



DCHC MPO Board Meeting Agenda

Wednesday, December 13, 2017

9:00 AM

Committee Room 2nd Floor Durham City Hall

101 City Hall Plaza
Durham, NC 27701

1. Roll Call**2. Ethics Reminder**

It is the duty of every Board member to avoid conflicts of interest. Does any Board member have any known conflict of interest with respect to any matters coming before the Board today? If so, please identify the conflict and refrain from any participation in the particular matter involved.

[17-206](#)

Attachments: [2017-12-13 \(17-206\) 2017 Holiday Newsletter Vol 20 Issue 4 \(final\)\(srl\)\(11-06-1](#)

3. Adjustments to the Agenda**4. Public Comments****5. Directives to Staff**[17-100](#)

Attachments: [2017-12-13 \(17-100\) MPO Board Directives to Staff.pdf](#)

CONSENT AGENDA**6. November 15, 2017 Board Meeting Minutes**[17-199](#)

A copy of the November 15, 2017 Board meeting minutes is enclosed.

Board Action: Approve the minutes of the November 15, 2017 Board meeting.

Attachments: [2017-12-13 \(17-199\) MPO Board Meeting Minutes 11.8.17 LPA2.pdf](#)

7. 2018 MPO Board and Technical Committee Meeting Schedule[17-204](#)

Aaron Cain, LPA Staff

The 2018 MPO Board and Technical Committee meeting schedule is provided as an attachment.

Board Action: Adopt the 2018 MPO Board and Technical Committee meeting schedule.

Attachments: [2017-12-13 \(17-204\) TAC TCC Meetings 2018.pdf](#)

8. FY2018 Unified Planning Work Program (UPWP) Amendment #2[17-194](#)**Meg Scully, LPA Staff**

Amendment #2 of the FY2018 UPWP proposes to obligate Surface Transportation Block Grant - Direct Attributable (STBG-DA) funds for the City of Durham Downtown Transportation Study, and to re-allocate STBG-DA funds among task codes for Durham County. The attached memorandum and resolution with table provides details.

TC Action: Recommended the Board approve FY18 UPWP Amendment #2.

Board Action: Approve the FY18 UPWP Amendment #2.

Attachments:[2017-12-13 \(17-194\) Memorandum FY18 UPWP Amend 2.pdf](#)[2017-12-13 \(17-194\) 2018 UPWP amend 2 Resolution with table.pdf](#)**ACTION ITEMS****9. NC 54 West Corridor Study (15 minutes)**[17-201](#)**Don Bryson, VHB****Aaron Cain, LPA Staff**

The NC Highway 54 corridor between Carrboro and I-85 in Graham has been the subject of discussion among neighboring jurisdictions and North Carolina Department of Transportation (NCDOT) over the past several years. While this highway is expected to experience increased volume in the future due to employment growth in the Chapel Hill/Carrboro area and residential growth in Alamance County, the area surrounding the corridor is primarily rural, low-density residential, has important environmental features, and is extremely popular among recreational bicyclists.

This study's objective is to determine and address the critical issues and needs along the NC 54 West corridor, mainly mobility, operational deficiencies, environmental protection, and safety for motor vehicle users, pedestrians bicyclists, and transit users. These issues and needs vary in magnitude and importance along the corridor depending on context, as the character of the urban/rural continuum also varies along the corridor. In addition to recommendations for the short- and long-term needs of automobiles in the corridor, the study will also seek to recommend appropriate and feasible accommodations for transit service along the corridor, where appropriate, and connections to and accommodations for the existing and proposed bicycle and pedestrian network along the corridor.

This past summer DCHC MPO, with support from NCDOT Division 7 and the City of Graham, contracted with VHB to provide consulting services to recommend solutions to these issues along the NC 54 Corridor between Carrboro and Graham. VHB representatives will provide an update on where the project currently stands and the project schedule moving forward.

Board Action: This item is for informational purposes only; no action is required at this time.

10. Proposed D-O LRT Project Changes (20 minutes)[17-195](#)**Danny Rogers, GoTriangle**

In the updates to the Durham County Transit Plan and Orange County Transit Plan approved in April 2017, all parties agreed that any additions or deletions of stations along the Durham-Orange Light Rail Transit (D-O LRT) Project would be subject to the approval of both county governing boards, the DCHC MPO Board, and the GoTriangle Board of Trustees (Durham County Transit Plan § 4.4.4.1, Orange County Transit Plan § 4.6.4.1). GoTriangle is requesting two actions from the DCHC MPO Board: 1) approval for a new station between Blackwell and Mangum streets in Durham, and 2) approval of proposed changes to the location of the Gateway station in Chapel Hill.

In their comments on the Draft Environmental Impact Statement (DEIS), both the City of Durham and the Durham County Board of Commissioners requested that GoTriangle carefully evaluate the feasibility of a City Center Station between Blackwell and Mangum streets along Pettigrew Street during the project's Engineering Phase. In response to these comments, in the Combined Final Environmental Impact Statement Record of Decision (FEIS/ROD), GoTriangle committed to continuing its work with Durham to evaluate the feasibility of a City Center Station during the Engineering Phase. With a reduction in platform length made possible by a move to two-car platforms, GoTriangle determined that a station platform could feasibly fit between Blackwell and Mangum Streets and without resulting in a potential impact to the historic Bull Durham building.

The purpose of the proposed Blackwell/Mangum Street Station is to offer more direct access to the city center of downtown Durham and event-based destinations in and around the American Tobacco campus, including the Durham Performing Arts Center and Durham Bulls Athletic Park

The cost estimate for the proposed additional station between Blackwell and Mangum streets is approximately \$2.5 million in Year of Expenditure (YOE) dollars more than the baseline design. As part of FTA-required cost management practices, changes to the base cost estimate (both savings and increases) associated with changes in the project design are tracked throughout Engineering and considered together. Although the overall project budget is set at entry into Engineering at \$2.476 billion, it is typical to shift expenditures between FTA cost categories to meet the needs of the project. In other words, savings in one area can cover additional expenditures in another area. This allows the agency and the project team to use the final design process to better align spending with goals and values.

In addition to the additional station in downtown Durham, GoTriangle is requesting a proposed change to the location of the Gateway station in Chapel Hill. As shown in the attachment, the proposed station location would move the station approximately 600 feet, away from I-40 and closer to the Orange County border.

GoTriangle is recommending this change for the following reasons:

- As part of GoTriangle's Transit-Oriented Development (TOD) grant, GoTriangle held meetings with stakeholders to better understand the optimal development potential in

the area around the transit stations.

- It was determined that the existing Gateway Station location did not maximize the potential economic development opportunities for both Durham and Orange Counties. Quantitative analysis of the development potential is included in the attached memo from the TOD Consultant team.
- As a result of this process, it was recommended to shift the station and the light rail alignment to improve the overall opportunities for Durham and Orange counties.

The change would bring about the following benefits:

- The new location would increase potential economic development benefits.
- The new site layout is more conducive to urban redevelopment.

The cost estimate for the proposed change is approximately \$8 million (YOE) more than the baseline design. This is primarily due to a longer track alignment, additional required site and roadway construction, and additional real estate acquisition.

While moving the location of the Gateway Station does not require approval from the MPO Board, GoTriangle welcomes input from the DCHC MPO Board on the proposed new station location.

Following the required approval of any changes, GoTriangle staff will submit an environmental re-evaluation to the Federal Transit Administration (FTA) to compare the environmental effects of the proposed refinement to the effects previously disclosed in the DEIS and determine if the commitments outlined in the Amended Record of Decision mitigate the effects. FTA will then determine if additional environmental documentation is needed or if the existing environmental documentation is sufficient.

TC Action: The TC recommended that the MPO Board approve the addition of a station in the Durham-Orange Light Rail Transit (D-O LRT Project) between Blackwell and Mangum Streets along Pettigrew Street in downtown Durham.

Board Action: Approve the addition of the Blackwell/Mangum Street Station. Provide input on the proposed modified location of the Gateway Station.

Attachments: [2017-12-13 \(17-195\) Station Area Recommendations Update Memorandum 4-1](#)
 [2017-12-13 \(17-195\) Proposed Gateway Station Location Map.pdf](#)
 [2017-12-13 \(17-195\) Proposed Blackwell-Mangum Station Location Map.pdf](#)

11. 2045 Metropolitan Transportation Plan (MTP) (25 minutes)[17-155](#)**Andy Henry, LPA Staff**Approve 2045 MTP

The MPO released the Preferred Option for a public comment period from November 1 through December 12, and the MPO Board conducted a public hearing at their meeting on November 8. The attached presentation describes recommended changes to the highway, transit, and financial plan section of the Preferred Option to create the final 2045 MTP. In addition, an updated copy of the project maps and table, and the financial plan are attached. These changes are also reflected in the online highway and fixed-guideway maps at the top of the Preferred Option Web page: www.bit.ly/DCHC-MTP-Preferred. The Technical Committee (TC) recommends that the MPO Board approve these highway and transit projects, and the financial plan.

Public Comments

Public comments received as of 12/5/17 are compiled on an attachment and a summary is provided in the attached presentation.

Release Full Report, Performance Measures and Targets

Staff recommends that the MPO Board release the full report, performance measures and targets at their January 10, 2018 meeting for a 30-day public comment period. The Board received an update on these items at their November 8 meeting, and staff and the TC originally recommended that these items be released at the December 13, 2017 Board meeting. However, the modeling and report review tasks will require more time than anticipated.

SE Data and TRM

Staff will provide an update on the 2045 socioeconomic data and the Triangle Regional Model (TRM). These items are basic assumptions in the 2045 MTP and will be directly referenced in the 2045 MTP adoption resolution. See the attached presentation for details.

Adoption Schedule

Staff recommends that the Board adopt, by resolution, the 2045 MTP at their February 14, 2018 meeting. The adoption will include the SE Data, TRM, 2045 MTP projects and financial plan, Goals/Objectives/ Performance Measures/Targets, and the full report.

TC Action: Recommended that the MPO Board approve the 2045 MTP, and review and release for public comment the full 2045 MTP report, final Goals/Objectives/ Performance Measures, and Targets.

Board Action: Review 2045 MTP changes and approve 2045 MTP, receive SE Data and TRM update, and release for public comment the 2045 MTP report, final Goals/Objectives/ Performance Measures, and Targets at their January 10, 2018 meeting.

Attachments: [2017-12-13 \(17-155\) 2045 MTP - Presentation.pdf](#)
 [2017-12-13 \(17-155\) 2045 MTP - ProjectsMap.pdf](#)
 [2017-12-13 \(17-155\) 2045 MTP - FinPlan.pdf](#)
 [2017-12-13 \(17-155\) 2045 MTP - PublicComments.pdf](#)

12. DCHC MPO Americans with Disabilities Act (ADA) Transition Plan and Self-Assessment (5 minutes) [17-190](#)

Felix Nwoko, LPA Staff

In compliance with Americans with Disabilities Act (ADA), the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) has prepared a Transition Plan and Self-Assessment. The MPO is required to develop a Transition Plan as well as monitor its recipients of federal funds. The draft ADA Transition has been reviewed by NCDOT and the Federal Highway Administration (FHWA) who also participated in a Roundtable discussion hosted by the MPO.

TC Action: Recommend MPO Board approval of the DCHCMPO Transition Plan and Self Assessment.

Board Action: Approve the DCHCMPO Transition Plan and Self Assessment.

Attachments: [2017-12-13 \(17-190\) DCHC MPO ADA Transition Plan-110117 DRAFT-FINAL 2](#)

13. Release of Amendment #1 to the FY2018-2027 TIP for Public[17-197](#)**Comment (5 minutes)****Aaron Cain, LPA Staff**

On November 8, 2017, the DCHC MPO Board adopted the FY2018-2027 TIP. That TIP must now be reconciled with the FY2018-2027 STIP by the Federal Highway Administration (FHWA), a process that should take place by the end of the year.

Due to issues of consistency with the STIP within the first four years of the program, there are a number of projects within the TIP that will need to be changed through an amendment process. Because some of these projects change the funding amount by more than \$1,000,000, per the DCHC MPO Public Involvement Plan (PIP), the amendment must be released for a 21-day public comment period. The amendment will go back to the TC later this month and to the Board in January for approval.

The full report, summary sheet, and resolution for Amendment #1 are attached. There are two additions to this amendment that were not previously reviewed by the TC: EB-5837, Third Fork Creek Trail, which is getting additional TAP funding, and TG-6785, a new project for the purchase of two buses for Chapel Hill Transit. Information about these projects is included in the attachments.

TC Action: Recommended that the Board release Amendment #1 of the FY2018-27 TIP for public comment.

Board Action: Release Amendment #1 of the FY2018-27 TIP for public comment.

Attachments: [2017-12-13 \(17-197\) TIP Amendment #1 Summary Sheet.pdf](#)
 [2017-12-13 \(17-197\) TIP Amendment #1 Full Report.pdf](#)
 [2017-12-13 \(17-197\) TIP Amendment #1 Resolution.pdf](#)

14. MPO Board Elections (10 minutes)[17-200](#)**Aaron Cain, LPA Staff**

Per the MPO Board by-laws, officers are to be elected at the last regularly scheduled meeting of the calendar year. Terms of office are for one year, and no officer can serve in the same role for more than two consecutive terms. Since the current Chair, Steve Schewel, has served for the past two terms, he cannot be re-elected. Furthermore, the by-laws state that the Chair shall rotate from amongst representatives of the various counties, so the new Chair must come from either Orange or Chatham County.

The same rules regarding tenure apply to the Vice-Chair. Since the current Vice-Chair, Damon Seils, has served for two terms he cannot be re-elected to that position. The new Vice-Chair must come from a different county than the newly elected Chair.

At the November MPO Board meeting a nominations committee was formed. That committee will report its findings.

Board Action: Elect new officers for the 2018 calendar year.

Minutes Recording Document[17-193](#)**REPORTS:****15. Report from the Board Chair**[17-101](#)

Steve Schewel, Board Chair

Board Action: Receive the report from the Board Chair

16. Report from the Technical Committee Chair[17-102](#)

TC Chair

Board Action: Receive the report from the TC Chair.

17. Report from LPA Staff[17-103](#)

Felix Nwoko, LPA Manager

Board Action: Receive the report from LPA Staff.

Attachments: [2017-12-13 \(17-103\) LPA staff report.pdf](#)**18. NCDOT Report**[17-104](#)

Joey Hopkins (David Keilson/Richard Hancock), Division 5 - NCDOT

Mike Mills (Pat Wilson/Ed Lewis), Division 7 - NCDOT

Brandon Jones (Bryan Kluchar, Jen Britt), Division 8 - NCDOT

Julie Bogle, Transportation Planning Branch - NCDOT

John Grant, Traffic Operations - NCDOT

Board Action: Receive the reports from NCDOT.

Attachments: [2017-12-13 \(17-104\) NCDOT Progress Report.pdf](#)**INFORMATIONAL ITEMS****19. Recent News Articles and Updates**[17-105](#)**Attachments:** [2017-12-13 \(17-105\) news articles.pdf](#)**Adjourn****Next meeting: January 10, 9 a.m., Committee Room****Dates of Upcoming Transportation-Related Meetings: None**



NORTH CAROLINA

State Board of Elections & Ethics Enforcement

MPO Board 12/13/2017 Item 2

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Holiday Edition



November 2017

The Holidays Are Quickly Approaching!

Each year at holiday time the State Ethics Commission, now the State Board of Elections and Ethics Enforcement (State Board), receives numerous questions concerning the gift bans of the State Government Ethics Act (SGEA) and the Lobbying Law and what exceptions, if any, might be applicable to holiday events and holiday gift-giving. This newsletter summarizes those gift bans and provides general information on a few of the common gift-giving situations and holiday events. As always, you should contact the Ethics Unit of the State Board if you have any doubt about what you should do in a particular

The SGEA's Gift Ban prohibits public servants, legislators and legislative employees from accepting gifts from certain givers *unless* an exception to the gift ban applies and allows the gift to be received.

The Lobbying Law Gift Ban prohibits direct and "indirect" gift giving from lobbyists, lobbyist principals and liaison personnel to a public servant, legislator or legislative employee *unless* a gift ban exception applies and allows the gift to be given. (An **indirect gift** is a gift given to another with the intent that a legislator, legislative employee or public servant be an "ultimate recipient.")

There is **no de minimus or small gift exception**. In other words, unless a gift ban exception applies, all gifts from these certain givers are prohibited regardless of value.

situation.

If You Are A:

You Generally Cannot Accept Gifts From:

Public Servant

- Lobbyists
- Lobbyist Principals
- "Interested Persons"

Legislator or
Legislative
Employee

- Lobbyists
- Lobbyist Principals
- Liaison Personnel

If You Are A:

You Generally Cannot Give Gifts To:

Lobbyist or
Lobbyist Principal

- Legislators
- Legislative Employees
- Public Servants

Liaison Personnel

- Legislators
- Legislative Employees

Names of lobbyists, lobbyist principals and liaison personnel can be found at:

<http://www.secretary.state.nc.us/lobbyist/>.

Names of public servants, legislators and legislative employees can be found at: <http://www.ethicscommission.nc.gov/coverage/coveredPersons.aspx>

There is no list of "interested persons." However, **interested persons are individuals or organizations:**

- 1) doing or seeking to do business of any kind with the public servant's agency or board;
- 2) engaged in activities that are regulated by the public servant's agency/board; or
- 3) having a financial interest that may be substantially affected by the public servant's action or inaction.



You Wear Your Covered Person Hat At All Times!

Remember, if you are a legislator, legislative employee or public servant, you “wear that hat” at all times, not just during the holidays, and not just when you are engaged in your official duties or employment. Therefore, you should always consider the following before accepting a gift:

- **Is this a “gift” as defined in the Ethics Act?**
(A “gift” is anything or service with monetary value, regardless of the value).
- **Who is paying for or funding the gift** (*i.e.*, is the gift directly or indirectly being paid for or funded by a lobbyist, lobbyist principal, liaison personnel or “interested person?”)?
- **If it is a gift from one of these prohibited givers, does the gift fit within a gift ban exception?**
Note that if an exception does not apply, you cannot accept the gift.
Exceptions listed in G.S. 138A-32(e)

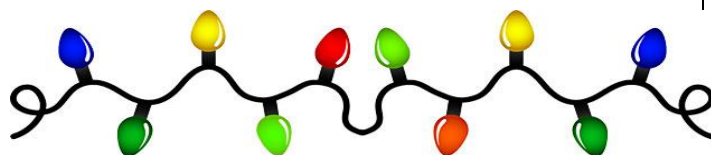


Holiday Gift Giving Hypo

Gifts from Extended Family:

You are a public servant as a member of a State board covered under the SGEA. Your daughter-in-law has a computer service contract with your board, thus she is an “interested person” to your agency. Interested persons are prohibited givers so you can only accept a gift from them if the gift fits within a gift ban exception.

Q. May your daughter-in-law give you a Christmas present?



Common Questions Asked

Q. Is a Holiday Greeting Card a gift?

A. No. Holiday greeting cards are not gifts. Thus, they may be given and received without violating the gift ban.

Q. Is a Holiday Gift Card a gift?

A. Yes. Holiday gift cards that can be exchanged for something of value are gifts and may not be given or received unless a gift ban exception applies.

Q. What should I do if I receive a prohibited gift?

A. Promptly decline it, return it, pay fair market value or face value for it, or donate it to a charity or the State. You should also keep a written record of your actions.

Q. Are there exceptions to the gift ban?

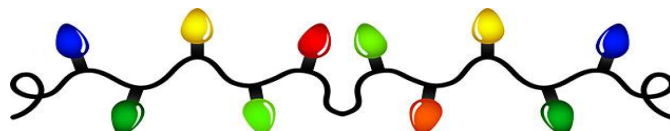
A. Yes. But there are four things you must remember regarding the exceptions:

- 1) specific criteria must be met for each exception;
- 2) you can only accept the gift(s) the exception allows;
- 3) the gifts usually must be reported to the Secretary of State by the giver

with

the report including the name of the recipient and a description and value of the gift; and

- 4) the report is a public record.



- A.** Yes. G.S. 138A-32(e)(7) exception applies. Gifts given by extended family members or a member of the same household are permissible even though the person would otherwise be prohibited from giving such a gift and you would otherwise be prohibited from accepting it.

Holiday Gift Giving Hypo

Gifts Given Generally to all Others:

You are a public servant and your insurance company is a lobbyist principal. Around the holidays, the company gives calendars to all of its clients and to the general public.

Q. Are you allowed to accept a calendar?

- A.** Yes. G.S. 138A-32(e)(6) exception applies. Gifts of items generally made available or distributed to the general public or all other State employees by a prohibited giver do not violate the gift ban and are allowed to be given and accepted.



Charitable Solicitations

The Holidays present many opportunities for charitable donations. However, legislators, public servants and judicial officers are prohibited from soliciting charitable donations from subordinate State employees. This rule does not apply to generic written solicitations to all members of a class of subordinates.



Food & Beverage Exception

There are several exceptions allowing for food and beverages for immediate consumption at certain types of events. However, if the person paying for or funding the event is a prohibited giver, the specific conditions/rules of the particular exception must be met for the legislator, legislative employee or public servant to eat and drink the food and beverages at the event.



Holiday Party Hypo

You are a covered public servant. Your neighbor is a lobbyist and is having a neighborhood holiday party where food and beverages will be served.

Q. May you attend the party and eat and drink the food and beverages being served to all of the attendees?

A. Because the food and beverages are a gift under the SGEA and are being given by a lobbyist, to be able to eat and drink an exception must apply. Gifts given as part of a business, civic, religious, fraternal, personal or commercial relationship are permissible if two conditions are met: (1) the relationship is not tied to your public service or position; and (2) the gift is given under circumstances that a reasonable person would conclude that the gift was not given to lobby you.

In this case, (1) You were invited to a neighborhood party because you are a neighbor, not because you are a public servant. The food and beverages are being given to you as a neighbor of this lobbyist and this relationship is not tied to your public service or position; and (2) you are being given the same gift of food and beverages as all of the attending neighbors. Therefore, a reasonable person would conclude that the gift was not being given to lobby you.

The two conditions of this exception are met so you may attend the neighborhood



holiday party and eat and drink food and beverages.

Contact the State Board's Ethics Advice Unit for detailed guidance and advice at 919-814-3600 or www.ethicscommission.doa.nc.gov.

MPO Board Directives to Staff

12/01/15 – Present (Completed/Pending/In Progress)

Meeting Date	Directive	Status
12/9/2015	Quarterly updates on D-O LRT project.	<u>On-going:</u> GoTriangle will provide quarterly updates to MPO Board.
2/15/2016	Draft Letter of Support for D-O LRT project to advance to Engineering Phase for MPO Board Chair signature	<u>Completed:</u> 2/18/2016.
4/13/2016	Research and consider renaming DCHC MPO an acronym that would be easier remember and simple to say.	<u>Completed.</u> 6/8/2016. DCHC MPO staff and the Technical Committee researched and provided a recommendation to the MPO Board.
4/13/2016	Provide the MPO Board with a breakdown of funding for highway program and non-highway program in the MPO TIP.	<u>Completed.</u> DCHC MPO staff created a summary report and distributed it during May 11, 2016 Board meeting.
5/11/2016	Schedule presentation from NCDOT Division and City Public Works regarding flooding on Trenton Road.	<u>Completed.</u> DCHC MPO staff arranged to have an update at the June 8, 2016 Board meeting.
5/11/2016	Prepare a presentation on the breakdown of funding for highway program and non-highway program in the MPO TIP.	<u>Completed.</u> DCHC MPO staff presented the summary report at the June 8, 2016 Board meeting.
6/8/2016	Update the DCHC MPO's tagline on the MPO website to provide information to the public that explains the MPO does regional transportation planning for the western Triangle area.	<u>Underway.</u> DCHC MPO staff is still working on updating the tagline on the MPO website.
6/8/2016	Request FHWA and NCDOT provide a presentation to the MPO Board that describes the federal process, requirements, and responsibilities related to MPO TIP development.	<u>Underway.</u> DCHC MPO staff is coordinating with FHWA and NCDOT to have a presentation at a future Board meeting.
6/8/2016	Conduct background study on toll roads and how they are used and affect municipalities like DCHC MPO.	<u>Underway.</u> Consultant selected and presentation was given at November 2016 joint DCHC/CAMPO MPO meeting. Topic will be further discussed at later DCHC MPO regular Board meetings.
12/14/2016	Draft letter to NCDOT regarding citizen request for "Bicycles May Use Full Lane" signs on Old NC 86 north of Carrboro, and to reiterate interest in providing bike lanes or wider shoulders to accommodate bicyclists.	<u>Completed.</u> DCHC MPO staff sent letter to NCDOT on January 30, 2017; response received March 15, 2017.
1/11/2017	Draft letter to NCDOT requesting that issues of equity for low-income users be incorporated into planning for managed lanes on I-40 and NC-147.	<u>Completed.</u> Draft completed January 29, 2017.

Meeting Date	Directive	Status
4-28-17	Determine the number of distance signs on freeways within the MPO's jurisdiction. Investigate the options for increasing the number of signs with NCDOT, particularly on and around the East End Connector at its completion.	<u>Completed.</u> MPO staff has found seven distance signs on freeways within the MPO's jurisdiction: four on I-85, one on NC-147, one on US 15-501, and one on I-85/40 in western Orange County. MPO staff has followed up with NCDOT about the opportunity for additional signs along I-40 in Durham and/or Orange counties.
4-28-17	Work with Division 7 to amend the signage plan for the East End Connector to include signs warning motorists about construction before the I-85/40 split.	<u>Completed.</u> MPO staff has contacted Division 7 regarding this request. Once project is completed, signage plan will be finalized.
5-10-17	Have someone from NCDOT present to the MPO Board on synchronized/super streets.	<u>Completed.</u> Jim Dunlop of NCDOT's Congestion Management Division presented at the August MPO Board meeting.
9-13-17	Request for staff to give a presentation on the STI framework, focusing on what provisions are directly by federal legislation, by state legislation, and those that are department policy. Invite new Deputy Secretary Julie White to meet and discuss NCDOT policy regarding prioritization with the Board.	<u>Completed.</u> LPA staff presented at the November 8, 2017 Board meeting. Deputy Secretary White is scheduled to attend the March 14, 2018 Board meeting.

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION BOARD

8 November 2017

MINUTES OF MEETING

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board met on November 8, 2017, at 9:00 a.m. in the City Council Committee Room, located on the second floor of Durham City Hall. The following people were in attendance:

Steve Schewel (MPO Board Chair)	City of Durham
Damon Seils (MPO Board Vice Chair)	Town of Carrboro
Karen Howard (Member)	Chatham County
Don Moffitt (Member)	City of Durham
Ellen Reckhow (Member)	Durham County
Ed Harrison (Member)	GoTriangle
Brian Lowen (Member)	Town of Hillsborough
Pam Hemminger (Member)	Town of Chapel Hill
Nina Szlosberg-Landis (Member)	NC Board of Transportation
Wendy Jacobs (Alternate)	Durham County
Michael Parker (Alternate)	Town of Chapel Hill
David Keilson	NCDOT, Division 5
Richard Hancock	NCDOT, Division 5
Ed Lewis	NCDOT, Division 7
Jen Britt	NCDOT, Division 8
Bergen Watterson	Town of Chapel Hill
Kayla Seibel	Town of Chapel Hill
John Hodges-Copple	Triangle J Council of Governments
Geoff Green	GoTriangle
Ellen Beckmann	City of Durham
Eddie Dancausse	Federal Highway Administration
Felix Nwoko	DCHC MPO
Andy Henry	DCHC MPO
Meg Scully	DCHC MPO
Aaron Cain	DCHC MPO
Dale McKeel	DCHC MPO/City of Durham
Brian Rhodes	DCHC MPO
Anne Phillips	DCHC MPO
Gretchen Coperine	RTP
Evan Tenenbaum	Durham County
Heidi Perov	Carrboro Bike Advocate
Nishith Trivedi	Orange County
Will Letchworth	WSP
Lauren Dirgo	University of Washington

47 Quorum Count: 9 of 10 Voting Members

48
49 Chair Steve Schewel called the meeting to order at 9:04 a.m. A roll call was performed. The
50 Voting Members and Alternate Voting Members of the DCHC MPO Board were identified and are
51 indicated above. Chair Steve Schewel reminded everyone to sign-in using the sign-in sheet that was
52 being circulated.

53 **PRELIMINARIES:**

54 **2. Ethics Reminder**

55 Chair Steve Schewel read the Ethics Reminder and asked if there were any known conflicts of
56 interest with respect to matters coming before the MPO Board and requested that if there were any
57 identified during the meeting for them to be announced. There were no known conflicts identified by
58 MPO Board members.

59 **3. Adjustments to the Agenda**

60 There were no adjustments to the agenda.

61 **4. Public Comments**

62 There were no public comments.

63 **5. Directives to Staff**

64 The Directives to Staff were included in the agenda packet for review.

65 Vice Chair Damon Seils asked the LPA Staff to request an update from the Capital Area
66 Metropolitan Planning Organization (CAMPO) on the feasibility study for the proposed I-40 bicycle
67 project.

68 **CONSENT AGENDA:**

69 **6. Approval of October 11, 2017, Meeting Minutes**

70 **7. Approval of Amendment #12 to the FY2016-25 Transportation Improvement Plan**

Vice Chair Damon Seils made a motion to approve the items on the Consent Agenda. Penny Rich seconded the motion. The motion passed unanimously.

ACTION ITEMS:

8. FY2018-27 Metropolitan Transportation Improvement Plan

Aaron Cain, LPA Staff

Aaron Cain discussed the timeline for adopting the FY2016-25 Metropolitan Transportation Improvement Plan (MTIP). Aaron Cain drew attention to comments received from the public, the Federal Highway Administration (FHWA), and the North Carolina Department of Transportation (NCDOT). Aaron Cain stated that changes to the MTIP would be made with an amendment at the December MPO Board meeting. He also described the two changes that were made to the MTIP, but that were not made to the State Transportation Improvement Plan (STIP).

Chair Steve Schewel declared the public hearing open. There were no public comments. Chair Steve Schewel declared the public hearing closed.

Pam Hemminger made a motion to adopt the FY2018-27 MTIP. Vice Chair Damon Seils seconded the motion. The motion passed unanimously.

9. NC 98 Corridor Study

Will Letchworth, P.E., WSP

Andy Henry described the scope of the NC 98 corridor study.

Will Letchworth provided an overview of the study. He noted that the study will account for all modes and has a strong focus on safety. He stated that the study was currently in the conceptual design phase, and that many grade separation issues need to be resolved on NC 98. Will Letchworth described the results of the stakeholder input process and public meetings, and highlighted how suggestions from the public have been incorporated into a map. Will Letchworth discussed traffic volumes on NC 98 and results of the crash analysis. He provided examples of improvements that could be made to reduce crashes along a crash-prone 2-mile segment of NC 98. Will Letchworth also discussed the results of the

economic analysis that was done as part of the study, and existing and planned projects along the corridor. Will Letchworth concluded his presentation by discussing short and long term changes that can be made to improve the NC 98 corridor.

Will Letchworth and Chair Steve Schewel discussed the proposed widening of NC 98 between Sharon Road and Junction Road. Will Letchworth and Ed Harrison discussed whether the major intersections on NC 98 were at grade. Don Moffitt and Will Letchworth discussed conflict points at continuous flow intersections and median U-turn lanes. Nina Szlosberg-Landis and Will Letchworth discussed the average speed on the corridor, the reason that a roundabout is not one of the potential intersection designs, and whether autonomous vehicles have been factored into the study. Will Letchworth stated that the current version of the Triangle Regional Model (TRM) does not currently incorporate autonomous vehicles. Michael Parker and Will Letchworth discussed whether non-grade level intersections are viable for improving NC 98.

Ellen Reckhow stated that she hoped that buffered lanes or shared paths were being considered due to the current speed limits on NC 98. Ellen Reckhow and Will Letchworth discussed why a multi-use path might work particularly well for NC 98. Ellen Reckhow and Ellen Beckmann discussed the segment of NC 98 that was submitted for Strategic Prioritization Office of Transportation (SPOT) prioritization. Will Letchworth stated that there has been a lot of community support for a road diet and median on NC 98. Ed Harrison and Will Letchworth discussed NC 98 right of way and whether it is workable for a multi-use path. Will Letchworth discussed the next steps in the study.

No further action was required by the MPO Board.

10. 2045 Metropolitan Transportation Plan (MTP) -- Public Hearing

Andy Henry, LPA Staff

Andy Henry described recent changes that were made to the preferred option of the MTP, and the next steps for the MTP. Andy Henry and Michael Parker discussed whether a reduction of overall Vehicle Miles Traveled (VMT) could be added to the MTP along with a reduction of VMT per capita. Vice

Chair Damon Seils asked that the MTP make clear that the Carrboro extension of the light rail project is primarily conceptual at this point.

Chair Steve Schewel declared the public hearing open. Andy Henry and Ellen Reckhow discussed recent transit enhancements to the MTP, primarily the extension of the light and commuter rail projects. There was discussion of whether the section of the MTP about the restriction of Strategic Transportation Legislation (STL) should be put into a letter. Andy Henry stated that STL restrictions were loosened for the last decade of the MTP. Chair Steve Schewel declared the public hearing closed.

Andy Henry discussed the relationship between goals, objectives, and performance measures in the MTP. Chair Steve Schewel commended Andy Henry for the accessible format of the goals, objectives, and performance measures section of the MTP. Vice Chair Damon Seils and Andy Henry discussed how the MTP could better reflect the MPO's desire to ensure participation from all parts of the community, particularly transit dependent riders, and the best way to measure this goal. Chair Steve Schewel stated that the recent Environmental Justice Report might be useful for improving the discussion of equity and participation in the MTP.

