



Town of Carrboro

Town Hall
301 W. Main St.
Carrboro, NC 27510

Meeting Agenda Board of Aldermen



Tuesday, October 1, 2013

7:30 PM

Board Chambers - Room 110

A. REQUESTS FROM VISITORS AND SPEAKERS FROM THE FLOOR

7:30-7:40

B. RESOLUTIONS, PROCLAMATIONS, AND ACKNOWLEDGEMENTS

1. **13-0410** Proclamation - Designating October 2013, As "Carrboro Walk/Bike To School Month" And October 9th, 2013 As "Carrboro Walk/Bike To School Day"

Attachments: Bike Month-October

2. **13-0414** Proclamation - Fire Prevention Week 2013

Attachments: Proclamation for 2013.pdf

7:40-7:50

C. CONSENT AGENDA

1. **13-0412** Approval of Previous Meeting Minutes
2. **13-0409** Mural Depicting Bolin Creek

PURPOSE: The purpose of this item is to request the Board of Aldermen accept a mural being donated by the Advocates for Carrboro Greenways. The painted mural depicts a view of Bolin Creek.

Attachments: Resolution accepting Bolin Creek Mural - Sept 2013
Bolin Creek Mural - Tabloid (2)
Site for Bolin Creek Mural
Bolin Creek Mural Plaque - August 2013 Version (3)

D. OTHER MATTERS

7:50-8:20

1. **13-0411** Continuation of Discussion of Construction Management Plans for Development Projects

Attachments: Attachment A - Resolution Regarding Construction Management Plans
Attachment B - Draft LUO Amendment for Construction Management Plans

8:20-8:30**2. 13-0415** Communication with Legislative Delegation Regarding the Transportation Alternatives Program

PURPOSE: The Greenways Commission and Transportation Advisory Board have recommended a letter stating concerns and offering recommendations on the federal Transportation Alternatives Program be sent to the Town's representatives in the State Legislature. The Board of Aldermen is asked to review and consider authorizing that the letter be sent on behalf of the Board.

Attachments: ATTACHMENT A - Resolution
ATTACHMENT B-1 - Letter on Transportation Alternatives - Draft - v2 with editorial changes
ATTACHMENT B-2 - Letter on Transportation Alternatives - Draft - v2 with editorial changes and staff comments
ATTACHMENT C-1 - Greenways Commission Jan 14 2013 meeting minutes
ATTACHMENT C-2 - Greenways Commission Apr 15 2013 meeting minutes
ATTACHMENT D - TAB recommendation - Letter on Transportation Alternatives
ATTACHMENT E (link) - Transportation Alternatives Program (TAP) Guidance - FHWA
ATTACHMENT F - TAP Overview

E. MATTERS BY TOWN CLERK**F. MATTERS BY TOWN MANAGER****G. MATTERS BY TOWN ATTORNEY****H. MATTERS BY BOARD MEMBERS**

PROCLAMATION
DESIGNATING OCTOBER 2013, AS “CARRBORO WALK/BIKE TO SCHOOL MONTH” AND
OCTOBER 9TH, 2013 AS “CARRBORO WALK/BIKE TO SCHOOL DAY”

WHEREAS, walking and bicycling to school in the United States has declined from 48 percent of all K through 8 students in 1969 to 13 percent in 2009, according to the National Center for Safe Routes to School; and,

WHEREAS, in 2010, approximately 18 percent of children and adolescents aged 6 to 11 were obese, according to the Centers for Disease Control and Prevention; and,

WHEREAS, in 2009 in Orange County, 35.7 percent of children aged 5 to 11 were overweight or obese, according to Orange County’s State of the County Health Report; and,

WHEREAS, a lack of physical activity plays a leading role in rising rates of obesity, diabetes and other health problems among children, and being able to walk or bicycle to school offers them an opportunity to build activity into their daily routine; and,

WHEREAS, encouraging walking and bicycling to school can help promote an active lifestyle among Carrboro children; and,

WHEREAS, Carrboro Vision 2020 Policy 3.25 encourages pedestrian safety; and,

WHEREAS, the Carrboro Comprehensive Bicycle Transportation Plan of 2009 recommends implementing Safe Routes to School planning activities and events; and,

WHEREAS, the Carrboro Safe Routes to School Action Plan, adopted by the Board of Aldermen on May 22, 2012, and endorsed by the Chapel Hill-Carrboro City Schools Board of Education on October 4, 2012, recommends establishing a regular Walk and Bike to School Day;

NOW, THEREFORE BE IT RESOLVED that I, Mark Chilton, Mayor of the Town of Carrboro, North Carolina, do hereby proclaim that **October 2013** is designated as “**Carrboro Walk/Bike to School Month**” and **October 9th, 2013**, is designated as “**Carrboro Walk/Bike to School Day**”.

This the 1st day of October in the year 2013

Mark Chilton, Mayor



CARRBORO FIRE-RESCUE
DEPARTMENT
CARRBORO, NORTH CAROLINA



PROCLAMATION

WHEREAS, Carrboro firefighters responded to 1517 calls for assistance in FY 2012-2013, resulting in no fire deaths, only two firefighter injuries; and

WHEREAS, the fire losses for those calls totaled \$ 79,508.00 in property damage, compared to the property value of \$ 4,214,832 or 98% that was saved; and

WHEREAS, nationally the month of October is recognized as Fire Prevention Month with this year's theme being "Prevent Kitchen Fires"; and

WHEREAS, U.S. Fire Departments responded to an estimated annual average of 156,600 cooking-related fires between 2007-2011, resulting in 400 civilian deaths, 5,080 civilian injuries and \$853 million in direct damage, and

WHEREAS, Two of every five home fires start in the kitchen, and

WHEREAS, Unattended cooking was a factor in 34% of reported home cooking fires, and

WHEREAS, residential home fire sprinklers have been proven to be affordable, save lives and reduce property damage; and

WHEREAS, being educated on current fire prevention methods by planning ahead, preparing a home fire escape plan, and practicing fire drills has been proven to save lives; and

WHEREAS, the Carrboro Fire-Rescue Department is engaged in a pro-active effort to reduce the number of fires, deaths and injuries by conducting fire inspections and delivering fire prevention education on Saturday, October 5, 2013 from 8:00 AM until 12:00 PM to further that cause.

NOW THEREFORE, I Mark Chilton, Mayor of the Town of Carrboro, do hereby proclaim the week of October 6-12, 2013 as Fire Prevention Week in the Town of Carrboro. All citizens are encouraged to observe this week of fire prevention by intentionally being "fire smart", visiting the Fire Department to obtain more information and attending the Open House.

This the ____ day of September, 2013 _____

Mayor



Town of Carrboro

Town Hall
301 W. Main St.
Carrboro, NC 27510

Agenda Item Abstract

File Number: 13-0409

Agenda Date: 10/1/2013

Version: 1

Status: Consent Agenda

In Control: Board of Aldermen

File Type: Abstract

Agenda Number: 2.

