

**A RESOLUTION RECEIVING AN UPDATE ON THE
TOWN'S GREENWAY PLANNING ACTIVITIES
Resolution No. 10/2009-10**

WHEREAS, the Carrboro Board of Aldermen, in 2006, adopted the Recreation and Parks Master Plan update that includes greenways; and

WHEREAS, the Carrboro Board of Aldermen support a network of greenways throughout the Town; and

WHEREAS, the Town was allocated funding for greenway planning from the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization in 2003; and

WHEREAS, the Town has allocated funds from the General Obligation Bond for the purpose of greenway planning.

WHEREAS, current estimates indicate that the funds needed for construction of planned greenway projects substantially exceeds the original estimate developed in 2003;

NOW THEREFORE BE IT RESOLVED by the Carrboro Board of Aldermen that the Aldermen receive this update.



TOWN OF CARRBORO

NORTH CAROLINA

TRANSMITTAL PLANNING DEPARTMENT

DELIVERED VIA: *HAND* *MAIL* *FAX* *EMAIL*

To: **Steve Stewart, Town Manager
Mayor and Board of Aldermen**

From: **Randy Dodd, Environmental Planner**

Cc: **Patricia McGuire, Planning Administrator
Roy Williford, Planning Director
Brendan Moore, Facilities Administrator
Anita Jones-McNair, Recreation and Parks Director**

Date: **August 28, 2009**

Subject: **Greenways Planning Update**

Background and Summary

Staff have been working with consultants (Greenways, Inc. and Coulter, Jewell, and Thames) and the Greenways Commission on greenway trails conceptual planning projects to develop draft trail alignments and preliminary cost estimates. This memo has been prepared to provide an update on findings to date. A report on a funding request through the Congestion Mitigation for Air Quality (CMAQ) program for greenway trail connector from the Jones Creek project to Twin Creeks Park is also provided.

Information

Greenway trail concept plan projects have been proceeding since early 2009. General descriptions for the project areas are:

Morgan Creek: Smith Level Road to Jones Ferry Park and Ride

Bolin Creek: Estes Drive to Homestead Rd.

Jones Creek: Lake Hogan Farms trail north along Jones Creek to MI Homes property

Draft trail alignments have been developed for these three project areas, and are presented in [REDACTED], and posted online at <http://www.townofcarrboro.org/AdvBoards/Greenways/ResourceInfo.htm>. These alignments have been developed by the consultants in collaboration with staff and the Greenways Commission and based on feedback at a public workshop for the Bolin/Jones project areas at the Homestead Community Center and another workshop for the Morgan project area at Frank Porter Graham

School. Reports on these workshops are included as attachments, and available at the above link. The process of developing these alignments has also identified various opportunities and constraints, which are presented in detail in existing conditions reports (also available at the above link). Selected important opportunities and constraints for each project area are presented below

Table 1: Selected Greenway Trail Opportunities and Constraints

	Opportunities	Constraints
Bolin Creek Southern portion (Estes Drive to proposed creek crossing at Carolina North)	<ul style="list-style-type: none"> • Portions of corridor are on Town owned property • Opportunity to eventually connect with Chapel Hill system • Wilson Park is an established trailhead; STP-DA funds for trail along sewer easement from Estes Dr. to Wilson Park have been allocated. 	<ul style="list-style-type: none"> • 4,400 linear feet would require access/easement on private property • Agreement needed with Southern Railroad • Environmental permitting needed for Bolin Creek and tributary crossings • More difficult engineering because of terrain
Bolin Creek Northern portion (Bolin Creek crossing to Homestead Road)	<ul style="list-style-type: none"> • Critical north-south and east-west connectivity established including access to schools and connection across Homestead Road • Lower environmental permitting requirements • Environmental restoration opportunity 	<ul style="list-style-type: none"> • Trail must meet UNC needs/standards • Increased trail length means higher costs
Jones Creek	<ul style="list-style-type: none"> • Along with Twin Creeks project, substantial progress towards connection to Morris Grove • Access available through County owned property 	<ul style="list-style-type: none"> • Crossings will increase permitting constraints/construction costs
Morgan Creek	<ul style="list-style-type: none"> • Access is available through existing easements, Public Works site and Park and Ride lot • Connectivity to Chapel Hill greenway system and schools 	<ul style="list-style-type: none"> • Number of required crossings will increase permitting constraints/construction costs