Ellen Reckhow pointed out a minor error in the goals, objectives, and performance measures section of the MTP, and suggested that increasing mobility options should be added as a bullet point to the document. Andy Henry explained how he developed performance measures and targets for the MTP. Ellen Reckhow stated that the suite of Transportation Demand Management (TDM) strategies should be added to the MTP's discussion of the reduction in emissions target. Wendy Jacobs suggested that zip codes could be used to measure equitable public participation, and inquired whether the DCHC MPO was working with CAMPO to develop targets. Andy Henry stated that CAMPO probably would not develop targets. Wendy Jacobs commented on the importance of meeting with CAMPO at least twice a year. Chair Steve Schewel stated that the chairs and vice chairs of the DCHC MPO and CAMPO recently

met. He thanked John Hodges-Copple for arranging the meeting. Ellen Reckhow suggested that TDM be added to the discussion of transit and automobile trip share.

Andy Henry described the next steps for developing and approving the MTP. In response to a question from Chair Steve Schewel, Andy Henry stated that the MTP is updated every 5 years. Ed Harrison and Andy Henry discussed the two circulator roads located near the intersection of I-40 and US 15-501.

No further action was required by the MPO Board.

11. DCHC MPO Americans with Disabilities Act (ADA) Transition Plan and Self-Assessment

Felix Nwoko, LPA Staff

Felix Nwoko stated that the MPO is required to develop an ADA Transition Plan as well as monitor recipients of federal funds for ADA compliance. Felix Nwoko described how the MPO collected data on the disabled population. Felix Nwoko stated that he would be serving as ADA coordinator for the MPO until the new MPO position is filled. He drew attention to the draft plan that would be released for public input, and described some of the tasks that the MPO has completed in order to comply with federal ADA regulations. He also shared how the DCHC MPO's website was updated in order to meet ADA accessibility requirements.

Felix Nwoko stated that the DCHC MPO was working with the US Department of Transportation, and the FHWA to determine the roles and responsibility of the municipalities. He added that the MPO is also working with NCDOT to achieve ADA compliance. Felix Nwoko stated that the MPO does not monitor transit operators for ADA compliance, because transit operators must comply with Federal Transit Administration (FTA) requirements.

Vice Chair Damon Seils highlighted the steps that municipalities need to take to achieve ADA compliance, and pointed out that it was important for member jurisdictions to know that they have a role to play in this process. Vice Chair Damon Seils stated that this policy was a great step for the MPO. Felix Nwoko and Chair Steve Schewel discussed the personnel responsible for ADA compliance at the

City of Durham. Chair Steve Schewel and Felix Nwoko discussed the timetable for finalizing the MPO's ADA policies. Chair Steve Schewel inquired why Felix Nwoko was the interim ADA coordinator, and Felix Nwoko clarified that he would be serving as ADA coordinator until the MPO hires a new staff member. There was discussion of the timeline for hiring the new MPO staff member.

Vice Chair Damon Seils made a motion to authorize the release of the DCHC MPO Draft ADA Transition Plan and Self-Assessment for public comment. Ellen Reckhow seconded the motion. The motion passed unanimously.

12. Legislative and Policy Framework for SPOT Process

Aaron Cain, LPA Staff

Dale McKeel, LPA Staff

Aaron Cain stated that his presentation would highlight the differences between STI Law and NCDOT policy. Aaron Cain discussed the history of the STI law and provided an overview of the law, particularly relating to how the law changed the way that transportation projects are prioritized using the data-driven SPOT process. Aaron Cain identified funding sources for transportation projects, and explained how funds are divided for statewide, regional, and division projects. Aaron Cain provided examples of statewide and regional projects. There was discussion of whether projects on US 15-501 are statewide projects. Aaron Cain discussed STI funding restrictions on transit projects. He defined regions and divisions, and stated that the DCHC MPO spans three regions and three divisions. Aaron Cain stated that the fact that the DCHC MPO spans three regions and three divisions means that jurisdictions do not compete with each other for funding.

Vice Chair Damon Seils asked for and received clarification that the 10% cap on regional transit projects only applies to light and commuter rail projects. Michael Parker and Aaron Cain discussed how projects that span multiple regions are funded. Aaron Cain defined and provided examples of division-wide projects. Aaron Cain and Ellen Reckhow discussed how projects are categorized. There was discussion of how bicycle and pedestrian projects are categorized and funded, and the local government

match required for bicycle and pedestrian projects. Chair Steve Schewel and Aaron Cain discussed how population affects funding allocations for MPOs. Dale McKeel stated that the lack of consideration for population in allocating funding was meant to help rural legislators support the STI program. There was discussion of whether there have been any studies looking at the equity issues of spending per capita in the four iterations of the SPOT process.

Aaron Cain described the SPOT prioritization process. In response to a question from Michael Parker, Aaron Cain clarified that commuter rail projects are considered transit, not rail, projects. Aaron Cain described how projects are scored in the SPOT process. There was discussion of whether jurisdictions have to agree to projects being submitted within their jurisdiction by another party. Chair Steve Schewel described recent discussions that he has had with the CAMPO chair and vice chair, Triangle J Council of Governments (TJCOG), and GoTriangle to ensure that projects are properly sequenced when submitted for SPOT prioritization and that the Durham-Orange Light Rail Transit (D-O LRT project) receives priority consideration. Chair Steve Schewel stated that it was important to be cooperative in seeking SPOT scoring and funding for the D-O LRT. Vice Chair Damon Seils concurred that it was important to collaborate instead of compete for funding for the D-O LRT.

Aaron Cain discussed factors other than scoring, such as project readiness, that affect funding for projects that are submitted through the SPOT process. Ellen Reckhow reiterated the importance of working collaboratively to fund transportation projects.

Aaron Cain highlighted NCDOT policies, primarily normalization, weighting, and bicycle and pedestrian policies, that the MPO may be able to influence. There was discussion of how these policies affect the DCHC MPO. Aaron Cain, Nina Szlosberg-Landis, and Ellen Beckmann discussed how NCDOT's bicycle and pedestrian policies favor cities that have resources. Aaron Cain explained how each mode has a different funding formula under STI legislation. He discussed how separate formulas for separate

modes affects the MPO. In response to a request from Wendy Jacobs, Aaron Cain confirmed that he would circulate his PowerPoint presentation.

Dale McKeel stated that he had prepared a list of issues with funding for bicycle and pedestrian projects in preparation for a proposed meeting with Transportation Secretary James Trogdon and/or Deputy Secretary Julie White. Ellen Reckhow provided suggestions on how to tweak several bullets on the list. Chair Steve Schewel thanked Dale McKeel for developing the list of issues.

This item was informational and no further action was required by the MPO Board.

REPORTS:

13. Report from the DCHC MPO Board Chair

Steve Schewel, DCHC MPO Board Chair

Chair Steve Schewel stated that he and Vice Chair Damon Seils met with the chair and vice chair of CAMPO. Chair Steve Schewel asked Felix Nwoko to circulate the details about the upcoming joint meeting between the DCHC MPO and CAMPO.

14. Report from the DCHC MPO Technical Committee Chair

Ellen Beckmann, DCHC MPO TC Chair

There was no report from the TC Chair.

15. Reports from LPA Staff

Felix Nwoko, LPA Staff

Aaron Cain stated that there would be a call for nominations for MPO Chair and Vice Chair at the December MPO Board meeting. Chair Steve Schewel formed a nominating committee for the upcoming MPO Board elections. Pam Hemminger and Karen Howard volunteered to serve on the committee along with Chair Steve Schewel.

Dale McKeel stated that the Golden Modes program would be held on November 9, 2017, and that an MPO Board member would be recognized at the program.

16. NCDOT Reports:

Richard Hancock, NCDOT Division 5, provided updates on the East End Connector project, the Old Chapel Hill Road bicycle and pedestrian project, the Alston Avenue project, and the Barbee/Herndon roundabout project.

Ed Lewis, NCDOT Division 7, stated that the Division 7 report was included in the agenda packet. In response to a question from Vice Chair Damon Seils, Ed Lewis provided an update on the project to put up a fence on the I-40 bridge on Orange Grove Road. Brian Lowen asked for a timetable for the Orange Grove Road project. Ed Lewis stated that the Division was still looking for funding for the project, but promised to follow up with a timetable.

Pam Hemminger and Ed Lewis discussed whether there were any upcoming meetings for the Merritt Mill Road roundabout project. Ed Lewis provided a general update on the Merritt Mill Road roundabout project and the projected cost of the project. Pam Hemminger asked for an update on the Mt. Carmel Church Road project, and Ed Lewis promised to follow up with additional information. Michael Parker asked for and received an update on the Mt. Carmel Church/Bennett Road roundabout.

There was no report from NCDOT Division 8.

There was no report from NCDOT Transportation Planning Branch.

INFORMATIONAL ITEMS:

17. Recent News, Articles, and Updates

Ed Harrison stated that this would be his last MPO Board meeting. He reflected on how he became involved with the MPO. Nina Szlosberg-Landis thanked Ed Harrison for his service to the MPO Board. Don Moffitt commended Ed Harrison for his work on the MPO Board, and for his service to Chapel Hill and Durham.

Felix Nwoko and Chair Steve Schewel discussed plans to recognize the outgoing MPO Board members.

265 Ellen Reckhow reflected on her working relationship with Ed Harrison. Pam Hemminger stated
266 that Chapel Hill, the MPO, and Durham have benefited from Ed Harrison's collaborative approach to the
267 work of the MPO Board. Ellen Reckhow commended Don Moffitt for his attention to detail and his
268 preparedness at MPO Board meetings.

269 Don Moffitt congratulated MPO Board members who were successful in their recent re-election
270 campaigns.

271 **ADJOURNMENT:**

272 There being no further business before the DCHC MPO Board, the meeting was adjourned at
273 11:27 a.m.

DCHC MPO Meeting Dates 2018
Durham City Hall, Committee Room

MPO Board
2nd Wednesday of the month, 9 am

January 10
February 14
March 14
April 11
May 9
June 13
No Meeting this month
August 8
September 12
October 10
November 14
December 12

Technical Committee
4th Wednesday of the month, 9 am

January 24
February 28
March 28
April 25
May 23
June 27
July 25
August 22
September 26
October 24
November 28
December 19**

** One week earlier than usual (3rd Wednesday of the month)

MPO Board meetings are occasionally moved to 7 pm to accommodate public hearings.
Appropriate notice will be provided for schedule changes.

MEMORANDUM

To: DCHC MPO Board
 From: DCHC MPO Lead Planning Agency Staff
 Date: December 13, 2017
 Subject: FY 2018 Unified Planning Work Program – Amendment #2

The Lead Planning Agency (LPA) staff is requesting an amendment to the FY2018 Unified Planning Work Program (UPWP). The proposed amendment is necessary in order to reflect the following:

- Re-allocation of STBG-DA funds among task codes by Durham County.
- Addition of STBG-DA funds by City of Durham.

The UPWP provides yearly funding allocations to support the ongoing transportation planning activities of the DCHC MPO. The UPWP must identify MPO planning tasks to be undertaken with the use of federal transportation funds. Funds that would not be expended during the current fiscal year (FY18) must be de-obligated through an amendment in order for the funds to be available (carried over) for programming during a later fiscal year or to be flexed for Federal Transit Administration grants.

The proposed revisions are illustrated in amendment tables below.

Durham County – STBG-DA Proposed Amendment #2 (re-allocation of funds among task codes)*

Description	After Amend. #2 (total share–100%)	Change (total share–100%)	Original (total share–100%)
Dwelling Unit Pop/Empl Change	\$ 1,285	\$ 625	\$ 660
Mapping	\$ 1,035	\$ 375	\$ 660
Rail, Water or Other Mode of LRTP	\$ 200	-\$1,000	\$ 1,200
Total Revision	\$ 53,803	\$ 0	\$ 53,803

City of Durham – STBG-DA Proposed Amendment #2 (add funds for Downtown Durham Transportation Study)*

Description	After Amend. #2 (total share–100%)	Change (total share–100%)	Original (total share–100%)
Special Studies	\$ 155,434	\$ 150,000	\$ 5,434
Total Revision	\$ 258,679	\$ 150,000	\$ 108,679

*These tables only include tasks for which changes have been requested.

RESOLUTION

TO APPROVE AMENDMENT #2 TO THE FY 2018 UNIFIED PLANNING WORK PROGRAM OF THE DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION (DCHC MPO)

December 13, 2017

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

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

WHEREAS, The Durham-Chapel Hill-Carrboro MPO requests an amendment to the 2018 UPWP as outlined on the attached tables; and

WHEREAS, Members of the Board agree that the Unified Planning Work Program amendment effectively advances transportation planning for 2018

Now, therefore, be it resolved that the Board hereby endorses Amendment #2 of the Durham-Chapel Hill-Carrboro Urban Area Unified Planning Work Program for the FY 2018 as described in the attached sheets.

I, Steve Schewel, MPO Board Chair, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Durham-Chapel Hill- Carrboro Urban Area MPO Board, duly held on the 13th day of December, 2017

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

Durham County, North Carolina

I certify that Stephen M. Schewel personally appeared before me this day to affix his signature to the forgoing document.

Date: December 13, 2017

Frederick Brian Rhodes, Notary Public
My commission expires: May 10, 2020

MPO-Wide STBG-DA Amendment #2 FY18 UPWP (Includes City of Durham and Durham County)*

Task/Description	After Amend. #2 (total share–100%)	Change (total share–100%)	Original – After Amend. #1 (total share–100%)
Dwelling Unit Pop/Empl Changes	\$ 41,879	\$ 625	\$ 41,254
Mapping	\$ 100,621	\$ 375	\$ 100,246
Rail, Water or Other Mode of LRTP	\$ 7,200	-\$ 1,000	\$ 8,200
Special Studies	\$ 451,959	\$ 150,000	\$ 301,959
Total Revision	\$ 1,888,388	\$ 150,000	\$ 1,738,388

*These tables include only those tasks for which a change was requested.



MEMORANDUM

To: GoTriangle
From: Brad Lonberger, GB Arrington, Scott Polikov, Tony Sease
Re: Station Area Recommendations Update
Date: 4/10/17

Preferred alternatives for station areas have been reviewed and concepts for various stations have been examined resulting in these recommendations for specific stations as follow-up to recommendations provided on January 25, 2017.

Alston Avenue – Assuming that the location is preferred to have tracks crossing the intersection of Grant and Pettigrew, the current location of the station being closer to the intersection is preferred. This allows a pedestrian plaza to be located at the intersection and, given the alignment, does not impose any additional loss of developable area than is already imposed by the track alignment.

Leigh Village – Considering the revised street network plan, currently being refined as part of the concept, the station for Leigh Village does not need to move. However, the location of the road network and parking is being moved and this recommended change is based on preservation of existing stream beds and reducing the need for multiple crossings of the natural flows.

Ninth Street – A desirable outcome in shifting the Ninth Street Station platform location to the east is to place the eastern access to the platform closer to Broad Street. A western access to the platform could still be located on Ninth Street/Erwin Road, but a new platform access would be located to the east improving pedestrian access to the Broad Street at-grade crossing of the NCRR, and placing it closer to the Broad Street/Swift Avenue bridge over Highway 147. This shift would effectively expand the pedestrian shed to the east without impacting the western portion.

Gateway – The development concept has been evaluated for the development impact assuming either station location. Assuming that the ideal location for detention/drainage and parking are maintained the development impact would be significant within the 1 block range of the station location. If the station remains the same, some updates will be required for the concept plan. It is clear from these numbers that the ability to move the station further north, into the site, will support greater development potential within a closer range of the station.

As a third option, we considered the potential for keeping the alignment of the current plans and moving the station further north. We do not see how a station can be integrated into this third option without being restricted by design protocol that was given to us by GoTriangle. Further evaluation is needed by GoTriangle and engineers in order to determine if this option is viable.

For the stations/alignment conditions for the first two considerations, the following lists correspond to the concept plans and the potential development based on station location.



Existing station within 400' of Station (Square Feet):

No development (drainage/parking only)

Proposed station within 400' of Station (Square Feet):

- 224,000 SF Urban Hotel
- 376,000 SF General Office
- 84,000 SF Ground Floor Retail
- 308,000 SF High Density Rental Multi-Family



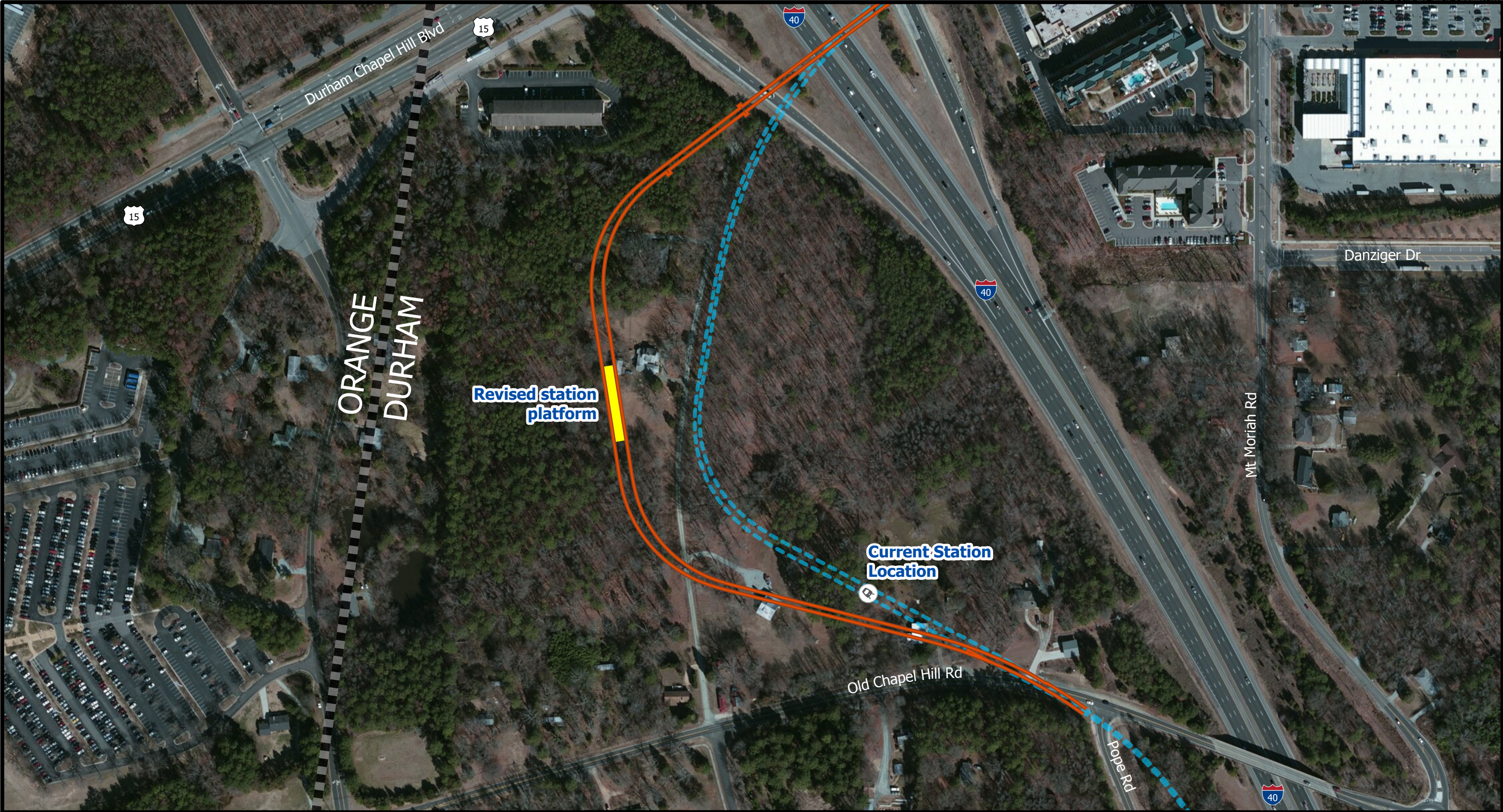


Existing station within ¼ Mile of Station (Square Feet):

- 1,201,000 SF General Office
- 84,000 SF Ground Floor Retail
- 308,000 SF High Density Rental Multi-Family
- 144,000 SF Affordable Multi-Family
- 90,000 SF Medium Density Rental Multi-Family
- 20,000 SF Live/Work – Multi-Family
- 40 Units Attached Single Family
- 224,000 SF Urban Hotel

Proposed station within ¼ Mile of Station (Square Feet):

- 1,677,000 SF General Office
- 329,100 SF Ground Floor Retail
- 308,700 SF High Density Rental Multi-Family
- 260,000 SF Affordable Multi-Family
- 955,100 SF Medium Density Rental Multi-Family
- 20,000 SF Live/Work – Multi-Family
- 60 Units Attached Single Family
- 224,000 SF Urban Hotel
- 150,000 SF Medical Office
- 112,000 SF Laboratory Office
- 180,000 SF Medium Density Hotel



N

0 500 1,000 Feet

- Current D-O LRT Station
- Current D-O LRT Alignment
- Proposed station platform
- Proposed Alignment Relocation

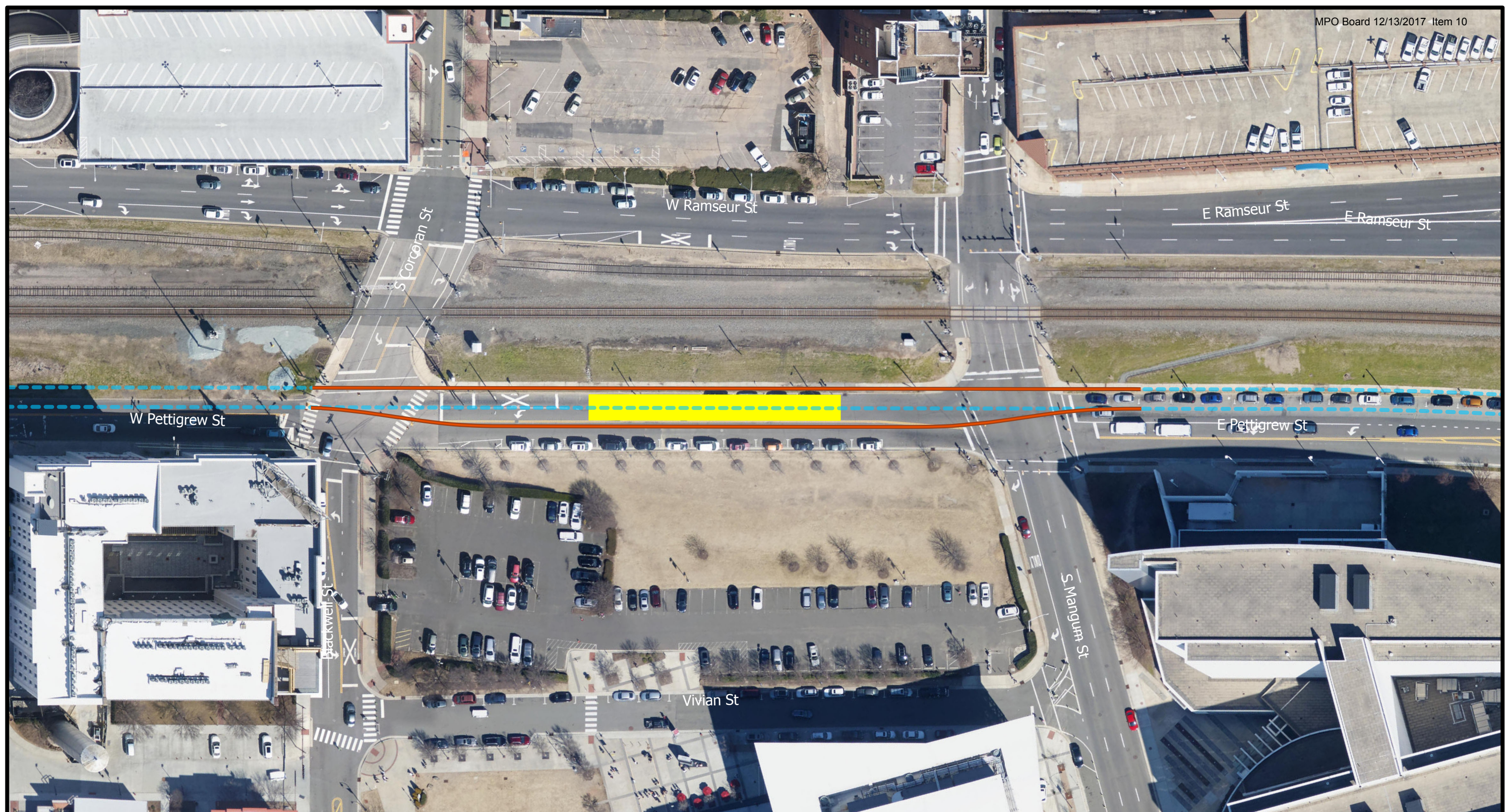
Durham-Orange Light Rail Transit Project

Gateway

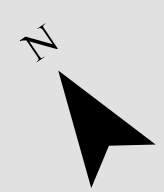
Proposed Station Refinement

Overview map

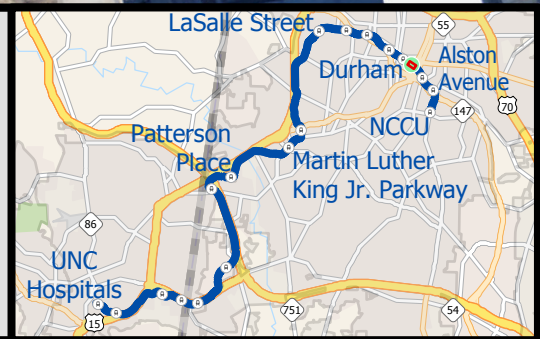
Data from ESRI, DigitalGlobe, GeoEye, the GIS User Community, HDR Inc., AECOM, and GoTriangle. Copyright 2017 GoTriangle, all rights reserved. Nov 2017.



- Current D-O LRT Station
- Current D-O LRT Alignment
- Proposed station platform
- Proposed Alignment Relocation



0 150 300 Feet



Durham-Orange Light Rail Transit Project

Blackwell/Mangum Proposed Station

Overview map



Data from ESRI, DigitalGlobe, GeoEye, the GIS User Community, HDR Inc., AECOM, and GoTriangle. Copyright 2017 GoTriangle, all rights reserved. Nov 2017.



Metropolitan Transportation Plan

DCHC MPO Board

December 13, 2017

www.dchcmpo.org

Today's Topics

- ▶ Updated Schedule
- ▶ Changes to highway and transit
- ▶ Change to financial plan
- ▶ Review public comments
- ▶ Updated land use (population)
- ▶ Review Triangle Regional Model

Updated Schedule

- ▶ Nov. 1 – Release Preferred Option for public input
- ▶ Dec. 12 – Public input period expires
- ▶ Dec. 13 – MPO Board approves 2045 MTP (including SE Data, project tables and maps, and financial plan)
- ▶ Jan. 10, 2018 – MPO releases full 2045 MTP report, final Goals Objectives and Performance Measures and Targets for public comment
- ▶ Feb 14 – MPO Board adopt, by resolution, the 2045 MTP and report

Highway Project Changes

Orange County/Carrboro

- ▶ Changed NC 54 cross-section from 3-lane to modernization. The NC 54 study results will direct improvements to NC 54 in the future.

Orange County/Hillsborough

- ▶ Added improvements to NC 86, north of US 70 in Hillsborough, and included NC 86 and US 70 intersection improvements.

Durham/Durham County

- ▶ Added modernization on NC 54 from Highgate to Fayetteville to fill the gap.
- ▶ Added modernization on Hope Valley Rd (NC 751) from NC 54 to Woodcroft to fill the gap.
- ▶ Added modernization on NC 147 from EEC to Briggs to fill the gap and extend to the west end to the Swift Avenue interchange.
- ▶ Added Northern Durham Parkway from Sherron Rd to NC 98.

These changes are shown on the meeting attachment and the interactive highway map at

www.bit.ly/DCHC-MTP-Preferred

Transit Project Change

- ▶ Changed Chapel Hill/Carrboro light rail extension – moved from W. Cameron Ave. to W. Franklin St. and E. Main St.
- ▶ Note: the light rail extension stations and alignment are conceptual at this point. There will be much study and public input before any implementation.

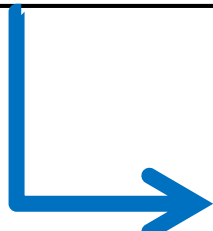
These changes are shown on the meeting attachment and the interactive transit map at

www.bit.ly/DCHC-MTP-Preferred

Financial Plan Changes

- ▶ Highway project changes do not have significant financial impacts.
- ▶ Continue focus on total balance by decade, but do not break out by funding tier (statewide, regional and division)

BALANCE	<u>2025</u>	<u>2035</u>	<u>2045</u>	<u>Total</u>
Statewide	32	15	(139)	(92)
Regional	(7)	65	190	248
Division	61	41	4	106
Total Balance	86	121	55	263
Total Balance as Percent of Total Revenue	3%	3%	1%	2%



BALANCE	<u>2025</u>	<u>2035</u>	<u>2045</u>	<u>Total</u>
Total Balance	136	39	0	176
Total Balance as Percent of Total Revenue	4%	1%	0%	1%

Public Comments

- ▶ Prioritize biking, walking and transit, not cars.
- ▶ Provide direct rail access between airport and Durham and towns.
- ▶ TARPO:
 - ▶ NC 54 west of Carrboro should not be 3-lane
 - ▶ NC 751 in Chatham County should be 4-lane
- ▶ Advance projects:
 - ▶ US 15-501 bypass widening
 - ▶ NC 147 improvements in downtown Durham
 - ▶ I-85 widening in Orange County
 - ▶ CRT extension

Land Use

SE Data Guide Totals

Population					2013-2045
County	2013	2045 (old)	2045 (new)	2013-45	% change
Chatham*	41,543	72,110	84,066	42,523	102%
Durham	286,210	475,091	446,074	159,864	56%
Orange	139,289	194,867	187,059	47,770	34%
<i>Total</i>	467,042	742,068	717,199	250,157	54%

Update population projection based on latest NC OSMB data.

Employment				
County	2013	2045	2013-45	% change
Chatham*	9,339	17,718	8,379	90%
Durham	192,877	342,910	150,033	78%
Orange	64,212	107,791	43,579	68%
<i>Total</i>	266,428	468,419	201,991	76%

Employment projection does not change.

* Only includes portion of Chatham County in the modeling area.

