonstrating financial responsibility and constraint.
- Include an appropriate air quality analysis showing that forecast emissions will not exceed air quality budgets.
- Contain a public involvement process that meets federal guidelines and is sensitive to those groups often left out of the planning process.
- Represent a vision for the future that meets community goals.
- Have an update performed every three years.

What is in the Plan?

The 2030 Long-Range Transportation Plan is our guide for major transportation investments necessary to maintain our existing transportation system and serve the future travel needs of our region.

Improvements to existing facilities:

- highway,
- transit,
- bicycle and pedestrian facilities
- includes policies in support of intermodal freight needs

Methods of stretching our transportation dollars, including:

- Travel Demand Management (TDM),
- Transportation System Management (TSM),
- Intelligent Transportation Systems (ITS),
- Congestion Management Systems (CMS) strategies

Goals and Objectives

Overall Transportation System:

A safe, efficient, attractive, multi-modal transportation system that: supports local land use; accommodates trip-making choices; maintains mobility; protects the environment and neighborhoods; and improves the quality of life for urban area residents.

Multi-Modal Street & Highway System:

An attractive multi-modal street and highway system that allows people and goods to be moved safely, conveniently, and efficiently.

Public Transportation System:

A convenient, accessible, and affordable public transportation system, provided by public and private operators, that enhances mobility and economic development.

Pedestrian & Bicycle System:

A pedestrian and bicycle system that: provides an alternative means of transportation; allows greater access to public transit; and supports recreational opportunities.

Integration of Land Use & Transportation System:

A Transportation Plan that is integrated with local land use plans and development policies.

Protection of Natural Environmental & Social Systems:

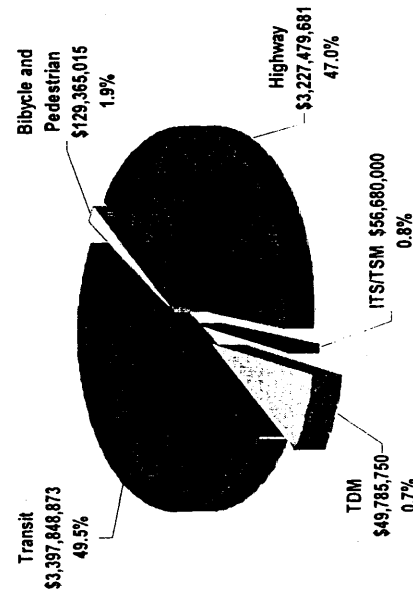
A multi-modal transportation system which provides access and mobility to all residents, while protecting the natural environment, cultural resources, and social systems.

Public Involvement:

An ongoing program to inform and involve citizens throughout all stages of the development, update, and implementation of the Transportation Plan.

2030 LRTP Expenditures

	2005 dollars	% total cost
Highway Cost Estimates	\$3,227,479,681	47.0%
Transit Cost Estimates	\$3,397,848,873	49.5%
Bicycle & Pedestrian Cost Estimate	\$129,365,015	1.9%
TDM Cost Estimates	\$49,785,750	0.7%
ITS/TSM Cost Estimates	\$56,680,000	0.8%
Total 2030 Transportation Cost Estimate	\$6,861,159,319	100%



2030 LRTP Financial Analysis

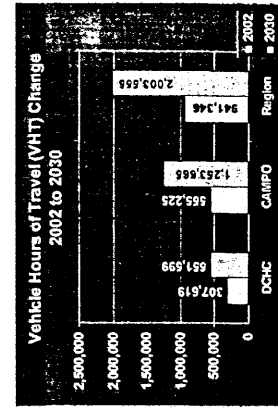
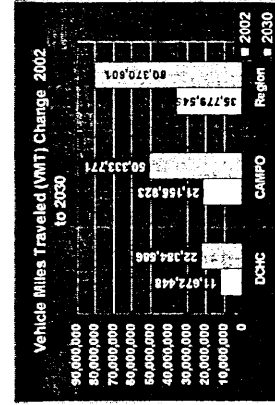
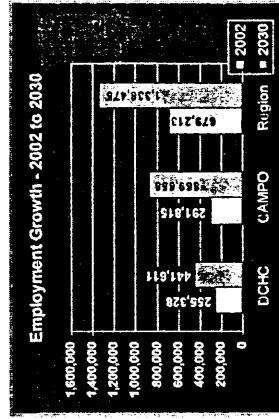
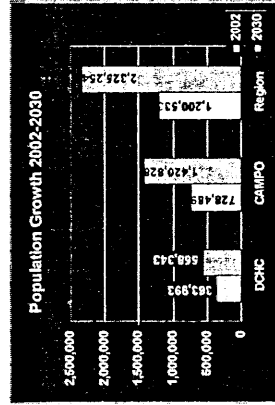
Shortfall of
\$437,046,514

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Cost & Revenue Comparison and	
Non-Traditional Revenue Sources	
Total Transportation Cost Estimates	2005 Dollars \$6,719,786,069
Total Transportation Revenue Forecast (traditional Sources)	5,824,584,795
Shortfall	(\$895,201,274)
Non Traditional Revenue Sources	
Motor (Gasoline) Fuel Tax 5% on non-taxed portion of gas retail cost (\$1.40 non-tax per gallon) Revenue period is 2008-2030 and uses 1.41% annual growth factor	\$332,236,810
Vehicle Registration \$10 from 2008 to 2009; \$15 from 2010 to 2019; \$20 from 2020 to 2030	\$125,917,951
Total Non-Traditional Revenue Sources	\$458,154,760
TOTAL REVENUE (traditional & non-traditional)	\$6,282,739,555
Shortfall	(\$437,046,514)