TITLE:

Mural Depicting Bolin Creek

PURPOSE: The purpose of this item is to request the Board of Aldermen accept a mural being donated by the Advocates for Carrboro Greenways. The painted mural depicts a view of Bolin Creek.

DEPARTMENT: Public Works

CONTACT INFORMATION: George Seiz, Director of Public Works, 918-7427

INFORMATION: The Advocates for Carrboro Greenways wishes to donate a mural depicting a view of Bolin Creek to the Town of Carrboro. The mural is painted on six metal panels and when put together has a finished dimension of 8 ft. high by 24 ft. long. Artist Emily Weinstein originated the idea of the mural in her role as Artist-in-Residence for the 6th Annual Bolin Creek Festival a few years ago. She recruited several other artists to assist with the project. The mural at one time was on display at the University Mall. The purpose of the mural is to increase awareness of the beauty of Bolin Creek (image attached).

If accepted, the Town staff proposes that the mural be installed on the existing 8 ft. high wooden stockade fence along the southern border of the Town Commons. More specifically, it would be placed adjacent to the playground area for enjoyment by the children (photo attached). The metal panels have been coated for outdoor use and would be attached by screws to the existing fence. No additional support is needed on the wooden fence as the metal panels are very lightweight. A plaque acknowledging the creators and donors of the mural would be part of the installation (see attachment). Both the Recreation and Parks Commission and the Arts Commission voted to support the installation.

FISCAL & STAFF IMPACT: An estimated 8 - 10 labor hours will be needed to install the mural. Plaque cost will be on the order of \$150 - \$200.

RECOMMENDATION: It is recommended that the Board of Aldermen approve the attached resolution accepting the mural.

A RESOLUTION ACCEPTING A MURAL DONATED BY THE ADVOCATES FOR
CARRBORO GREENWAYS

WHEREAS, the Advocates for Carrboro Greenways have donated a painted mural depicting Bolin Creek for display in a public place; and

WHEREAS, this mural illustrates the importance of preserving this natural resource; and

WHEREAS, the Recreation and Parks Commission and Arts Commission support the installation of this mural.

NOW, THEREFORE, THE BOARD OF ALDERMEN OF THE TOWN OF CARRBORO
RESOLVES:

Section 1. The Board of Aldermen hereby accepts the mural and directs the Town staff to install the mural along the Town Commons.

Section 2. This resolution shall become effective upon adoption.





Bolin Creek Mural

This mural is an idealized view of Bolin Creek that illustrates the importance of preserving this natural treasure. It was created by:

Emily Eve Weinstein, principal artist

Dale Morgan, cameos of plants and animals

Alice Griffin, Barbi Dalton, Joe DiSabatino, Janice and Leah Block, contributing artists

Dave Otto, reference photos of creek and plants

Mary Sonis, reference photos of animals

Funded by Friends of Bolin Creek

and Strowd Roses, Inc

University Mall, studio space

Advocates for Carrboro Greenways, logistical support



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Agenda Item Abstract

File Number: 13-0411

Agenda Date: 10/1/2013

Version: 1

Status: Other Matters

In Control: Board of Aldermen

File Type: Abstract

Agenda Number: 1.

TITLE:

Continuation of Discussion of Construction Management Plans for Development Projects

PURPOSE: Staff requests that the Board consider the information provided in follow up to direction from the Board at its June 11, 2013 meeting.

DEPARTMENT: Planning Department

CONTACT INFORMATION: Marty Roupe, 918-7333

INFORMATION: At its June 11, 2013 meeting, the Board directed staff to prepare a draft Land Use Ordinance amendment and / or changes to the Town Code regarding the mitigation of construction projects. Previous materials and approved minutes from June 11 may be viewed at the following link:

<https://carrboro.legistar.com/Calendar.aspx>

The topics discussed and staff responses follow:

- 1) Manager involvement in approving construction management plans. The Board requested that the Manager be directly involved in the process and that the contents of such plans should meet his satisfaction before being approved. Consistent with this request, the attached draft ordinance (Attachment B) is written to require approval by the Administrator. As the term is used in the Land Use Ordinance (LUO), the Administrator may be the Manager or his designee;
- 2) Meetings and negotiations with nearby property owners and businesses. Staff further researched Chapel Hill's process and found that the meetings with nearby residents and business owners do sometimes occur, but not for every development project. The Town Attorney has included in the draft ordinance a requirement for such a meeting in Carrboro, for all land use permits, when deemed necessary by staff or the approving Board. The draft ordinance requires that the construction management plan be approved prior to construction beginning. The scope of the meeting and topics will be determined on a case by case basis, with the draft language requiring that matters such as the following be addressed: streets to be used or avoided by construction vehicles, and location(s) for staging of construction equipment;

- 3) Penalties for violations. Included in the draft ordinance is a provision stating that provisions of the construction management plan are enforceable in the same manner as other LUO provisions. The existing, related language includes civil penalties for violations in general and the ability to stop work on a construction project when necessary. The existing language allows staff to judge the seriousness of individual violations, if and when they occur, and accordingly determine appropriate actions in response including the assignment of civil penalties;
- 4) Applicability to residential projects too. The Board requested that any new ordinance language apply to both residential projects and commercial projects. The ordinance is written such that it can apply to any land use permit;
- 5) Styrofoam issue at 300 East Main. Staff has discussed what happened during construction of the hotel internally and with the developer. In short, the particles flying through the air downtown last winter resulted from rasping the Styrofoam EIFS (Exterior Insulation & Finish System) portions of the building. Rasping smooths and shapes the surface of the material for a uniform and level end result. In this case, the rasping happened to occur on a windy day and much of the resulting debris escaped the site. After discussing with staff, the development team agreed to avoid rasping on particularly windy days.

EIFS is an increasingly popular material for commercial construction projects as an alternative to traditional stucco. It is staff's understanding that the product is popular because it is both more economical and is quite easy to apply and shape. It is possible, as well, that other materials may present similar issues. Staff suggests that construction management plans should identify any such materials, and that the plan will need to address debris, noise, and similar issues, and limit their construction schedule accordingly to minimize impacts.

FISCAL & STAFF IMPACT: No fiscal impact is associated with acceptance of this report.

RECOMMENDATION: Staff requests that the Board adopt the attached resolution (Attachment A) accepting this report. If the Board so desires, then staff will bring back a request to set a public hearing agenda item on the draft ordinance for consideration at a subsequent meeting.

The following resolution was introduced by Aldermen _____ and duly seconded by Aldermen _____.

**A RESOLUTION ACCEPTING A REPORT ON CONSTRUCTION
MANAGEMENT PLANS.**

WHEREAS, the Board of Aldermen requested additional information and a report on construction management plans on June 11, 2013; and

WHEREAS, Town Staff has compiled information about the topic and prepared a draft ordinance for consideration by the Board.