**** The resolution (February 2018) will officially adopt this SE Data.****

TRM Version 6

-- Key Improvements

- ▶ CommunityViz Data converter (new) – adds demographic (e.g., income) data to forecasts
- ▶ Population Synthesizer (new) – converts zonal data to household level (e.g., household composition)
- ▶ Commercial Vehicle Model – improved truck model
- ▶ University Student Model (new) – improved modeling related to student travel behavior

TRM Version 6

-- Performance

- ▶ R Squared – model volumes vs. traffic count

R Squared	Target	Modeled
Region wide	(\geq) 0.88	0.90
DCHC MPO	(\geq) 0.88	0.91

- ▶ Model estimated volumes compared to traffic counts by Federal Functional Class

Functional Class	Observed (thou.)	Modeled (thous.)	Modeled % Deviation	Target % Deviation
Freeway	10,329	10,379	0.5%	5%
Principal Arterial	12,222	11,422	-7%	8%
Minor Arterial	10,826	10,384	-4.1%	10%
Collector	4,361	4,218	-3.3%	15%
Local	2,844	2,820	-0.8%	15%
Total	40,582	39,225	-3%	5%

- ▶ Percent Root Mean Square Error (%RMSE) –model estimated daily volumes vs. traffic count

%RMSE	Target	Modeled
Region wide	(\leq) 0.35	0.33
DCHC MPO	(\leq) 0.35	0.30

- ▶ Total transit ridership comparison

Transit Ridership	Observed	Modeled	%Deviation
Region Wide	107,203	110,816	3.37%
GoDurham, Duke & Chapel-hill Transit	61,639	62,692	1.71%

**** The resolution (February 2018) will officially adopt TRM version 6. ****

Durham-Chapel Hill-Carrboro MPO

Final 2045 MTP Projects

- Highway projects table – pages 1-4
- Highway map – page 5
- Transit map (MPO-wide) – page 6
- Transit map (Durham close-up) – page 7
- Transit map (Chapel Hill-Carrboro close-up) – 8

2045 Metropolitan Transportation Plan (MTP)

MPO Board 12/13/2017 Item 11

Final 2045 MTP -- Highway Project List

Highway Project	From	To	Existing Lanes	Proposed Lanes	Improvement Type	Length (miles)	Estimated Cost	STI	Funding Source
2025 MTP									
Brier Creek Pkwy Extension	T.W. Alexander Dr	Andrew's Chapel Rd	-	4	New Location	0.4	3,990,000	Div	Private
Carver St Ext*	Armfield St	Old Oxford Rd	-	4	New Location	1.0	8,185,000	Div	State/Fed
East End Connector (EEC)*	NC 147	US 70	-	4	New Location	3.6	140,700,000	St	State/Fed
Eubanks Rd	MLK Blvd (NC 86)	Millhouse Rd	2	4	Widening	0.8	7,487,000	Div	State/Fed
Fayetteville Rd	Barbee Rd	Cornwallis Rd	2	4	Widening	1.0	3,374,000	Div	State/Fed
Fayetteville Rd	Woodcroft Pkwy	Barbee Rd	2	4	Widening	1.3	4,661,000	Div	State/Fed
Fordham Blvd (US 15-501)	I-40	Franklin St	4	4	Modernization	1.6	2,052,000	St	State/Fed
Freeland Memorial Extension	S Churton St	New Collector Rd	-	2	New Location	0.5	3,203,000	Div	Private
I-40/NC 86	Interchange		-	-	Upgrade	N/A	16,500,000	St	State/Fed
I-40 (westbound auxiliary lane)	NC 147	NC 55	6	7	Widening	1.2	3,850,000	St	State/Fed
Legion Rd Ext	Legion Rd	Fordham Blvd	-	2	New Location	0.1	1,500,000	Div	Private
Lynn Rd/Pleasant Dr Connector	Lynn Rd	Pleasant Dr	-	2	New Location	0.6	3,651,000	Div	Private
NC 147 (Operational Improvements)	East End Conn	Swift Av	4	4	Modernization	4.0	58,400,000	St	State/Fed
NC 147 (possible Managed Lanes)	East End Conn	I-40	4	8	Widening	4.9	179,248,000	St	State/Fed
NC 54	Old Fayetteville Rd	MPO Boundary	2	2	Modernization	2.9	14,457,000	Reg	State/Fed
NC 55 (Alston Ave)*	NC 147	Main St	2	4	Widening	0.4	13,934,000	Reg	State/Fed
NC 55 (Alston Ave)*	Main St	NC 98	2	2	Modernization	0.5	17,252,000	Reg	State/Fed
New Collector Rd	Orange Grove Rd Ext	Becketts Ridge Rd	-	2	New Location	0.8	7,232,000	Div	State/Fed/ Private
Orange Grove Connector	Orange Grove Rd	US 70	-	2	New Location	0.4	5,299,000	Div	State/Fed
Purefoy Rd Ext	Sandberg Ln	Weaver Dairy Rd	-	2	New Location	0.6	3,777,000	Div	Private
S Elliot Rd Ext	Fordham Blvd	Ephesus Church Rd	-	2	New Location	0.3	4,230,000	Div	State/Fed/ Private
US 70 (freeway conversion)	Pleasant Dr	S Miami Blvd	4	6	Freeway	1.6	111,020,000	St	State/Fed
Woodcroft Pkwy Ext	Garrett Rd	Hope Valley Rd	-	2	New Location	0.2	2,219,000	Div	State/Fed
US 15-501/Garrett Rd	Interchange		-	-	New Interchange	N/A	71,200,000	St	State/Fed
US 70/Miami Blvd	Interchange		-	-	New Interchange	N/A	46,621,000	St	State/Fed

Grey background = project changed from Preferred Option

STI roadway tier: St = statewide; Reg = regional; Div = division

2045 Metropolitan Transportation Plan (MTP)

MPO Board 12/13/2017 Item 11

Finalt 2045 MTP -- Highway Project List

Highway Project	From	To	Existing Lanes	Proposed Lanes	Improvement Type	Length (miles)	Estimated Cost	STI	Funding Source
2035 MTP									
Danziger Dr Extension	Mt Moriah Rd	E Lakewood Dr	-	2	New Location	0.4	5,127,000	Div	State/Fed
Erwin Rd	Cameron Blvd	W Main St	4	4	Modernization	1.8	12,025,000	Div	Private
Falconbridge Rd Connector	Falconbridge Rd	Farrington Rd	-	2	New Location	0.2	1,227,000	Div	State/Fed
Falconbridge Rd Extension	Farrington Rd	NC 54	-	4	New Location	0.9	16,685,000	Div	State/Fed/ Private
Farrington to I-40 eastbound slip ramp	Farrington Rd	I-40	-	1	New Location	0.1	1,600,000	Div	State/Fed
Fordham Blvd (US 15-501)	NC 54	Franklin Street	4	4	Modernization	2.1	45,498,000	St	State/Fed
Fordham Blvd (US 15-501)	NC 54	US 15-501	4	4	Modernization	2.2	49,832,000	St	State/Fed
Fordham Blvd/Raleigh Rd	Interchange		-	-	Upgrade	N/A	14,800,000	St	State/Fed
Fordham Blvd/S Columbia St	Interchange		-	-	Upgrade	N/A	35,000,000	St	State/Fed
Garrett Rd	NC 751	Old Durham Rd	2	4	Widening	2.1	16,064,000	Div	State/Fed
Homestead Rd	Old NC 86	Rogers Rd	2	2	Modernization	2.1	10,234,000	Div	State/Fed
Homestead Rd	Rogers Rd	NC 86	2	2	Modernization	1.3	6,855,000	Div	State/Fed
Hope Valley Rd (NC 751)	S Roxboro St	Woodcroft Parkway	2	4	Widening	0.3	2,716,000	Reg	State/Fed
Hope Valley Rd (NC 751)	Woodcroft Parkway	NC 54	4	4	Modernization	0.4	-	Reg	State/Fed
Hopson Rd	Davis Dr	S Miami Blvd (NC 54)	2	4	Widening	0.7	5,200,000	Div	State/Fed
I-40	NC 86	I-85	4	6	Widening	7.8	58,784,000	St	State/Fed
I-40	US 15-501	NC 86	4	6	Widening	3.9	29,316,000	St	State/Fed
I-40 Managed Lanes	Wake County Line	NC 147	8	10	Widening	7.0	446,464,000	St	State/Fed
I-40/NC 54	Interchange		-	-	Upgrade	N/A	94,100,000	St	State/Fed
I-40/ NC 54 ramp	Farrington Rd.	I-40	-	1	New Location	0.2	1,600,000	St	State/Fed
I-85/NC 86	Interchange		-	-	Upgrade	N/A	16,488,000	St	State/Fed
I-85/S Churton St	Interchange		-	-	Upgrade	N/A	20,700,000	St	State/Fed
Jack Bennet Rd/Lystra Rd	US 15-501 South	Farrington Mill/Point Rd	2	2	Modernization	4.1	20,567,000	Div	State/Fed
Lake Hogan Farms Rd	Eubanks Rd	Legends Way	-	2	New Location	0.7	4,407,000	Div	State/Fed/ Private
Marriott Way	Friday Center Dr	Barbree Chapel Rd	-	2	New Location	0.2	682,000	Div	State/Fed
NC 54	Fordham Blvd (US 15-501)	Barbee Chapel Rd	6	6	Modernization	1.2	32,106,000	Reg	State/Fed
NC 54	I-40 Interchange	NC 751	2	4	Widening	1.2	32,000,000	Reg	State/Fed

Grey background = project changed from Preferred Option

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2045 Metropolitan Transportation Plan (MTP)

MPO Board 12/13/2017 Item 11

Finalt 2045 MTP -- Highway Project List

Highway Project	From	To	Existing Lanes	Proposed Lanes	Improvement Type	Length (miles)	Estimated Cost	STI	Funding Source
NC 54	NC 751	Highgate Dr	2	4	Widening	1.4	21,600,000	Reg	State/Fed
NC 54	Highgate Dr	Fayetteville Rd	4	4	Modernization	0.3	-	Reg	State/Fed
NC 54	Fayetteville	Barbee	2	4	Widening	1.0	46,800,000	Reg	State/Fed
NC 54	Barbee	NC 55	2	4	Widening	1.3	46,400,000	Reg	State/Fed
NC 54 (widening; superstreet)	I-40	Barbee Chapel Rd	4	6	Widening	1.6	9,100,000	Reg	State/Fed
NC 55 (Alston Ave)	Main St	NC 98	2	4	Modernization	0.5	1,000	Reg	State/Fed
New Hope Commons Dr Extension	Eastowne Dr	New Hope Commons Dr	-	2	New Location	0.4	4,588,000	Div	State/Fed
Roxboro St	Cornwallis Rd	MLK Pkwy	-	4	New Location	1.2	12,063,000	Div	State/Fed
S Churton St	US 70 Business	I-40	2	4	Widening	2.4	31,825,000	Div	State/Fed
Southwest Durham Dr	NC 54	I-40	-	2	New Location	2.0	12,402,000	Div	State/Fed
University Dr	MLK Parkway	Shannon Rd	5	4	Modernization	0.5	768,000	Div	Private
US 70 (freeway conversion)	S Miami Blvd	Northern Durham Parkway	4	6	Freeway	2.5	173,469,000	St	State/Fed
2045 MTP									
Angier Av Ext	US 70	Leesville Rd	-	2	New Location	0.8	4,784,000	Div	State/Fed
Angier/Glover Connector	Ellis Rd	Glover Rd	-	2	New Location	1.4	8,625,000	Div	State/Fed
Crown Pkwy/Roche Dr	Page Rd	T.W. Alexander Dr	-	2	New Location	2.7	11,041,000	Div	State/Fed
Eno Mountain Rd realignment	Mayo St	Eno Mountain Rd	-	2	New Location	0.3	2,015,000	Div	State/Fed
Garrett Rd	Old Durham Rd	US 15-501	2	4	Widening	1.0	7,761,000	Div	State/Fed
Glover Rd	Angier	US 70	-	2	New Location	0.6	3,714,000	Div	State/Fed
									State/Fed/ Private
Hebron Rd Extension	Hebron Rd	Roxboro Rd (501 N)	-	2	New Location	0.5	3,612,000	Div	
Holloway St (NC 98)	Miami Blvd	Nichols Farm Dr	4	4	Modernization	3.3	17,705,000	Reg	State/Fed
Hopson Rd	Louis Stephens Dr	Davis Dr	2	4	Widening	1.1	9,195,000	Div	State/Fed
I-40 Managed Lane	NC 54	US 15-501	6	8	Widening	2.9	85,621,000	St	State/Fed
I-40 Managed Lanes	NC 147	NC 54	6	10	Widening	6.4	250,290,000	St	State/Fed
I-85	US 70	I-40	4	6	Widening	7.1	197,378,000	St	State/Fed
I-85	US 70	Red Mill Rd	4	6	Widening	8.2	215,940,000	St	State/Fed
I-85	Sparger Rd	US 70	4	6	Widening	3.0	39,118,000	St	State/Fed
Leesville Rd Ext	US 70/Page Rd Ext	Leesville Rd	-	2	New Location	0.4	2,644,000	Div	State/Fed
Lynn Rd Extension	US 70	Existing Lynn Rd	-	2	New Location	1.1	6,862,000	Div	State/Fed

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STI roadway tier: St = statewide; Reg = regional; Div = division

2045 Metropolitan Transportation Plan (MTP)

MPO Board 12/13/2017 Item 11

Final 2045 MTP -- Highway Project List

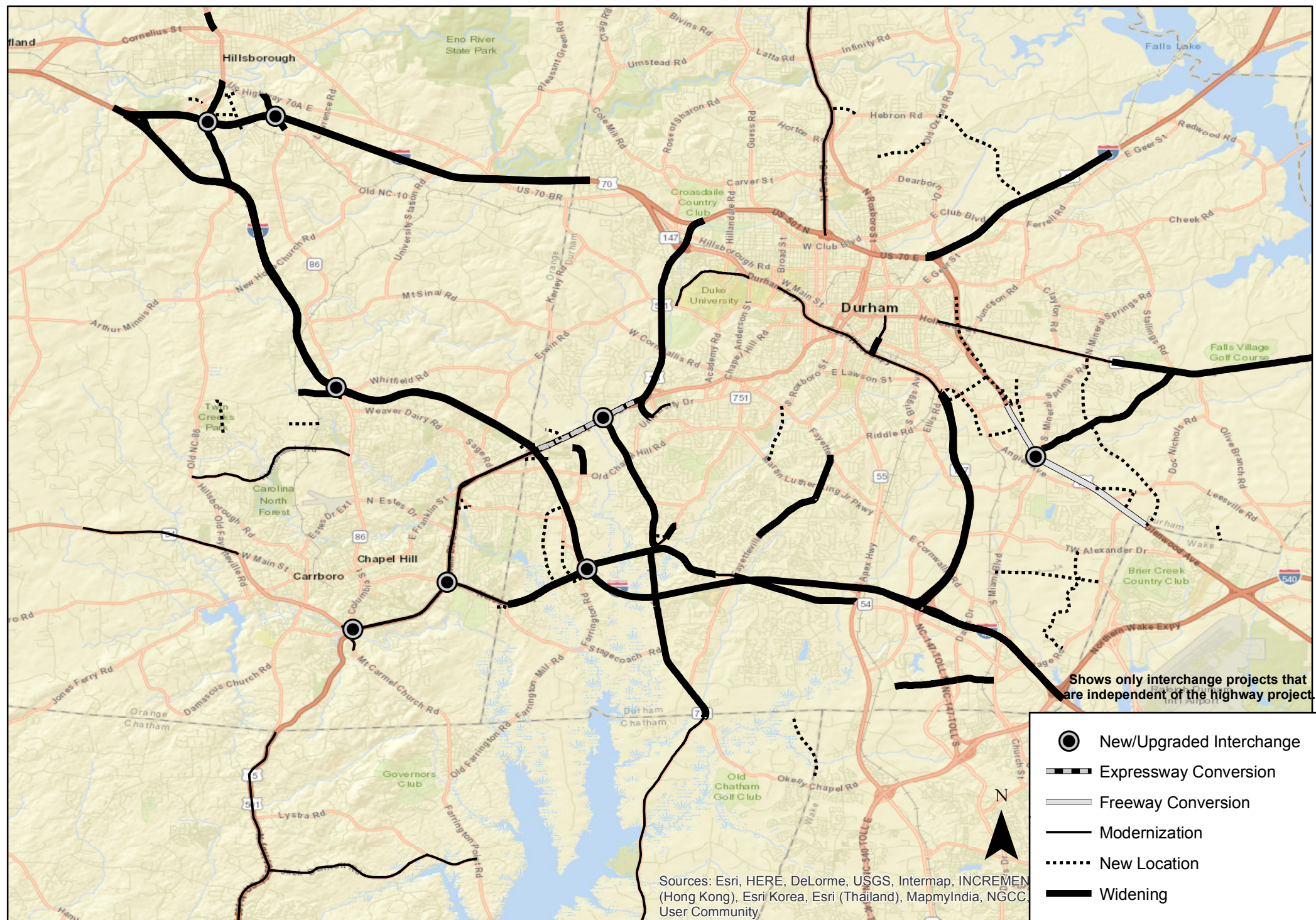
Highway Project	From	To	Existing Lanes	Proposed Lanes	Improvement Type	Length (miles)	Estimated Cost	STI	Funding Source
Mt Carmel Ch Rd	US 15-501	Bennett Rd	2	2	Modernization	0.4	1,997,000	Div	State/Fed
N Duke St (501 N)	I-85	N Roxboro split	5	4	Modernization	2.5	13,279,000	Reg	State/Fed
NC 751	Renaissance Pkwy	O'Kelly Chapel Rd	2	4	Widening	2.7	21,697,000	Reg	State/Fed/Private
NC 751	Martha's Chapel Rd	O'Kelly Ch. Rd	2	3	Modernization	5.4	9,648,000	Reg	State/Fed
NC 751	NC 54	Renaissance Pkwy	2	4	Widening	1.2	5,290,000	Reg	State/Fed
NC 86	Old NC 10	US 70 Business	2	4	Widening	0.9	7,259,000	Reg	State/Fed/Private
NC 86 (and US 70 intersection)	US 70 Bypass	NC 57	2	4	Widening	0.3	2,742,000	Reg	State/Fed
Northern Durham Pkwy	US 70 E	Sherron Rd	-	4	New Location	2.7	23,500,000	Div	State/Fed
Northern Durham Pkwy	Sherron Rd	NC 98	-	4	New Location	1.6	13,600,000	Div	State/Fed
Northern Durham Pkwy	I 85 North	Old Oxford Hwy	-	4	New Location	2.7	23,291,000	Div	State/Fed
Patriot Dr Extension	S Miami Blvd	Page Rd	-	2	New Location	1.9	13,086,000	Div	State/Fed
Roxboro Rd (501 N)	Duke St	Goodwin Rd	4	4	Modernization	2.7	14,574,000	Reg	State/Fed
Sherron Rd	S Mineral Springs Rd	Stallings Rd	2	4	Widening	3.1	25,003,000	Div	State/Fed
Southwest Durham Dr	US 15-501 Business	Mt Moriah Rd	-	4	New Location	0.4	3,667,000	Div	State/Fed/Private
SW Durham Dr	Sawyer Dr	Old Chapel Hill Rd	2	4	Widening	0.7	5,432,000	Div	State/Fed
US 15-501	Smith Level Rd	MPO Boundary	4	4	Modernization	4.9	25,673,000	St	State/Fed
US 15-501 (expressway conversion)	US 15-501 Bypass	I-40	6	6	Expressway	2.2	195,300,000	St	State/Fed
US 15-501 Bypass	MLK Parkway	I-85	4	6	Widening	4.8	80,734,000	St	State/Fed
Wake Forest Hwy (NC 98)	Nichols Farm Dr	Wake County Line	2	4	Widening	6.0	48,474,000	Reg	State/Fed
Yates Store Rd Extension	Yates Store Rd	Wake Rd	-	2	New Location	1.4	11,519,000	Div	State/Fed/Private
(1) East End Connector costs are \$35,175,000, and Alston Ave and Carver St costs are \$0 in the financial plan because the funding is before 2018.									

Grey background = project changed from Preferred Option
STI roadway tier: St = statewide; Reg = regional; Div = division

2045 Metropolitan Transportation Plan (MTP)

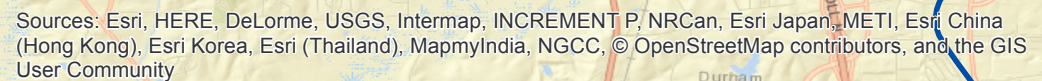
Final Highways

MPO Board 12/13/2017 Item 11



Fixed Guideway Projects

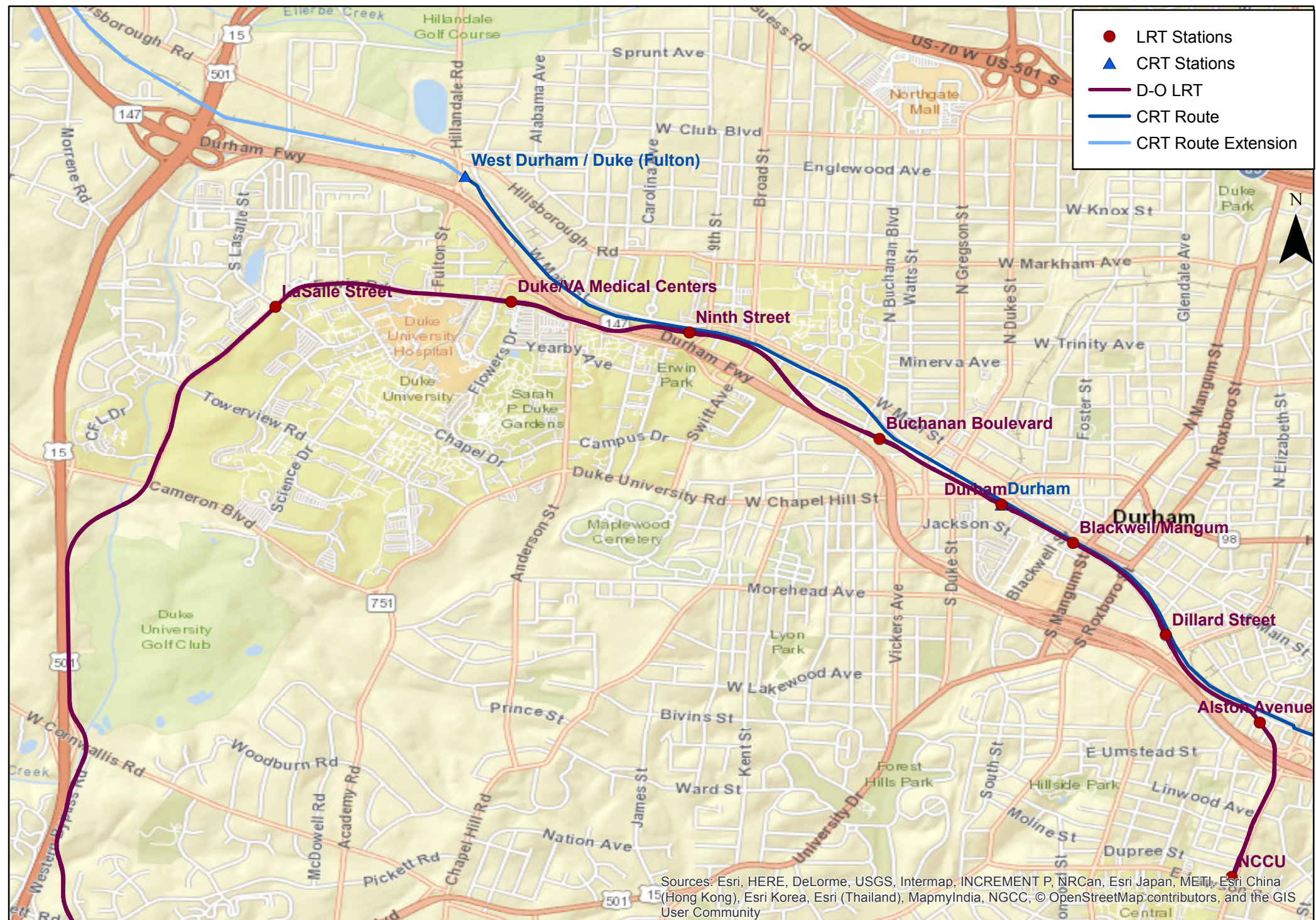
- LRT Stations
- ▲ CRT Stations
- D-O LRT
- D-O LRT Route Extension
- CRT Route
- CRT Route Extension
- BRT Route



2045 Metropolitan Transportation Plan (MTP)

Fixed Guideway Projects -- Durham Close up

MPO Board 12/13/2017 Item 11

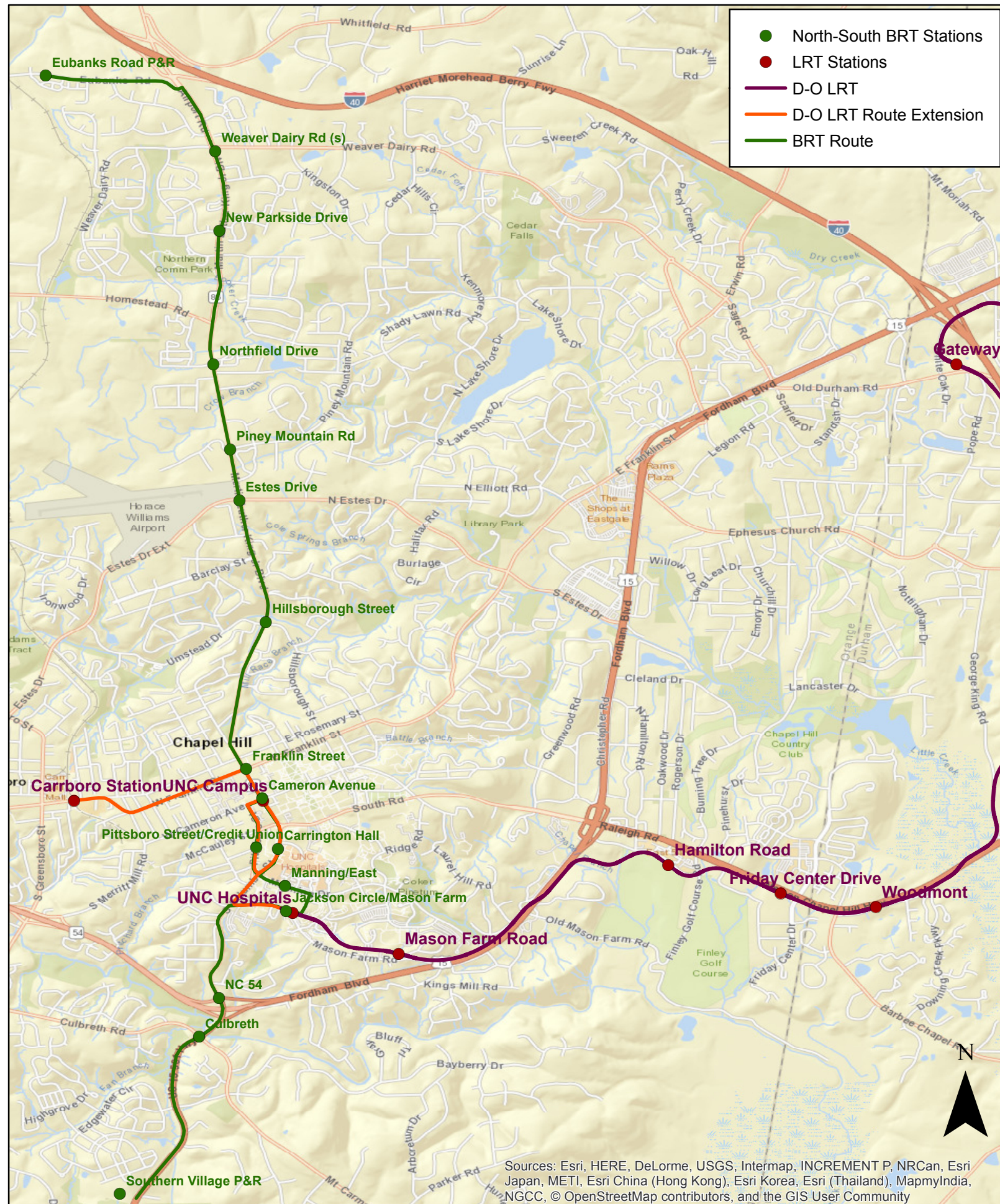


2045 Metropolitan Transportation Plan (MTP)

MPO Board 12/13/2017 Item 11

Fixed Guideway Projects -- Chapel Hill/Carrboro Close-up

- North-South BRT Stations
- LRT Stations
- D-O LRT
- D-O LRT Route Extension
- BRT Route



2045 Metropolitan Transportation Plan

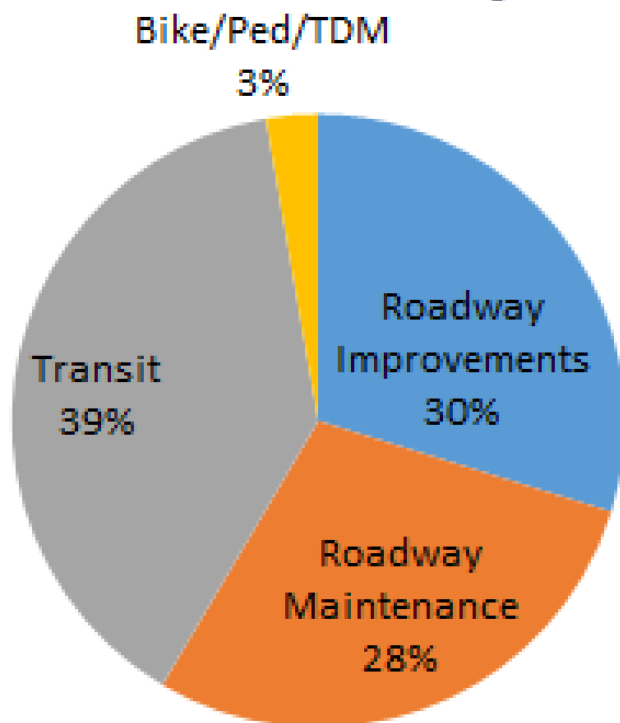
Final Financial Plan

COSTS	Uses Optimistic Financial Projection			
	(in millions \$)			
Roadways & Alternative Transportation	2025	2035	2045	Total
Roadways (statewide)	480	1,048	1,090	2,618
Roadways (regional)	24	192	176	392
Roadways (division)	53	167	223	443
Maintenance (all)	874	1,242	1,409	3,525
Bicycle & Pedestrian (division)	62	130	100	292
Transportation Demand Management (division)	9	20	15	44
Intelligent Transportation Systems (statewide)	14	35	25	74
Transportation System Management (all)	27	60	45	131
Total Roadway and Alternate	1,542	2,894	3,083	7,519
Transit				
Continued Transit Funding to Support <u>Existing</u> Services	386	482	482	1,350
Funding for <u>New/Expanded</u> Transit Services	1,261	1,207	471	2,939
Additional Transit				
Transit funding match, etc. (regional)	95	96	-	191
Extend CRT from West Durham to Hillsborough (regional)	-	-	160	160
Extend LRT from Chapel Hill to Carrboro (regional)			120	120
Total Transit	1,742	1,785	1,233	4,760
Total Costs	3,284	4,679	4,316	12,279
REVENUES				
STI/Local/Private	2025	2035	2045	Total
STI (statewide)	542	898	981	2,421
STI (regional)	132	373	423	928
STI (division)	122	228	256	606
Maintenance (all)	874	1,242	1,409	3,525
Toll Revenue (statewide)	0.1	196	-	196
Local Funding (bicycle/pedestrian) (division)	35	20	20	75
Local Funding (roadway) (division)	25	25	25	75
Private Funds (division)	27	30	24	81
CMAQ Funding (division)	17	18	15	49
Total STI/Local/Private	1,773	3,029	3,153	7,956

2045 Metropolitan Transportation Plan Final Financial Plan

Transit				
Continued Transit Funding to Support Existing Services	386	482	482	1,350
Funding for New/Expanded Transit Services	1,261	1,207	471	2,939
Small Starts (LRT and CRT extensions)	-	-	178	178
Local Funds (LRT and CRT extensions)	-	-	32	32
Total Transit	1,647	1,689	1,163	4,499
Total Revenues	3,420	4,719	4,316	12,454
BALANCE	<u>2025</u>	<u>2035</u>	<u>2045</u>	<u>Total</u>
Total Balance	136	39	0	176
Total Balance as Percent of Total Revenue	4%	1%	0%	1%

Total MTP Costs by Mode



DCHC MPO

2045 MTP Preferred Option Comments (as of 12/05/17)

Introduction

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) released the Preferred Option of the 2045 Metropolitan Transportation Plan (MTP) for public comment on November 1, 2017. The public comment period will close on December 12, 2017. This document compiles the public comments that the MPO has received on the Preferred Option as of December 5, 2017.

For comments, questions and additional information:

- Andy Henry, andrew.henry@durhamnc.gov, 919-560-4366, ext. 36419.
- DCHC MPO Web site: www.dchcmpo.org
- MTP Web page: www.bit.ly/DCHC-MTP

Comments by Email

11/01/17

I have the following comments on the 2045 MTP:

- * I would like to see the project to widen US 15-501 Bypass between MLK and I-85 advanced from the 2045 MTP to an earlier date, or at least have interim safety improvements added at the Cameron Blvd and Cornwallis Rd interchanges to extend the merge lanes for safety. I see regular and growing congestion on this route on my daily commute.
 - * I would like to see improvements to the Durham Freeway (NC 147) through downtown advanced to address current and growing congestion.
 - * I would like to see widening of I-85 from Sparger Rd to I-40 advanced from the 2045 MTP to an earlier date.
 - * I would like to see the Wake-Durham CRT (2035 version) extended to LaSalle St. or Neal Rd rather than ending at Fulton St. to better serve west Durham.
- Thank you for considering my comments.

Sincerely,

Todd Patton

11/04/17

Hi, please provide rail access directly to RDU airport and RTP work areas from Carrboro, Chapel Hill, and Durham. Other sprawling cities do this, we can to!

Thanks

Matthew Barton

11/07/17

To whom it may concern.

Thank you for your willingness to hear from the public. I applaud much of your aims and goals. It seems you are working to do what is best for Durham and surrounding areas. I have only a few comments, which I hope will be received in the best possible light.

My main comment: stop prioritizing cars. For over half of a century, cars have dominated our landscape. So much of our local and state budget is spent on cars and infrastructure for cars -- hundreds of millions of dollars, if I am not mistaken. Yet car-culture never brings a good return on its investment. It contributes to pollution and hurts the environment, it allows people to sit in their cars and get sicker and fatter, it prevents people from being in public together by keeping us separated in our little tin boxes, and so many other terrible things. It is now time to turn things around, to make cities for people not cars. The reason why idealized cities like Paris, Amsterdam, NY, San Francisco, Barcelona, etc. are ideal is because they do not prioritize cars but people. But it all started with the will to put people first, machines last.

I am writing to encourage you to prioritize walking, biking, and public transit, especially trains. The highways in NC are packed. As more and more people come here, they are just going to be stuffed more and more. And they cannot get much bigger. How much space is wasted by roads and parking lots? Car-culture is far too expensive and unsustainable. The way to make cities sustainable, diverse, and democratic cities is to prioritize sustainable, diverse, and democratic forms of transit. Again, this means walking, biking, and public transit. Want to know why I never go to Raleigh? Because there is no reliable, easy transit running from early in the morning to late at night? The drive into Raleigh feels like a death trap. I avoid it at all costs. But I would love to see the NC Symphony, attend the Art museum (by the way, there is NO public transit to the state art museum; what an embarrassment!), and visit restaurants and shops. A solution: a commuter train.

I know much of this is in the long term plans for the area. But why is this long term? You have been spending billions on roads for cars for decades. How about other people get a chance for a while? How about we stuff funding entitled drivers and give hardworking people who cannot afford or do not want

to use cars? How about a fair and equal transit system in 5 years, not 45 years. The will is there. We want trains, better buses, more walking and biking paths (and that means separated cycle-tracks, not deadly sharrows or painted lanes).

If you have any questions or responses, please let me know. The Triangle can be a beautiful place, but there is much that needs to happen. Let's not wait 45 years. Let's start this tomorrow.

Sincerely,
Dr. Ryan J. Johnson

11/07/17

The Triangle Area RPO has the following comments on the draft DCHC MPO 2045 MTP, with regard to projects that touch the MPO/RPO boundary:

* In Orange County, TARPO staff supports the idea of improvements on NC 54 approaching the DCHC/TARPO boundary west of Carrboro, and we would expect these improvements to ultimately be based on the recommendations of the currently-ongoing NC 54 corridor study. The 2013 Orange County Comprehensive Transportation Plan (RPO portion) shows a need for future improvements in this corridor extending west from the MPO/RPO boundary to Orange Grove Road (outside the DCHC boundary). Our current CTP shows a recommended four-lane facility in this corridor, but there is a good possibility this could change based on the results of the corridor study analysis. Even though the recommendation in the draft MTP would not match the recommendation shown in TARPO's adopted CTP, this recommendation does appear to be consistent with more recent thinking about the NC 54 corridor if it primarily serves as a placeholder for the future recommendations that arise from the corridor study.