The schedule for completing these projects is:

Table 2: Project Schedule for Completing Greenway Trail Concept Plans

Date	Activity	Purpose
Early September	Staff meeting with UNC	Review feasibility of alignments on UNC property; adjust draft alignment as warranted to present to Greenways Commission
September 14	Greenways Commission review of Bolin/Jones preferred alignment	Finalize Bolin/Jones alignments for presentation at public workshop
September 21	Bolin Creek/Jones Creek Public Workshop #2 (Century Center)	Receive public comment on preferred alignments
October 12	Greenways Commission review of Morgan preferred alignment	Finalize Morgan alignment for presentation at public workshop
October 19	Morgan Public Workshop #2 (location TBD)	Receive public comment on preferred alignment

Date	Activity	Purpose
November 16	Greenways Commission final review of both greenway concept plans	Commission to finalize review comments/recommendations for alignments and other concept plan components
December 8	Presentation of both concept plans to BOA	Consultants, Commission, and Staff present concept plans to BOA for final review/approval
December 31	Both concept plans finalized	Close out concept plan contracts and initiate development of construction documents

Funds have been obtained from the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization to help fund the planning and construction of the greenways, with matching funds from a 2003 bond referendum and other local revenue. The specific project amounts and funding sources originally allocated for the construction phase (that follows the development of the conceptual plans) of each of these segments are identified in the table below.

Table 3: Funds Currently Allocated for Greenway Trail Construction

Project Name	Construction Estimate	STP-DA	Town Share (20%) - bond funds	Town Share (20%) - unfunded
Bolin Creek Greenway	\$737,500	\$590,000	\$147,500	
Morgan Creek Greenway	\$600,000	\$480,000	\$120,000	
Jones Creek Greenway	\$268,375	\$214,700 (FY11)		\$53,675
Total	\$1,605,875	\$1,284,700	\$267,500	\$53,675

It is desirable to update these estimates because of the time lapse since they were developed, as well as clarification of the project's scope gained through the conceptual planning process. The consultants for these projects are working with staff and the Greenways Commission to provide the Town with preliminary cost estimates that will be finalized over the next several months.

Initial evaluation of likely costs indicates that additional funds will be needed to complete the entirety of the projects, which include additional trail length and environmental restoration in certain areas. Staff recommends that the concept plans include phasing schedules for engineering and construction based on current and anticipated funding, feasibility (including agreement with UNC on trail alignment and other plan details), et cetera. There is some flexibility in the STP-DA funding allocated through FY 2015, either through re-prioritization of projects scheduled or in the recently-initiated planning process of the State Transportation Improvement Program FY 2012-2018. Staff has also begun discussing with project consultants alternative funding sources.

As noted in the schedule above, an important next step in the conceptual planning process is meeting with UNC to review the draft alignments so that any feedback can be provided to the Greenways Commission at its meeting later this month. At the present time, the steps described below are expected to follow completion of the conceptual plans in December, 2009:

- 1) Working with the NCDOT, and the MPO as needed, to utilize engineering/construction funds currently allocated and potentially to seek increased funds;
- 2) Preparing an RFQ for construction document preparation for sections of the study areas for which sufficient funding has been allocated
- 3) Seeking supplemental funding from other sources.

- 4) Further outreach to neighborhoods to provide information on implementation of the conceptual plans for greenway development.

Greenway Funding Request for Jones Creek Connection to Twin Creeks Park

In late May, staff learned that the Durham Chapel Hill Carrboro Metropolitan Planning Organization (DCHC MPO) was seeking applications for FY 2013-2017 Congestion Mitigation Air Quality (CMAQ) funds. The MPO had approximately \$10 million to program for fiscal years 2013 through 2017, with the expectation that approximately \$2.5 million would be available during each year. The main goal of the CMAQ Program is to fund transportation projects that reduce emissions in nonattainment and maintenance areas.