NOW, THEREFORE BE IT RESOLVED that the Carrboro Board of Aldermen hereby accept the report on construction management plans.

This the 1st day of October 2013.

AN ORDINANCE AMENDING THE CARRBORO LAND USE ORDINANCE TO REQUIRE TOWN APPROVAL OF A CONSTRUCTION MANAGEMENT PLAN FOR DEVELOPMENT PROJECTS THAT, DURING THE CONSTRUCTION PROCESS, MAY HAVE A SIGNIFICANT IMPACT ON PUBLIC STREETS OR SIDEWALKS OR NEARBY PROPERTIES

DRAFT

THE BOARD OF ALDERMEN OF THE TOWN OF CARRBORO ORDAINS:

Section 1. Subsection 15-49(c1) of the Carrboro Land Use Ordinance shall become Subsection 15-49(c2), and Section 15-49 is further amended by adding a new Subsection 15-49(c1) to read as follows:

(c1) If the administrator determines that a proposed development that has been issued a zoning permit, special use permit, or conditional use permit would likely have a significant impact on adjoining or nearby streets, sidewalks, or properties during the construction process, the administrator shall notify the permit recipient that a construction management plan must be submitted and approved by the administrator. A construction management plan shall likewise be submitted and approved by the administrator if required by a condition attached to a conditional or special use permit.

- (1) The administrator shall inform the permit recipient of the contents of the Town Code regarding (i) construction noise and hours of operation (Section 5-12(4)), and (ii) obstructing or excavating within public street rights of way (Sections 7-1, 7-4, and 7-12). The administrator shall also inform the developer that the construction management plan shall commit the developer to compliance with those provisions and shall explain how the developer intends to address other potential impacts identified by the administrator, such as streets to be used or avoided by construction vehicles, the location of entrances to the site for construction vehicles, and the location on the site for the staging of construction materials and equipment.
- (2) No construction may be commenced until the construction management plan has been approved. The administrator shall approve the plan if the plan proposes measures to mitigate the potential negative impacts of the project during the construction process to the extent reasonably practical under all the circumstances.
- (3) The provisions of an approved construction management plan shall be enforceable in the same manner as other provisions of this chapter.

Section 2. All provisions of any town ordinance in conflict with this ordinance are repealed.

Section 3. This ordinance shall become effective upon adoption, and its provisions shall be applicable to projects for which permits are issued after the effective date.



Town of Carrboro

Town Hall
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Agenda Item Abstract

File Number: 13-0415

Agenda Date:

Version: 1

Status: Other Matters

In Control: Board of Aldermen

File Type: Abstract

Agenda Number: 2.

TITLE:

Communication with Legislative Delegation Regarding the Transportation Alternatives Program

PURPOSE: The Greenways Commission and Transportation Advisory Board have recommended a letter stating concerns and offering recommendations on the federal Transportation Alternatives Program be sent to the Town's representatives in the State Legislature. The Board of Aldermen is asked to review and consider authorizing that the letter be sent on behalf of the Board.

DEPARTMENT: Planning

CONTACT INFORMATION: Jeff Brubaker - 919-918-7329

INFORMATION: The most recent federal transportation bill, MAP-21, signed into law by President Obama on July 6, 2012, established the Transportation Alternatives Program (TAP).

Federal Highway Administration (FHWA) guidance lists eligible TAP projects:

The TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. [ATTACHMENT E is a link to FHWA's guidance]

TAP consolidates programs established by the previous federal transportation bill, SAFETEA-LU, such as Transportation Enhancements (TE), Safe Routes to School (SRTS), and Recreational Trails (RTP). While these three programs no longer exist independently at the federal level, projects eligible under them are generally eligible under TAP. The Town has made use of each of these programs, with supported projects and programs including a sidewalk on Elm St., walking and cycling encouragement and education at Carrboro Elementary, and the Safe Routes to School Action Plan (SRTS); a sidewalk on Jones Ferry Rd. west of Alabama Ave. (TE); and the Wilson Park Multi-use Path (RTP).

As can be seen from the FHWA guidance, the program primarily funds walking and cycling projects and programs, though environmental mitigation projects and the construction of boulevards on some roads are also eligible.

At its January 14, 2013, meeting, the Greenways Commission adopted a recommendation to the Board of Aldermen that the Town include in its State legislative agenda that the State use TAP funding for true transportation alternatives - for example, bicycle and pedestrian facilities and greenways - and not transfer some of this federal allocation to non-bicycle and pedestrian programs, which is allowed to an extent under MAP-21. It was discussed that this communication involve a letter to the state legislative delegation.

The TAB adopted a recommendation on February 7, 2013, approving a draft letter. This recommendation is included in ATTACHMENT D. The Greenways Commission then approved the draft letter at its April 15, 2013, meeting. Approved minutes from the Greenways Commission's January and April meetings are included in ATTACHMENT C.

In August 2013, the Durham-Chapel Hill-Carrboro MPO provided more information on the MPO's TAP allocation. The MPO TCC (technical/staff committee) has begun discussing the details of a competitive selection process for suballocating this funding to member jurisdictions, a process that must be reviewed by NCDOT and FHWA. However, as stated in the August 28, 2013, TCC meeting agenda:

MPOs have discretion about how to establish project priorities, or whether to fund (or not fund) particular categories. There is no requirement to consider all eligible TAP activities equally. The MPO is not an eligible entity to receive TAP funding; eligible entities include local governments, regional transportation authorities, transit agencies, natural resource or public land agencies; and school districts or local education agencies.

The MPO notes that its total annual allocation is \$351,069. Since MAP-21 has a two-year length, this allocation is authorized for FY13 and FY14, yielding about \$700,000 total. Congress could extend MAP-21 for subsequent fiscal years or possibly enact new legislation.

Staff understand TAP funds to be susceptible to use on non-alternative transportation/environmental mitigation projects in the ways listed below. However, now that the second federal fiscal year of MAP-21 has already started, some of these questions have already been clarified or are in the process of being clarified. It should also be noted that, should MAP-21 be continued by Congress, these questions could be renewed for subsequent fiscal years.

- There is a set-aside within a State's TAP allocation for RTP, but a state can opt out of this with a gubernatorial letter sent to FHWA by September 1 prior to the start of the upcoming federal fiscal year (Oct. 1 -Sept. 30). From the information staff is aware of, staff believes that no opt-out took place and the State is indeed retaining the RTP funds.
- After accounting for the RTP set-aside, half (50%) of all TAP funds for each state must be suballocated to urbanized areas. This is the source of the aforementioned DCHC-MPO allocation. The other half (50%) a state can use for "any area of the state". If this funding also is to be suballocated to municipalities and other eligible entities,

there must be a competitive process for doing so. But the State may also transfer this 50% to other federal transportation programs, some of which fund highway and transit projects or metropolitan planning. These projects could be beneficial for their own reasons, such as improving transit service, improving safety, or advancing important planning efforts, but would be examples of how TAP funds could go to non-bike-ped projects. Staff are not aware of any published information on how the State plans to spend this 50% and the extent to which it may be applied to non-bike-ped projects.