* In Chatham County, TARPO staff supports the idea of improvements on NC 751 approaching the DCHC/TARPO boundary. Please note that the 2016 Chatham County Comprehensive Transportation Plan (RPO portion) recommends a future four-lane cross-section for NC 751 from the MPO/RPO boundary southward to US 64. This is in contrast to the three-lane modernization improvements recommended in the draft MTP. While TARPO staff recognizes the fiscal constraints of the MTP process and the impact this has on the ability to include desired projects in the current plan, we would request that you continue to consider a four-lane widening possibility on this road in future planning and project development decisions, in order to match up with the desired intentions on the RPO side of the boundary.

* In Chatham County, the recommended improvements on US 15-501 appear to be consistent with the improvements recommended on the RPO side of the boundary, and TARPO staff supports their inclusion in the MTP.

Please let me know if you have any questions. Thank you for this opportunity to comment.

Matt Day, AICP CTP
Principal Planner
Triangle Area Rural Planning Organization
Triangle J Council of Governments

11/27/17

Hi. I'm 42, and a Raleigh native. Do I read this map correctly that there are NO plans to widen Hopson Rd between 54/Miami to Davis Dr from 2 to 4 lanes (with center turn lane) between now and 2045?? Or will this fall on Town of Morrisville and is out of scope for CAMPO? If there are no plans to widen Hopson, I highly protest! This (I think less than 1/2 mile) stretch of road is a MAJOR bottleneck to traffic flow.

thank you,
David



ADA Transition Plan

Durham-Chapel Hill-Carrboro MPO

September 27, 2017

DCHC MPO – ADA Transition Plan

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DCHC MPO – ADA Transition Plan

AMERICANS WITH DISABILITIES ACT (ADA)/SECTION 504 POLICY STATEMENT

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (hereinafter referred to as the DCHC MPO) prohibits discrimination on the basis of a disability with respect to all terms and conditions of employment and access to its activities, programs, and services. Any interference, coercion, restraint, retaliation or reprisal of any person alleging disability discrimination is prohibited.

For the purposes of this policy, an individual with a disability is defined as any person who:

1. Has a physical or mental impairment that substantially limits one or more major life activities;
2. Has a record of such an impairment; or
3. Is regarded as having such impairment.

The DCHC is committed to:

- Providing reasonable accommodation for an individual with a disability to participate in employment, activities, programs, and services; and has established procedures to allow persons with a disability to request reasonable accommodation;
- Providing access to persons using its facilities, buildings, state maintained roads, sidewalks, and crosswalks;
- Providing communication access for applicants, employees, beneficiaries, and members of the public with disabilities including those with hearing and visual impairments that is equally as effective as communication with others. Auxiliary aids/services shall be provided upon request to individuals with a disability, e.g., sign language interpreters, readers, braille, and large print text. In addition, anyone with a hearing or speech impairment may use Relay NC, a telecommunications relay service, to call any DCHC entity. Relay NC can be accessed by dialing 711 or 1-877-753-8200

The DCHC MPO ADA coordinator, Felix Nwoko, who can answer ADA related questions and handle reasonable accommodation requests as well as provide information or established procedures for filing a complaint alleging discrimination on the basis of disability. The ADA Coordinator can be contacted at (919) 560-4366, through email at ADA@dchcmpo.org, or felix.nwoko@dchcmpo.org or by regular mail at the mailing address below. Any questions or comments concerning this policy should be referred to the ADA coordinator. Attn: ADA Coordinator, DCHC MPO, 101 City Hall Plaza 4th Floor Transportation, Durham, NC 27701

Felix Nwoko MPO Manager/Administrator

Date

DCHC MPO

DCHC MPO – ADA Transition Plan

1. Introduction

The primary purpose of this study is to prepare a plan, titled *ADA Transition Plan*, for the Durham-Chapel Hill- Carrboro (DCHC) Metropolitan Planning Organization (MPO) in accordance with two civil rights legislations:

1. Americans with Disabilities Act of 1990 (ADA), Title II Regulations, Nondiscrimination on the Basis of Disability in State and Local Government Services, 28 CFR Part 35¹, and
2. Section 504 of the Rehabilitation Act of 1973, as amended, Nondiscrimination on the Basis of Disability in Programs or Activities Receiving Federal Financial Assistance, 49 CFR Part 27.

The intent of the ADA Title II regulations is to ensure nondiscrimination and access for individuals with disabilities in State and local government services. The intent of the Section 504 regulations is to prohibit discrimination on the basis of disability in programs or activities receiving Federal financial assistance.

These regulations apply to the DCHC MPO because MPOs are considered an instrumentality of one or more state or local governments and are recipients of transportation funds from Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) in developing transportation plans and programs. These federal funding includes Section 104(f) and Section 133(b)(3)(7) funds from the FHWA, and Section 5303, Section 5307 and Section 5309 funds from the FTA. As such, the DCHC MPO is obligated to take appropriate steps to comply with Title II and Section 504 provisions. These provisions apply to all programs, services, and activities that the DCHC MPO has responsibility of within their MPO region. Requirements common to these regulations include reasonable accommodation for employees with disabilities; program accessibility; effective communication with people who have hearing or vision disabilities; and accessible new construction and alterations.

To address these Title II and Section 504 requirements, applicable policies, procedures and planning activities of the DCHC MPO were reviewed to assess if there are any barriers that limit the ability of individuals with disabilities to fully participate in the MPO-sponsored programs and the web-based communication activities. The results of this evaluation as well as mitigation strategies recommended for improved accessibility are summarized in this ADA Transition Plan.

¹ The latest ADA Title II Regulations were amended in 2010.

*DCHC MPO – ADA Transition Plan***1.1 About the DCHC MPO**

The Research Triangle region in North Carolina is a 16-county region centered on Wake and Durham Counties. It is one of the fastest growing regions in the nation. The region is currently home to 1.84 million people and 920,000 jobs².

The two public agencies responsible for transportation planning in the Triangle region are:

- Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO), and
- Capital Area Metropolitan Planning Organization (CAMPO).

The DCHC MPO is responsible for transportation planning in the urbanized areas of Durham and Orange counties and parts of northern Chatham County, and the CAMPO is responsible for the urbanized areas of Wake County, and parts of Franklin, Granville, Harnett, and Johnston counties. In addition to planning for the multi-modal transportation system in their respective geographic regions, the two MPOs cooperatively develop the Triangle region's Metropolitan Transportation Plan (MTP) through an extensive process of technical analysis and public involvement.

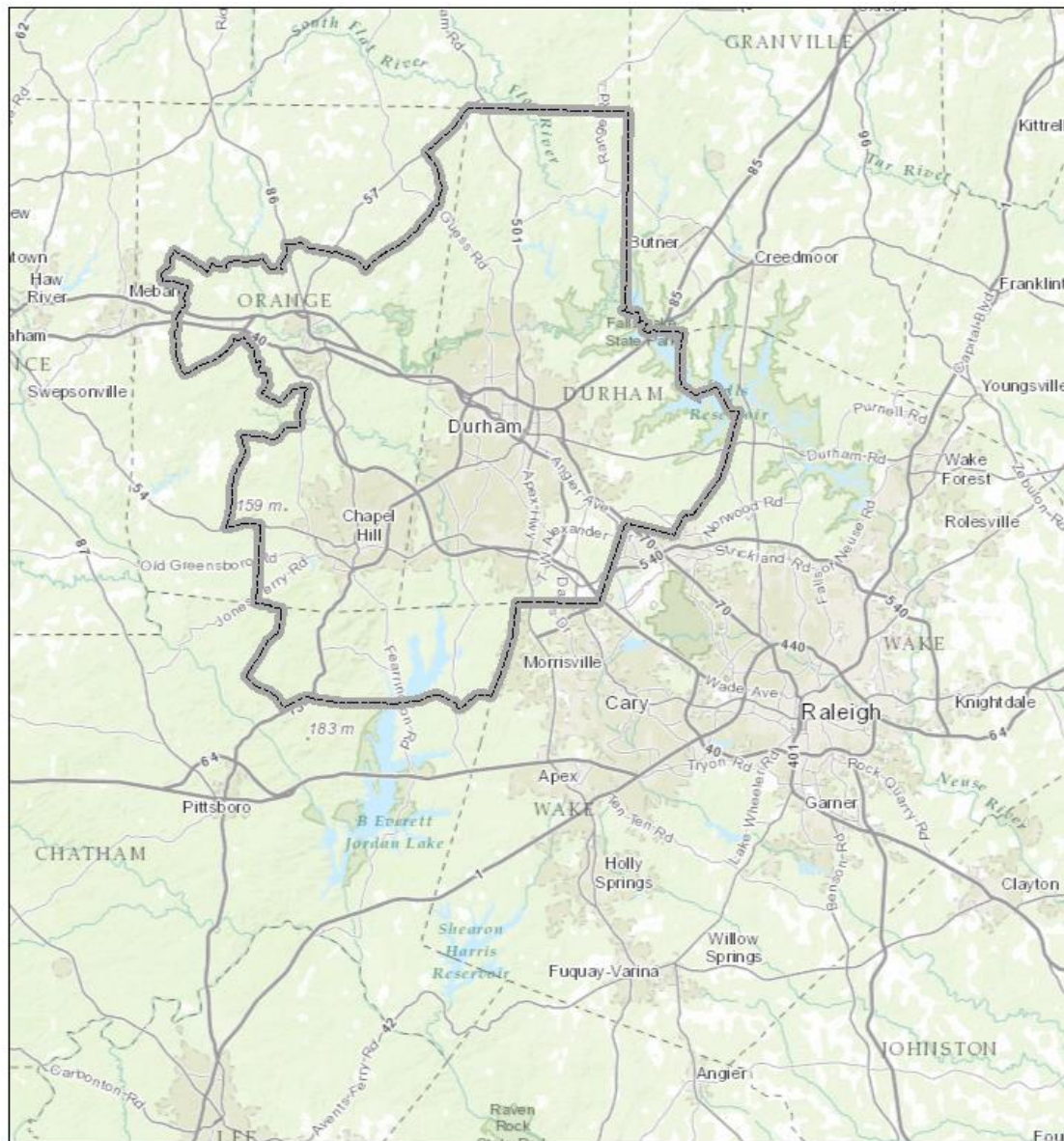
The Public Involvement (PI) process typically includes public workshops at facilities that meet ADA accessibility requirements such as the Durham City Hall, Durham Station and Transportation Center, Chapel Hill Town Hall, and the Town Barn meeting facility in Hillsborough. The PI process also includes formal public hearings at regularly scheduled planning board meetings and other board meetings in the City of Durham, Durham County, Town of Chapel Hill, Town of Carrboro, Town of Hillsborough, Orange County and Chatham County.

In this study, only the DCHC MPO region activities were reviewed for ADA requirements. A map showing the DCHC MPO region's boundary is depicted in Figure 1. The DCHC MPO region represents the western part of the Triangle region and is home to 570,000 people (or 31 percent of the region's population), the Research Triangle Park (RTP) employment center, the Duke University, and the University of North Carolina at Chapel Hill.

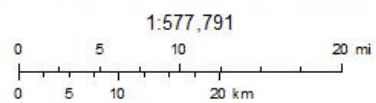
² Source: Triangle Regional Model (v5), Year 2015 Population and Employment Data by TAZs.

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Figure 1 Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO)-Region Boundary



April 10, 2015



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1.1.2 Programs, Services and Activities

The DCHC MPO uses several guiding principles when developing transportation plans and programs for the region. These guiding principles include: 1) support economic competitiveness of the region, 2) enhance safety and security of the transportation system, 3) provide accessibility and mobility to people, 4) protect the environment, 5) promote energy conservation, 6) revitalize quality of life in existing communities, and 7) collaborate and coordinate with stakeholders and agencies involved for system efficiency and innovation.

City of Durham is the Lead Planning Agency (LPA) for the DCHC MPO and employs a staff of eleven to carry out various planning, modeling and program development functions. The DCHC MPO members include the Town of Carrboro, Town of Chapel Hill, Chapel Hill Transit (CHT), Chatham County, Durham Area Transit Authority (DATA), Durham County, Town of Hillsborough, Orange County, GoTriangle, Triangle J Council of Governments (TJCOG), and the North Carolina Department of Transportation (NCDOT).

The key transportation planning activities conducted by the DCHC MPO where ADA requirements are considered in project and program delivery include the following:

- **Metropolitan Transportation Plan (MTP):** a fiscally constrained 20-year plan to outline future investments in highway and transit improvements to support future land use and air quality goals.
- **Comprehensive Transportation Plan (CTP):** an unconstrained plan to outline current and future transportation needs.
- **Metropolitan Transportation Improvement Program (MTIP):** a 7-year funding document to outline funded projects in highway, transit, bicycle, pedestrian, and rail modes. The projects are funded based on priority scores assigned based on the criteria and guidelines defined in the North Carolina's Strategic Transportation Investments (STI) law.
- **Transit Planning:** coordinating with transit operators in the region, namely GoTriangle , Durham Area Transit Authority (DATA), Chapel Hill Transit (CHT), and Orange Public Transit (OPT), to efficiently operate the current fixed route and ADA-mandated paratransit services as well as developing plans for light rail transit between Chapel Hill and downtown Durham, commuter rail between Durham and Raleigh, and additional bus services in Durham and Orange counties.
- **Pedestrian Planning:** coordinating with local jurisdictions for developing pedestrian plans to safely accommodate pedestrians in the public right of way and connect

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destinations with convenient and accessible sidewalks and crosswalks and pedestrian amenities.

- **Congestion Management Process (CMP):** a short-range plan for monitoring regional traffic congestion and system performance, and identifying regional as well as intersection-level congestion and safety mitigation strategies for vehicular as well as bicycle and pedestrian traffic.
- **Intelligent Transportation System (ITS) Plan:** a short-range plan to identify strategies for deploying technology solutions to better manage demand, capacity, safety, and security of the existing transportation system operated by the municipalities and the North Carolina Department of Transportation (NCDOT) that includes Accessible Pedestrian Signals (APS).
- **Collector Street Planning:** small area plans for growth areas to improve street connections, street functional hierarchy, and multi-modal travel to accommodate pedestrians, including those with disabilities.
- **Corridor Planning:** corridor plans to improve mobility and safety issues and enhance livability, economic competitiveness and environmental sustainability along major transportation corridors in the DCHC MPO region. As part of transit element of these corridor plans, ADA provisions are considered in planning and design of transit stops and stations.

Most of these planning functions are typically led by the DCHC MPO staff and include extensive public engagement and stakeholder consultation throughout the region. However, Transit Planning and Pedestrian Planning functions that can influence changes to improve accessibility to the pedestrian environment are conducted by each responsible agency in the MPO to explore local issues and identify locally-preferred mitigation projects through stakeholder coordination and public engagement. For example, GoTriangle is responsible for transit planning in the Durham area and Chapel Hill Transit is responsible for transit planning in the Chapel Hill and northern Chatham County service area. Transit operators are also responsible for operating ADA-mandated paratransit services within their service coverage area. Each municipality in the MPO region is responsible for preparing Pedestrian Plan to improve the pedestrian environment in the public rights of way and remove any barriers for people with disabilities.

*DCHC MPO – ADA Transition Plan***1.1.3 People with Disabilities**

The American Community Survey (ACS) administered by the United States Census Bureau adopted several disability related questions since 2000. These questions cover the following six disability types:

1. **Hearing difficulty:** deaf or having serious difficulty hearing.
2. **Vision difficulty:** blind or having serious difficulty seeing, even when wearing glasses.
3. **Cognitive difficulty:** Because of a physical, mental, or emotional problem, having difficulty remembering, concentrating, or making decisions.
4. **Ambulatory difficulty:** Having serious difficulty walking or climbing stairs.
5. **Self-care difficulty:** Having difficulty bathing or dressing.
6. **Independent living difficulty:** Because of a physical, mental, or emotional problem, having difficulty doing errands alone such as visiting a doctor's office or shopping.

The disability characteristics of civilian populations living in Durham, Orange, and Chatham counties are summarized in **Table 1**. The table shows that approximately 8.5 percent of the non-institutionalized civilian population in Orange County, 10.4 percent in Durham County, and 12.1 percent in Chatham County has at least one or more disability. These add up to a total disability population of 47,437 in the 3-county area. In this disability demographic group, 11,929 people have a hearing difficulty, 9,669 people have a vision difficulty, and 24,559 people have an ambulatory difficulty. The ADA requirements are intended to serve these population groups so that they can fully participate in the MPO-sponsored programs, services and activities.

Table 1 Disability Characteristics of Population, Year 2013 Estimates

Subject	Durham County	Orange County	Chatham County	3-County Total
Total Non-institutionalized Civilian Population	270,899	135,164	64,212	470,275
• With a disability	28,133 (10.4%)	11,535 (8.5%)	7,769 (12.1%)	47,437 (10.1%)
• With a hearing difficulty	6,755 (2.5%)	2,745 (2.0%)	2,429 (3.8%)	11,929 (2.5%)

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Subject	Durham County	Orange County	Chatham County	3-County Total
• With a vision difficulty	6,657 (2.5%)	1,654 (1.2%)	1,358 (2.1%)	9,669 (2.1%)
• With a cognitive difficulty	10,401 (3.8%)	5,119 (3.8%)	2,483 (3.9%)	18,003 (3.8%)
• With an ambulatory difficulty	14,783 (5.5%)	5,785 (4.3%)	3,991 (6.2%)	24,559 (5.2%)
• With a self-care difficulty	5,532 (2.0%)	2,150 (1.6%)	1,568 (2.4%)	9,250 (1.9%)
• With an independent living difficulty	9,779 (3.6%)	3,947 (2.9%)	2,867 (4.5%)	16,593 (3.5%)

Source: U.S. Census Bureau, 2009-2013 5-Year American Community Survey

1.2 Title II of the American with Disabilities Act of 1990 (ADA)

The Americans with Disabilities Act of 1990 (ADA), as amended, prohibits discrimination and ensures equal opportunity for persons with disabilities in employment (Title I), State and local government services (Title II), public accommodations, commercial facilities, and transportation (Title III). It also mandates the establishment of Telegraphs, Telephones and Radiotelegraphs (TDD)/telephone relay services for hearing-impaired and speech-impaired individuals (Title 47). The current text of the ADA includes changes made by the ADA Amendments Act of 2008, which became effective on January 1, 2009. In addition, the ADA regulations were revised in 2010 related to ADA Standards for Accessible Design.

For this study, Title II regulations of the ADA are relevant to the DCHC MPO. The basic requirement of Title II of the ADA is to ensure access for individuals with disabilities to programs, services, and activities that a public agency like the DCHC MPO is responsible for. Title II of the ADA also requires that pedestrians including those with disabilities are accommodated with full and equal rights to the following public rights-of-way (PROW) facilities:

- Curb Ramps
- Sidewalks

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- Crosswalks
- Parking Lots
- On-street parking
- Pedestrian Traffic Signals
- Bus Stops and Shelters
- Shared Use Trails
- Parks/Recreational Facilities

This Title II ADA requirement for PROW facilities applies to public agencies such as the City of Durham, NCDOT, Town of Chapel Hill, Town of Hillsborough, and Town of Carrboro, who are directly responsible for maintaining roadways and pedestrian environments. The DCHC MPO is NOT responsible for maintaining accessibility to these PROW facilities. The MPO's ADA obligation related to PROW facilities can be best fulfilled by having a monitoring method to track the progress in making facilities ADA-accessible as part pedestrian planning, transit planning and congestion management process. This performance monitoring should include coordination with the North Carolina Department of Transportation and other member jurisdictions to shape the region's transportation system more accessible through planning and funding priorities.

In essence, the DCHC MPO is required to take the following steps to meet Title II regulations:

1. Take an inventory of the planning and programming functions that the DCHC MPO carries out that can help remove the barriers for people with hearing, vision or ambulatory difficulty.
2. Evaluate accessibility to buildings, venues, and locations where the DCHC MPO conducts its planning activities such as public workshops, focus groups, and public hearings for gathering public inputs.
3. Evaluate the policies and procedures for making reasonable accommodation to requests for sign language by people with hearing difficulty, and requests for non-visual materials and easy web browsing options such as magnifying or reading texts by people with vision difficulty.
4. Develop policies and performance monitoring methods to put emphasis in accessibility improvements to pedestrian facilities in the public right-of-way by local municipalities, the NCDOT and the transit operators.

DCHC MPO is not responsible for pedestrian facilities in the public right-of-way. However, the

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MPO can positively influence by developing a GIS database of PROW facilities and then tracking progress in making those facilities ADA-compliant. This database monitoring approach can facilitate discussion among the responsible agencies to identify non-compliant, high-pedestrian locations through an annual evaluation process, and facilitate MTIP development for accessibility improvements to bring facilities into compliance as part of new construction and alteration (e.g., road resurfacing) projects. A principal challenge of this monitoring activity is the need to have an integrated streamlined database than can be easily updated for the whole MPO region as it will involve many miles of PROW facilities.

1.3 Section 504 of the Rehabilitation Act of 1973

The Section 504 of the Rehabilitation Act requires that the DCHC MPO take appropriate steps for programs or activities receiving federal financial assistance to ensure that communications with their customers, employees, stakeholders and beneficiaries are available to persons with impaired vision and hearing. Table 2 presents a summary of primary federal funding sources utilized by the DCHC MPO members.

Table 2 DCHC MPO Federal Funding Sources

Agency	FHWA Surface Transportation program (STP) Funds	FTA Section 5303 Funds for Metropolitan Transit Planning	FTA Section 5307 Funds for Urbanized Area Formula Program	FTA Section 5309 Funds for Fixed Guideway Capital Investment Program
Lead Planning Agency (LPA)	✓			
City of Durham	✓	✓	✓	
Town of Chapel Hill	✓	✓	✓	
Town of Carrboro	✓			
Town of Hillsborough	✓			
Durham County	✓			
Orange County	✓		✓	
Chatham County	✓			
TJCOG	✓			

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Durham Area Transit Authority	✓	✓	✓	✓
Chapel Hill Transit	✓	✓	✓	✓
GoTriangle	✓		✓	✓

Source: DCHC MPO Unified Planning Work Program

The MPO member agencies listed in Table 2 are required to ensure Section 504 compliance in developing their local transportation system and services by providing reasonable accommodation for employees and customers with disabilities; by incorporating accessibility improvements as part of new construction and alteration projects, and by effectively communicating with people who have hearing or vision disabilities.

2. Evaluation of General ADA Policies and Procedures

2.1 ADA/504 Coordinators & Committee Members

The ADA contact persons for the MPO and its member agencies are listed in Table 3. It should be mentioned here that almost all contact persons wear multiple hats within their department. The ADA related duties are often shared across multiple departments or divisions within an agency. The contact persons listed in the Table can help people with disabilities to engage in transportation plan development activities of the DCHC MPO and with their mobility needs within the MPO region through paratransit services.

Table 3 Key ADA Contact Persons in the DCHC MPO Region

DCHC MPO and Member Agency	ADA Contact Person & Title	Phone	Email
DCHC MPO	Felix Nwoko, ADA Point of Contact	919-560-4366 extension 30424	Felix.Nwoko@durhamnc.gov
City of Durham	Stacey Poston, ADA Coordinator & Special Projects Manager	Voice: 919-560-4197 extension 21254 TTY: 919-560-1200	Stacey.Poston@durhamnc.gov
Town of Chapel Hill	Sabrina Oliver, Communications and Public Affairs Director	919-968-2757	soliver@townofchapelhill.org
Town of Carrboro	Lakisha White-Kelly, Administrative Assistant to Public Works Director	919-918-7425	Lwhite-kelly@townofcarrboro.org
Town of Hillsborough	David Moore, Safety and Risk Management Officer	919-241-4615	David.moore@hillsboroughnc.org
Durham County	Stacey Poston, ADA Coordinator & Special Projects Manager	Voice: 919-560-4197 extension 21254 TTY: 919-560-1200	Stacey.Poston@durhamnc.gov

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DCHC MPO and Member Agency	ADA Contact Person & Title	Phone	Email
Orange County	Cheryl Young, Assistant County Manager	919-245-2307	cyoung@orangecountync.gov
NCDOT	Mark Whisenant, ADA Coordinator	919-508-1822	mawhisenant@ncdot.gov
GoTriangle	Vinson Hine, Jr., Transit Manager	919-485-7460	vhines@triangletransit.org
Chapel Hill Transit	EZ Rider	919-969-4920	chtransit@townofchapelhill.org
Durham Area Transit Authority	Tammy Pettiford, ADA Coordinator for ACCESS Paratransit	919-560-1555 x 36303	tammy.pettiford@firstgroup.com
Orange Public Transportation	Tom Alteri, Transportation Planner	919- 245-2582	brmartin@orangecountync.gov

2.2 Grievance Procedures and Record Keeping

City of Durham is the Lead Planning Agency for the DCHC MPO. As such, the DCHC MPO closely follows the grievance and record keeping process that was defined by the City of Durham. The City of Durham's formal ADA grievance procedure is included in Appendix C for reference.

The following list summarizes the proposed grievance procedure for the DCHC MPO for prompt and equitable resolution of ADA complaints. This is summarized in terms of key steps involved:

1. File a written complaint (or recorded on a computer disk, by audio tape, or in Braille) to the DCHC MPO's ADA Point of Contact (POC) within 60 calendar days of the issue occurrence. Complaints should be in writing (or recorded on a computer disk, by audio tape, or in Braille) and signed and may be filed by mail, fax, in person, or e-mail. A complaint should contain at least the following information:
 - a. An explanation of what happened;
 - b. Information necessary to contact the complainant;
 - c. The basis of the complaint is a disability as defined by the Americans with Disabilities Act;

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- d. The identification of the respondent, e.g., agency/organization alleged to have discriminated;
 - e. Sufficient information to understand the facts that led the complainant to believe that discrimination occurred; and,
 - f. The date(s) of the alleged discriminatory act(s).
2. The DCHC MPO's ADA POC (or a designee) will meet with the complainant within 15 calendar days after receipt of the complaint.
 3. The DCHC MPO's ADA POC (or a designee) will investigate the complaint.
 4. The DCHC MPO's ADA POC will issue a report of findings and resolutions (in suitable accessible format) within 30 calendar days of the meeting with the complainant.
 5. If the proposed resolutions do not satisfactorily resolve the issue, the complainant may file a grievance with a federal transportation agency (i.e., USDOT, FHWA, FTA) within 180 days of the last date of the alleged discrimination, unless the time for filing is extended for cause. Complainants will be advised to follow a process outlined in the federal guidebook titled Procedures Manual For Processing External Complaints of Discrimination:
[\(https://www.fhwa.dot.gov/civilrights/programs/finalcomplaintmanual110410.cfm\)](https://www.fhwa.dot.gov/civilrights/programs/finalcomplaintmanual110410.cfm)
 6. The DCHC MPO will maintain records of all complaints, appeals, responses and resolutions for a period of at least three years.

This grievance procedure is applicable for DCHC MPO's projects, programs, services, and activities, provided they are located within the City and County of Durham. For any ADA complaint related to DCHC MPO projects, programs, services and activities that fall outside Durham County, the DCHC MPO may refer to local jurisdiction involved, and if grievance procedures don't exist for that local jurisdiction, the DCHC MPO may choose to refer the complaint to the North Carolina Department of Transportation (NCDOT), Federal Highway Administration (FHWA) or Federal Transit Authority (FTA), depending on the nature of the complaint.

Appendix C includes the ADA grievance procedure adopted by the NCDOT. The NCDOT grievance procedure is similar to Durham's grievance procedure, but allows longer time period (60 days) for investigation, longer appeal process through the Secretary of Transportation, and longer record keeping requirements (5 years).

The DCHC MPO should consider creating an ADA oversight committee to coordinate development of ADA non-discrimination policy and grievance procedures for other jurisdictions within the MPO region.

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2.3 Non-Discrimination Policy Statement

City of Durham is the Lead Planning Agency for the DCHC MPO. As such, the DCHC MPO closely follows the non-discrimination policy statement that was defined by the City of Durham. The City of Durham's formal ADA policy statement is included in Appendix C for reference.

The following statements reflect the proposed non-discrimination policy defined for the DCHC MPO in four key policy areas:

- **Employment** - The DCHC MPO does not discriminate on the basis of disability in its hiring or employment practices.
- **Effective Communication** - The DCHC MPO will provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in the MPO-led programs, services, and activities, including qualified sign language interpreters, documents in Braille, Section 508 compliant website, and other ways of making information and communications accessible.
- **Modifications to Policies and Procedures** - The DCHC MPO will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all MPO programs, services, and activities.
- **Public Right-of-Way Facilities** – The DCHC MPO will provide an oversight function in monitoring accessibility needs and improvements in public right-of-way (PROW) facilities by working with state and local agencies in the MPO region.

The DCHC MPO should further refine this policy statement by working with an ADA oversight committee and a stakeholder involvement process. This policy statement may explicitly refer to key planning and project prioritization services that the DCHC MPO is routinely responsible for to improve the pedestrian and urban environment.

Other member jurisdictions of the DCHC MPO have similar non-discrimination policy statements. These policy statements show that each MPO member jurisdiction is committed to providing equal access to programs and activities.

2.4 Planned ADA Improvements

The U.S. Department of Justice (DOJ) initiated an investigation of the City of Durham's ADA compliance in 2004, after a complaint of alleged discrimination under Title II regulations. The complainant alleged that the City did not implement a Transition Plan or appoint an ADA Coordinator, and that several City-owned facilities constructed after 1992 did not meet ADA accessibility guidelines. After investigating the complaint, the DOJ found that the City of

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Durham was in compliance in some areas of the ADA, but found other items that needed immediate attention. The City entered into a settlement agreement with the DOJ in 2005 and committed to a schedule for completing specific mitigation. During the last ten years, the City has completed all the items required in the settlement agreement. This process has led to an internal system and review procedures that allow the needs of people with disabilities to be considered at the planning and policy level, as well as in construction projects.

Due to this renewed emphasis on ADA compliance, all Durham City Council meetings are now closed captioned both on large format TV monitors in the meeting room and online through Granicus streaming video. Citizens can request, in advance of any public meeting, alternate formats such as Braille or assistive listening devices such as portable amplification systems. The City has provided CDs and cassette tapes of meetings upon request. Digital recordings are now available of the City council meetings online.

The City has also provided free software plug-in titled BrowseAloud on the City's website:

<http://durhamnc.gov/ich/op/gs/Pages/Accessibility.aspx>

The BrowseAloud software is a new cloud-based tool that adds speech, reading and translation support to the City's website facilitating access and participation for those people with print disabilities, dyslexia, low literacy, mild visual impairments and those with English as a second language. Users of the BrowseAloud program can have the text read in 35 languages, including English, Spanish, Dutch, French, German, Italian, Japanese, Korean, Portuguese and Russian.

Separate from the City of Durham, the DCHC MPO maintains its own website. The MPO's website has recently been redesigned and upgraded with new features and software portal. The website uses the Civica software portal, which provides user-driven customization, communication and usability such as low graphics vs. graphics version of the website at different font sizes. The website also uses the *Google Translate* tool that can easily convert the web content in many different languages. This redesign of the MPO website also provides intuitive access to important content on MPO programs, plans, projects, publications, and public involvement. Following the City of Durham's approach, the DCHC MPO could also provide a link to the BrowseAloud software on the MPO's website.

In addition, the DCHC MPO should provide alternate formats such as Braille or assistive listening devices in public meetings and forums based on advance requests from people with vision or hearing difficulties. The MPO should adapt using the City of Durham's following standard notice for all public meeting announcements:

Notice under the Americans with Disabilities Act

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The DCHC MPO and its Lead Planning Agency - the City of Durham- will not discriminate against qualified individuals with disabilities on the basis of disability. Anyone who requires an auxiliary aid or service for effective communications, or assistance to participate in an MPO program, service, or activity, should contact the office of Stacey Poston, ADA Coordinator, Voice: 919-560-4197 x254, TTY: 919-560-4809; Stacey.Poston@durhamnc.gov, as soon as possible but no later than 48 hours before the scheduled event.

2.5 ADA-Related Assets Conditions Inventory

The State and local agencies responsible for transportation system and services have infrastructure projects and programs that increase accessibility for people with hearing, vision and ambulatory difficulties. For example, the City of Durham has a *Curb Ramp Requests* program whereby citizens can request curb ramps for locations adjacent to their residences via an online form or by calling Durham One Call and placing a service request. Ramps are guaranteed to be installed within six months. This allows people with mobility difficulty to have the necessary infrastructure improvements in place.

In addition, for any new transportation improvement projects, each agency within the MPO region has design review procedures in place to check for ADA compliance. For retrofit transportation improvement projects, the ADA compliance is more driven by local physical constraints, costs involved, and project implementation schedule.

The DCHC MPO had prepared an initial inventory of pedestrian facilities in the City of Durham in 2006 while working on the pedestrian plan titled “*The DurhamWalks! Pedestrian Plan.*” This inventory was last updated in 2011 and will require further updating in the future. The purpose of this inventory is to provide a priority ranking of street segments where new sidewalks are needed based on a set of objective criteria defined by the City Council. These criteria are currently focused on sidewalks near schools and parks/recreation centers and location of crashes involving pedestrians. In future efforts, more explicit consideration would need to be given to ADA requirements in scoring pedestrian improvement projects.

Town of Chapel Hill adopted the *Chapel Hill Bike Plan* in 2014 as a component of the Town's Chapel Hill 2020 Comprehensive Plan. This Bike Plan superseded the previous Pedestrian Plan. As part of this new Bike Plan, Town of Chapel Hill maintains a GIS data layer representing the existing bicycle and greenway facilities. For ADA compliance monitoring purposes, this data layer would need to be expanded to include sidewalks, curb ramps, bus stops, and on-street parking.

Town of Hillsborough adopted the *Community Connectivity Plan* in 2009 that identified future pedestrian and bicycle improvements. This Plan also inventoried existing pedestrian and bicycle

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routes and amenities and identified sidewalk repair and maintenance issues. Since 2009, much of the needed sidewalk repairs and maintenance in the Historic District have been completed and pedestrian and bicycle amenities have been added throughout town. The new park districts were inventoried for existing pedestrian and bicycle amenities and areas where repairs or improvements are needed. Future plan recommendations include pedestrian and bicycle improvements along the Churton Street Corridor and the Historic District.