An application for the Jones Creek greenway connection was submitted to the MPO. This segment will fill in the gap that will still exist after the completion of the Jones Creek greenway that is programmed for funding through the STP-DA program in FY 2011 and the Twin Creeks Greenway being pursued by Orange County, for which ARRA funds have been designated.

Applications for approximately \$14.6 million were submitted to the DCHC MPO. The Technical Coordinating Committee (TCC) of the MPO discussed the CMAQ applications at its meeting on July 22nd and forwarded a recommendation for project funding for the Transportation Advisory Committee's (TAC) consideration in August. On August 12th, the TAC endorsed a list of CMAQ projects (Attachment). The list has been forwarded to NCDOT and, once approved; DCHC will revise its Metropolitan Transportation Improvement Program. The list proposes that CMAQ funding for the Jones Creek-Twin Creeks Park connection be made available in FY 2015. A 20 percent local match will be needed for this project; no funds for this match have been identified.

Staff Recommendation

Staff recommends that the Board of Aldermen adopt the attached resolution (Attachment A) accepting this memo.

Figure 1: Draft Bolin Creek Trail Alignment

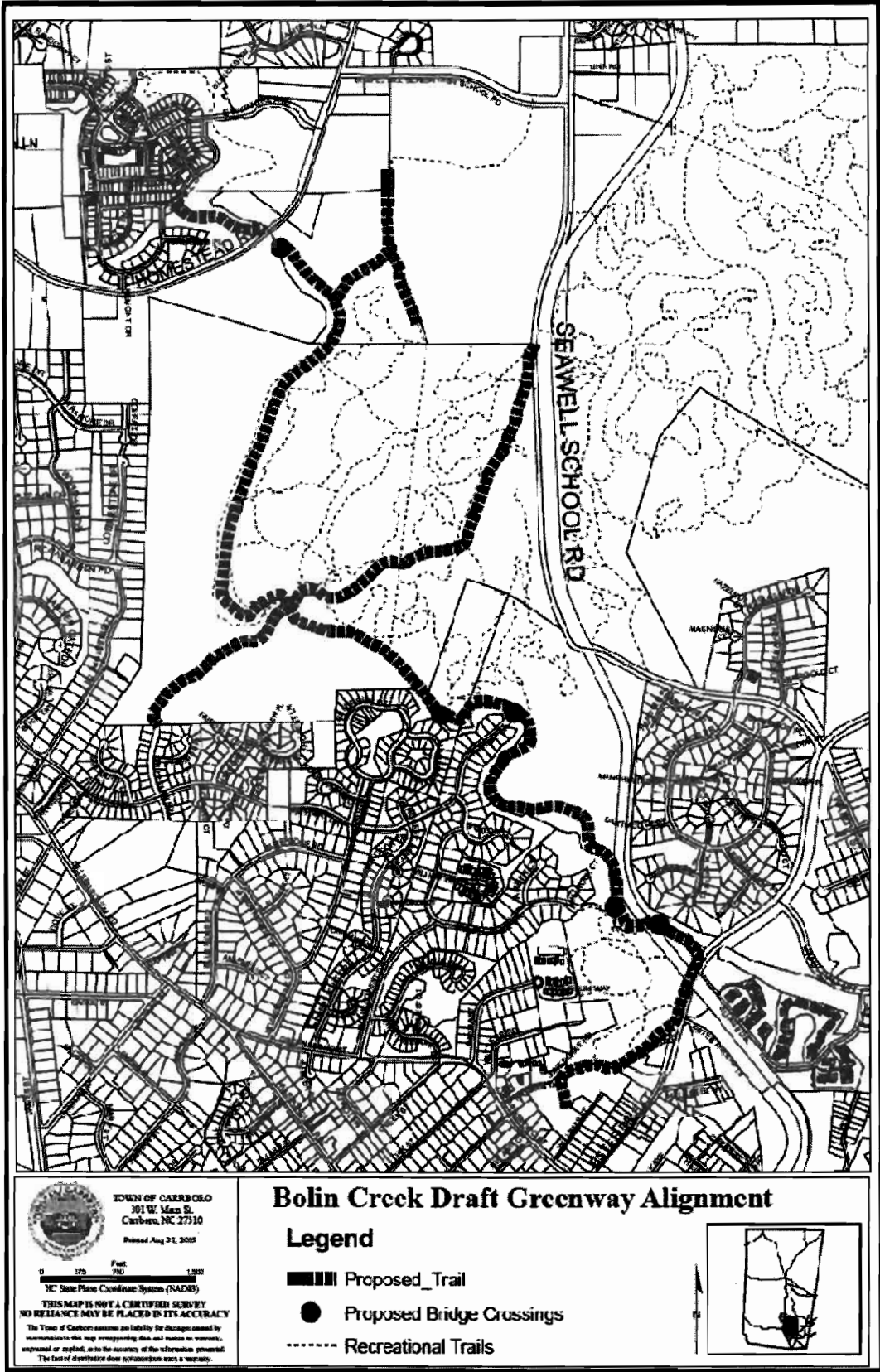


Figure 2: Draft Jones Creek Trail Alignment

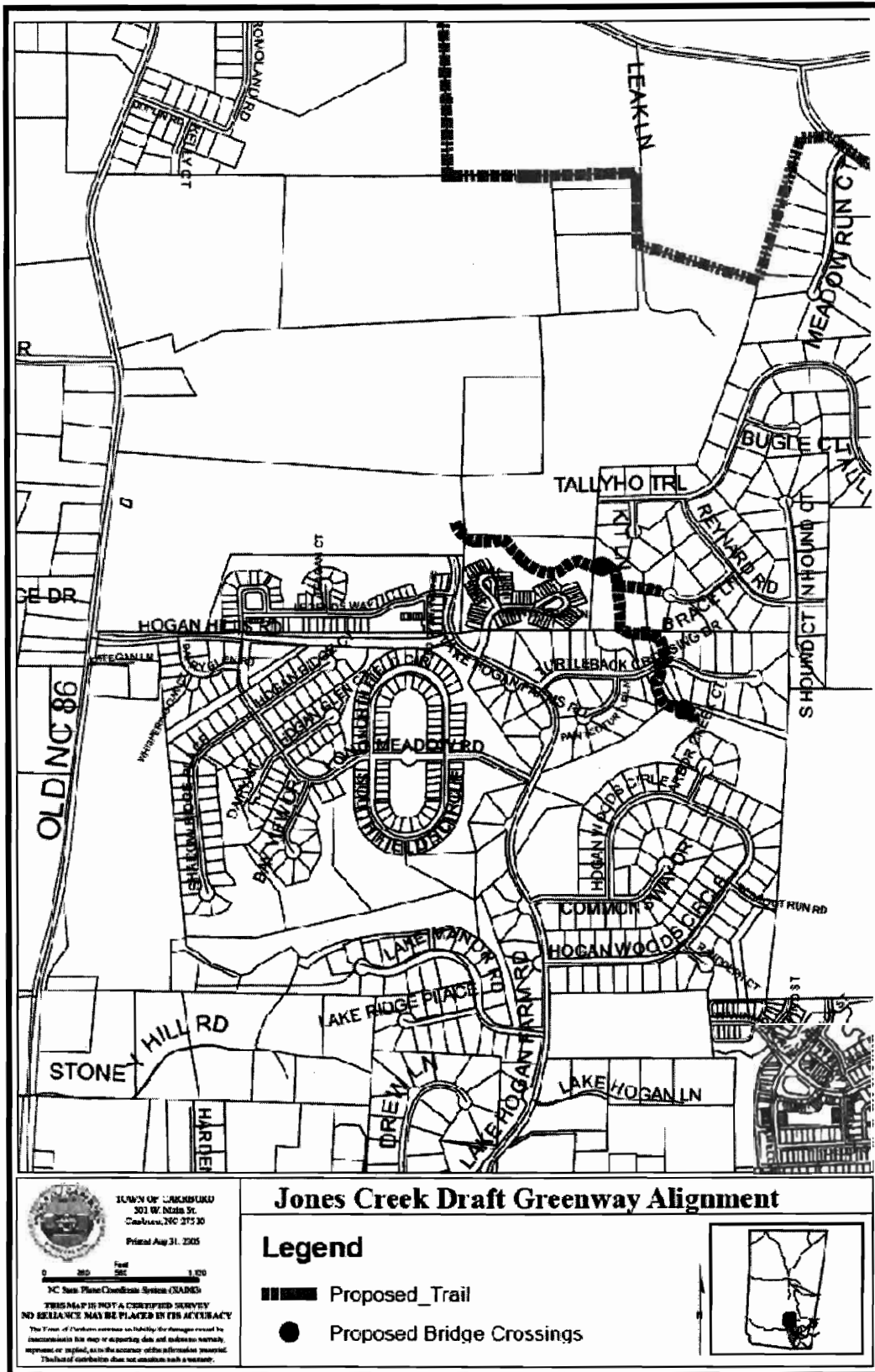


Figure 3a: Draft Morgan Creek Alignment

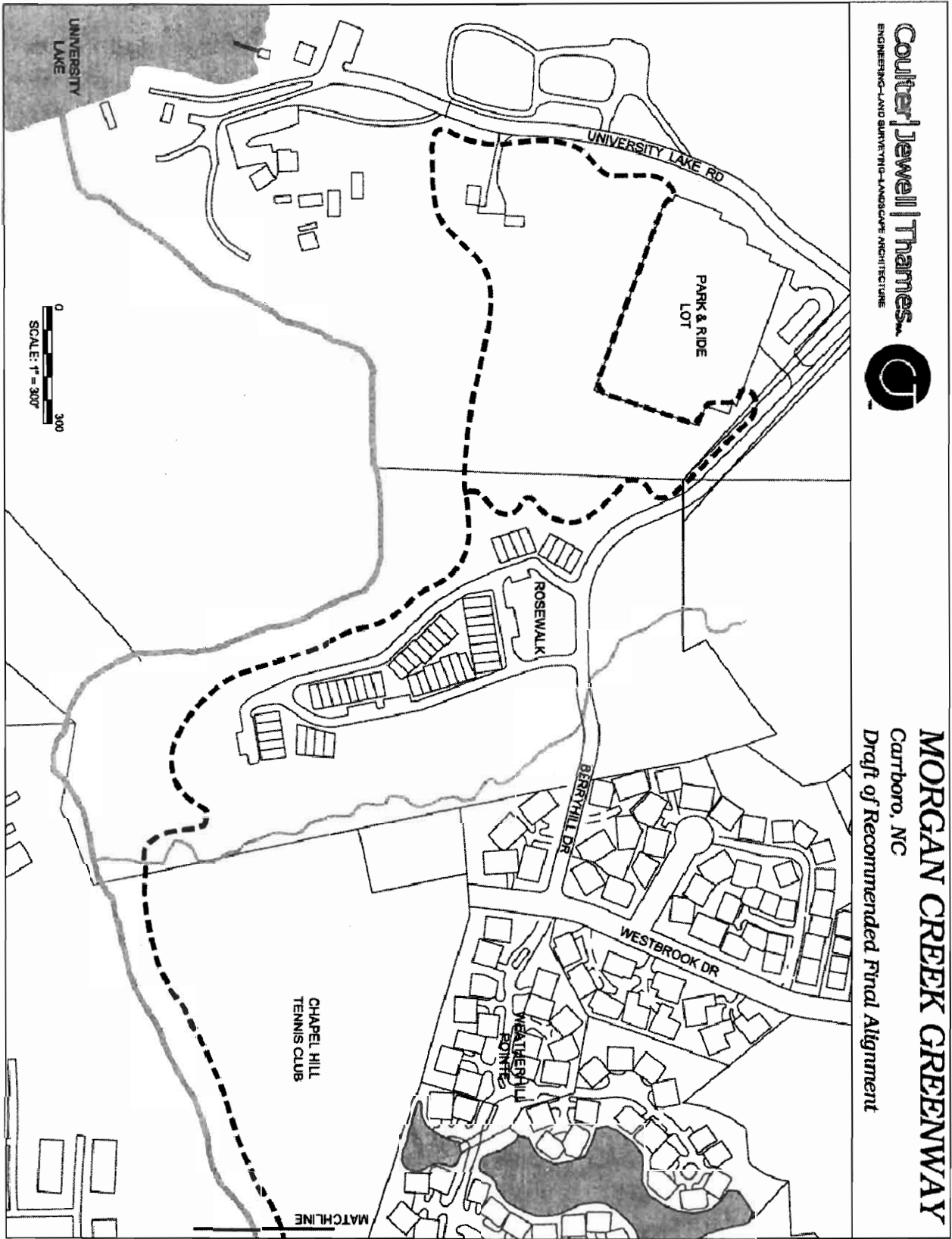
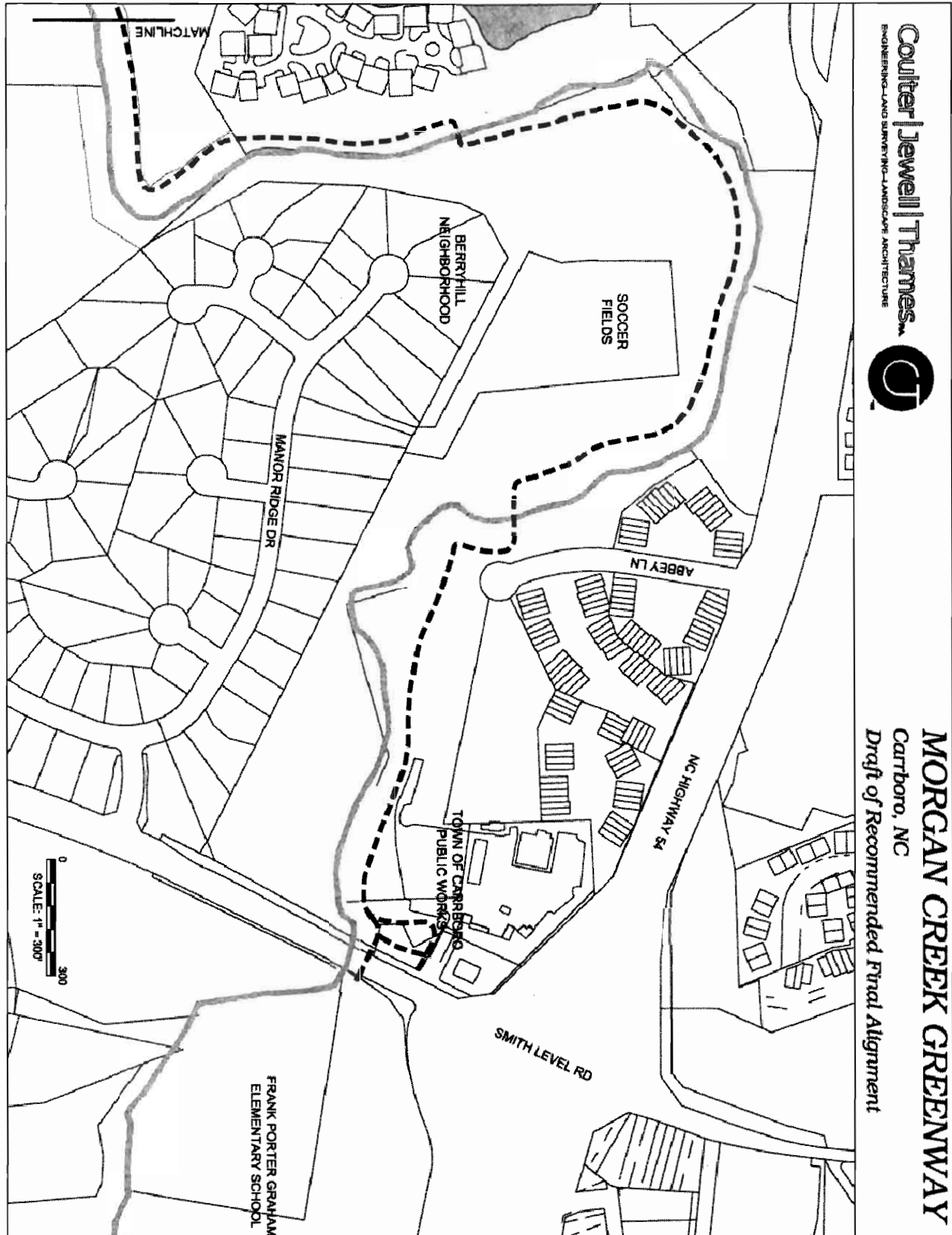