- Any TAP funding can be used for constructing boulevards. Such projects could be proposed by eligible entities. While these projects would not necessarily improve bike-ped facilities, they could have other benefits such as safety improvements in high-crash corridors, scenic and aesthetic improvements, and traffic calming.

Given the relatively limited (in staff's opinion) amount of funding suballocated to the MPO, when taken into the context of project costs, continued discussion will need to occur at the MPO TAC and TCC levels regarding suitable distribution of TAP funds. Many individual projects could easily subsume the entire MPO-wide annual suballocation (~\$350,000) by themselves. Distributing TAP allocations to several small, independent projects could raise cost-effectiveness questions: given the resources needed to comply with federal regulations and procedures during the design, environmental documentation, and construction phases of projects, it has been stressed by MPO staff that larger projects are the most cost-effective from a staff time standpoint.

Given this additional information, the letter approved by the Greenways Commission and Transportation Advisory Board is presented in ATTACHMENT B-1, and a marked-up version is presented in ATTACHMENT B-2. Note minor, editorial changes were made to the letter.

FISCAL & STAFF IMPACT: If the resolution is approved, approximately two (2) hours of staff time will be necessary to finalize the letter and facilitate its distribution to the Board's intended recipients.

RECOMMENDATION: Staff recommend that the Board of Aldermen consider the resolution in ATTACHMENT A.

A RESOLUTION APPROVING COMMUNICATION RELATING TO THE FEDERAL
TRANSPORTATION ALTERNATIVES PROGRAM

WHEREAS, for over 30 years, bicycle and pedestrian facilities have been an important part of the Town of Carrboro's transportation investments; and,

WHEREAS, sidewalks, bike lanes, and greenways allow residents safe and convenient access to jobs at UNC and other places of employment, make it safer for children to walk or bike to school, and give everyone more options for how they want to travel; and,

WHEREAS, the most recent federal transportation bill, MAP-21, signed into law by President Obama on July 6, 2012, established the Transportation Alternatives Program (TAP) to fund walking and cycling projects; and,

WHEREAS, while the TAP is a positive sign that Congress continues to recognize the importance of walking and bicycling as transportation modes, it includes provisions allowing some funding to be applied to projects that may have benefits but may not improve bicycle and pedestrian safety or level of service; and,

WHEREAS, *Carrboro Vision 2020*, the Comprehensive Bicycle Transportation Plan, the Safe Routes to School Action Plan, and other plans and policies adopted by the Board of Aldermen contain several objectives relating to bicycle and pedestrian improvements;

NOW, THEREFORE BE IT RESOLVED by the Carrboro Board of Aldermen that:

1. The Board authorizes the Mayor to send a letter to the Town's legislative delegation conveying the Board's priorities with respect to the Transportation Alternatives Program.
2. The Town should continue to coordinate with MPO members on TAP funding priorities at both the TAC and TCC levels.
3. _____
4. _____
5. _____

This is the 1st day of October in the year 2013.

[date]

[Salutation]

For over 30 years, bicycle and pedestrian facilities have been an important part of the Town of Carrboro's transportation investments. Sidewalks, bike lanes, and greenways allow residents safe and convenient access to jobs at UNC and other places of employment, make it safer for children to walk or bike to school, and give everyone more options for how they want to travel.

The most recent federal transportation bill, MAP-21, signed into law by President Obama on July 6, 2012, established the Transportation Alternatives Program (TAP) to fund walking and cycling projects. This new program consolidates previously established programs such as Transportation Enhancements (TE), Safe Routes to School (SRTS), and Recreational Trails (RTP).

While the TAP is a positive sign that Congress continues to recognize the importance of walking and bicycling as transportation modes, the Carrboro Board of Aldermen has concerns with several aspects of the program structure:

- Overall funding levels have decreased, when comparing total TAP funding to the combined funding of the consolidated programs under SAFETEA-LU.
- MAP-21 allows states to redirect 50 percent of TAP funding to highway programs that may not address bicyclist or pedestrian safety.
- MAP-21 allows states to opt out of the Recreational Trails Program (RTP). This program was a crucial part of the funding for the Wilson Park Multi-use Path, which is now open to the public. The new path connects neighborhoods to Charles Herman Wilson Park and walking trails in the nearby Adams Tract.
- MAP-21 enables TAP funds to be used for planning, designing, and constructing some types of roadways, which may or may not be supportive of cycling or walking.

Given these concerns, it is important that the State of North Carolina:

- Do not transfer funds from TAP to other highway programs.
- Fully fund the Recreational Trails Program.
- Provide strong staffing support to administer these funds at the state level, including retaining Safe Routes to School coordinators and maintaining or increasing staffing in the Bicycle and Pedestrian Division.
- Promptly disburse TAP funding as it becomes available to ensure expeditious project delivery.
- Ensure TAP funds are used exclusively for actual bicycle and pedestrian projects.
- Fully spend existing remaining funding authorized under the previous transportation bill, SAFETEA-LU.

Thank you for your consideration.

[date]

[Salutation]

For over 30 years, bicycle and pedestrian facilities have been an important part of the Town of Carrboro's transportation investments. Sidewalks, bike lanes, and greenways allow residents safe and convenient access to jobs at UNC and other places of employment, make it safer for children to walk or bike to school, and give everyone more options for how they want to travel.

The most recent federal transportation bill, MAP-21, signed into law by President Obama on July 6, 2012, established the Transportation Alternatives Program (TAP) to fund walking and cycling projects. This new program consolidates previously established programs such as Transportation Enhancements (TE), Safe Routes to School (SRTS), and Recreational Trails (RTP).

While the TAP is a positive sign that Congress continues to recognize the importance of walking and bicycling as transportation modes, the Carrboro Board of Aldermen has concerns with several aspects of the program structure:

- Overall funding levels have decreased, when comparing total TAP funding to the combined funding of the consolidated programs under SAFETEA-LU.
- MAP-21 allows states to redirect 50 percent of TAP funding to highway programs that may not address bicyclist or pedestrian safety.
- MAP-21 allows states to opt out of the Recreational Trails Program (RTP). This program was a crucial part of the funding for the Wilson Park Multi-use Path, which is now open to the public. The new path connects neighborhoods to Charles Herman Wilson Park and walking trails in the nearby Adams Tract.
- MAP-21 enables TAP funds to be used for planning, designing, and constructing some types of roadways, which may or may not be supportive of cycling or walking.

Comment [JB1]: Staff understand that this opt-out did not occur, thus maintaining the RTP set-aside. (Note that if Congress extends MAP-21, these questions could be renewed for FFY 15 and beyond.)