Town of Carrboro has not adopted a standalone pedestrian plan per se, but serves pedestrian needs as needed and as part of the overall transportation improvement program.

A review of these pedestrian plans in the DCHC MPO region reveal a data gap related to consistent centralized database of ADA-related assets. This provides an opportunity for the DCHC MPO to take an initiative to develop an ArcGIS database on ADA-related assets. This inventory should include the following PROW facilities and related attributes for monitoring ADA compliance over time:

- Curb Ramps
- Sidewalks
- Crosswalks
- Parking Lots
- On-street parking
- Pedestrian Traffic Signals
- Bus Stops and Shelters
- Shared Use Trails
- Parks/Recreational Facilities

2.6 Coordinating ADA Compliance with MPO Members

Based on interviews with ADA contact persons in different agencies, it appears that the ADA program administration is often fragmented across several business units or departments within an agency.

Within the City of Durham and the NCDOT, however, the ADA program administrations have been streamlined with a designated Single Point of Contact (SPOC). For example, City of Durham's SPOC is Stacy Poston and NCDOT's SPOC is Mark Whisenant.

For the smaller municipalities within the MPO region, the ADA coordinator's role appeared to be more ad hoc or unadvertised or one of many other responsibilities. Consequently, it will be challenging for people with disabilities to request for services that they may need to participate in transportation plan development forums in those jurisdictions.

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Also, there appears to be no definitive policy or procedures for ADA complaint filing and corrective action in these smaller municipalities of the DCHC MPO region such as the Town of Chapel Hill, the Town of Carrboro, and the Town of Hillsborough. This lack of a formal ADA policy and grievance procedures has potential legal ramifications.

Based on findings from interviews with stakeholders and literature research conducted, several recommendations are proposed. The recommendations provide an opportunity to streamline the process including improving response time and record keeping related to ADA complaints.

- Establish an ADA Oversight Committee. The committee would be composed of MPO-wide stakeholders. The role of the committee would be to coordinate among the MPO members as well as non-profit advocacy agencies external to the MPO. In addition, the committee's functions would include:
 1. Review of current ADA regulations and design guidelines
 2. Review TIP funding allocation on ADA improvements
 3. Develop recommendations of ADA policies and grievance procedures
 4. Determine ADA training needs for staff
 5. Define requests and complaints for reasonable accommodation
 6. Develop ADA compliance monitoring and auditing process
- Designate the City of Durham's ADA Coordinator as the MPO's ADA Coordinator with a Letter from the DCHC MPO Board. The purpose is to ensure consistency among all training, printed materials, website policies, and other communication channels.
- Issue a Letter of Position on ADA from the MPO Board. This letter should articulate the MPO's commitment to ADA compliance, information sharing, and raising ADA awareness within the MPO activities.

2.7 Assurance Statement of ADA Compliance

The DCHC MPO currently uses the ADA policy statement of the City of Durham as its ADA assurance statement as the Lead Planning Agency. This statement is provided below:

- In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990, the City of Durham, North Carolina will not discriminate against qualified individuals with disabilities on the basis of disability in the City's services, programs, or activities.

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To reiterate further importance on ADA compliance, the MPO should issue its own ADA compliance statement by working with the MPO Board. This statement should articulate the MPO's commitment to non-discrimination, providing equal opportunity to people with hearing, vision, and ambulatory difficulties in participating in the MPO activities, and improving the PROW facilities for new as well as retrofit transportation improvement projects according to ADA design guidelines.

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3. Accessibility Evaluation of Programs and Facilities

This chapter of the ADA Transition Plan evaluates the DCHC MPO's event facilities and programs from accessibility perspectives.

3.1 MPO Meeting and Event Facilities

As mentioned before, the DCHC MPO is responsible for transportation planning in the urbanized areas of Durham and Orange counties and parts of northern Chatham County. In essence, the DCHC MPO has more influence on shaping tomorrow's transportation system, and less of an influence in correcting existing deficiencies. The MPO shapes the future transportation system by systematically investing in streets, traffic signals, sidewalks, trails, buses, bicycle lanes, and parking. This planning process is a cooperative process among state and local agencies, residents, businesses, and other stakeholders. This cooperative process is built on extensive outreach and public involvement activities.

During the last round of MPO's Long Range Transportation Plan (LRTP) development process, the DCHC MPO conducted public workshops at facilities that meet ADA accessibility requirements. The MPO used the following facilities for public workshops:

- Durham City Hall
- Durham Station and Transportation Center
- Chapel Hill Town Hall
- Hillsborough Town Barn Meeting Facility

The MPO also conducts its regular MPO Board meetings at the following accessible location:

- City of Durham Committee Room, 2nd Floor, 101 City Hall Plaza

All MPO meetings are open to the public, and people with disabilities have the option of requesting special service through the City of Durham's ADA coordinator.

The MPO-sponsored studies also require extensive public involvement process. The MPO also participates in Environmental Impact Studies (EIS) sponsored by the NCDOT and transit studies sponsored by the GoTriangle. These studies require public workshops as well as public hearings. While the DCHC MPO is not responsible for scheduling facilities for these events, they are typically conducted in popular destinations and places with convenient access and parking for people with disabilities.

The MPO should maintain a short list of accessible meeting locations in the MPO region that can be posted on the MPO website as well as distributed to MPO partner agencies prior to scheduling any public forums. These meeting locations must be readily accessible to and usable by individuals with disabilities. The MPO should ensure that accessible parking spaces are located on the shortest accessible route of travel to an accessible facility entrance.

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The MPO should also have the City of Durham’s ADA notice available for partner agencies to ensure that communications with stakeholders and members of the public with disabilities are as effective as communications with others, including providing auxiliary aids and services when necessary.

3.2 Parking Facilities Plan

The DCHC MPO has not yet developed a parking plan for the region. However, local agencies have done parking studies to address their facility expansion, maintenance and operational needs.

For example, the City of Durham conducted a parking study in 2013 to address parking needs in downtown Durham, including facility conditions for ADA accessibility, future supply and demand, parking management, and financing new parking decks. The goal of this study was to identify improvement solutions and strategies to manage and operate the City’s parking resources in the most effective way to provide a positive experience for residents, employees, customers and visitors alike, and to support the adopted land use vision of downtown Durham.

Durham’s business district includes a diverse mix of residential, commercial, office and institutional land uses. The current major parking generators include the Durham Bulls Athletic Park and the American Tobacco campus along Jackie Robinson Dr, Durham Performing Arts Center and the City Hall along Mangum St, new Justice Center along Dillard St, Durham Station along West Pettigrew St, Brightleaf Square shopping center along West Main St, West Village housing along West Morgan St, Convention Centre along Chapel Hill St, and Durham Centre along Durham Loop. Parking is available throughout Downtown Durham via on-street parking, parking decks and parking lots. Based on local zoning requirements, there are accessible parking spaces.

While it is the responsibility of owners of the parking decks and parking lots to follow ADA requirements, the MPO can play a role in conducting ADA webinars and workshops to raise the awareness of parking regulations and best ADA practices.

For example, the current ADA regulations require the following when parking lots are re-stripped:

- Accessible Parking Spaces: When a business restripes a parking lot, it must provide accessible parking spaces as required by the ADA Standards for Accessible Design.
- Businesses or privately owned facilities that provide goods or services to the public have a continuing ADA obligation to remove barriers to access in existing parking lots when it

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is readily achievable to do so. Because restriping is relatively inexpensive, it is readily achievable in most cases.

- **Accessible Parking Spaces for Cars:** Accessible parking spaces for cars have at least a 60-inch-wide access aisle located adjacent to the designated parking space. The access aisle is just wide enough to permit a person using a wheelchair to enter or exit the car. These parking spaces are identified with a sign and located on level ground.
- **Van-Accessible Parking Spaces:** Van-accessible parking spaces are the same as accessible parking spaces for cars except for three features needed for vans: a wider access aisle (96") to accommodate a wheelchair lift; vertical clearance to accommodate van height at the van parking space, the adjacent access aisle, and on the vehicular route to and from the van-accessible space, and an additional sign that identifies the parking spaces as "van accessible."
- Accessible parking spaces must be located on the shortest accessible route of travel to an accessible facility entrance. Where buildings have multiple accessible entrances with adjacent parking, the accessible parking spaces must be dispersed and located closest to the accessible entrances.
- When accessible parking spaces are added in an existing parking lot, locate the spaces on the most level ground close to the accessible entrance. An accessible route must always be provided from the accessible parking to the accessible entrance. An accessible route never has curbs or stairs, must be at least 3- feet wide, and has a firm, stable, slip-resistant surface. The slope along the accessible route should not be greater than 1:12 in the direction of travel.
- Accessible parking spaces may be clustered in one or more lots if equivalent or greater accessibility is provided in terms of distance from the accessible entrance, parking fees, and convenience. Van-accessible parking spaces located in parking garages may be clustered on one floor (to accommodate the 98-inch minimum vertical height requirement).

The DCHC MPO should include in the ADA assets inventory, availability of accessible parking in on-street and off-street parking facilities in the DCHC MPO region. The inventory should include at least public and university campus parking facilities as well as on-street parking locations in the central business districts and park-and-ride locations in the suburbs. It is desirable to have this inventory geo-coded.

3.3 Transit Plan

The DCHC MPO cooperates with the following four transit operators in the region to develop future transit system plan for the region:

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- GoTriangle
- Durham Area Transit Authority
- Chapel Hill Transit
- Orange Public Transportation

These four transit operators receive federal assistance for operating and maintaining their bus fleets. Also, they receive federal assistance to operate the following paratransit services for people with qualified disabilities:

- T-Linx – a curb-to-curb paratransit service (with a door-to-door option, upon request) provided by GoTriangle for the citizens of Raleigh, Durham and Chapel Hill. The service is designed for residents with disabilities that prevent them from using the GoTriangle fixed-route bus service.
- ACCESS – Durham’s paratransit service for eligible riders who meet the criteria specified by the ADA; provides curb-to-curb transportation service for eligible riders; operates service to all locations within the City of Durham and to any location outside the City that is three-quarters of a mile of any fixed-route service; provides service during the same hours and on the same days as the regular fixed-route service.
- EZ-Rider – Chapel Hill Transit’s paratransit service; provides origin-to-destination transportation to eligible individuals who are unable to use the accessible fixed route system due to their disability. This is a door-to-door service within the coverage area.
- Orange Bus - Orange County’s public transportation serving public bus routes, pick-up and drop-off for the disabled and elderly, and transportation to senior centers.

These paratransit services are mandated by the ADA and meant for individuals whose disabilities make them unable to use the fixed-route system. The ADA also requires that individuals who request paratransit service meet the regulatory requirements for eligibility.

Because of this ADA mandate, transit operators closely follow ADA requirements related to their service areas. For example, all GoTriangle buses are wheelchair accessible and have "Priority seating" for people with disabilities. Hearing impaired individuals can contact GoTriangle through the N.C. Relay Center at 1-800-735-2965 or by dialing (919) 485-RIDE (7433). GoTriangle bus operators also make ADA announcements along the route when in service. Each transit operator in the MPO region also has a designated ADA coordinator.

The DCHC MPO should conduct ADA webinars and workshops to raise the ADA requirements among the MPO’s planners. This would ensure that planners look out for opportunities to prioritize transit projects, especially bus stop locations based on ADA requirements.

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The ADA Standards issued by the U.S. Department of Transportation (USDOT) apply to facilities used by state and local governments to provide designated public transportation services, including bus stops and stations, and rail stations. Other types of facilities covered by the ADA are subject to similar ADA Standards issued by the Department of Justice. Both the DOT and DOJ standards are based on the United States Access Board ADA Accessibility Guidelines (ADAAG).

DOT's ADA Standards (2006) are consistent with the Access Board's updated ADA (and ADAAG) guidelines but includes a few additional requirements concerning:

- Location of Accessible Routes
- Detectable Warnings on Curb Ramps
- Bus Boarding and Alighting Areas
- Rail Station Platforms

The following list provides a quick summary of requirements for **New Construction of Facilities**:

- Sixty percent of all public entrances to the facility must be accessible. If there are only two entrances, both must be accessible.
- Accessible routes that coincide with, or are located in the same area, as general circulation paths and elements such as ramps, elevators, and fare vending and collection must be placed so as to minimize the distance that wheelchair users and other persons who cannot climb steps must travel in comparison to the general public.
- Curb ramps must have detectable warnings.
- Bus boarding and alighting areas must be in compliance with the ADA-ABA Guidelines, which address surfaces (sturdy), dimensions (96" long x 60" wide); connection to sidewalks, streets and pedestrian paths; slope (not steeper than 1:48); signs; and public address systems.
- Station platforms must be coordinated with the vehicle floor height.

The following list provides a quick summary of requirements for **Alterations or Additions to Facilities**:

- Altered or added portions of the facility must be made accessible.
- The path of travel to the altered or added portion of the facility must be made accessible, to the maximum extent feasible.
- If the path of travel cannot be made accessible, the grantee must submit to FTA an analysis demonstrating that the cost of making the path of travel accessible is disproportionate to (i.e., > 20%) the cost of the alterations or additions to the primary function area.

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- If the path of travel cannot be made accessible, the grantee must submit to FTA an analysis demonstrating that site-specific conditions prevent you from making the path of travel accessible. Include relevant diagrams and maps.

Based on interviews with transit operators and literature research, the following challenges were noted in making accessible bus stops:

- Most property owners want bus service, but they often show reservations in having a bus stop directly in front of their property.
- In many locations in the region, the available right-of-way is not wide enough to make desired improvements for transit amenities.
- Most transit operators have funding for bus shelters, but they often lack dedicated funding source for right-of-way, sidewalks, or ADA landing pads.
- Retrofitting existing bus stops to ADA-compliant bus stops with sidewalks and curb ramps is often financially burdensome.
- Transit operators feel that they need more clear ADA guidance regarding where a bus stop ends and the right-of-way begins.
- Many bus stop locations throughout the DCHC MPO region lack sidewalks or have sidewalks that are not ADA-compliant. This situation makes transit agencies hesitant to build new infrastructure at these bus stop locations to avoid ADA noncompliance.
- Transit operators tend to rely on local municipalities for bus stops improvements. They typically want to piggyback when local municipalities are adding sidewalks along a corridor. (This emphasizes the need for close collaboration to make transit facilities ADA compliant.)

As mentioned before, the DCHC MPO can play a support role by developing or enhancing an existing bus stop inventory with relevant attribute data for ADA compliance monitoring. These ADA attribute features could include:

- slope of the landing area,
- clear floor space for wheelchairs within the shelter, and
- accurate GPS coordinates.

This inventory will provide a clear indication of where ADA problems exist, and can be combined with ridership information to prioritize stop improvements.

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3.4 Pedestrian Plan

The DCHC MPO includes pedestrian improvements as part of its Long Range Transportation Plan (LRTP). These pedestrian improvements are recommended by individual local government who is responsible for planning, design and construction of pedestrian facilities such as sidewalks and curb ramps.

City of Durham prepared the *DurhamWalks!* pedestrian plan in 2006 and further updated the plan in 2011. The plan developed prioritized list sidewalk improvements, mostly based on land use, safety and pedestrian environment criteria. In future efforts, more explicit consideration would need to be given to ADA requirements in scoring pedestrian improvement projects.

Town of Chapel Hill adopted the *Chapel Hill Bike Plan* in 2014 as a component of the Town's Chapel Hill 2020 Comprehensive Plan. This Bike Plan superseded the previous Pedestrian Plan. As part of this new Bike Plan, Town of Chapel Hill recommended a list of greenway facilities. In future update of the Plan, more emphasis should be provided on pedestrian environment improvements for ADA compliance.

Town of Hillsborough adopted the *Community Connectivity Plan* in 2009 that identified future pedestrian and bicycle improvements. This Plan also inventoried existing pedestrian and bicycle routes and amenities and identified sidewalk repair and maintenance issues. In future update of the Plan, more emphasis should be provided on pedestrian environment improvements for ADA compliance.

Town of Carrboro has not adopted a standalone pedestrian plan. In future efforts, a pedestrian plan should be developed for Carrboro with emphasis on pedestrian environment improvements for ADA compliance.

A review of these pedestrian plans in the DCHC MPO region revealed a data gap on pedestrian facilities. This provides an opportunity for the DCHC MPO to take an initiative to develop an ArcGIS database on pedestrian facilities. This inventory should include the following public rights-of-way (PROW) facilities and related attributes for monitoring ADA compliance over time:

- Curb Ramps
- Sidewalks
- Crosswalks
- Parking Lots
- On-street parking
- Pedestrian Traffic Signals
- Bus Stops and Shelters
- Shared Use Trails

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- **Parks/Recreational Facilities**

A review of local governments' development review process revealed that new subdivision sidewalk construction is required to include curb ramps, and other ADA design guidelines. Local governments also have Capital Improvements Program (CIP) funding for ADA-compliance. While local governments have made significant progress in installing curb ramps and repairing sidewalks, all expressed the need for additional funding.

The United States Access Board is currently developing new guidelines for PROW that will address various issues, including access for blind pedestrians at street crossings, wheelchair access to on-street parking, and various constraints posed by space limitations, roadway design practices, slope, and terrain. The new guidelines will cover pedestrian access to sidewalks and streets, including crosswalks, curb ramps, street furnishings, pedestrian signals, parking, and other components of public rights-of-way. The Board's aim in developing these guidelines is to ensure that access for persons with disabilities is provided wherever a pedestrian way is newly built or altered, and that the same degree of convenience, connection, and safety afforded the public generally is available to pedestrians with disabilities. Once these guidelines are adopted, they will become enforceable standards under title II of the ADA.

State and local transportation departments may be required to comply with three accessibility standards. For example, a state or local transportation department that finances the design, construction, or alteration of a pedestrian facility in the public right-of-way with a federal grant would be required to comply with the accessibility standards issued by the Department of Justice in regulations implementing Title II of the Americans with Disabilities Act, the accessibility standards issued by the Department of Transportation in regulations implementing Section 504, and the accessibility standards issued by the General Services Administration in regulations implementing the Architectural Barriers Act. All three accessibility standards would be basically uniform because they adopt the proposed guidelines, but may vary to the extent that Department of Justice, Department of Transportation, and General Services Administration include additions or modifications to the proposed guidelines in their accessibility standards.

3.5 Intelligent Transportation System (ITS) Plan

The DCHC MPO cooperates with the NCDOT in developing Intelligent Transportation System (ITS) solutions in the MPO region. The NCDOT is the lead agency for deploying ITS solutions in the region. The NCDOT works with traffic engineering divisions of local governments for deploying ITS resources.

In general, the ITS includes current and evolving computer and communication technologies for managing traffic operations in a seamless way. The ITS technologies improve traffic operations,

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minimize traveler delays, increase safety for travelers for all modes of travel including auto, transit, bicycle, and walk modes. The ITS technologies include the following:

- Signal Systems
- Traveler information Including traffic information management system and 5-1-1
- Incident Management Assistance Patrols
- Transportation Management Centers
- Commercial Vehicle Operations
- Transit Management
- Traffic Management and Information Devices

Among these ITS technologies, Signal systems are the most common and relevant for people with disabilities. Traffic signals are installed at every major intersection to control the flow of vehicular as well as pedestrian traffic. These traffic signals can have a range of technologies embedded in them ranging from most basic, where the signals go through a pre-set sequence of green, yellow and red lights based on the time of day, to the most advanced, where signal control is adaptive and changes to dynamic traffic conditions in real time. At locations with heavy pedestrian activity, traffic signals can deploy assistive technology for people with visual impairment such as signals that communicates information about the WALK phase in audible and vibrotactile formats. These assistive traffic signals are generally known as Accessible Pedestrian Signals (APS)³.

The ADA does not require retrofitting all intersections with Accessible Pedestrian Signals (APS). However, when an intersection is programmed for modification, ADA accessibility guidelines require improving accessibility and use of accessible pedestrian signals. Most common type of APS application is a pushbutton-integrated APS that can provide additional features. These may include Braille labels for street names, actuation indicators, tactile crosswalk maps, and options activated by an extended button push: audible beaconing (useful for directional guidance at irregular or long crossings), extended pedestrian timing, and recorded information of street names or additional information about the intersection.

In some state DOTs, creative prototype of this assistive technology are being applied via a user's smartphone application. The smartphone-based app or MAPS would be inexpensive and more flexible than traditional infrastructure-based systems.

³ Accessible Pedestrian Signals: A Guide to Best Practices, NCHRP Web-Only Document 150. (http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_w150.pdf)

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The DCHC MPO can sponsor webinars and workshops on APS and MAPS. The purpose would be to raise the awareness level of these assistive ITS technologies in the region so that communities can choose when and where to apply these ITS solutions for maximum benefits at a reasonable cost.

4. Accessibility Evaluation of Communication Methods

4.1 Public Meeting and Comment Opportunities

The City of Durham, as the Lead Planning Agency of the DCHC MPO, conducts public meetings, public hearings and public input forums in buildings that are accessible to people with disabilities. A majority of these public meetings related to federal-aid transportation projects occur at the Durham City Hall, other City Halls in the MPO region, convention centers, transit centers, hotels with conference rooms, public libraries, university campuses and medical centers. These meeting facilities are accessible to people with disabilities. In all public meetings related to federal-aid transportation projects, the MPO provides opportunities for members of the public to comment on plan options, preferred choices, and funding priorities.

The MPO-sponsored public meetings are guided by the MPO's adopted Public Involvement Plan⁴, which includes several ADA-related provisions, including the following:

- All notices for planning activities of the Metropolitan Planning Organization will include an announcement that states that persons with disabilities will be accommodated. Special provisions will be made if notified 48 hours in advance (i.e. having available large print documents, audio material, someone proficient in sign language, a translator or other provisions requested).
- Notices for the public comment period and the public hearing will be advertised in the area's major daily newspaper, and other local, minority, or alternative language newspapers, as appropriate, as well as on the public service announcement on Time Warner Cable. Local member jurisdictions are advised to publicize the public comment period/hearing in their local media as well.
- Public meetings will be held in locations accessible to persons with disabilities and will be located near or on a transit route.

The DCHC MPO also employs online surveys on key transportation projects through its website to gather public comments. The website is also used in distributing PDF documents of draft plans and study reports. The MPO typically provides three to six weeks of public comment period on draft plans and transportation improvement programs, depending on the scope of the project.

⁴ Public Involvement Policy, DCHC MPO, November 14, 2012. (included in Appendix C for reference)

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The MPO's website was upgraded for easy web browsing by people with vision difficulty and provides browsing in many different languages through the *Google Translate* technology.

The DCHC MPO should evaluate the merits of a new online engagement technology called MindMixer (<http://mindmixer.com/>). This technology provides an online forum for people to attend public meetings anytime, from anywhere, and to provide their input online. In essence, it is a powerful technology for people of all ages and background to share ideas and brainstorm solutions online. MindMixer has been deployed in many local governments and planning organizations around the country at a reasonable cost, including the City of Raleigh's Urban Design Center.

4.2 Availability of Auxiliary Aids

The City of Durham, as the Lead Planning Agency of the DCHC MPO, includes the following notice for all public meetings:

- Notice Under the Americans with Disabilities Act (ADA): A person with a disability may receive an auxiliary aid or service to effectively participate in city government activities by contacting the ADA coordinator, voice (919) 560-4197, fax 560-4196, TTY (919) 560-1200, or ADA@durhamnc.gov, as soon as possible but no later than 48 hours before the event or deadline date.

The City also requires an access modification request form, which is included in Appendix C for reference.

Orange County includes the following statement as part of its meeting notices:

- Compliance with the "Americans with Disabilities Act" - Interpreter services and/or special sound equipment are available on request. Call the County Clerk's Office at (919) 245-2130. If you are disabled and need assistance with reasonable accommodations, contact the ADA Coordinator in the County Manager's Office at (919) 245-2300 or TDD# 644-3045.

Other local government agencies in the MPO region may provide similar notices regarding the availability of auxiliary aids. However, those notices were not consistently available.

The DCHC MPO should work with an ADA Oversight Committee to develop ADA-related formal notices that are consistent and easily available online and in print media of all local governments in the MPO region. The DCHC MPO Board should adopt the formal Notice; distribute it to all local transportation department heads; publish the Notice in local newspapers of general circulation serving the area; post the Notice on its Internet Home Page;

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and post copies in conspicuous locations in its public buildings. The Notice would need to be refreshed when contact information is updated.

4.3 Telephone Services

The City of Durham, as the Lead Planning Agency of the DCHC MPO, includes TTY or TDD telephone services as part of the ADA-related Notice. Orange County also has similar telephone services for people with hearing difficulty. This provides a service to persons who are deaf or hard of hearing the opportunity to place calls using a text telephone or teletypewriters (TTY, also known as a telecommunications device for deaf people, or TDD). Both City of Durham and Orange County are equipped to accept telephone calls placed by persons who are deaf or hard of hearing through the Telecommunications Relay Service.

Other local government agencies in the MPO region may provide similar TTY or TDD services for deaf people. However, those notices were not readily available.

The DCHC MPO should work with an ADA Oversight Committee to develop ADA-related formal notices that includes the option to include TTY/TTD services for all local governments in the MPO region.

4.4 Website Services

The DCHC MPO maintains its own website (<http://www.dchcmpo.org/default.asp>). The website serves as a general resource for document presentation and archiving, as well as provides a medium for basic public involvement activities with meeting notices, and calendar information related to MPO Board meetings and agenda items.

Under Section 508 of the Rehabilitation Act of 1973, it is required that the DCHC MPO make their electronic and information technology accessible to people with disabilities. In response to the Section 508 requirements and the needs of member agencies and the public, the DCHC MPO's website has recently been redesigned and upgraded in 2014 to provide a state of the practice web presence that has become essential in delivering cost-efficient services and information.

The new MPO website uses the Civica software portal, which provides user-driven customization, communication and usability such as low graphics vs. graphics version of the website at different font sizes. The website also uses the *Google Translate* tool that can easily convert the web content in many different languages. This redesign of the MPO website also provides intuitive access to important content on MPO programs, plans, projects, publications, and public involvement. Overall, the new website have a robust content management system, mobile friendly interface, GIS mapping, integration with social media, improved analytics, reporting and administrative tools.

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The website allows public to send general comments as well as specific comments addressed to the MPO's Board or the Technical Coordinating Committee. However, the commenting window requires a CAPTCHA code, which place text into an image to forbid robots from accessing the web site. The CAPTCHA codes are often problematic for people who are visually impaired or who are using software that reads what is on the screen.

Following the City of Durham's website, the DCHC MPO could also provide a link to the BrowseAloud software on the MPO's website. The BrowseAloud software is a new cloud-based tool that adds speech, reading and translation support to the website facilitating access and participation for those people with print disabilities, dyslexia, low literacy, mild visual impairments and those with English as a second language. Users of the BrowseAloud program can have the text read in 35 languages, including English, Spanish, Dutch, French, German, Italian, Japanese, Korean, Portuguese and Russian.

The DCHC MPO should work with an ADA Oversight Committee to guide development of similar easy web browsing features for other local governments in the MPO region that can help people with vision and other difficulties.

The detailed results of the Section 508 Compliance review of the MPO's website are summarized in Table 4.

Table 4 Section 508 Compliance Review of the DCHC MPO Website

Section 508 Standards	Review Comments	Action Items
Text Equivalent for every non-text element shall be provided	Over 95% of the images, media, plug-ins have content that conveys alternative text	
	Over 95% of the 'alt' text succinctly describes the content without being too verbose or vague	
	Over 95% of Complex graphics [like graphs and charts] have a text description	
	Images with a function have alternative text if it is pointing to an asset	
	Decorative graphics are CSS background images or have null/empty alt values [alt=""] to avoid redundancy	
	95% of all transcripts are provided with audio content [agenda minutes are accompanied with audio files]	
Equivalent alternatives for any multimedia presentation is synchronized with the presentation	The website has this capability but no media files are loaded at this time	

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Section 508 Standards	Review Comments	Action Items
Web Pages shall be designed so that all information conveyed with color is also available without color from context or markup	DCHC MPO website has a low graphics setting that allows sufficient contrast and color is not used as the only way to convey important content	
Documents shall be organized so that they are readable without requiring a style sheet	At this time 95% of all documents created and added to the website are pdfs and do not require a style sheet To help LPA staff create documents that comply with all 508 compliance criteria, an online help page with tutorials and accessibility checklist has been set up http://www.dchcmmpo.org/howdoi/create/online/default.asp	
Redundant text links are provided for each active region of a server side image map. Client-side image maps are provided.	95% of the website has this feature including a sitemap that allows for navigation without the navigation menus	
Row and column headers are identified for data tables	Data tables have column and /or row headers identified using <th> element Tables used only for layout do not used <th> element	
Markup is used to associate data cells and header cells for data tables so that there are always two or more logical levels of row or column headers	Data table cells are associated with the appropriate headers using the scope or id/headers attributes for each webpage generated	
Frames are titled with text that allows frame identification and navigation	Each frame is given a title describing the frame's purpose or content	
Pages are designed to avoid causing screen to flicker with a frequency > 2 Hz and < 55 Hz	This has been designed into the site with CSS rules that cannot be altered, except by an administrator	
A text-only page, with equivalent Information or functionality, shall be provided to make a web site comply with the provisions of this part, when compliance cannot be accomplished in any other way. The content of the text-only page shall be updated whenever the primary page changes	All information pages are available in text only format in the low-graphics version of the website	
Pages using scripting languages to display content, create interface elements – provide information on the scripted element that can be identified and read by assistive technology	DCHC MPO Pages that do not contain form elements do provide information that can be read by assistive technology, but the coding is sometimes inconsistent. The vendor is working to make the pages display information more consistently so that all assistive technology devices can access the information	
When a web page requires that	Applets and plug-ins are not used on the website at this time	

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Section 508 Standards	Review Comments	Action Items
an applet, plug-in or other application be present on the client system to interpret page content, the page must provide a link to a plug-in or applet	– verified	
Electronic forms that are designed to be completed on-line, will allow people using assistive technology to access the information, field elements and functionality required to complete a form	To pass this requirement all forms have to be coded so that the scripting form elements do not interfere with assistive technology - it is suggested that <input>, <textarea> and <select> elements always have label elements associated with them to allow this functionality	At this time forms have been modified to have some functionality with assistive technology. Vendor will continue to make improvements on this feature
Method provided to allow users to skip repetitive navigation links	Use of breadcrumbs that are present on all website generated pages allows this feature	
When a timed response is required, the user shall be alerted and given sufficient time to indicate more time is required	This website has no timed response dialog	

4.5 Social Media Services

The upgraded DCHC MPO website is integrated with two social media platforms: Twitter and Facebook. This will provide engagement with broader groups of people as social media usage is pervasive in every age group from pre-teen to senior citizens. It has become part of everyday life and planners are finding innovative ways to incorporate its use in public outreach and engagement. Over 66 percent of federal, state and local governments are using social media. Potential project uses include:

- Discussion Boards and Blogs
- Mass Outreach and Notifications
- File sharing
- Video sharing
- Virtual meetings
- Simulated environments

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- Polling on alternatives
- Real time alerts

Consequently, a plan for social media has become critical on every plan development process.

The social media technology provides another opportunity for people with disabilities to provide input by sharing ideas with online communities using personal messages, videos, etc.

Social media is a powerful platform because it encourages collaboration and develops reciprocity among fellow citizens, or transportation system users. In general, for people with disabilities, the benefits are even more profound due to the opportunities for participation. In many cases, social media can even remove the barriers to ensure that participation is possible online when it would have been challenging in person. However, some users found that use of the mobile version of these platforms work better with assistive technologies such as screen readers. Facebook and Twitter both offer limited accessibility support with assistive technology use. The American Foundation for the Blind (AFB) has released a revolutionary video player which makes it easy for blind and vision impaired people to play online videos, and is making it available to website owners and developers for free.

The DCHC MPO should update the Public Involvement Plan to define a vision for outreach strategies via social media.

The DCHC MPO should also evaluate the merits of a new online engagement technology called MindMixer (<http://mindmixer.com/>). This technology provides an online forum for people to attend public meetings anytime, from anywhere, and to provide their input online. In essence, it is a powerful technology for people of all ages and background to share ideas and brainstorm solutions online. Mindmixer has been deployed in many local governments and planning organizations around the country at a reasonable cost, including the City of Raleigh's Urban Design Center.

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5. Findings and Action Plan

A self-assessment study was undertaken by the DCHC MPO to develop this ADA Transition Plan in accordance with two civil rights legislations:

- Americans with Disabilities Act of 1990 (ADA), Title II Regulations, Nondiscrimination on the Basis of Disability in State and Local Government Services, and
- Section 504 of the Rehabilitation Act of 1973, as amended, Nondiscrimination on the Basis of Disability in Programs or Activities Receiving Federal Financial Assistance.

The intent of both of these regulations is to provide program accessibility. In other words, individuals with disabilities should have equal access to MPO services and activities.

The disability characteristics of civilian populations living in Durham, Orange, and Chatham counties show that approximately 8.5 percent of the non-institutionalized civilian population in Orange County, 10.4 percent in Durham County, and 12.1 percent in Chatham County has at least one or more disability. These add up to a total disability population of 47,437 in the 3-county area. In this disability demographic group, 11,929 people have a hearing difficulty, 9,669 people have a vision difficulty, and 24,559 people have an ambulatory difficulty

With development of this ADA Transition Plan, the DCHC MPO is ensuring that the MPO will make reasonable accommodation for employees and members of the public with disabilities in its planning process and service delivery. This ADA Transition Plan provides a road map to correct any deficiencies and further push the envelope in effectively communicating with people with disabilities.