Figure 3b: Draft Morgan Cree Alignment



**RESOLUTION TO ENDORSE CANDIDATE CONGESTION MITIGATION AIR
QUALITY (CMAQ) PROJECT PROPOSALS FOR FY 2013-2017**

August 12, 2009

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

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA) (Public Law 109-59, August 10, 2005) continues the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149); and

WHEREAS, CMAQ is a Federal program that funds transportation projects and programs in air quality nonattainment and maintenance areas to help achieve and maintain national standards for pollutants; and

WHEREAS, the North Carolina Department of Transportation (NCDOT) administers the CMAQ program on behalf of non-attainment and maintenance areas within North Carolina; and

WHEREAS, in the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO), Durham County, Orange County, and northeastern Chatham County are in a maintenance area for ozone and Durham County is in a maintenance area for carbon monoxide pollution; and

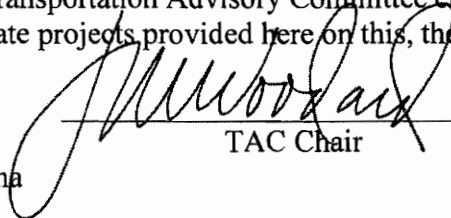
WHEREAS, the DCHC MPO has administered a CMAQ project selection process among local area jurisdictions in air quality non-attainment and maintenance counties; and

WHEREAS, the resulting candidate project proposals meet the requirements of CMAQ and the guidelines established by NCDOT to administer the program; and

WHEREAS, upon approval of the candidate project proposals for CMAQ funding by the NCDOT, the DCHC MPO will amend its Metropolitan Transportation Improvement Program to include these projects; and

WHEREAS, these projects are included in the DCHC MPO's 2035 Long Range Transportation Plan; and

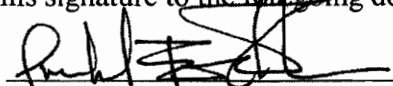
BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee endorses the attached listing of proposed CMAQ candidate projects provided here on this, the 12th day of August, 2009.



TAC Chair

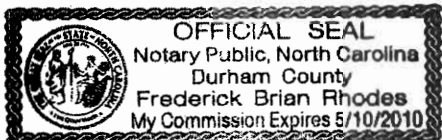
STATE of: North Carolina
COUNTY of Durham

I, FREDERICK BRIAN RHODES, a Notary Public of Durham County, North Carolina do hereby certify that personally J. Michael Woodard appeared before me on the 12th day of August, 2009, to affix his signature to the foregoing document.



Notary Public
My commission expires 5/10/10

(Seal)