Given these concerns, it is important that the State of North Carolina:

- Do not transfer funds from TAP to other highway programs.
- Fully fund the Recreational Trails Program.
- Provide strong staffing support to administer these funds at the state level, including retaining Safe Routes to School coordinators and maintaining or increasing staffing in the Bicycle and Pedestrian Division.
- Promptly disburse TAP funding as it becomes available to ensure expeditious project delivery.
- Ensure TAP funds are used exclusively for actual bicycle and pedestrian projects.
- Fully spend existing remaining funding authorized under the previous transportation bill, SAFETEA-LU.

Comment [JB2]: See comment above re: RTP.

Comment [JB3]: NCDOT continues to provide a SRTS coordinator who has provided technical assistance and grant administration on several projects and programs.

Thank you for your consideration.

**Carrboro Greenways Commission
Minutes
January 14th, 2013**

At –Large Members Present

*Gary Junker – At-Large (Chair)
*Mary Parker Sonis – At-Large
*Johnny Randall – At-Large

Staff Present

Jeff Brubaker – Town of Carrboro Planning
Department
Randy Dodd – Town of Carrboro Planning
Department
Wendell Rogers-Town of Carrboro Recreation
and Parks Department

Representatives Present

*Randee Haven-O'Donnell – Board of Aldermen

Absent

*Mark Chilton – Mayor/Board of Aldermen
Marabeth Carr – Orange Co. Department of
Environment, Agriculture, Parks and Recreation
*Charlie Hileman – At-Large (Vice-chair)
*Robert Kirschner – At- Large
Ray Magyar – UNC
Nick Parker – OWASA
Bill Webster – Town of Chapel Hill

* indicates voting member

I. **Call to Order:** Gary Junker, Chair, called the meeting to order at 6:40 PM.

II. **Minutes:** The Greenways Commission unanimously approved the November 12, 2012, meeting minutes. MOTION (Johnny, Mary second). There were no adjustments to the agenda or public comments.

III. **Staff Report:** Jeff B. reported on the Wilson Park Multiuse path status. He mentioned that the project is substantially complete. An unexpected activity and expense was the need to stabilize an area with an unstable subgrade, which primarily involved bringing in more stone. A final inspection was completed. A remaining issue is that a curb ramp was not able to be installed on Estes Drive because of the probability of the ramp not being stable due to a steep drop off. There was some discussion of the safety for crossing Estes Drive. Randee mentioned the new edge lit crosswalk signs in Chapel Hill, and inquired as to if a similar installation would be appropriate for Estes Drive. She also requested signage on Williams Street about the multiuse path. Jeff B. also gave a report on the Bolin Creek Phase 1b design progress, with highlights including a discussion of the legal agreements with landowners (Claremont and UNC) being pursued, and the need for additional funding identified at the 90% design phase. Jeff B. also gave a report on the Morgan Creek project, with the major update being a status report on the anticipated contract amendment with Coulter, Jewell, and Thames. The Commission discussed the benefits of the on-bridge crossing option at Smith Level Road, including providing a safer facility, and cost savings through the avoidance of building a shadow bridge. Gary mentioned a desire to pursue trash clean up in the project vicinity, with others agreeing that this would be worth pursuing.

IV. **Funding Discussion.** Gary introduced this discussion by reminding the group that there are identified funding needs, and a need for clarity about various components of pursuing future funding, as previously discussed in November. He also mentioned that the funding discussion in the Bolin Creek Concept Plan appendix is now dated. Jeff provided a presentation with a staff perspective on funding issues, including the needs to: seek combination of federal, state, local, and private funding, and to

create a local funding program. In developing a local funding strategy, the Town will need to consider the funding amount, source, mechanism, schedule, and responsible parties for pursuing. Based on work to date, it is clear that over \$600k of local funding will be needed to pursue Bolin Creek Phase 2 and future Morgan Creek phases, with an unknown amount needed for Bolin Creek Phases 3 and 4. Jeff also mentioned that staff are looking into whether the available STP-DA funds for Bolin Phase 2 would be appropriately reprogrammed to Bolin Phase 1b and future Morgan Phases. Randy reminded the Commission that there are no local funds identified for Bolin Phase 2 and future Morgan phases, and that the bond funds that the Town has been using are expiring. Examples of opportunities for new funding include private funds, new development (i.e. payment-in-lieu), foundations, crowd sourcing (e.g. Kickstarter or Indiegogo), and partnering with stakeholders such as the school system. Johnny mentioned REI grants as a source to consider. There was also discussion about federal funding that led to a motion by Randee, seconded by Johnny, and unanimously approved to have the Greenways Commission, in coordination with the TAB, recommend to the Board of Aldermen that the Town include in its State legislative agenda that the State use new Transportation Alternatives funding under the latest federal transportation bill, MAP-21 statewide grant program for true transportation alternatives (e.g., bicycle and pedestrian facilities and greenways), and not transfer this federal allocation to non-transportation alternative programs , which is allowed under MAP-21.

V. **Announcements:** Gary expressed appreciation, on behalf of the Commission, to the advisory board liaisons whose terms expired at the end of 2012. Jeff mentioned that a leading academician (John Pucher) is on sabbatical, and teaching at UNC, and will be offering a seminar on Cycling and Walking Best Practices February 6th at UNC City and Regional Planning. He is a current Carrboro resident.

VI. **Adjournment:** The meeting was adjourned at 8:30 PM. The next meeting was scheduled for April 15th.

**Carrboro Greenways Commission
Minutes
April 15th, 2013**

Members Present

*Randee Haven-O'Donnell – Board of Aldermen
*Charlie Hileman – At-Large (Vice-chair)
*Gary Junker (Chair)
*Robert Kirschner
*Johnny Randall
*Mary Parker Sonis

Absent

*Mark Chilton – Mayor/Board of Aldermen
Marabeth Carr – Orange Co. Department of
Environment, Agriculture, Parks and Recreation
Ray Magyar – UNC
Nick Parker – OWASA
Bill Webster – Town of Chapel Hill

Staff Present

Jeff Brubaker – Town of Carrboro Planning
Department
Randy Dodd – Town of Carrboro Planning
Department
Wendell Rogers-Town of Carrboro Recreation
and Parks Department

* indicates voting member

Note: one vacant seat

Guests

Dave Otto

- I. **Call to Order:** Gary Junker, Chair, called the meeting to order at 6:34 PM.
- II. **Minutes:** MOTION (Johnny, Bob second): The Greenways Commission unanimously approved the January 14, 2013, meeting minutes. Gary reviewed the meeting agenda.
- III. **Public comments:** Dave Otto said he was delighted to see the opening of Phase 1A (Wilson Park Multi-use Path). He asked what the width of the path was and if signage was planned at the Estes Dr. end. He said some cyclists were still using Estes Dr. Jeff B. described signage installation along the path. Several commission members offered ideas on signage improvements.
- IV. **Meeting agenda:** The UNC agenda item was postponed because UNC staff were not able to give an update. Randy said Triangle Land Conservancy was selected as conservation area monitor for Carolina North.
- V. **Electronic communications:** Gary and Charlie described the potential for electronic communications to be used for open dialogue in between meetings. Charlie suggested putting together a public Google group. Commission members debated the pros and cons of electronic communications.