As the Lead Planning Agency (LPA) of the DCHC MPO, the City of Durham is responsible for working with other state and local governments and transit operators to identify and remove barriers that limit the ability of individuals with disabilities to fully participate in the MPO-sponsored activities such as public meetings, public hearings, and design charrettes.

The MPO employs a staff of eleven to carry out various planning, modeling and program development functions. The DCHC MPO members include the Town of Carrboro, Town of Chapel Hill, Chapel Hill Transit (CHT), Chatham County, Durham Area Transit Authority (DATA), Durham County, Town of Hillsborough, Orange County, GoTriangle, Triangle J Council of Governments (TJCOG), and the North Carolina Department of Transportation (NCDOT).

The Long Range Transportation Plan (LRTP) development process is led by the DCHC MPO staff and includes extensive public engagement and stakeholder consultation throughout the region.

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The LRTP includes transit, pedestrian and ITS elements which deal with ADA-mandated design requirements. However, transit planning and design is carried out by the transit operators in the region, pedestrian planning and design is carried out by each local government in the MPO, and ITS planning and design is carried out by the NCDOT. Consequently, the MPO's role in ensuring ADA compliance in these facilities and services are more advisory in nature. In other words, the DCHC MPO is not responsible for pedestrian facilities in the public right-of-way.

As a regional planning agency, the DCHC MPO shall positively influence ADA compliance in the region by developing a GIS database of PROW facilities (within the next three years) and then tracking progress in making those facilities ADA-compliant. This database monitoring approach can facilitate discussion among the responsible agencies to identify non-compliant, high-pedestrian locations through an annual evaluation process, and facilitate MTIP development for accessibility improvements to bring facilities into compliance as part of new construction and alteration (e.g., road resurfacing) projects.

The GIS database will likely include the following PROW facilities and related attributes for monitoring ADA compliance over time:

- Curb Ramps
- Sidewalks
- Crosswalks
- Parking Lots
- On-street parking
- Pedestrian Traffic Signals
- Bus Stops and Shelters
- Shared Use Trails
- Parks/Recreational Facilities

Almost all ADA contact persons in the region wear multiple hats within their department. The ADA related duties are often shared across multiple departments or divisions within an agency. The contact persons listed in this report will be posted on the MPO website immediately (within three months of Plan adoption). This would allow people with disabilities to request for access modifications to engage in transportation plan development activities of the DCHC MPO and with their mobility needs within the MPO region through paratransit services.

The DCHC MPO will utilize the DCHC MPO's ADA grievance procedure, once finalized and publicized via the City's website. This grievance procedure is applicable for DCHC MPO's projects that are located within the City and County of Durham. For any ADA complaint related to DCHC MPO projects that fall outside Durham County, the DCHC MPO will refer to local

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jurisdiction involved, and if grievance procedures don't exist for that local jurisdiction, the DCHC MPO may choose to refer the complaint to the North Carolina Department of Transportation (NCDOT), Federal Highway Administration (FHWA) or Federal Transit Authority (FTA), depending on the nature of the complaint.

In the longer term (within three years), the DCHC MPO shall consider creating an ADA oversight committee to finalize the proposed MPO-specific ADA non-discrimination policy and grievance procedures for all partner agencies in the MPO region. The role of the committee would be to coordinate among the MPO members as well as non-profit advocacy agencies external to the MPO. In addition, the committee's functions would include:

1. Review of current ADA regulations and design guidelines
2. Review TIP funding allocation on ADA improvements
3. Develop recommendations of ADA policies and grievance procedures
4. Determine ADA training needs for staff
5. Define requests and complaints for reasonable accommodation
6. Develop ADA compliance monitoring and auditing process

In the interim, the DCHC MPO will follow the proposed ADA related non-discrimination policy statement and Notice that were developed as part of this ADA Transition Plan. **The DCHC MPO shall adopt a formal ADA non-discrimination policy statement and ADA-related Notice by working with an ADA oversight committee (within the next three years).** This policy statement may explicitly refer to key planning and project prioritization services that the DCHC MPO is routinely responsible for to improve the pedestrian and urban environment

The MPO-sponsored studies require extensive public involvement process. The MPO also participates in Environmental Impact Studies (EIS) sponsored by the NCDOT and transit studies sponsored by the GoTriangle. These studies require public workshops as well as public hearings. While the DCHC MPO is not responsible for scheduling facilities for these events, they are typically conducted in popular destinations and places with convenient access and parking for people with disabilities.

The MPO shall maintain a short list of accessible meeting locations in the MPO region (within three months of this Plan adoption) that can be posted on the MPO website as well as distributed to MPO partner agencies prior to scheduling any public forums. These meeting locations must be readily accessible to and usable by individuals with disabilities.

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The MPO shall also have the MPO's ADA notice available for partner agencies (within three months of this Plan adoption) to ensure that communications with stakeholders and members of the public with disabilities are as effective as communications with others, including providing auxiliary aids and services when necessary.

While it is the responsibility of paratransit operators and municipal owners of the parking decks and parking lots to follow ADA requirements, the MPO shall play a role in conducting ADA webinars and workshops (within the next three years) to raise the awareness of parking regulations and best ADA practices.

Also, the DCHC MPO will sponsor webinars and workshops (within the next three years) on **Accessible Pedestrian Signals**. The purpose would be to raise the awareness level of these assistive ITS technologies in the region so that communities can choose when and where to apply these ITS solutions for maximum benefits at a reasonable cost.

The DCHC MPO shall work with an ADA Oversight Committee to guide development of easy web browsing features (within the next three years) similar to the ones that the City of Durham implemented (e.g., BrowseAloud) for other local governments in the MPO region that can help people with vision and other difficulties.

The DCHC MPO shall update the Public Involvement Plan (within 3 months of this Plan adoption) to define a vision for outreach strategies via social media.

The DCHC MPO shall also evaluate the merits of a new online engagement technology called **MindMixer** (within the next three years). This technology provides an online forum for people to attend public meetings anytime, from anywhere, and to provide their input online. In essence, it is a powerful technology for people of all ages and background to share ideas and brainstorm solutions online.

Appendix A – List of Acronyms

504:	Section 504 of the Rehabilitation Act of 1973 is a national law that protects qualified individuals from discrimination based on their disability. The nondiscrimination requirements of the law apply to employers and organizations that receive financial assistance from any Federal department or agency. Section 504 forbids organizations and employers from excluding or denying individuals with disabilities an equal opportunity to receive program benefits and services. It defines the rights of individuals with disabilities to participate in, and have access to, program benefits and services.
511:	The North Carolina 511 system is part of a nationwide effort to disseminate travel information to the public via telephone. 511 uses an automated voice response system. Callers can ask for specific areas, and the system will provide information about traffic incidents, closures and other important roadway conditions.
5303:	Metropolitan & Statewide Planning Funding source from the Federal Transit Administration. These programs provide funding to support cooperative, continuous, and comprehensive planning for making transportation investment decisions in metropolitan areas and statewide. Eligible Recipients include State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs).
5307:	Formula funding source from the Federal Transit Administration. Utilized for transit capital and operating assistance in urbanized areas.
5309:	Fixed Guideway Capital Investment Grants from Federal Transit Administration. Also known as “New Starts/Small Starts,” this program awards grants on a competitive basis for major investments in new and expanded rail, bus rapid transit (BRT), and ferry systems. The fixed guideway modernization, bus and bus facilities programs, which were previously funded under Section 5309, have now been restructured and moved to a new Section 5337 State of Good Repair Program and a new Section 5339 Bus and Bus Facilities Program.
ACS:	American Community Survey
ADA:	Americans with Disabilities Act
APS:	Accessible Pedestrian Signal

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CAMPO:	Capital Area Metropolitan Planning Organization
CHT:	Chapel Hill Transit
CMP:	Congestion Management Process
CTP:	Comprehensive Transportation Plan
DATA:	Durham Area Transit Authority
DCHC:	Durham-Chapel Hill-Carrboro
DOJ:	Department of Justice
FHWA:	Federal Highway Administration
FTA:	Federal Transit Administration
GIS:	Geographic Information System
GPS:	Global Positioning System
ITS:	Intelligent Transportation System
LPA:	Lead Planning Agency
LRTP:	Long Range Transportation Plan
MPO:	Metropolitan Planning Organization
MTIP:	Metropolitan Transportation Improvement Program
MTP:	Metropolitan Transportation Plan
NCDOT:	North Carolina Department of Transportation
OPT:	Orange Public Transportation
PROW:	Public Rights-of-Way
PROWAG:	Public Rights-of-Way Accessibility Guidelines
RTP:	Research Triangle Park
STP:	Surface Transportation Program
TJCOG:	Triangle J Council of Governments

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TTA: GoTriangle
TTD: Text Telephone
TTY: Text Telephone

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Appendix B – Glossary of ADA-Related Terms

The following definitions were taken from the Americans with Disabilities Act (ADA) and other reference materials. They are commonly used terms and may have various definitions depending on context.

A

Access Aisle

An accessible pedestrian space located between elements, such as parking spaces, seating, and desks that provides clearances appropriate for use of the elements.

Administrative Authority

A governmental agency that adopts or enforces regulations and guidelines for the design, construction, or alteration of buildings and facilities.

Access Barriers

Any obstruction that prevents people with disabilities from using standard facilities, pedestrian access routes, equipment or resources.

Access Board

An independent federal agency devoted to accessibility for people with disabilities. The Access Board developed the accessibility guidelines for the ADA and provides technical assistance and training on these guidelines. The agency also is referred to as the Architectural and Transportation Barriers Compliance Board.

Accessible

Refers to a site, facility, work environment, pedestrian access route, service, or program that is easy to approach, enter, operate, participate in, and/or use safely and with dignity by a person with a disability.

Accessible Element

An element that is provided to accommodate people with disabilities (for example, telephone, controls, and the like).

Accessible Pedestrian Signals (APS)

These signals provide information in non-visual format, which includes audible tones or verbal messages, and/or vibrotactile information.

*DCHC MPO – ADA Transition Plan***Accessible Route**

A continuous unobstructed path connecting all accessible elements and spaces of a building or facility. Interior accessible routes may include corridors, floors, ramps, elevators, lifts, and clear floor space at fixtures. Exterior accessible routes may include parking access aisles, curb ramps, crosswalks at vehicular ways, walks, ramps, and lifts.

Accessible Space

Space that allows for the accommodation of people with disabilities around an object.

Accessibility

As required by the Americans with Disabilities Act, removal of barriers that would hinder a person with a disability from entering, functioning, and working within a facility. Required restructuring of the facility cannot cause undue hardship for the employer.

ADA Title I

Title I is the section of the ADA which covers the employment of people with disabilities. Title I requires employers with 15 or more employees to provide qualified individuals with disabilities an equal opportunity to benefit from the full range of employment-related opportunities available to others. For example, it prohibits discrimination in recruitment, hiring, promotions, training, pay, social activities, and other privileges of employment. It restricts questions that can be asked about an applicant's disability before a job offer is made, and it requires that employers make reasonable accommodation to the known physical or mental limitations of otherwise qualified individuals with disabilities, unless it results in undue hardship.

ADA Title II

Title II is the section of the ADA which covers the access to and participation in state and local government benefits, activities, and services by people with disabilities. It covers all activities of State and local governments regardless of the government entity's size or receipt of Federal funding. Title II requires that State and local governments give people with disabilities an equal opportunity to benefit from all of their programs, services, and activities (e.g. public education, employment, transportation, recreation, health care, social services, courts, voting, and town meetings).

Affirmative Action

A set of positive steps that employers use to promote equal employment opportunity and to eliminate discrimination. It includes expanded outreach, recruitment, mentoring, training, management development and other programs designed to help employers hire, retain and advance qualified workers from diverse backgrounds, including persons with disabilities. Affirmative action means inclusion, not exclusion. Affirmative action does not mean quotas and is not mandated by the ADA.

*DCHC MPO – ADA Transition Plan***Alteration**

Modification made to an existing building or facility that goes beyond normal maintenance activities and effects or could affect usability.

Alternate Pedestrian Access Route

A temporary accessible route used when the existing pedestrian access route is blocked by construction, alteration, maintenance, or other temporary condition(s).

Americans with Disabilities Act (ADA)

A comprehensive, federal civil rights law that prohibits discrimination on the basis of disabilities in employment, state and local government programs and activities, public accommodations, transportation, and telecommunications.

An individual must meet one of the following three tests: (a) have a physical or mental impairment that substantially limits one or more of the major life activities of such individual; (b) have a record of such impairment; or (c) be regarded as having an impairment. (Same as Section 504 of the Rehabilitation Act of 1973 and the Fair Housing Amendments of 1988.)

Americans with Disabilities Act Amendments Act (ADAAA)

Enacted on September 25, 2008, and becoming effective on January 1, 2009, making a number of significant changes to the definition of “disability” and directing the U.S. Equal Employment Opportunity Commission (EEOC) to amend its ADA regulations to reflect the changes made by the ADAAA. The final regulations were published in the Federal Register on March 25, 2011.

Americans with Disabilities Act Accessibility Guidelines (ADAAG)

Scoping and technical requirements to be applied during the design, construction, and alteration of buildings and facilities covered by titles II and III of the ADA to the extent required by regulations issued by federal agencies, including the Department of Justice and the Department of Transportation.

Assistive Devices

Tools that enable individuals with disabilities to perform essential job functions, e.g., telephone headsets, adapted computer keyboards, enhanced computer monitors.

Assistive Technology

Technology used to assist a person with a disability, e.g., wheelchair, hand splints, computer-based equipment.

Auxiliary Aids and Services

Under titles II and III of the ADA, includes a wide range of services and devices that promote effective communication or allows access to goods and services. Examples of auxiliary aids and

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services for individuals who are deaf or hard of hearing include qualified interpreters, note takers, computer-aided transcription services, written materials, telephone handset amplifiers, assistive listening systems, telephones compatible with hearing aids, closed caption decoders, open and closed captioning, telecommunications devices for deaf persons (TDDs), videotext displays, and exchange of written notes. Examples for individuals with vision impairments include qualified readers, taped texts, audio recordings, Braille materials, large print materials, and assistance in locating items. Examples for individuals with speech impairments include TDDs, computer terminals, speech synthesizers, and communication boards.

B

Backslope

A sideslope that goes up as the distance increases from the roadway (cut slopes).

Barriers

Obstacles that prevent people with disabilities from fully participating in society.

Barrier Removal

Removal, rearrangement, or modification of objects positioned or structured in a manner that impedes access.

Braille

System of embossed characters formed by using a Braille cell, a combination of six dots consisting of two vertical columns of three dots each. Each simple Braille character is formed by one or more of these dots and occupies a full cell or space. Some Braille may use eight dots.

C

Circulation Path

An exterior or interior way of passage from one place to another for pedestrians, including, but not limited to, walks, hallways, courtyards, stairways, and stair landings.

Civil Rights Act of 1991

Federal law that capped compensatory and punitive damages under title I of the ADA for intentional job discrimination. The law also amended the ADA's definition of an employee, adding "with respect to employment in a foreign country, such term includes an individual who is a citizen of the United States."

Clear Floor Space

The minimum unobstructed floor or ground space required to accommodate a single, stationary wheelchair and occupant.

*DCHC MPO – ADA Transition Plan***Clear Width**

The unobstructed width within a pedestrian circulation path. The clear width within a pedestrian circulation path must meet the accessibility criteria for a pedestrian access route.

Covered Entity

Under the ADA, "covered entity" is an entity that must comply with the law. Under title I, covered entities include employers, employment agencies, labor organizations, or joint labor-management committees. Under title II, covered entities include state and local government instrumentalities, the National Railroad Passenger Corporation, and other commuter authorities, and public transportation systems. Under title III, covered entities include public accommodations such as restaurants, hotels, grocery stores, retail stores, etc., as well as privately owned transportation systems.

Counter Slope

The slope of the gutter or roadway at the foot of a curb ramp or landing where it connects to the roadway, measured along the axis of the running slope extended.

Cross Slope

The slope that is perpendicular to the direction of travel (see running slope).

Crosswalk

A marked or unmarked pedestrian crossing, typically at an intersection, that connects the pedestrian access routes on opposite sides of a roadway. A crosswalk must meet accessibility criteria.

Curb Extension

A curb and sidewalk bulge or extension into the parking lane used to decrease the length of a pedestrian crossing and increase visibility for the pedestrian and driver.

Curb Ramp

A short ramp cutting through a curb or built up to it.

D**Detectable Warning**

A standardized tactile surface feature built in or applied to walking surfaces or other elements to warn visually impaired people of hazards on a circulation path.

Direct Threat

A significant risk to the health or safety of a person with a disability or to others that cannot be eliminated by reasonable accommodation.

*DCHC MPO – ADA Transition Plan***Disability**

The limitation of normal physical, mental, social activity of an individual. There are varying types (functional, occupational, learning), degrees (partial, total), and durations (temporary, permanent) of disability with respect to an individual: a physical or mental impairment that substantially limits one or more of the major life activities of such individual; a record of such an impairment; or being regarded as having such an impairment.

Discrimination

Act of making a difference in treatment or favor on a basis other than individual merit.

E**Egress, Means of**

A continuous and unobstructed way of exit travel from any point in a building or facility to a public way. A means of egress comprises vertical and horizontal travel and may include intervening room spaces, doorways, hallways, corridors, passageways, balconies, ramps, stairs, enclosures, lobbies, horizontal exits, courts and yards. An accessible means of egress is one that complies with these guidelines and does not include stairs, steps, or escalators. Areas of rescue assistance or evacuation elevators may be included as part of accessible means of egress.

Element

An architectural or mechanical component of a building, facility, space, or site, or public right-of-way, e.g., telephone, curb ramp, door, drinking fountain, seating, or water closet.

Entrance

Any access point to a building or portion of a building or facility used for the purpose of entering. An entrance includes the approach walk, the vertical access leading to the entrance platform, the entrance platform itself, vestibules if provided, the entry door(s) or gate(s), and the hardware of the entry door(s) or gate(s).

Escort Services

(Also called ***transportation services***.) Provides transportation for older adults to services and appointments. May use bus, taxi, volunteer drivers, or van services that can accommodate wheelchairs and persons with other special needs.

*DCHC MPO – ADA Transition Plan***Essential Job Functions**

The fundamental job duties of the employment position that the individual with a disability holds or desires. The term essential functions, does not include marginal functions of the position.

Equal Employment Opportunity

An opportunity to attain the same level of performance or to enjoy equal benefits and privileges of employment as are available to an average similarly-situated employee without a disability.

Existing Facility

Refers to buildings that were constructed before the ADA went into effect. A public accommodation's building constructed before the effective date of title III does not have to be fully accessible unless the removal of barriers, including structural ones, is readily achievable.

F**Facility**

All or any portion of buildings, structures, site improvements, complexes, equipment, roads, walks, passageways, parking lots, or other real or personal property located on a site.

FM Sound Amplification System

Electronic amplification system consisting of three components: a microphone or transmitter, monaural FM receiver and a combination charger and carrying case. It provides wireless FM broadcast from a speaker to a listener who has a hearing impairment.

Functionally Disabled

A person with a physical or mental impairment that limits the individual's capacity for independent living.

Furnishing Zone

A linear portion of the sidewalk corridor, adjacent to the curb, that contains elements such as trees, signal poles, utility poles, street lights, street signs, controller boxes, hydrants, parking meters, driveway aprons, planting strips, or street furniture.

Frontage Zone

A linear portion of the sidewalk corridor, adjacent to the edge of the right-of-way.

*DCHC MPO – ADA Transition Plan***G****Grade**

The slope parallel to the direction of travel that is calculated by dividing the vertical change in elevation by the horizontal distance covered.

Grade Break

The intersection of two adjacent surface planes with different grade elevations.

Gutter

A trough or dip used for drainage purposes that runs along the edge of the trail or street and curb or curb ramp.

H**Health**

The state of complete physical, mental, and social well-being and not merely the absence of disease or infirmity. It is recognized, however, that health has many dimensions (anatomical, physiological, and mental) and is largely culturally defined. The relative importance of various disabilities will differ depending upon the cultural milieu and the role of the affected individual in that culture. Most attempts at measurement have been assessed in terms of morbidity and mortality.

Hearing Impairments

Complete or partial loss of ability to hear caused by a variety of injuries or diseases including congenital defects.

I**Impairment**

Term used in the ADA definition of disability. Includes any physiological disorder or condition, cosmetic disfigurement, or anatomical loss affecting one or more body systems, such as neurological, musculoskeletal, special sense organs, respiratory (including speech organs), cardiovascular, reproductive, digestive, genitourinary, immune, circulatory, hemic, lymphatic, skin, and endocrine; or any mental or psychological disorder, such as an intellectual disability (formerly termed "mental retardation"), organic brain syndrome, emotional or mental illness, and specific learning disabilities.

Interpreter

Professional person who assists a deaf person in communicating with hearing people.

*DCHC MPO – ADA Transition Plan***Intersection**

An area where two or more pathways or roadways join together.

Island

A pedestrian refuge within the right-of-way and traffic lanes of a highway or street; also used as a loading stop for light rail or buses.

J**Job Analysis**

A formal process in which information about a specific job or occupation is collected and analyzed.

Job Description

A detailed summary, usually written, of the major components of a job. A typical job description consists of six major components: essential job functions, knowledge and critical skills, physical demands, environmental factors, the roles of the ADA and other federal laws such as the Occupational Safety Health Act (OSH Act), and any explanatory information that may be necessary to clarify job duties or responsibilities.

Job Related and Consistent with Business Necessity

Standard used to determine whether a qualification standard or employment policy concerns an essential aspect of the job and is required to meet the needs of the business.

K

None at this time.

L**Landing**

A level paved area, within or at the top and bottom of a stair or ramp, designed to provide turning and maneuvering space for wheelchair users and as a resting place for pedestrians.

Learning Disability

A disorder in one or more of the basic psychological processes involved in understanding or in using language, spoken or written, which may manifest itself in an imperfect ability to listen, think, speak, read, write, spell, or to do mathematical calculation. The term includes such conditions as perceptual handicaps, brain injury, and minimal brain dysfunction.

*DCHC MPO – ADA Transition Plan***M****Major Life Activity**

Term used in the ADA definition of disability. It refers to activities that an average person can perform with little or no difficulty. Major life activities include, but are not limited to: caring for oneself, performing manual tasks, seeing, hearing, eating, sleeping, walking, standing, sitting, reaching, lifting, bending, speaking, breathing, learning, reading, concentrating, thinking, communicating, interacting with others, and working; and the operation of a major bodily function, including functions of the immune system, special sense organs and skin; normal cell growth; and digestive, genitourinary, bowel, bladder, neurological, brain, respiratory, circulatory, cardiovascular, endocrine, hemic, lymphatic, musculoskeletal, and reproductive functions. The operation of a major bodily function includes the operation of an individual organ within a body system.

Marginal Job Functions

Functions that are not considered essential to a job. Employers must consider removing marginal job functions as an accommodation under the ADA, but do not have to remove essential functions as an accommodation.

Marked Crossing

A crosswalk or other identified path intended for pedestrian use in crossing a vehicular way.

Maximum Extent Feasible

Applies to the occasional case where the nature of an existing facility makes it virtually impossible to comply with applicable accessibility standards through a planned alteration.

Median

An island in the center of a road that provides pedestrians with a place of refuge and reduces the crossing distance between safety points.

Mental Health

The capacity in an individual to function effectively in society. Mental health is a concept influenced by biological, environmental, emotional, and cultural factors and is highly variable in definition, depending on time and place. It is often defined in practice as the absence of any identifiable or significant mental disorder and sometimes improperly used as a synonym for mental illness.

Mental Illness/Impairment

A deficiency in the ability to think, perceive, reason, or remember resulting in loss of the ability to take care of one's daily living needs.

*DCHC MPO – ADA Transition Plan***Midblock Pedestrian Crossing**

A marked pedestrian crossing located between intersections.

Minimum Clearance Width

The narrowest point on the sidewalk or trail. A minimum clear width is created when significant obstacles, such as utility poles or tree roots, protrude into the sidewalk and reduce the design width.

Mitigating Measures

Medical treatment or devices that lessen the effects of an impairment. When determining whether a person is substantially limited in a major life activity, we ignore the beneficial effects of mitigating measures except ordinary eyeglasses or contact lens. Mitigating measures include things such as: medication, medical supplies, equipment, or appliances, low-vision devices (defined as devices that magnify, enhance, or otherwise augment a visual image, but not including ordinary eyeglasses or contact lenses), prosthetics including limbs and devices, hearing aid(s) and cochlear implant(s) or other implantable hearing devices, mobility devices, and oxygen therapy equipment and supplies; use of assistive technology; reasonable accommodations or "auxiliary aids or services," learned behavioral or adaptive neurological modifications; or psychotherapy, behavioral therapy, or physical therapy.

Mobility Impairment

Disability that affects movement ranging from gross motor skills such as walking to fine motor movement involving manipulation of objects by hand.

N

None at this time.

O

None at this time.

P**Passenger Loading Zone**

An area provided for pedestrian to board/disembark a vehicle.

Path of Travel

An accessible pathway for people with disabilities to move through or access spaces.

*DCHC MPO – ADA Transition Plan***Pedestrian**

A person walking or traveling by means of a wheelchair, electric scooter, crutches or other walking devices or mobility aids. Use the term pedestrian is meant to include all people with disabilities regardless of which equipment they may use to assist their self-directed locomotion.

Pedestrian Access Route (PAR)

A pedestrian access route is a continuous, unobstructed walkway within a pedestrian circulation path that provides accessibility. The route is a corridor of accessible travel through public right-of-ways that has a specified minimum width and cross slope.

Pedestrian Circulation Path

An exterior or interior way of passage provided for pedestrian travel. Pedestrian circulation paths are required to contain a continuous pedestrian access route that connects to all adjacent pedestrian facilities, elements and spaces that are required to be accessible.

Pedestrian Facilities

Walkways such as sidewalks, crosswalks, walking and hiking trails, shared use paths, pedestrian separations and other improvements for pedestrian travel.

People with Disabilities

A term to describe a group of individuals with conditions that prevents them from performing a task or function because of a physical or mental impairment without an accommodation. When describing a group with a certain disability always refer to the people with the particular disability like, people with hearing disabilities.

Person with a Disability

A term to describe an individual who meets one of the following criteria designating what is a disability. If they have a physical or mental impairment that substantially limits one or more major life activities, have a record of such impairment, or are regarded as having such impairment. When describing an individual with a certain disability always refer to them as a person with the particular disability like, person with a hearing disability.

Physical or Mental Impairment

Any physiological disorder or condition, cosmetic disfigurement, or anatomical loss affecting one or more of the following body systems: neurological; musculoskeletal; special sense organs; respiratory, including speech organs; cardiovascular; reproductive; digestive; genito-urinary; hemic and lymphatic; skin; and endocrine; or any mental or psychological disorder, such as mental retardation, organic brain syndrome, emotional or mental illness, and specific learning disabilities (Americans with Disabilities Act of 1990).

Private Facility

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A place of public accommodation or a commercial facility subject to title III of the ADA and 28 C.F.R. part 36 or a transportation facility subject to title III of the ADA and 49 C.F.R. 37.45.

Protruding Objects

These are objects that may project into circulation paths in a manner that is hazardous to people with vision impairments. Unlike requirements for pedestrian access routes, these criteria would apply to the full circulation space of sidewalks and other pedestrian paths. Objects mounted on walls or post with leading edges above the standard sweep of canes above 27 inches and below the standard head room clearance would be limited to a 4 inch protrusion.

Public Accommodations

Entities that must comply with Title III. The term includes facilities whose operations affect commerce and fall within at least one of the following 12 categories: places of lodging (e.g., inns, hotels, motels) (except for owner-occupied establishments renting fewer than six rooms); establishments serving food or drink (e.g., restaurants and bars); places of exhibition or entertainment (e.g., motion picture houses, theaters, concert halls, stadiums); places of public gathering (e.g., auditoriums, convention centers, lecture halls); sales or rental establishments (e.g., bakeries, grocery stores, hardware stores, shopping centers); service establishments (e.g., laundromats, dry-cleaners, banks, barber shops, beauty shops, travel services, shoe repair services, funeral parlors, gas stations, offices of accountants or lawyers, pharmacies, insurance offices, professional offices of health care providers, hospitals); public transportation terminals, depots, or stations (not including facilities relating to air transportation); places of public display or collection (e.g., museums, libraries, galleries); places of recreation (e.g., parks, zoos, amusement parks); places of education (e.g., nursery schools, elementary, secondary, undergraduate, or postgraduate private schools); social service center establishments (e.g., day care centers, senior citizen centers, homeless shelters, food banks, adoption agencies); and places of exercise or recreation (e.g., gymnasiums, health spas, bowling alleys, golf courses).

Public Entity

Entities that must comply with Title II. The term is defined as: any state or local government; any department, agency, special purpose district, or other instrumentality of a state or local government; or certain commuter authorities as well as AMTRAK. It does not include the federal government.

Public Facility

A facility or portion of a facility constructed by, on behalf of, or for the use of a public entity subject to title II of the ADA and 28 C.F.R. part 35 or to title II of the ADA and 49 C.F.R. 37.41 or 37.43.

Public Use

DCHC MPO – ADA Transition Plan

Describes interior or exterior rooms or spaces that are made available to the general public. Public use may be provided at a building or facility that is privately or publicly owned.

Q**Qualified Individual with a Disability**

An individual with a disability who, with or without reasonable modification to rules, policies, or practices, the removal of architectural, communication, or transportation barriers, or the provision of auxiliary aids and services, meets the essential eligibility requirements for the receipt of services or the participation in programs or activities provided by a public entity (Americans with Disabilities Act of 1990).

R**Ramp**

A walking surface which has a running slope greater than 1:20.

Ramp Connection

A pavement at the end of a ramp, connecting to a main lane of a roadway.

Rehabilitation Act of 1973

The Rehabilitation Act that prohibits discrimination on the basis of a disability by the federal government, federal contractors, by recipients of federal financial assistance, and in federally conducted programs and activities. Section 504 states that “no qualified individual with a disability in the United States shall be excluded from, denied the benefits of, or be subjected to discrimination under” any program or activity that either receives Federal financial assistance or is conducted by any Executive agency or the US Postal Services. This applies to programs in cities that receive federal funds.

Readily Achievable

Easily accomplishable and able to be carried out without much difficulty or expense. In determining whether an action is readily achievable, factors to be considered include nature and cost of the action, overall financial resources and the effect on expenses and resources, legitimate safety requirements, impact on the operation of a site, and, if applicable, overall financial resources, size, and type of operation of any parent corporation or entity. Under Title III, public accommodations must remove barriers in existing facilities if it is readily achievable to do so.

Reasonable Accommodation

Under Title I, a modification or adjustment to a job, the work environment, or the way things usually are done that enables a qualified individual with a disability to enjoy an equal

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employment opportunity. Reasonable accommodation is a key nondiscrimination requirement of the ADA.

Rest Area

A level portion of a trail that is wide enough to provide wheelchair users and others a place to rest and gain relief from the prevailing grade and cross-slope demands of the path.

Right-of-Way

The rights, title, and interest in real property necessary for the construction and maintenance of the project. Private property rights may be acquired by donation or acquisition and be feeing-simple, easement, or other form of use agreement acceptable to the parties. The property rights must be of sufficient duration to match the design life of the project, and in a form that can be recorded on the land records.

Running Slope

The slope that is parallel to the direction of travel (see cross slope).

S**Section 508 of the Rehabilitation Act**

Legislation that requires federal agencies to develop, procure, and use accessible electronic and information technology.

Sensory Impairment

A disability that affects touch, sight, or hearing, or both.

Self-Evaluation

Required by Title II, this is used to identify, review and analyze public programs, activities and services provided by city government and public entities to document the status of each to determine if any are discriminatory.

Shared-Use Path

A facility separated from motorized vehicular traffic that may be used by bicyclists, pedestrians and others such as equestrians in certain conditions.

*DCHC MPO – ADA Transition Plan***Sidewalk**

A walkway along a highway, road, or street intended for use by pedestrians.

Signage

Displayed verbal, symbolic, tactile, and pictorial information.

Sign Language

Manual communication commonly used by people with hearing disabilities. The gestures or symbols in sign language are organized in a linguistic way. Each individual gesture is called a sign. Each sign has three distinct parts; the handshape, the position of the hands, and the movement of the hands. American Sign Language (ASL) is the most commonly used sign language in the United States. People with hearing disabilities from different countries speak different sign languages.

Site

A parcel of land bounded by a property line or a designated portion of a public right-of-way.

Site Improvement

Landscaping, paving for pedestrian and vehicular ways, outdoor lighting, recreational facilities, and the like, added to a site.

Slip Resistant Surface

Slip resistance is based on the frictional force necessary to permit a person to ambulate slipping. A slip resistant surface does not allow a shoe heel, wheelchair tires, or a crutch tip to slip when ambulating on the surface.

Space

A definable area, e.g., room, toilet room, hall, assembly area, entrance, storage room, alcove, courtyard, or lobby.

Specific Learning Disability

Disorder in one or more of the basic psychological processes involved in understanding or in using language, spoken or written, which may manifest itself in difficulties listening, thinking, speaking, reading, writing, spelling, or doing mathematical calculations. Frequent limitations include hyperactivity, distractibility, emotional instability, visual and/or auditory perception difficulties and/or motor limitations, depending on the type(s) of learning disability.

Speech Impairment

Problems in communication and related areas such as oral motor function, ranging from simple sound substitutions to the inability to understand or use language or use the oral-motor mechanism for functional speech.

*DCHC MPO – ADA Transition Plan***Stable Surface**

Stability is the degree to which a surface remains unchanged by contaminants or applied force, so that when the contaminant of force is removed the surface returns to its original condition. A stable surface is not significantly altered by a person walking or maneuvering a wheelchair.

Street Furniture

Sidewalk equipment or furnishings, including garbage cans, benches, parking meters and telephone booths.