TCC Recommendation for DCHC MPO CMAQ FY 2013-2017 Project Applications

Rank	Applicant	Project	Project Cost			FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	Unfunded	FY 2013-2017 DCHC MPO CMAQ Funding	Annual Emissions Reductions (kg/year)	Cost/annual total kg reduction
1	TJ COG	Triangle Transportation Demand Management Program	Federal* \$ 2,253,663 21%	Local** \$ 5,063,281 46%	State \$ 3,612,903 33%	implement: \$ 382,929	implement: \$ 385,275	implement: \$ 457,502	implement: \$ 505,402	implement: \$ 522,555	\$ -	\$ 2,253,663	CO 105,763 VOC 4,286 NOx 3,549	\$ 70
2	DATA	Operating Assistance for New Fixed Route	Federal \$ 1,949,756 80%	Local \$ 487,439 20%		operation \$ 951,100	operation \$ 998,655				\$ -	\$ 1,949,756	CO 17,618 VOC 829 NOx (126)	\$ 106
3	Cary	New Hope Church Road (ATT) Trailhead Park and Ride Lot	Federal \$ 445,000 53%	Local \$ 395,000 47%		construction \$ 222,500					\$ 222,500	\$ 222,500	CO 3,673 VOC 167 NOx 138	\$ 112
4	Chapel Hill	MLK Jr. Blvd. Shared Pathway (0.7 miles)	Federal \$ 724,620 80%	Local \$ 181,155 20%		ROW \$ 16,648 construction \$ 707,972					\$ -	\$ 724,620	CO 4,533 VOC 211 NOx 158	\$ 148
5	Durham	Sidewalks on Campus Walk Avenue and Lasalle Street (0.92 miles)	Federal \$ 269,842 80%	Local \$ 66,853 20%			construction \$ 269,842				\$ -	\$ 269,842	CO 1,082 VOC 50 NOx 38	\$ 231
6	Chapel Hill	Estes Dr. Bicycle and Pedestrian Improvements (0.65 miles)	Federal \$ 945,762 80%	Local \$ 236,440 20%			ROW \$ 165,795 construction \$ 779,966				\$ -	\$ 945,761	CO 2,639 VOC 123 NOx 92	\$ 331
7	DATA	Replacement of Five Cutaway Vans with Hybrid Electric Vans	Federal \$ 583,443 80%	Local \$ 145,861 20%			capital \$ 583,443				\$ -	\$ 583,443	CO 789 VOC 82 NOx 289	\$ 503
8	Carrboro	Jones Creek Greenway to Twin Creeks/Morris Grove Elementary	Federal \$ 240,000 80%	Local \$ 60,010 20%			PE \$ 24,000 construction \$ 206,400		implement: \$ 9,600		\$ -	\$ 240,000	CO 321 VOC 14 NOx 11	\$ 694
9	Durham	Sidewalks and Bike Lanes on Hope Valley Road (1.14 miles)	Federal \$ 1,108,542 80%	Local \$ 277,135 20%				PE \$ 106,965 construction \$ 1,001,577			\$ -	\$ 1,108,542	CO 1,022 VOC 48 NOx 36	\$ 1,002
10	Durham	Sidewalks on Cameron Avenue (1.66 miles)	Federal \$ 777,924 80%	Local \$ 194,481 20%				construction \$ 777,924			\$ -	\$ 777,924	CO 601 VOC 28 NOx 21	\$ 1,197
11	Durham	Sidewalks on Alston Avenue (1.4 miles)	Federal \$ 923,785 80%	Local \$ 230,946 20%					construction \$ 803,294	constructive \$ 120,471	\$ 803,294	\$ 803,294	CO 661 VOC 31 NOx 23	\$ 1,292
12	Hillsborough	Riverwalk, Phase II	Federal \$ 496,000 80%	Local \$ 124,000 20%					PE \$ 40,000 ROW \$ 182,500	PE \$ - ROW \$ 163,100 construction \$ 110,400	\$ 222,500	\$ 10,101,845	CO 30 VOC 1 NOx 1	\$ 1,004
13	DATA	Replacement of Five Diesel Buses with Hybrid Electric Buses	Federal \$ 2,674,114 80%	Local \$ 668,528 20%						capital \$ 2,674,114	\$ -	\$ -	CO 218 VOC 95 NOx 1,392	\$ 1,568
14	Chapel Hill	Replacement of Two 40' Diesel Buses with Hybrid 60' Buses	Federal \$ 1,653,088 80%	Local \$ 413,272 20%						capital \$ 1,653,088	\$ -	\$ -	CO 105 VOC (0) NOx 133	\$ 6,948
			Total Federal \$ 15,045,539			total \$ 2,281,149	total \$ 1,819,567	total \$ 2,051,311	total \$ 2,401,468	total \$ 1,548,349	total \$ 4,943,673	\$ 10,101,845		
			Available \$ 10,101,845			available \$ 2,020,369	available \$ 2,020,369	available \$ 2,020,369	available \$ 2,020,369	available \$ 2,020,369	\$ 10,101,845			
			Difference \$ (4,943,694)			difference \$ (260,780)	difference \$ 200,802	difference \$ (30,942)	difference \$ (381,099)	difference \$ 472,020	\$ 0			

*CMAQ request for DCHC MPO only; TJ COG is also requesting \$2,794,184 of CAMPO CMAQ federal funds
 **Service Provider Matching Funds

Durham	\$ 5,492,801	70%
Orange	\$ 2,132,881	27%
Chatham	\$ 222,500	3%
Regional	\$ 2,253,663	