The following is a summary of comments made by members: Electronic communications would provide an opportunity to discuss some issues in advance of meetings. It is difficult to access information about meetings. The Town web site should be more up-to-date with meeting information. The agenda should be posted weeks in advance of the meeting. Town staff capacity to post meeting information is limited, but with the upcoming web site overhaul, more staff will have write privileges. Some electronic communications and policy deliberations might rise to the level of a formal meeting under the Open Meetings Law. The Commission discussed what questions might be asked of the Town Attorney on the Open Meetings Law and Commission communications? Controversial issues should be made more accessible to the public. The Commission discussed whether the minutes could be reviewed and approved electronically, with several members stating that was not permitted. The Town needs to have

a policy on email and Google groups. Audio recordings of meetings can be made available to anyone who requests them.

VI. **Project updates**

- a. **Morgan Creek Greenway:** Jeff provided the staff update. A contract amendment with CJT will be executed after finalizing details about the additional work scope. CJT is proceeding with activities under their existing contract. Additional STP-DA funding [\$22,516] has been allocated to the project. Staff has not heard back from NCDOT on the on-bridge bike facility concept. Gary said the Smith Level Road project is ramping up.
- b. **Phase 1A (Wilson Park Multi-use Path):** Jeff provided the staff update. The path is open and the ribbon cutting was held in March. Some work, such as the repair of Estes Dr. curb and gutter, still needs to occur. Rande said Public Works installed a wayfinding sign on N. Greensboro St.
- c. **Phase 1B (Homestead-CHHS Multi-use Path):** Jeff provided the staff update. KHA has submitted 100 percent plans. OWASA has granted a permit to construct. The Town has sent letters to the property owners (Claremont and Parker Louis) west of the creek asking for easement donations. The other step is getting a right-of-entry agreement from UNC and the State Property Office for the eastern section.

Bob asked about progress on Phase 2. Jeff said the issue is lack of a local match. He reported Phase 2 STP-DA funding was reallocated by the MPO to Phase 1B and Morgan Creek, but CMAQ funding (with local match) will allow for the Twin Creeks Greenway to be extended southward.

Rande said if conservation funding could be identified to purchase land on Claremont South. After some Commission discussion, Randy said that, historically, conservation funding has come from the Clean Water Management Trust Fund, Natural Heritage Land Trust, county Lands Legacy program, and Triangle Land Conservancy. The Town has no land conservation fund and would need to form a partnership. Also, it would require cooperation from the developer, who has an approved permit.

The Commission discussed the background of the rezoning of the Claremont South land and potential for conservation. The following is a summary of comments: If the Board of Aldermen did not let the developer do whatever they want, they may be more encouraged to sell the land. The rezoning should be revisited. Since the Town and CWMTF do not have money, conservation funding is very limited and it may require a private buyer.

VII. **Senate Bill 653:** Jeff described the bill, which would require NCDOT to develop design and construction standards for greenways. The Commission discussed that NCDOT did already have some standards and that there was no room for diversity of the design of trails; this bill could give flexibility.

VIII. **Letter on the Transportation Alternatives Program:** Jeff gave the update and the Commission discussed. A summary of comments is as follows: The legislature is reallocating more revenues to the general fund. Funding is to be used to buy land but not build greenways. If there is no Transportation Alternatives Program funding, then there is no funding for any greenways.

MOTION (Hileman, Kirschner second): The Greenways Commission endorsed the letter. Vote: All in favor.

IX. **Funding subcommittee:** Gary said he communicated with the TAB and Rec and Parks Commission about a subcommittee but did not hear back. He said one of the obstacles was not having a pool of local matching funds. He asked who would participate on the committee.

The Commission discussed funding and greenways in general. The following is a summary of comments: Funding is needed as the existing bond program nears its end. The Town should set up a reserve fund to receive funding. There needs to be a master plan for the development between downtown and residential areas. The Town needs to identify buffers that can be part of open space for greenway system. Transportation is not the only focus of the Greenways Commission. The Town should not be paving near creeks or removing trees; paving next to a creek destroys an ecosystem. The Commission should not exclude recognition of transportation to destinations. Segmentation of greenway projects is due to limited funding. The Town is not punching holes through mature forest but modifying utility corridors to support a paved surface. The funding committee discussion is tabled for future discussion. The Commission should build partnerships with other boards. The Town has sold all the bonds under the Sidewalks and Greenways program. Staff will report back on when the bonds are expected to be paid off.

Randy recommended that the Commission should define the goals and create a strategy for funding future greenways. Bob suggested that a dedicated fund for greenways be created. Mary said it would be difficult to get consensus on the type of project. Johnny said there needs to be a clearly-defined project. He said Chapel Hill has systematically purchased property along the creek for the Morgan Creek Greenway. Randy said Carrboro asked for easement donations as land was being developed. Randy described the Town's interest in a water quality trust fund. Bob suggested ways in which the fund could be funded. Randy said Town staff does not have the capacity to work like a land conservation organization; it would be more efficient to work with existing organizations. Charlie suggested at the next meeting discussing funding goals. Johnny suggested a Friends of Carrboro Greenways group, and the Commission discussed.

X. **Announcements:** Jeff reported the Chapel Hill Greenways Commission will meet tomorrow night.

XI. **Adjournment:** The meeting was adjourned at 8:36 pm.



TOWN OF CARRBORO
TRANSPORTATION ADVISORY BOARD
RECOMMENDATION
February 7, 2013

SUBJECT: Letter on the Transportation Alternatives Program

MOTION: The Transportation Advisory Board approves the letter on Transportation Alternatives funding.

Moved: Perry

Second: Štolka

VOTE: Ayes (7): LaJeunesse, Štolka, Perry, Sieff, Haac, Nicopoulos, Kim. Nays (0). Abstain (0), Absent (0).

Jeffrey J. Bluh
for
Seth LaJeunesse
TAB Chair

2 / 14 /13
DATE

Webinar: August 2013



U.S. Department of Transportation
Federal Highway Administration

1

Transportation Alternatives Program Authorized under the Moving Ahead for Progress in the 21st Century Act (MAP-21)

- **Mission:** To improve our Nation's communities through leadership, innovation, and program delivery.
- **Vision:** The Transportation Alternatives Program (TAP) creates safe, accessible, attractive, and environmentally-sensitive communities where people want to live, work, and recreate.



3

Transportation Alternatives Program Webinar: August 7, 2013



- Introduction: Shari Schaftlein, Director, FHWA Office of Human Environment
- Presenter: Christopher Douwes, Trails and Enhancements Program Manager
- CoPresenter: Shana Baker, Livability Team Leader

2

TAP Eligible Projects

The Transportation Alternatives Program consists of:

- Transportation Alternatives Definition
- Recreational Trails Program (RTP)
- Safe Routes to School (SRTS) activities
- Boulevards from Divided Highways

TAP projects are eligible under the Surface Transportation Program (STP).