Substantially Limits

A comparative term used in the ADA definition of disability. An impairment is a disability if it substantially limits the ability of an individual to perform a major life activity as compared to most people in the general population. An impairment need not prevent, or significantly or severely restrict, the individual from performing a major life activity in order to be considered substantially limiting.

Surface

The material on which person walks or wheels in the pedestrian environment.

T**Traffic Calming**

Design techniques that have been shown to reduce traffic speeds and may include lane narrowing, curb extensions, surface variations and visual clues in the vertical plane.

Transit Facility

A capital facility intended to improve the efficiency of public transportation or encourage the use of public transportation.

Transition Plan

A requirement that all state and local governments employing 50 or more people have a plan detailing the structural changes necessary to achieve program accessibility.

Transitional Segments

Segments of a pedestrian circulation path that blend between existing undisturbed pedestrian facilities.

Transportation Services

(Also called *escort services*.) Provides transportation for older adults to services and appointments. May use bus, taxi, volunteer drivers, or van services that can accommodate wheelchairs and persons with other special needs.

*DCHC MPO – ADA Transition Plan***Truncated Domes**

Small domes with truncated tops that are detectable warnings used at transit platforms, curb ramps, and hazardous vehicular ways.

U**Undue Burden**

With respect to complying with Title II or Title III of the ADA, significant difficulty or expense incurred by a covered entity, when considered in light of certain factors. These factors include: the nature and cost of the action; the overall financial resources of the site or sites involved; the number of persons employed at the site; the effect on expenses and resources; legitimate safety requirements necessary for safe operation, including crime prevention measures; or any other impact of the action on the operation of the site; the geographic separateness, and the administrative or fiscal relationship of the site or sites in question to any parent corporation or entity; if applicable, the overall financial resources of any parent corporation or entity; the overall size of the parent corporation or entity with respect to the number of its employees; the number, type, and location of its facilities; and if applicable, the type of operation or operations of any parent corporation or entity, including the composition, structure, and functions of the workforce of the parent corporation or entity.

Undue Hardship

With respect to the provision of an accommodation under Title I of the ADA, significant difficulty or expense incurred by a covered entity, when considered in light of certain factors. These factors include the nature and cost of the accommodation in relationship to the size, resources, nature, and structure of the employer's operation. Where the facility making the accommodation is part of a larger entity, the structure and overall resources of the larger organization would be considered, as well as the financial and administrative relationship of the facility to the larger organization. Employers do not have to provide accommodations that cause an undue hardship.

Uniform Federal Accessibility Standards (UFAS)

One of two standards that state and local governments can use to comply with title II's accessibility requirement for new construction and alterations. The other standard is the ADA Accessibility Guidelines.

Universal Access

Access for all people regardless of ability or stature.

U.S. Department of Justice

Federal agency that is responsible for enforcing titles II and III of the ADA.

*DCHC MPO – ADA Transition Plan***U.S. Department of Transportation**

Federal agency that enforces nondiscrimination in public and private transportation. Nondiscrimination includes access to public bus, train and paratransit, as well as privately operated bus and shuttle transportation. The ADA does not cover air transportation, which is subject to the Air Carrier Access Act.

V**Vehicular Way**

A route intended for vehicular traffic, such as a street, driveway, or parking lot.

Vertical Clearance

The minimum unobstructed vertical passage space required along a sidewalk or trail.

Visual Impairments

Complete or partial loss of ability to see, caused by a variety of injuries or diseases including congenital defects. Legal blindness is defined as visual acuity of 20/200 or less in the better eye with correcting lenses, or widest diameter of visual field subtending an angular distance no greater than 20 degrees.

W**Walkway**

An exterior pathway with a prepared surface intended for pedestrian use, including general pedestrian areas such as plazas and courts and a continuous portion of the pedestrian access route that is connected to street crossings by curb ramps.

Wheelchair

Wheeled mobility device used by people with limited or no ability to walk. Wheelchairs can be manually propelled or battery powered.

Work Zone

An area of construction, maintenance or utility work activities.

X

None at this time.

Y

None at this time.

Z

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None at this time.

Appendix C – List of ADA Technical Resources

Architectural and Transportation Barriers Compliance Board (ACCESS Board)

Access Board (<http://www.access-board.gov/>)

ADA Accessibility Guidelines (ADAAG) (<https://www.access-board.gov/guidelines-and-standards/buildings-and-sites/about-the-ada-standards/background/adaag>)

Thompson Publishing Group

ADA Compliance Guide (<http://www.thompson.com/public/offerpage.jsp?prod=ABLE>)

US Department of Justice

Americans with Disabilities Act (<http://www.ada.gov/>)

US Equal Employment Opportunity Commission

Technical Assistance Manual (TITLE II) ADA (<http://www.ada.gov/taman2.html>)

City of Durham ADA Resources

ADA Policy (<http://durhamnc.gov/ich/op/gs/pages/accessibility.aspx>)

NCDOT ADA Resources

ADA Program (<http://www.ncdot.gov/programs/ada/>)

DCHC MPO Resources

Public Involvement Policy
(<http://www.dchcmpo.org/civicax/filebank/blobdload.aspx?BlobID=28369>)

MPO Programs and Plans (<http://www.dchcmpo.org/programs/default.asp>)

FHWA Resources

Accessible Pedestrian Signals: A Guide to Best Practices (NCHRP Web Only Document 150)
(http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_w150.pdf)

Accessibility Resource Library (<http://www.fhwa.dot.gov/accessibility/>)

DCHC MPO – ADA Transition Plan

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*DCHC MPO – ADA Transition Plan***Appendix D – ADA Evaluation Check List**

Title of Document:		Date of Document:		
Item #	Description	Y/N/NA	Rating	Comments
1	Standards Utilized			
1.1.	ADA Standards			
1.2.	MUTCD			
1.3.	PROWAG			
1.4	Section 504			
1.5	ANSI			
1.6	UFAS			
1.7	Other			
2	Areas Surveyed			
2.1.	Buildings			
2.2.	Rest Areas			
2.3.	PAR			
2.3.1.	Sidewalks			
2.3.2.	Curb ramps			
2.3.3.	Intersections			
2.3.4.	Pedestrian Activated Signals			
2.3.5.	Crosswalks			
2.3.6.	Traffic islands			
2.3.7.	Bus shelters/Bus Stops			
2.3.8.	Driveways			
2.3.9.	Handrails			
2.3.10	Obstructions			
2.3.11	Other			
3	Field Collection Method			
3.1.	Windshield			
3.2.	Manual			
3.3.	Semi-automated			
3.4.	Automated			
3.5.	Other			
4	Quality Control			
4.1.	Consistency			
4.2.	Reliability			

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Title of Document:		Date of Document:		
Item #	Description	Y/N/NA	Rating	Comments
4.3.	Comprehensive			
4.4.	Ease of use			
4.5.	Other			
5	Database			
5.1.	Platform			
5.2.	Easily updated			
5.3.	Priority Procedures			
5.4.	Severity Rating			
5.5.	Schedule for barrier removal			
5.6.	Tracking features			
5.7.	Reporting features			
5.8.	Corrections feature (corrections documented)			
5.9.	Noncompliant corrections documented			
5.10.	GIS			
5.11.	Mapping			
5.12.	Photographs			
5.13.	Can reprocess if codes change			
5.14.	Estimated costs			
5.15.	Actual costs			
5.16.	Other			
6	Public Input			
7	Prioritization Methods			
7.1.	Compliant or concern by agency			
7.2.	Complaint or concern by public			
7.3.	Project demand			
7.4.	High use public facility			
7.5.	High need area (hospital, school, etc)			
7.6.	Demographics (persons with disabilities)			
7.7.	Public input			
7.8.	Severity or degree of compliance			
7.9.	Other			
8	Demographics-Persons with Disabilities			
9	Plan Implementation			
9.1.	Scheduled			
9.2.	Phases			

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Title of Document:		Date of Document:		
Item #	Description	Y/N/NA	Rating	Comments
9.3.	Other			
10	Planning Integration			
11	MEF Policy			
12	Technical Infeasibility			
13	Equivalent Facilitation			
14	Undue Financial Burden			
15	ADA Committee			
15.1.	Advisory			
15.2.	Oversight			
16	ADA Coordinator			
17	504 Coordinator			
18	Transition Plan Coordinator			
19	Grievance Procedure			
20	Public Notice			
21	Policies & Procedures			
22	Reasonable Accommodations Policy			
23	Nondiscrimination Policy/Notice			
23.1.	ADA			
23.2.	504			
24	Programs			
25	Communication			
25.1.	Alternate formats			
25.2.	Auxiliary Aids/Services			
25.3.	Interpreters			
25.4.	Equipment			
26	Monitoring and Tracking			
27	Oversight Assurances			
28	Methods for Living Plan			
29	Designated Persons for Plan Implementation			
30	District Points of Contact			
31	Commitment			
32	Funding/Budget			
33	Training for Staff			
33.1.	Engineers			
33.2.	Inspectors			
33.3.	Managers			

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Title of Document:		Date of Document:		
Item #	Description	Y/N/NA	Rating	Comments
33.4.	Other			
34	Litigation (Current or Previous, if known)			
35	Approved by Federal Highway			
36	Other approvals			
37	Measures of success			
38	Interagency Collaboration			
39	Other			
40	Other			

KEY**Y = yes****N= no****NA= not applicable****Rating (1-5, with 5 being highest)**

Durham - Chapel Hill - Carrboro
Metropolitan Planning Organization Board
December 13, 2017

FY 2018-2027 TIP Amendment #1 Summary Sheet

See full report for additional information on each project.

- **C-5650 South Greensboro Street Sidewalks:** Create a new project number to replace U-4726 Dx. Add CMAQ and STBGDA funds.
- **EB-5720 R. Kelly Bryant Bridge Trail South:** Add local planning funds in prior year. Add local ROW funds in FY18.
- **EB-5833 R. Kelly Bryant Bridge Trail North:** Move funds from PE/Design and ROW to Construction. Add TAP funds to Construction in FY21.
- **EB-5837 Third Fork Creek Trail:** Increase overall TAP funding and shift funds from PE/Design and ROW to Construction.
- **TA-5144 GoDurham Vehicle Purchases:** Amend the TIP to better reflect anticipated funding for this project.
- **TA-6695 Chapel Hill Transit Replacement Buses:** Replace three buses for Chapel Hill Transit. New project funded through CMAQ. Flex funds to transit.
- **TA-6696 GoDurham Electric Buses:** Purchase two new all-electric buses for GoDurham. New project funded through CMAQ. Flex funds to transit.
- **TA-6697 Chatham Transit Improvements – Pittsboro to Chapel Hill:** Continue service by Chatham Transit. New project funded through CMAQ. Flex funds to transit.
- **TG-4738A GoDurham Preventive Maintenance:** Amend the TIP to better reflect anticipated funding for this project.
- **TG-4958 GoDurham Passenger Amenities:** Amend the TIP to better reflect anticipated funding for this project.
- **TG-6189 Chatham County Flex to Transit:** New project flexing STBGDA dollars to transit.
- **TG-6785 Chapel Hill Transit Bus Purchase:** Purchase two buses for Chapel Hill Transit. Flex STBG funds to 5307.
- **TO-5203 GoDurham Paratransit Operations:** Amend the TIP to better reflect anticipated funding for this project.
- **TP-5109 GoDurham Planning Assistance:** Amend the TIP to better reflect anticipated funding for this project. Remove state funding from this project as the state will no longer participate.
- **TP-5151 Orange County Flex to Transit:** New project flexing STBGDA dollars to transit.

- **TS-5108 GoDurham Safety and Security:** Redirect funding from this project as GoDurham meets its safety and security requirements through other funding sources.
- **U-0071 East End Connector:** Add \$44,548 in STBGDA and local match in FY18 to cover cost increases of bike/ped enhancements.
- **U-3308 NC 55 (Alston Avenue):** Add \$49,2996 in STBGDA and local match in FY18 to cover cost increases of bike/ped enhancements.
- **U-4726 DCHC MPO Bicycle and Pedestrian Projects:** Direct STBGDA funding to this project for future use on a bike/ped project.
- **U-5543 Variable Message Signs in Chapel Hill:** Add \$41,000 in STBGDA and local funds in prior year PE/Design. Add \$982,750 in STBGDA and local funds to FY18.
- **U-5549 Churton Street – Downtown Access Improvements:** Add \$289,675 in STBGDA and local funds in FY18.

TIP Amendment Request - Add or Create a New Project

Amendment Request Details

Date: 11-9-17

Amendment Requested By: Town of Carrboro

Existing Project Details

Project Name: South Greensboro Street Sidewalks

STIP/TIP #: C-5650

Jurisdiction/Agency: Carrboro

WBS # or Federal Aid #:

Munis Grant #:

Proposed Project Schedule and Funding: Enter the full proposed project schedule and funding.

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
2018	PE/Design	STBGDA	\$84,104	\$0	\$21,026	\$105,130
2018	ROW	STBGDA	\$100,000	\$0	\$25,000	\$125,000
2018	Construction	LOCAL	\$0	\$0	\$504,750	\$504,750
2018	Construction	CMAQ	\$440,000	\$0	\$110,000	\$550,000
2018	Construction	STBGDA	\$530,386	\$0	\$132,596	\$662,982
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Funding Totals:			\$1,154,490	\$0	\$793,372	\$1,947,862

Total Project
Cost

Please provide previous STIP/TIP # (if applicable): U-4726 Dx

If this project has been added to the NCDOT STIP, please provide date of STIP action, or Split Letter, etc. and attach supporting information:

Please provide Project Description/Details/Termini/etc.:

Please provide any additional details or explanation related to this project (if applicable):

New stand-alone project created with addition of CMAQ funds; was previously a sub-project under U-4726.

Please email completed form and any supporting documents to DCHC MPO TIP manager. Please follow-up with TIP manager to confirm receipt of form.

TIP Amendment Request - Revise An Existing Project

Amendment Request Details



TIP Amendment
(change in funding
greater than \$1M)



TIP Modification
(change in funding
less than \$1M)



There are previous
amendments to
this project.

Date: 11-9-17

Amendment Requested By: City of Durham

Existing Project Details

Project Name: R. Kelly Bryant Bridge Trail South

STIP/TIP #: EB-5720

Jurisdiction/Agency:

WBS or Local ID or Federal Aid #:

MUNIS #:

Existing Project Schedule and Funding: Enter the most current project information.

Use the MPO database: bitly.com/mpoprojects

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
2017	PE/Design	TAP	\$233,000	\$0	\$58,000	\$291,000
2019	Construction	TAP	\$1,534,000	\$0	\$383,000	\$1,917,000
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Funding Totals:			\$1,767,000	\$0	\$441,000	\$2,208,000

Total Project
Cost

Proposed Project Schedule and Funding: Enter the full proposed project schedule & funding.

In many cases, the current project information from the above table will be re-entered at the top of the Proposed Table to represent FULL project information.

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
Prior Year	Planning	TAP	\$0	\$0	\$50,000	\$50,000
2017	PE/Design	TAP	\$233,000	\$0	\$58,000	\$291,000
2018	ROW	TAP	\$0	\$0	\$10,000	\$10,000
2019	Construction	TAP	\$1,534,000	\$0	\$383,000	\$1,917,000
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Funding Totals:			\$1,767,000	\$0	\$501,000	\$2,268,000

Total Project
Cost

TIP Amendment Request - Revise An Existing Project

Project Details - Continued

Please provide previous STIP/TIP # or new STIP/TIP # (if applicable):

If this amendment has already been reflected in the NCDOT STIP,
please provide date of STIP action and attach supporting information:

Project Description/Details/Termini/etc. to be amended (if applicable):

Please provide additional details or explanation related to this amendment request such as explanation for schedule delays, project cost changes, or other supporting information (if applicable). For example, why is this amendment being requested?

Add \$10,000 in local funds for ROW in FY18.

Please email completed form and any supporting documents to DCHC MPO TIP manager. Please follow-up with TIP manager to confirm receipt of form.

TIP Amendment Request - Revise An Existing Project

Amendment Request Details



TIP Amendment
(change in funding
greater than \$1M)



TIP Modification
(change in funding
less than \$1M)



There are previous
amendments to
this project.

Date: 11-9-17

Amendment Requested By: City of Durham

Existing Project Details

Project Name: R. Kelly Bryant Bridge Trail North

STIP/TIP #: EB-5833

Jurisdiction/Agency: City of Durham

WBS or Local ID or Federal Aid #:

MUNIS #:

Existing Project Schedule and Funding: Enter the most current project information.

Use the MPO database: bitly.com/mpoprojects

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
2018	PE/Design	TAP	\$328,000	\$0	\$82,000	\$410,000
2020	ROW	TAP	\$42,000	\$0	\$10,000	\$52,000
2021	Construction	TAP	\$1,639,000	\$0	\$410,000	\$2,049,000
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Funding Totals:			\$2,009,000	\$0	\$502,000	\$2,511,000

Total Project
Cost

Proposed Project Schedule and Funding: Enter the full proposed project schedule & funding.

In many cases, the current project information from the above table will be re-entered at the top of the Proposed Table to represent FULL project information.

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
2018	PE/Design	TAP	\$230,047	\$0	\$57,512	\$287,559
2020	ROW	TAP	\$2,800	\$0	\$700	\$3,500
2021	Construction	TAP	\$1,989,974	\$0	\$524,676	\$2,514,650
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Funding Totals:			\$2,222,821	\$0	\$582,888	\$2,805,709

Total Project
Cost

TIP Amendment Request - Revise An Existing Project

Project Details - Continued

Please provide previous STIP/TIP # or new STIP/TIP # (if applicable):

If this amendment has already been reflected in the NCDOT STIP,
please provide date of STIP action and attach supporting information:

Project Description/Details/Termini/etc. to be amended (if applicable):

Please provide additional details or explanation related to this amendment request such as explanation for schedule delays, project cost changes, or other supporting information (if applicable). For example, why is this amendment being requested?

[Shifting funding from PE/Design and ROW to Construction and adding TAP and local funds.](#)

Please email completed form and any supporting documents to DCHC MPO TIP manager. Please follow-up with TIP manager to confirm receipt of form.

TIP Amendment Request - Revise An Existing Project

Amendment Request Details



TIP Amendment
(change in funding
greater than \$1M)



TIP Modification
(change in funding
less than \$1M)



There are previous
amendments to
this project.

Date: 11-15-17

Amendment Requested By: City of Durham

Existing Project Details

Project Name: Third Fork Creek Trail

STIP/TIP #: EB-5837

Jurisdiction/Agency: City of Durham

WBS or Local ID or Federal Aid #:

MUNIS #:

Existing Project Schedule and Funding: Enter the most current project information.

Use the MPO database: bitly.com/mpoprojects

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
2018	PE/Design	TAP	\$407,000	\$0	\$102,000	\$509,000
2020	ROW	TAP	\$129,000	\$0	\$32,000	\$161,000
2021	Construction	TAP	\$2,037,000	\$0	\$509,000	\$2,546,000
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Funding Totals:			\$2,573,000	\$0	\$643,000	\$3,216,000

Total Project
Cost

Proposed Project Schedule and Funding: Enter the full proposed project schedule & funding.

In many cases, the current project information from the above table will be re-entered at the top of the Proposed Table to represent FULL project information.

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
2018	PE/Design	TAP	\$295,789	\$0	\$73,948	\$369,737
2020	ROW	TAP	\$14,000	\$0	\$3,500	\$17,500
2021	Construction	TAP	\$2,543,798	\$0	\$635,950	\$3,179,748
2021	Construction	LOCAL	\$0	\$0	\$34,844	\$34,844
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Funding Totals:			\$2,853,587	\$0	\$748,242	\$3,601,829

Total Project
Cost

TIP Amendment Request - Revise An Existing Project

Project Details - Continued

Please provide previous STIP/TIP # or new STIP/TIP # (if applicable):

If this amendment has already been reflected in the NCDOT STIP, please provide date of STIP action and attach supporting information:

Project Description/Details/Termini/etc. to be amended (if applicable):

Please provide additional details or explanation related to this amendment request such as explanation for schedule delays, project cost changes, or other supporting information (if applicable). For example, why is this amendment being requested?

Additional TAP funds for construction are needed due to increased costs. ROW costs have decreased due to use of existing sidewalks and ROW. Local construction funds in 2021 are for public art.

Please email completed form and any supporting documents to DCHC MPO TIP manager. Please follow-up with TIP manager to confirm receipt of form.

TIP Amendment Request - Revise An Existing Project

Amendment Request Details



TIP Amendment
(change in funding
greater than \$1M)



TIP Modification
(change in funding
less than \$1M)



There are previous
amendments to
this project.

Date: 11-9-17

Amendment Requested By: City of Durham

Existing Project Details

Project Name: GoDurham Replacement Vehicle Purchases

STIP/TIP #: TA-5144

Jurisdiction/Agency: GoDurham

WBS or Local ID or Federal Aid #:

MUNIS #:

Existing Project Schedule and Funding: Enter the most current project information.

Use the MPO database: bitly.com/mpoprojects

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
2018	Capital	5309	\$640,000	\$0	\$160,000	\$800,000
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Funding Totals:			\$640,000	\$0	\$160,000	\$800,000

Total Project
Cost

Proposed Project Schedule and Funding: Enter the full proposed project schedule & funding.

In many cases, the current project information from the above table will be re-entered at the top of the Proposed Table to represent FULL project information.

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
2019	Capital	5309	\$900,000	\$0	\$225,000	\$1,125,000
2021	Capital	5309	\$900,000	\$0	\$225,000	\$1,125,000
2023	Capital	5309	\$900,000	\$0	\$225,000	\$1,125,000
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Funding Totals:			\$2,700,000	\$0	\$675,000	\$3,375,000

Total Project
Cost

TIP Amendment Request - Revise An Existing Project

Project Details - Continued

Please provide previous STIP/TIP # or new STIP/TIP # (if applicable):

If this amendment has already been reflected in the NCDOT STIP,
please provide date of STIP action and attach supporting information:

Project Description/Details/Termini/etc. to be amended (if applicable):

Please provide additional details or explanation related to this amendment request such as explanation for schedule delays, project cost changes, or other supporting information (if applicable). For example, why is this amendment being requested?

[Match future funding with expected grant revenues.](#)

Please email completed form and any supporting documents to DCHC MPO TIP manager. Please follow-up with TIP manager to confirm receipt of form.

TIP Amendment Request - Add or Create a New Project

Amendment Request Details

Date: 11-9-17

Amendment Requested By: Town of Chapel Hill

Existing Project Details

Project Name: Chapel Hill Transit Replacement Buses

STIP/TIP #: TA-6695

Jurisdiction/Agency: Chapel Hill Transit

WBS # or Federal Aid #:

Munis Grant #:

Proposed Project Schedule and Funding: Enter the full proposed project schedule and funding.

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
2018	Implementation	CMAQ	\$1,093,015	\$0	\$273,254	\$1,366,269
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Funding Totals:			\$1,093,015	\$0	\$273,254	\$1,366,269

Total Project
Cost

Please provide previous STIP/TIP # (if applicable):

If this project has been added to the NCDOT STIP, please provide date of STIP action, or Split Letter, etc. and attach supporting information:

Please provide Project Description/Details/Termini/etc.:

Please provide any additional details or explanation related to this project (if applicable):

Purchase three regular diesel buses to replace four 1998 NOVA buses. CMAQ funds awarded June 21, 2017. Formerly TA-6681.

Please email completed form and any supporting documents to DCHC MPO TIP manager. Please follow-up with TIP manager to confirm receipt of form.

TIP Amendment Request - Add or Create a New Project

Amendment Request Details

Date: 11-9-17

Amendment Requested By: City of Durham

Existing Project Details

Project Name: GoDurham Electric Buses

STIP/TIP #: TA-6696

Jurisdiction/Agency: GoDurham

WBS # or Federal Aid #:

Munis Grant #:

Proposed Project Schedule and Funding: Enter the full proposed project schedule and funding.

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
2019	Implementation	CMAQ	\$400,000	\$0	\$100,000	\$500,000
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Funding Totals:			\$400,000	\$0	\$100,000	\$500,000

Total Project
Cost

Please provide previous STIP/TIP # (if applicable):

If this project has been added to the NCDOT STIP, please provide date of STIP action, or Split Letter, etc. and attach supporting information:

Please provide Project Description/Details/Termini/etc.:

Please provide any additional details or explanation related to this project (if applicable):

Purchase two lift equipped total electric buses. CMAQ funds awarded June 21, 2017. Flex to transit. Formerly TA-6682.

Please email completed form and any supporting documents to DCHC MPO TIP manager. Please follow-up with TIP manager to confirm receipt of form.

TIP Amendment Request - Add or Create a New Project

Amendment Request Details

Date: 11-9-17

Amendment Requested By: Chatham County

Existing Project Details

Project Name: Chatham Transit Improvements - Pittsboro to Chapel Hill

STIP/TIP #: TA-6697

Jurisdiction/Agency: Chatham County

WBS # or Federal Aid #:

Munis Grant #:

Proposed Project Schedule and Funding: Enter the full proposed project schedule and funding.

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
2018	Implementation	CMAQ	\$400,000	\$0	\$100,000	\$500,000
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Funding Totals:			\$400,000	\$0	\$100,000	\$500,000

Total Project
Cost

Please provide previous STIP/TIP # (if applicable):

If this project has been added to the NCDOT STIP, please provide date of STIP action, or Split Letter, etc. and attach supporting information:

Please provide Project Description/Details/Termini/etc.:

Please provide any additional details or explanation related to this project (if applicable):

Purchase and operate a 30-35 foot HD low floor bus to provide service from Pittsboro to Chapel Hill. Project awarded through TARPO.

Please email completed form and any supporting documents to DCHC MPO TIP manager. Please follow-up with TIP manager to confirm receipt of form.

TIP Amendment Request - Revise An Existing Project

Amendment Request Details



TIP Amendment
(change in funding
greater than \$1M)



TIP Modification
(change in funding
less than \$1M)



There are previous
amendments to
this project.

Date: 11-9-17

Amendment Requested By: City of Durham

Existing Project Details

Project Name: GoDurham Preventive Maintenance

STIP/TIP #: TG-4738 A

Jurisdiction/Agency: GoDurham

WBS or Local ID or Federal Aid #:

MUNIS #:

Existing Project Schedule and Funding: Enter the most current project information.

Use the MPO database: bitly.com/mpoprojects

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
2018	Operations	5307	\$3,000,000	\$0	\$750,000	\$3,750,000
2019	Operations	5307	\$3,000,000	\$0	\$750,000	\$3,750,000
2020	Operations	5307	\$3,000,000	\$0	\$750,000	\$3,750,000
2021	Operations	5307	\$3,000,000	\$0	\$750,000	\$3,750,000
2022	Operations	5307	\$3,000,000	\$0	\$750,000	\$3,750,000
2023	Operations	5307	\$3,000,000	\$0	\$750,000	\$3,750,000
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Funding Totals:			\$18,000,000	\$0	\$4,500,000	\$22,500,000

Total Project
Cost

Proposed Project Schedule and Funding: Enter the full proposed project schedule & funding.

In many cases, the current project information from the above table will be re-entered at the top of the Proposed Table to represent FULL project information.

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
2018	Operations	5307	\$3,307,943	\$0	\$826,986	\$4,134,929
2019	Operations	5307	\$3,307,943	\$0	\$826,986	\$4,134,929
2020	Operations	5307	\$3,307,943	\$0	\$826,986	\$4,134,929
2021	Operations	5307	\$3,307,943	\$0	\$826,986	\$4,134,929
			\$0	\$0	\$0	\$0
2022	Operations	5307	\$3,307,943	\$0	\$826,986	\$4,134,929
2023	Operations	5307	\$3,307,943	\$0	\$826,986	\$4,134,929
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Funding Totals:			\$19,847,658	\$0	\$4,961,916	\$24,809,574

Total Project
Cost

TIP Amendment Request - Revise An Existing Project

Project Details - Continued

Please provide previous STIP/TIP # or new STIP/TIP # (if applicable):

If this amendment has already been reflected in the NCDOT STIP,
please provide date of STIP action and attach supporting information:

Project Description/Details/Termini/etc. to be amended (if applicable):

Please provide additional details or explanation related to this amendment request such as explanation for schedule delays, project cost changes, or other supporting information (if applicable). For example, why is this amendment being requested?

[Match future funding with expected grant revenues.](#)

Please email completed form and any supporting documents to DCHC MPO TIP manager. Please follow-up with TIP manager to confirm receipt of form.

TIP Amendment Request - Revise An Existing Project

Amendment Request Details



TIP Amendment
(change in funding
greater than \$1M)



TIP Modification
(change in funding
less than \$1M)



There are previous
amendments to
this project.

Date: 11-9-17

Amendment Requested By: City of Durham

Existing Project Details

Project Name: GoDurham Passenger Amenities

STIP/TIP #: TG-4958

Jurisdiction/Agency: GoDurham

WBS or Local ID or Federal Aid #:

MUNIS #:

Existing Project Schedule and Funding: Enter the most current project information.

Use the MPO database: bitly.com/mpoprojects

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
Prior Year	Other	5307	\$342,988	\$0	\$85,747	\$428,735
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Funding Totals:			\$342,988	\$0	\$85,747	\$428,735

Total Project
Cost

Proposed Project Schedule and Funding: Enter the full proposed project schedule & funding.

In many cases, the current project information from the above table will be re-entered at the top of the Proposed Table to represent FULL project information.

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
2018	Other	5307	\$39,788	\$0	\$9,947	\$49,735
2019	Other	5307	\$39,788	\$0	\$9,947	\$49,735
2020	Other	5307	\$39,788	\$0	\$9,947	\$49,735
2021	Other	5307	\$39,788	\$0	\$9,947	\$49,735
			\$0	\$0	\$0	\$0
2022	Other	5307	\$39,788	\$0	\$9,947	\$49,735
2023	Other	5307	\$39,788	\$0	\$9,947	\$49,735
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Funding Totals:			\$238,728	\$0	\$59,682	\$298,410

Total Project
Cost

TIP Amendment Request - Revise An Existing Project

Project Details - Continued

Please provide previous STIP/TIP # or new STIP/TIP # (if applicable):

If this amendment has already been reflected in the NCDOT STIP,
please provide date of STIP action and attach supporting information:

Project Description/Details/Termini/etc. to be amended (if applicable):

Please provide additional details or explanation related to this amendment request such as explanation for schedule delays, project cost changes, or other supporting information (if applicable). For example, why is this amendment being requested?

[Match future funding with expected grant revenues.](#)

Please email completed form and any supporting documents to DCHC MPO TIP manager. Please follow-up with TIP manager to confirm receipt of form.

TIP Amendment Request - Add or Create a New Project

Amendment Request Details

Date: 11-9-17

Amendment Requested By: Chatham County

Existing Project Details

Project Name: Chatham County Flex to Transit

STIP/TIP #: TG-6189

Jurisdiction/Agency: Chatham County

WBS # or Federal Aid #:

Munis Grant #:

Proposed Project Schedule and Funding: Enter the full proposed project schedule and funding.

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
2018	Implementation	STBGDA	\$34,996	\$0	\$8,749	\$43,745
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Funding Totals:			\$34,996	\$0	\$8,749	\$43,745

Total Project
Cost

Please provide previous STIP/TIP # (if applicable):

If this project has been added to the NCDOT STIP, please provide date of STIP action, or Split Letter, etc. and attach supporting information:

Please provide Project Description/Details/Termini/etc.:

Please provide any additional details or explanation related to this project (if applicable):

FY18 STBGDA funds directed to Chatham County through DCHC MPO UPWP formula; funds are flexed to transit and assigned to this project.

Please email completed form and any supporting documents to DCHC MPO TIP manager. Please follow-up with TIP manager to confirm receipt of form.

TIP Amendment Request - Add or Create a New Project

Amendment Request Details

Date: 12-5-17

Amendment Requested By: Town of Chapel Hill

Existing Project Details

Project Name: Chapel Hill Transit Bus Purchase

STIP/TIP #: TG-6785

Jurisdiction/Agency: Chapel Hill Transit

WBS # or Federal Aid #:

Munis Grant #:

Proposed Project Schedule and Funding: Enter the full proposed project schedule and funding.

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
2018	Implementation	STBG	\$698,000	\$0	\$219,000	\$917,000
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Funding Totals:			\$698,000	\$0	\$219,000	\$917,000

Total Project
Cost

Please provide previous STIP/TIP # (if applicable):

If this project has been added to the NCDOT STIP, please provide date of STIP action, or Split Letter, etc. and attach supporting information:

Please provide Project Description/Details/Termini/etc.:

Purchase two buses for Chapel Hill Transit.

Please provide any additional details or explanation related to this project (if applicable):

Flex STBGP funds to 5307.

Please email completed form and any supporting documents to DCHC MPO TIP manager. Please follow-up with TIP manager to confirm receipt of form.

TIP Amendment Request - Revise An Existing Project

Amendment Request Details



TIP Amendment
(change in funding
greater than \$1M)



TIP Modification
(change in funding
less than \$1M)



There are previous
amendments to
this project.

Date: 11-9-17

Amendment Requested By: City of Durham

Existing Project Details

Project Name: GoDurham Paratransit Operating Capital

STIP/TIP #: TO-5203

Jurisdiction/Agency: GoDurham

WBS or Local ID or Federal Aid #:

MUNIS #:

Existing Project Schedule and Funding: Enter the most current project information.

Use the MPO database: bitly.com/mpoprojects

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
Prior Year	Capital	5307	\$399,000	\$0	\$100,000	\$499,000
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Funding Totals:			\$399,000	\$0	\$100,000	\$499,000

Total Project
Cost

Proposed Project Schedule and Funding: Enter the full proposed project schedule & funding.

In many cases, the current project information from the above table will be re-entered at the top of the Proposed Table to represent FULL project information.