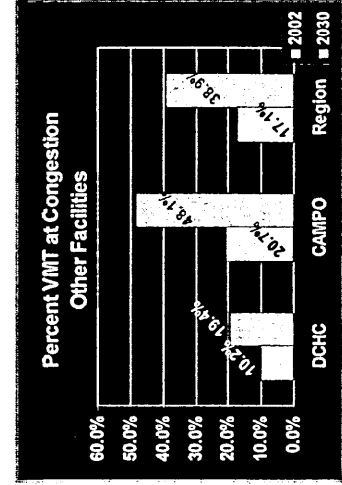
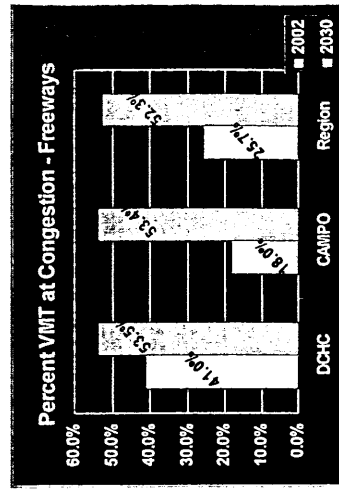
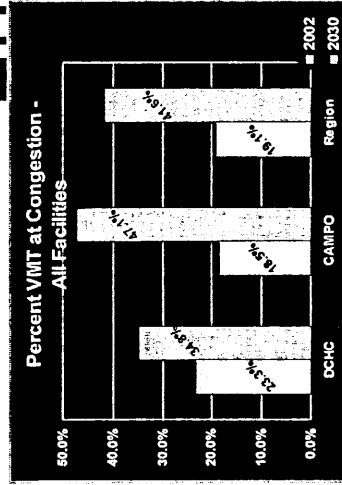
2030 LRTP Measures of Effectiveness

Total Population			
	2002	2030	Change
DCHC	363,993	558,343	53%
CAMPO	728,489	1,420,828	95%
Region	1,200,533	2,325,254	94%
Total Employment			
	2002	2030	Change
DCHC	255,328	441,611	73%
CAMPO	291,815	869,658	198%
Region	679,213	1,338,475	97%
Total Vehicles Miles of Travel (VMT)			
	2002	2030	Change
DCHC	11,672,448	22,384,586	92%
CAMPO	21,155,923	50,333,771	138%
Region	35,779,545	80,370,601	125%
Total Vehicles Hours of Travel (VHT)			
	2002	2030	Change
DCHC	307,619	551,599	79%
CAMPO	555,225	1,253,665	126%
Region	941,346	2,003,555	113%



2030 LRTP Measures of Effectiveness

Total Percent VMT at Congestion - Total Facilities			
	2002	2030	Change
DCHC	23.3	34.8	50%
CAMPO	18.5	47.1	154%
Region	19.1	41.6	118%
Total Percent VMT at Congestion - Freeways			
	2002	2030	Change
DCHC	41.0	53.5	30%
CAMPO	18.0	53.4	196%
Region	25.7	52.3	103%
Total Percent VMT at Congestion - Other Facilities			
	2002	2030	Change
DCHC	10.2	19.4	91%
CAMPO	20.7	48.1	132%
Region	17.1	38.9	128%



Revenue Forecasts/Shortfall

- ◆ Total revenue forecast for the DCHC 2030 Transportation Plan is \$5,824,584,795
- ◆ Shortfall is projected at \$895,201,274
- ◆ Approximately \$437,046,514 is needed from non traditional sources to fund proposed investments
- ◆ Trade-offs?
 - Local revenue options (non-traditional revenues)
 - Scale back of projects
(congestion and air quality worsen)

Local Revenue Options

(non-traditional funding sources)

- ◆ Motor (Gasoline) Fuel Tax: -
5% on non-taxed portion of gas cost
(\$1.40/gallon). Revenue period is 2008-
2030, and uses an annual growth factor of
1.41%.
- ◆ Vehicle Registration Fee: - \$20 phased in;
 - ◆ \$10 from 2008 to 2009;
 - ◆ \$15 from 2010-2019; and
 - ◆ \$20 from 2020-2030.(1.41% annual growth assumed)

Air Quality Conformity Analysis and Conformity Determination

- ◆ Air quality conformity determinations are required for Counties designated as non-attainment under the 8-hour ozone standard
- ◆ Durham, Wake, & the Dutchville portion Granville County will use the 1-hour emission budgets
- ◆ The remaining Counties will use modified build/no-build tests

Public Review / Adoption Process

Decisions cannot be made using numbers alone.

It is important that all of our citizens be afforded the opportunity to participate and assist with verification of data used in the development of the 2030 LRTP.

The input of our citizens is invaluable to the development of the plan - they are the eyes and ears of land use in their neighborhoods and the areas in which they work and play.

The public involvement process employed in development of this plan is in conformance with the DCHC's adopted Public Involvement Process.

Input provided by local elected officials also plays an important part in plan development through review and comment on data, projects and priorities.

Public Workshops

August 3

5-8 pm

Public Library in Chapel Hill

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August 10

5-8 PM

Main Library in Durham

Public Hearing

7:00 PM

August 25, 2004

**Durham City Council Chambers
First Floor of City Hall**