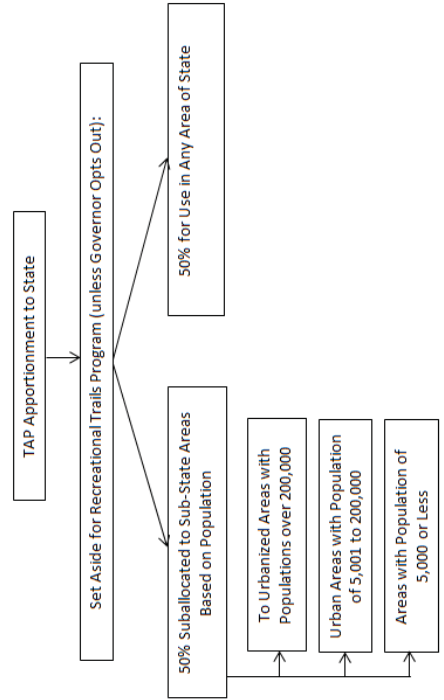
Funds

- **How much?** TAP funding is 2% of MAP-21 funding.
- **How is it funded?** Set-aside from each State's formula programs.
- **Funding levels:** Slightly below the Transportation Enhancement (TE) Activities under SAFETEA-LU:
 - FY 2013: \$808,760,000
 - FY 2014: \$819,900,000
- FY 2009 for TE, RTP, and SRTS was \$1.1 billion.

5

Suballocation

TAP funds are suballocated by formula.



7

Federal Share

- In general, Federal share for TAP is the same as the Federal-aid highway program: 80%, with Sliding Scale.
- Flexibility for Federal Land Management Agencies.
 - May use Federal agency funds, Tribal Transportation, and Federal Lands Transportation Program as match for projects that provide access to or within Federal lands.
- In general, donation and credit provisions are the same as the Federal-aid highway program under 23 U.S.C. 323.
- Former TE flexibility provisions were eliminated.
- The RTP set-aside retains RTP match and donation and credit provisions under 23 U.S.C. 206.
- SRTS projects use the TAP provisions.

6

Transfer of Funds

- States may transfer up to 50% of TAP funds to other FHWA programs.
 - After RTP set-aside.
 - No transfers from funds suballocated by population.
- States may transfer funds from other FHWA programs into TAP.
 - TAP projects are eligible under STP without a transfer.
- States may transfer funds to the Federal Transit Administration (FTA) for TAP-eligible projects.

8

Competitive Process

- Ultimately: the **State** is responsible.
- States and large MPOs
 - “Shall develop a competitive process to allow eligible entities to submit projects for funding...”
 - States and large MPOs develop their own competitive processes.
 - Examples are available from several sources.
- RTP set-aside: Use RTP provisions and requirements.

9

Eligible Project Sponsors

- Local governments;
- Regional transportation authorities;
- Transit agencies;
- Natural resource or public land agencies;
 - May include Federal, State, or local public land agencies
- School districts, local education agencies, or schools;
- Tribal governments; and
- Any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than an MPO or a State agency) that the State determines to be eligible...
- *RTP setaside keeps its list of eligible project sponsors.*

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Project Sponsors Not Eligible

- State Departments of Transportation
- Metropolitan Planning Organizations
- Nonprofit Organizations (unless they meet one or more eligible entity requirements)

11

Treatment of Projects

- TAP projects “shall be treated as projects on a Federal-aid highway...”
- TAP projects must comply with applicable provisions in Title 23, such as project agreements, authorization to proceed prior to incurring costs, prevailing wage rates (Davis-Bacon), competitive bidding, and other contracting requirements, even for projects not located within the right-of-way of a Federal-aid highway.
 - Does not apply to projects conducted under the Recreational Trails Program setaside.
 - MAP-21 §1524 Youth Corps provision offers flexibility.

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Other Provisions

TAP projects follow the same procedures as other Federal-aid highway projects:

- Planning provisions
- National Environmental Policy Act
- Other environmental requirements.
- Right-of-Way
- Contracting
- Etc.

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TAP Project Eligibility

To be eligible under the TAP, a project:

1. Must relate to surface transportation (or recreational trails),
2. Must fit within the TAP definitions,
3. Must be sponsored by one or more eligible entities (defined in the [TAP Guidance](#)), and
4. Must be selected through a competitive process (defined in the [TAP Guidance](#)).

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Funding and Administration Questions?

- Purpose
- Funds
- Federal Share /Donations
- Suballocation
- Transfers
- Competitive Process / Project Selection
- Eligible Project Sponsors
- Treatment of Projects
- Planning / Environment / Right-of-Way

14

TAP Eligible Projects

The Transportation Alternatives Program consists of:

- Transportation Alternatives Definition
- Recreational Trails Program (RTP)
- Safe Routes to School (SRTS) activities
- Boulevards from Divided Highways

TAP projects are eligible under the Surface Transportation Program (STP).



TAP Project Eligibility

Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including:

- Sidewalks,
- Bicycle infrastructure,
- Pedestrian and bicycle signals,
- Traffic calming techniques,
- Lighting and other safety-related infrastructure,
- Transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.



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TAP Project Eligibility

Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.

Holmes County Rail-Trail, Ohio →



← American Tobacco Trail, Durham NC

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TAP Project Eligibility

Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.

- This category is another aspect of the pedestrian and bicycle category, including access to transit.

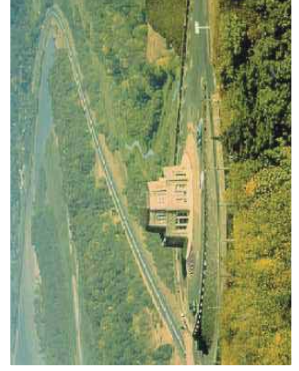


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TAP Project Eligibility

Construction of turnouts, overlooks, and viewing areas.

- Scenic Overlooks defined in 23 CFR 752.6.
- Safety Rest Areas defined in 23 CFR 752.5.



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TAP Project Eligibility

Community improvement activities, **including—**
The term “**including**” means “**which include but are not limited to**”.

Community improvement activities may be open to State and local interpretation. However, TAP projects:

1. Must relate to surface transportation (or recreational trails),
2. Must fit within the TAP definitions,
3. Must be sponsored by one or more eligible entities, and
4. Must be selected through a competitive process.

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TAP Project Eligibility

Community improvement activities, which include but are not limited to—

- Historic preservation and rehabilitation of historic transportation facilities;
- Examples: bridges, tunnels, historic train or bus stations, ferry terminals, historic roads.



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TAP Project Eligibility

Community improvement activities, which include but are not limited to—

- Inventory, control, or removal of outdoor advertising;



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TAP Project Eligibility

Community improvement activities, which include but are not limited to—

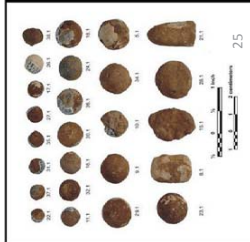
- Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control;
- Projects to manage vegetation to improve sightlines and other safety considerations;
- Establishing living snowfences;
- Removal of invasive species;
- Planting native plants, forbs, or wildflowers to control erosion along transportation corridors.
- Routine maintenance and operation is not eligible.

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TAP Project Eligibility

Community improvement activities, which include but are not limited to—

- Archaeological activities relating to impacts from implementation of a transportation project eligible under this title.



TAP Project Eligibility

Community improvement activities, which include but are not limited to—

- Other:
- Junkyard screening and removal.
 - Streetscapes (especially benefiting pedestrians).
 - Landscaping related to transportation projects.



TAP Project Eligibility

Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to—

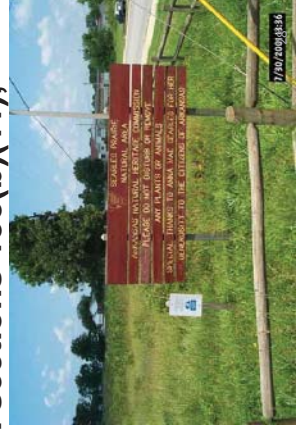
This means any environmental mitigation activity. TAP projects:

1. Must relate to surface transportation (or recreational trails),
2. Must fit within the TAP definitions,
3. Must be sponsored by one or more eligible entities, and
4. Must be selected through a competitive process.



TAP Project Eligibility

- Address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in 23 U.S.C. sections 133(b)(11), 328(a), and 329; or



TAP Project Eligibility

- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to—
- reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.



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TAP Project Eligibility:

TE Activities not Eligible

Transportation Enhancement (TE) Activities that are not eligible under TAP:

- Pedestrian and bicycle safety education, except SRTS.
- Acquisition of scenic or historic easements or sites.
- Scenic and historic highway programs; visitor centers.
- Historic preservation not for transportation facilities.
- Operation of historic transportation facilities.
- Transportation museums.

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TAP Project Eligibility:

Not Eligible (under TE or TAP)

- State or MPO administrative costs.
- Promotional activities, except SRTS.
- General recreation and park facilities:
 - playground equipment,
 - spray grounds,
 - sports fields,
 - campgrounds,
 - picnic areas and pavilions.
- Routine maintenance and operations.



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TAP Project Eligibility:

Recreational Trails Program

- For the RTP set-aside, all provisions and requirements remain in effect.
- The RTP represents a portion of the Federal motor fuel excise tax paid by OHV users.
- Funds to develop and maintain recreational trails for all trail uses.
 - Only FHWA program to support routine maintenance
- States solicit and select projects for funding.
- Usually administered through a State resource agency.
- States are encouraged to use [Youth Corps](#).

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Transportation Alternatives Program (TAP)

TAP Project Eligibility:

Recreational Trails Program



- Maintain and restore existing trails (and bridges).
- Develop and rehabilitate trailside and trailhead facilities.
- Purchase and lease trail construction and maintenance equipment.
- Construct new trails (limits on Federal lands).
- Acquire easements or property for trails (willing seller only: Condemnation is prohibited).
- Trail assessments for accessibility and maintenance.
- Trail safety and environmental protection education.
- State administrative costs.



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Transportation Alternatives Program (TAP)

TAP Project Eligibility:

Safe Routes to School (SRTS)

- No setaside funds for SRTS.
- All eligibilities remain.
- Otherwise: TAP provisions and requirements apply.
- Allocation of funds for Infrastructure and Noninfrastructure activities do not apply (because there is no apportionment).
- Option to have a State SRTS coordinator, not required.

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Transportation Alternatives Program (TAP)

TAP Project Eligibility:

Boulevards from Divided Highways

A boulevard is defined as a:

- *Walkable, low-speed (35 mph or less) divided arterial thoroughfare in urban environments designed to carry both through and local traffic, pedestrians and bicyclists. Boulevards may be long corridors, typically four lanes but sometimes wider, serve longer trips and provide pedestrian access to land. Boulevards may be high-ridership transit corridors. Boulevards are primary goods movement and emergency response routes and use vehicular and pedestrian access management techniques. Curb parking is encouraged on boulevards. (ITE)*



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Transportation Alternatives Program (TAP)

Youth Service and Conservation Corps

MAP-21 §1524: Use of Youth Service or Conservation Corps

- Defines qualified youth service or conservation corps.
- Requires the USDOT/FHWA to "...encourage the States and regional transportation planning agencies to enter into contracts and cooperative agreements with qualified youth service or conservation corps ... to perform appropriate projects...
- Living allowance or rate of pay (account for prevailing wage rates).
- Exempts contracts and cooperative agreements with Corps from highway program contracting requirements: allows Sole Source.
- §1524 supersedes TAP Treatment of Projects requirement.
- §1524 applies at the *project* level, not the *program* level.

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Transportation Alternatives Program (TAP)

Questions?

Project Sponsors: Contact your State TAP manager.
 States: Contact your FHWA Division office.



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Transportation Alternatives Program (TAP)

Future FHWA MAP-21 Webinars:

<http://www.fhwa.dot.gov/map21/webinars.cfm>

Webinar 2: Panel Discussion of Agencies that Have Implemented TAP

Date: Monday, August 12, 2013

Time: 12:00 p.m. to 1:30 p.m. EST

https://www.nhi.fhwa.dot.gov/resources/webconference/web_conf_learner_reg.aspx?webconfid=26336

Webinar 3: Outreach and Discussion on Program Performance Information

Date: Thursday, August 29, 2013

Time: 12:00 p.m. to 1:30 p.m. EST

https://www.nhi.fhwa.dot.gov/resources/webconference/web_conf_learner_reg.aspx?webconfid=26331

Webinar 4: Final TAP Guidance and Qs & As

Date: Wednesday, August 28, 2013

Time: 12:00 p.m. to 1:30 p.m. EST

https://www.nhi.fhwa.dot.gov/resources/webconference/web_conf_learner_reg.aspx?webconfid=26403

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Transportation Alternatives Program (TAP)

Contact Information

- Guidance and Questions and Answers: www.fhwa.dot.gov/MAP21/
- www.fhwa.dot.gov/environment/transportation_alternatives/
- State TAP Manager contacts: www.ta-clearinghouse.info/stateprofile
- State RTP Administrator contacts: www.fhwa.dot.gov/environment/recreational_trails/rtpstate.cfm
- State SRTS contacts: <http://www.saferoutesinfo.org/>

National TAP and RTP oversight:
 Christopher Douwes
 Trails and Enhancements Program Manager
christopher.douwes@dot.gov
 202-366-5013



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