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
2018	Capital	5307	\$397,882	\$0	\$99,740	\$497,622
2019	Capital	5307	\$397,882	\$0	\$99,740	\$497,622
2020	Capital	5307	\$397,882	\$0	\$99,740	\$497,622
2021	Capital	5307	\$397,882	\$0	\$99,740	\$497,622
			\$0	\$0	\$0	\$0
2022	Capital	5307	\$397,882	\$0	\$99,740	\$497,622
2023	Capital	5307	\$397,882	\$0	\$99,740	\$497,622
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Funding Totals:			\$2,387,292	\$0	\$598,440	\$2,985,732

Total Project
Cost

TIP Amendment Request - Revise An Existing Project

Project Details - Continued

Please provide previous STIP/TIP # or new STIP/TIP # (if applicable):

If this amendment has already been reflected in the NCDOT STIP,
please provide date of STIP action and attach supporting information:

Project Description/Details/Termini/etc. to be amended (if applicable):

Please provide additional details or explanation related to this amendment request such as explanation for schedule delays, project cost changes, or other supporting information (if applicable). For example, why is this amendment being requested?

[Match future funding with expected grant revenues.](#)

Please email completed form and any supporting documents to DCHC MPO TIP manager. Please follow-up with TIP manager to confirm receipt of form.

TIP Amendment Request - Revise An Existing Project

Amendment Request Details



TIP Amendment
(change in funding
greater than \$1M)



TIP Modification
(change in funding
less than \$1M)



There are previous
amendments to
this project.

Date: 11-9-17

Amendment Requested By: City of Durham

Existing Project Details

Project Name: GoDurham Planning Assistance

STIP/TIP #: TP-5109

Jurisdiction/Agency: GoDurham

WBS or Local ID or Federal Aid #:

MUNIS #:

Existing Project Schedule and Funding: Enter the most current project information.

Use the MPO database: bitly.com/mpoprojects

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
2018	Capital	5307	\$384,000	\$48,000	\$48,000	\$480,000
2019	Capital	5307	\$384,000	\$48,000	\$48,000	\$480,000
2020	Capital	5307	\$384,000	\$48,000	\$48,000	\$480,000
2021	Capital	5307	\$384,000	\$48,000	\$48,000	\$480,000
2022	Capital	5307	\$384,000	\$48,000	\$48,000	\$480,000
2023	Capital	5307	\$384,000	\$48,000	\$48,000	\$480,000
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Funding Totals:			\$2,304,000	\$288,000	\$288,000	\$2,880,000

Total Project
Cost

Proposed Project Schedule and Funding: Enter the full proposed project schedule & funding.

In many cases, the current project information from the above table will be re-entered at the top of the Proposed Table to represent FULL project information.

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
2018	Capital	5307	\$233,203	\$0	\$58,301	\$291,504
2019	Capital	5307	\$233,203	\$0	\$58,301	\$291,504
2020	Capital	5307	\$233,203	\$0	\$58,301	\$291,504
2021	Capital	5307	\$233,203	\$0	\$58,301	\$291,504
			\$0	\$0	\$0	\$0
2022	Capital	5307	\$233,203	\$0	\$58,301	\$291,504
2023	Capital	5307	\$233,203	\$0	\$58,301	\$291,504
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Funding Totals:			\$1,399,218	\$288,000	\$349,806	\$1,749,024

Total Project
Cost

TIP Amendment Request - Revise An Existing Project

Project Details - Continued

Please provide previous STIP/TIP # or new STIP/TIP # (if applicable):

If this amendment has already been reflected in the NCDOT STIP,
please provide date of STIP action and attach supporting information:

Project Description/Details/Termini/etc. to be amended (if applicable):

Please provide additional details or explanation related to this amendment request such as explanation for schedule delays, project cost changes, or other supporting information (if applicable). For example, why is this amendment being requested?

Match future funding with expected grant revenues. State of North Carolina no longer contributes financially to this project.

Please email completed form and any supporting documents to DCHC MPO TIP manager. Please follow-up with TIP manager to confirm receipt of form.

TIP Amendment Request - Add or Create a New Project

Amendment Request Details

Date: 11-9-17

Amendment Requested By: Orange County

Existing Project Details

Project Name: Orange County Flex to Transit

STIP/TIP #: TP-5151

Jurisdiction/Agency: Orange County

WBS # or Federal Aid #:

Munis Grant #:

Proposed Project Schedule and Funding: Enter the full proposed project schedule and funding.

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
2018	Implementation	CMAQ	\$17,330	\$0	\$4,333	\$21,663
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Funding Totals:			\$17,330	\$0	\$4,333	\$21,663

Total Project
Cost

Please provide previous STIP/TIP # (if applicable):

If this project has been added to the NCDOT STIP, please provide date of STIP action, or Split Letter, etc. and attach supporting information:

Please provide Project Description/Details/Termini/etc.:

Please provide any additional details or explanation related to this project (if applicable):

FY18 STBGDA funds directed to Orange County through DCHC MPO UPWP formula; funds are flexed to transit and assigned to this project.

Please email completed form and any supporting documents to DCHC MPO TIP manager. Please follow-up with TIP manager to confirm receipt of form.

TIP Amendment Request - Revise An Existing Project

Amendment Request Details



TIP Amendment
(change in funding
greater than \$1M)



TIP Modification
(change in funding
less than \$1M)



There are previous
amendments to
this project.

Date: 11-9-17

Amendment Requested By: City of Durham

Existing Project Details

Project Name: GoDurham Safety and Security

STIP/TIP #: TS-5108

Jurisdiction/Agency: GoDurham

WBS or Local ID or Federal Aid #:

MUNIS #:

Existing Project Schedule and Funding: Enter the most current project information.

Use the MPO database: bitly.com/mpoprojects

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
2018	Capital	5307	\$39,000	\$0	\$4,000	\$43,000
2019	Capital	5307	\$39,000	\$0	\$4,000	\$43,000
2020	Capital	5307	\$39,000	\$0	\$4,000	\$43,000
2021	Capital	5307	\$39,000	\$0	\$4,000	\$43,000
2022	Capital	5307	\$39,000	\$0	\$4,000	\$43,000
2023	Capital	5307	\$39,000	\$0	\$4,000	\$43,000
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Funding Totals:			\$234,000	\$0	\$24,000	\$258,000

Total Project
Cost

Proposed Project Schedule and Funding: Enter the full proposed project schedule & funding.

In many cases, the current project information from the above table will be re-entered at the top of the Proposed Table to represent FULL project information.

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
2018	Capital	5307	\$0	\$0	\$0	\$0
2019	Capital	5307	\$0	\$0	\$0	\$0
2020	Capital	5307	\$0	\$0	\$0	\$0
2021	Capital	5307	\$0	\$0	\$0	\$0
2022	Capital	5307	\$0	\$0	\$0	\$0
2023	Capital	5307	\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Funding Totals:			\$0	\$0	\$0	\$0

Total Project
Cost

TIP Amendment Request - Revise An Existing Project

Project Details - Continued

Please provide previous STIP/TIP # or new STIP/TIP # (if applicable):

If this amendment has already been reflected in the NCDOT STIP, please provide date of STIP action and attach supporting information:

Project Description/Details/Termini/etc. to be amended (if applicable):

Please provide additional details or explanation related to this amendment request such as explanation for schedule delays, project cost changes, or other supporting information (if applicable). For example, why is this amendment being requested?

GoDurham does not use 5307 funds for Safety and Security, and meets its 1% obligation through other funding sources.

Please email completed form and any supporting documents to DCHC MPO TIP manager. Please follow-up with TIP manager to confirm receipt of form.

TIP Amendment Request - Revise An Existing Project

Amendment Request Details



TIP Amendment
(change in funding
greater than \$1M)



TIP Modification
(change in funding
less than \$1M)



There are previous
amendments to
this project.

Date: 11-9-17

Amendment Requested By: City of Durham

Existing Project Details

Project Name: East End Connector

STIP/TIP #: U-0071

Jurisdiction/Agency: City of Durham

WBS or Local ID or Federal Aid #:

MUNIS #:

Existing Project Schedule and Funding: Enter the most current project information.

Use the MPO database: bitly.com/mpoprojects

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
2018	Construction	T	\$0	\$35,175,000	\$0	\$35,175,000
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Funding Totals:			\$0	\$35,175,000	\$0	\$35,175,000

Total Project
Cost

Proposed Project Schedule and Funding: Enter the full proposed project schedule & funding.

In many cases, the current project information from the above table will be re-entered at the top of the Proposed Table to represent FULL project information.

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
2018	Construction	T	\$0	\$35,175,000	\$0	\$35,175,000
2018	Construction	STBGDA	\$35,638	\$0	\$8,910	\$44,548
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Funding Totals:			\$35,638	\$35,175,000	\$8,910	\$35,219,548

Total Project
Cost

TIP Amendment Request - Revise An Existing Project

Project Details - Continued

Please provide previous STIP/TIP # or new STIP/TIP # (if applicable):

If this amendment has already been reflected in the NCDOT STIP, please provide date of STIP action and attach supporting information:

Project Description/Details/Termini/etc. to be amended (if applicable):

Please provide additional details or explanation related to this amendment request such as explanation for schedule delays, project cost changes, or other supporting information (if applicable). For example, why is this amendment being requested?

Add STBGDA and Local funds to project to fully fund bicycle and pedestrian enhancements on local streets as part of this project.

Please email completed form and any supporting documents to DCHC MPO TIP manager. Please follow-up with TIP manager to confirm receipt of form.

TIP Amendment Request - Revise An Existing Project

Amendment Request Details



TIP Amendment
(change in funding
greater than \$1M)



TIP Modification
(change in funding
less than \$1M)



There are previous
amendments to
this project.

Date: 11-9-17

Amendment Requested By: City of Durham

Existing Project Details

Project Name: NC 55 (Alston Avenue)

STIP/TIP #: U-3308

Jurisdiction/Agency: City of Durham

WBS or Local ID or Federal Aid #:

MUNIS #:

Existing Project Schedule and Funding: Enter the most current project information.

Use the MPO database: bitly.com/mpoprojects

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
Prior Year	Construction	STP	\$124,665,000	\$9,954,000	\$41,393,000	\$176,012,000
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Funding Totals:			\$124,665,000	\$9,954,000	\$41,393,000	\$176,012,000

Total Project
Cost

Proposed Project Schedule and Funding: Enter the full proposed project schedule & funding.

In many cases, the current project information from the above table will be re-entered at the top of the Proposed Table to represent FULL project information.

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
Prior Year	Construction	STP	\$124,665,000	\$9,954,000	\$41,393,000	\$176,012,000
2018	Construction	STBGDA	\$34,397	\$0	\$8,599	\$42,996
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Funding Totals:			\$124,699,397	\$9,954,000	\$41,401,599	\$176,054,996

Total Project
Cost

TIP Amendment Request - Revise An Existing Project

Project Details - Continued

Please provide previous STIP/TIP # or new STIP/TIP # (if applicable):

If this amendment has already been reflected in the NCDOT STIP, please provide date of STIP action and attach supporting information:

Project Description/Details/Termini/etc. to be amended (if applicable):

Please provide additional details or explanation related to this amendment request such as explanation for schedule delays, project cost changes, or other supporting information (if applicable). For example, why is this amendment being requested?

Add STBGDA and Local funds to project to fully fund bicycle and pedestrian enhancements on local streets as part of this project.

Please email completed form and any supporting documents to DCHC MPO TIP manager. Please follow-up with TIP manager to confirm receipt of form.

TIP Amendment Request - Revise An Existing Project

Amendment Request Details



TIP Amendment
(change in funding
greater than \$1M)



TIP Modification
(change in funding
less than \$1M)



There are previous
amendments to
this project.

Date: 11-9-17

Amendment Requested By: City of Durham

Existing Project Details

Project Name: DCHC MPO Bicycle and Pedestrian Projects

STIP/TIP #: U-4726

Jurisdiction/Agency: City of Durham

WBS or Local ID or Federal Aid #:

MUNIS #:

Existing Project Schedule and Funding: Enter the most current project information.

Use the MPO database: bitly.com/mpoprojects

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
2018	Construction	STBGDA	\$5,272,000	\$0	\$1,838,000	\$7,110,000
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Funding Totals:			\$5,272,000	\$0	\$1,838,000	\$7,110,000

Total Project
Cost

Proposed Project Schedule and Funding: Enter the full proposed project schedule & funding.

In many cases, the current project information from the above table will be re-entered at the top of the Proposed Table to represent FULL project information.

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
2018	Construction	STBGDA	\$6,820,219	\$0	\$2,225,055	\$9,045,274
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Funding Totals:			\$6,820,219	\$0	\$2,225,055	\$9,045,274

Total Project
Cost

TIP Amendment Request - Revise An Existing Project

Project Details - Continued

Please provide previous STIP/TIP # or new STIP/TIP # (if applicable):

If this amendment has already been reflected in the NCDOT STIP, please provide date of STIP action and attach supporting information:

Project Description/Details/Termini/etc. to be amended (if applicable):

Please provide additional details or explanation related to this amendment request such as explanation for schedule delays, project cost changes, or other supporting information (if applicable). For example, why is this amendment being requested?

The City of Durham is programming \$1,548,219 of FY18 STBGDA funds, plus the required \$387,055 in local match, to U-4726 for later use on non-highway projects. These funds are from the STBGDA funds distributed by the formula adopted by the DCHC MPO Board. TAP-DA funds are not changing and are therefore not shown on this form



Please email completed form and any supporting documents to DCHC MPO TIP manager. Please follow-up with TIP manager to confirm receipt of form.

TIP Amendment Request - Revise An Existing Project

Amendment Request Details



TIP Amendment
(change in funding
greater than \$1M)



TIP Modification
(change in funding
less than \$1M)



There are previous
amendments to
this project.

Date: 11-9-17

Amendment Requested By: [Town of Chapel Hill](#)

Existing Project Details

Project Name: [Variable Message Signs in Chapel Hill](#)

STIP/TIP #: [U-5543](#)

Jurisdiction/Agency: [Chapel Hill](#)

WBS or Local ID or Federal Aid #:

MUNIS #:

Existing Project Schedule and Funding: Enter the most current project information.

Use the MPO database: bitly.com/mpoprojects

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
2016	PE/Design	STBGDA	\$75,200	\$0	\$18,800	\$94,000
2018	Construction	STBGDA	\$419,000	\$0	\$105,000	\$524,000
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Funding Totals:			\$494,200	\$0	\$123,800	\$618,000

Total Project
Cost

Proposed Project Schedule and Funding: Enter the full proposed project schedule & funding.

In many cases, the current project information from the above table will be re-entered at the top of the Proposed Table to represent FULL project information.

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
2016	PE/Design	STBGDA	\$75,200	\$0	\$18,800	\$94,000
2017	PE/Design	STBGDA	\$32,800	\$0	\$8,200	\$41,000
2018	Construction	STBGDA	\$786,200	\$0	\$196,550	\$982,750
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Funding Totals:			\$894,200	\$0	\$223,550	\$1,117,750

Total Project
Cost

TIP Amendment Request - Revise An Existing Project

Project Details - Continued

Please provide previous STIP/TIP # or new STIP/TIP # (if applicable):

If this amendment has already been reflected in the NCDOT STIP,
please provide date of STIP action and attach supporting information:

Project Description/Details/Termini/etc. to be amended (if applicable):

Please provide additional details or explanation related to this amendment request such as explanation for schedule delays, project cost changes, or other supporting information (if applicable). For example, why is this amendment being requested?

Add STBGDA funds in FY17 for PE/Design and in FY18 for Construction.

Please email completed form and any supporting documents to DCHC MPO TIP manager. Please follow-up with TIP manager to confirm receipt of form.

TIP Amendment Request - Revise An Existing Project

Amendment Request Details



TIP Amendment
(change in funding
greater than \$1M)



TIP Modification
(change in funding
less than \$1M)



There are previous
amendments to
this project.

Date: 11-9-17

Amendment Requested By: Town of Hillsborough

Existing Project Details

Project Name: Churton Street - Downtown Access Improvements

STIP/TIP #: U-5549

Jurisdiction/Agency: Hillsborough

WBS or Local ID or Federal Aid #:

MUNIS #:

Existing Project Schedule and Funding: Enter the most current project information.

Use the MPO database: bitly.com/mpoprojects

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
2016	Construction	STP-DA	\$125,000	\$0	\$31,000	\$156,000
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Funding Totals:			\$125,000	\$0	\$31,000	\$156,000

Total Project
Cost

Proposed Project Schedule and Funding: Enter the full proposed project schedule & funding.

In many cases, the current project information from the above table will be re-entered at the top of the Proposed Table to represent FULL project information.

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
2016	Construction	STP-DA	\$125,000	\$0	\$31,000	\$156,000
2018	Construction	STBGDA	\$231,740	\$0	\$57,935	\$289,675
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Funding Totals:			\$356,740	\$0	\$88,935	\$445,675

Total Project
Cost

TIP Amendment Request - Revise An Existing Project

Project Details - Continued

Please provide previous STIP/TIP # or new STIP/TIP # (if applicable):

If this amendment has already been reflected in the NCDOT STIP,
please provide date of STIP action and attach supporting information:

Project Description/Details/Termini/etc. to be amended (if applicable):

Please provide additional details or explanation related to this amendment request such as explanation for schedule delays, project cost changes, or other supporting information (if applicable). For example, why is this amendment being requested?

Add FY18 STBGDA funds and local match for Construction.

Please email completed form and any supporting documents to DCHC MPO TIP manager. Please follow-up with TIP manager to confirm receipt of form.

**RESOLUTION TO MODIFY THE 2018-2027 TRANSPORTATION
IMPROVEMENT PROGRAM FOR THE DURHAM-CHAPEL HILL-CARRBORO
METROPOLITAN PLANNING AREA**

**AMENDMENT #1
January 10, 2018**

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

WHEREAS, the Transportation Improvement Program (TIP) is a staged multiple year listing of all federally funded transportation projects scheduled for implementation within the Durham-Chapel Hill-Carrboro Metropolitan Planning Area which have been selected from a priority list of projects; and

WHEREAS, the document provides the mechanism for official endorsement of the program of projects by the MPO Board; and

WHEREAS, the inclusion of the TIP in the transportation planning process was first mandated by regulations issued jointly by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and no project within the planning area will be approved for funding by these federal agencies unless it appears in the officially adopted TIP; and

WHEREAS, the procedures for developing the TIP have been modified in accordance with certain provisions of the MAP-21 Federal Transportation Act, Fixing America's Surface Transportation (FAST) Act, and guidance provided by the State; and

WHEREAS, projects listed in the TIP are also included in the State TIP (STIP) and balanced against anticipated revenues as identified in both the TIP and the STIP; and

WHEREAS, the North Carolina Department of Transportation and the MPO Board have determined it to be in the best interest of the Urban Area to amend the FY 2018-2027 Transportation Improvement Program as described in the attached sheets; and

WHEREAS, in the summer 2015 the United States Environmental Protection Agency designated the DCHC MPO Urbanized Area as attainment for air quality conformity; and

WHEREAS, the DCHC MPO certifies that this TIP amendment is consistent with the intent of the DCHC MPO 2040 Metropolitan Transportation Plan (MTP); and

BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board hereby approve the Amendment #1 to the FY 2018-2027 Transportation Improvement Program of the Durham-Chapel Hill-Carrboro Urban Area, as approved by the Board on January 10, 2018, and as described in the "FY 2018-2027 TIP Amendment #1 Summary Sheets" on this, the 10th day of January, 2018.

???, MPO Board Chair

Durham County, North Carolina

I certify that ??? personally appeared before me this day acknowledging to me that he signed the forgoing document.

Date: January 10, 2018

Frederick Brian Rhodes, Notary Public
My commission expires: May 10, 2020

MEMORANDUM

To: DCHC MPO Board

From: DCHC MPO Lead Planning Agency

Date: December 13, 2017

Subject: **Lead Planning Agency (LPA) Synopsis of Staff Report**

This memorandum provides a summary status of tasks for major DCHC MPO projects in the Unified Planning Work Program (UPWP).

- Indicates that task is ongoing and not complete.
- ✓ Indicates that task is complete.

Major UPWP – Projects

Comprehensive Transportation Plan (CTP)

- ✓ Completed

2045 Metropolitan Transportation Plan (MTP)

- ✓ MTP Schedule/Timeline & development process Approval – January 2016
- ✓ MTP Public Involvement plan – January 2016
- ✓ MTP Goals, Objectives and Performance Measures – In progress
- ✓ Deficiency Analysis & Needs Assessment– May 2017
- ✓ Socioeconomic Forecasts – May 2017
- ✓ Land use Scenarios – May 2017
- ✓ Alternative Analysis – August 2017
- ✓ Preferred Option – October 2017
- ✓ Air Quality analysis and Conformity (not required)
- Adopt 2045 MTP – February 2018
- ✓ Technical report and implementation – December 2017

MPO Community Viz. Scenarios Planning and Visualization -2.0 (Connect 2025)

- ✓ Field verification – Complete
- ✓ Focus Groups/Delphi Process – FY 2015
- ✓ Model update and testing – September 2016
- ✓ Model/Scenario Building – May 2017
- Adopted SE Data – December 2017

2016/2017 MPO Data Collection & Surveillance of Change (Traffic/Travel Time/Crash/Transit)

- ✓ Data collection (Volume/Trucks/Travel Time/Speed/Bike/Ped) – ongoing –continuous data collection
- ✓ Data collection (AirSage, INRIX, HERE data)
- ✓ Transit data collection – ongoing –continuous data collection

GIS Online (AGOL)/Data Management

- ✓ MPO Interactive GIS/Mapping – Continuous/On-going
- ✓ Development of public portals for MPO applications – Continuous/On-going
- ✓ Maintenance and updates – Continuous/On-going
- ✓ Development of open data – Continuous/On-going

MPO Website Update and Maintenance

- Post Launch Services – Continuous/On-going
- Interactive GIS – Continuous/On-going
- Facebook/Twitter management – Continuous/On-going
- Enhancement of Portals – Continuous/On-going

Triangle Regional Model Update

- ✓ Completed
- Work Commences on the Rolling Household Survey

Prioritization 5.0/STI

- ✓ Summarize MPO P4 projects not funded (“Holding Tank” for P5) –February 2017
- ✓ Board approves existing projects revisions/modifications projects to be submitted for SPOT-5 – May 10, 2017 (deadline July 30, 2017)
- ✓ Preparation and ranking of new projects (23 for each mode) –February to June 2017
- ✓ Existing project revision/modification/deletion due to NCDOT for receiving extra new submittals (one out, one in) – July 30, 2017
- ✓ SPOT-5 Online opens for entering new P5 projects July 5 (deadline September 29, 2017)
- ✓ Board approves new projects to be submitted for SPOT-5 – September 13, 2017
- ✓ MPO submits new SPOT-5 projects to NCDOT – September 29, 2017
- LPA updates local ranking methodology – December 2017
- TCC makes recommendation on local ranking methodology – January 2018
- Board approves local ranking methodology – March 2018
- Deadline for approval of Local Input Points Assignment Methodologies – April 1, 2018
- MPO applies local ranking methodology (points) – April - June 2018
- Board releases MPO assigned points for local input/public comments – May 9, 2018
- Board holds public hearing on locally assigned points – June 2018
- LPA addresses public comments and makes draft recommendation on local points for Regional category – June 2018
- Approval of Regional Impact points – June 2018
- Submission of Regional Impact points to NCDOT – June 2018
- Assignment of Division Needs points (begins August 2018)

2018-2027 TIP

- ✓ LPA Staff releases call for projects for inclusion into 2018-27 MTIP – February 22, 2017
- ✓ MPO Board releases Draft STIP for public comment – March 8, 2017
- ✓ MPO Board holds public hearing on Draft STIP – April 12, 2017
- ✓ Local projects due to LPA staff for inclusion in MTIP – April 17, 2017
- ✓ Final amendments to FY16-25 STIP due to LPA staff – May 10, 2017
- ✓ TC reviews final FY16-25 STIP Amendment – May 24, 2017
- ✓ Draft MTIP prepared by LPA staff – July 14, 2017
- ✓ TC reviews Draft MTIP – July 26, 2017
- ✓ MPO Board reviews Draft MTIP –August 9, 2017

- ✓ State Board of Transportation approves FY18-27 STIP – August 2017
- ✓ TC approval of the 2018-27 MTIP – October 25, 2017
- ✓ MPO Board Approval of the 2018-2027 MTIP – November 8, 2017

Regional Freight Plan

- ✓ Consultant Selection/Contract Approval Complete
- ✓ Kick-Off Meeting – Conducted in July 2015
- ✓ Stakeholder outreach and engagement – October 2015
- ✓ Formation of the freight advisory committee – October 2015
- ✓ Data collection, analysis and assessment – November 2015
- ✓ Freight goals & objectives and performance measures – February 2016
- ✓ Analysis of freight existing conditions and trends – TBD
- ✓ Forecasts of future demands (2035 and 2045) – TBD
- ✓ Evaluation of future conditions – TBD
- ✓ Strategic freight corridors and zones – TBD
- ✓ Recommendation & implementation strategies – TBD
- Final report and presentation – TBD

MPO ADA Transition Plan

- ✓ Update self-assessment – Underway
- ✓ Draft MPO Transition Plan – August 2015
- ✓ Local reviews – September 2015
- ✓ FHWA review – September 2015
- ✓ Public comments – October-December 2015
- ✓ Stakeholder outreach – February 2017
- ✓ Roundtable discussion – May 11, 2017
- ✓ Self-assessment Data Analysis – July 2017-December 2017
- FHWA/NCDOT Final Review – February 2018
- Final approval – TBD

NC 98 Corridor Study

- ✓ Project kick-off and initial public engagement – February 2017
- ✓ Transportation analysis (and public engagement) – June 2017
- ✓ Conceptual designs and options (and public engagement) – September/October 2017
- Final plan – February 2018

NC 54 West Corridor Study

- ✓ Select consultant – February 2017
- ✓ Project kick-off and initial public engagement – September 2017
- ✓ Inventory and Existing Conditions – November 2017
- Transportation analysis (and public engagement) – January 2018
- Conceptual designs and options (and public engagement) – April 2018
- Final plan – August 2018

US 15-501 Corridor Study

- Funding approved by NCDOT

Regional Intelligent Transportation System

Project Development/NEPA

- US 70 Freeway Conversion
- NC 54 Widening
- NC 147 Interchange Reconstruction

DOLRT-Engineering

[New Search](#)

Contract Number: C203394		Route: I-885, NC-147, NC-98 US-70	
Division: 5		County: Durham	
TIP Number: U-0071			
Length: 4.009 miles		Federal Aid Number:	
NCDOT Contact: Cameron D. Richards		NCDOT Contact No: (919)835-8200	
Location Description: EAST END CONNECTOR FROM NORTH OF NC-98 TO NC-147 (BUCK DEAN FREEWAY) IN DURHAM.			
Contractor Name: DRAGADOS USA INC			
Contract Amount: \$141,949,500.00		Cost Overrun/Underrun: 5.56%	
Work Began: 02/26/2015		Letting Date: 11/18/2014	
Original Completion Date: 05/10/2020		Revised Completion Date:	
Latest Payment Thru: 11/30/2017		Scheduled Progress: 55.09%	
Latest Payment Date: 11/30/2017		Actual Progress: 58.05%	

Contract Number: C203492		Route: SR-2220	
Division: 5		County: Durham	
TIP Number: EB-4707B			
Length: 1.756 miles		Federal Aid Number: STPDA-0505(64)	
NCDOT Contact: Troy B. Brooks, PE		NCDOT Contact No: (919)707-2400	
Location Description: SR-2220 (OLD CHAPEL HILL ROAD) FROM SR-1113 (POPE ROAD) TO SR-1116 (GARRETT ROAD).			
Contractor Name: FSC II LLC DBA FRED SMITH COMPANY			
Contract Amount: \$7,295,544.75		Cost Overrun/Underrun: 0.45%	
Work Began: 06/26/2017		Letting Date: 05/16/2017	
Original Completion Date: 05/14/2019		Revised Completion Date:	
Latest Payment Thru: 10/31/2017		Scheduled Progress: 18.5%	
Latest Payment Date: 11/09/2017		Actual Progress: 20.76%	

Contract Number: C203567		Route: NC-55	
Division: 5		County: Durham	
TIP Number: U-3308			
Length: 1.134 miles		Federal Aid Number: STP-55(20)	
NCDOT Contact: Troy B. Brooks, PE		NCDOT Contact No: (919)707-2400	
Location Description: NC-55 (ALSTON AVE) FROM NC-147 (BUCK DEAN FREEWAY) TO NORTH OF US-70BUS/NC-98 (HOLLOWAY ST).			
Contractor Name: ZACHRY CONSTRUCTION CORPORATION			
Contract Amount: \$39,756,916.81		Cost Overrun/Underrun: 1.72%	
Work Began: 10/05/2016		Letting Date: 07/19/2016	
Original Completion Date: 03/30/2020		Revised Completion Date: 07/16/2020	
Latest Payment Thru: 11/15/2017		Scheduled Progress: 16%	
Latest Payment Date: 11/28/2017		Actual Progress: 20.7%	

Contract Number: C204087		Route: US-70	
Division: 5		County: Durham	
TIP Number:			
Length: 44.124 miles		Federal Aid Number:	
NCDOT Contact: Cameron D. Richards		NCDOT Contact No: (919)835-8200	
Location Description: 1 SECTION OF US-70 AND 106 SECTIONS OF SECONDARY ROADS.			
Contractor Name: CAROLINA SUNROCK LLC			
Contract Amount: \$0.00		Cost Overrun/Underrun: 0%	
Work Began:		Letting Date: 09/19/2017	
Original Completion Date: 11/15/2018		Revised Completion Date:	
Latest Payment Thru:		Scheduled Progress: 0%	
Latest Payment Date:		Actual Progress: 0%	

Contract Number: DE00173		Route: SR-1104	
Division: 5		County: Durham	
TIP Number: W-5205V			
Length: 0 miles		Federal Aid Number: HSIP-1104(19)	
NCDOT Contact: Troy B. Brooks, PE		NCDOT Contact No: (919)707-2400	
Location Description: SR 1104/SR 1105 (HERNDON RD) AT SR 1106 (MASSEY CHAPEL/ BARBEE RD) IN DURHAM COUNTY			
Contractor Name: TRIANGLE GRADING & PAVING INC			
Contract Amount: \$1,046,988.75		Cost Overrun/Underrun: 5.38%	
Work Began: 05/01/2017		Letting Date: 11/09/2016	

Original Completion Date: 08/18/2017 Latest Payment Thru: 11/15/2017 Latest Payment Date: 11/22/2017	Revised Completion Date: 10/31/2017 Scheduled Progress: 100% Actual Progress: 37.84%
Contract Number: DE00195 Division: 5 TIP Number: I-5729A Length: 0 miles NCDOT Contact: Troy B. Brooks, PE Location Description: I-85 FROM 0.5 MILES W OF US 501 TO 0.1 MILES EAST OF SR 1827 IN DURHAM COUNTY Contractor Name: FSC II LLC DBA FRED SMITH COMPANY Contract Amount: \$3,797,637.47 Work Began: 07/22/2017 Original Completion Date: 10/31/2017 Latest Payment Thru: 11/07/2017 Latest Payment Date: 11/17/2017	Route: I-85 County: Durham Federal Aid Number: NHPP-0085(027) NCDOT Contact No: (919)707-2400 Cost Overrun/Underrun: -0.3% Letting Date: 03/08/2017 Revised Completion Date: Scheduled Progress: 100% Actual Progress: 82.41%
Contract Number: DE00211 Division: 5 TIP Number: R-5785B Length: 0 miles NCDOT Contact: Cameron D. Richards Location Description: MUNICIPALITIES OVER 5,000 POPULATION VARIOUS ROUTES DIVISIONWIDE Contractor Name: CAROLINA EARTH MOVERS INC Contract Amount: \$0.00 Work Began: 05/30/2017 Original Completion Date: 08/31/2017 Latest Payment Thru: Latest Payment Date:	Route: - County: Durham Federal Aid Number: TAP-0505(079) NCDOT Contact No: (919)835-8200 Cost Overrun/Underrun: 0% Letting Date: 03/20/2017 Revised Completion Date: 05/09/2018 Scheduled Progress: 0% Actual Progress: 0%
Contract Number: DE00212 Division: 5 TIP Number: R-5785A Length: 0 miles NCDOT Contact: Cameron D. Richards Location Description: MUNICIPALITIES LESS THAN 5,000 POPULATION VARIOUS ROUTES DIVISIONWIDE Contractor Name: CAROLINA EARTH MOVERS INC Contract Amount: \$0.00 Work Began: 11/01/2017 Original Completion Date: 08/31/2017 Latest Payment Thru: Latest Payment Date:	Route: - County: Durham Federal Aid Number: TAP-0505(078) NCDOT Contact No: (919)835-8200 Cost Overrun/Underrun: 0% Letting Date: 10/12/2016 Revised Completion Date: 05/09/2018 Scheduled Progress: 0% Actual Progress: 0%
Contract Number: DE00213 Division: 5 TIP Number: Length: 0 miles NCDOT Contact: Cameron D. Richards Location Description: VARIOUS PRIMARY AND SECONDARY ROUTES IN DURHAM COUNTY Contractor Name: CAROLINA SUNROCK LLC Contract Amount: \$4,169,878.04 Work Began: 10/18/2017 Original Completion Date: 06/01/2018 Latest Payment Thru: 10/31/2017 Latest Payment Date: 11/08/2017	Route: NC-55 County: Durham Federal Aid Number: NCDOT Contact No: (919)835-8200 Cost Overrun/Underrun: 0% Letting Date: 06/28/2017 Revised Completion Date: Scheduled Progress: 7.2% Actual Progress: 9.61%
Contract Number: DE00214 Division: 5 TIP Number: Length: 0 miles NCDOT Contact: Troy B. Brooks, PE Location Description: VARIOUS SECONDARY ROUTES IN DURHAM AND PERSON COUNTIES Contractor Name: WHITEHURST PAVING CO INC Contract Amount: \$0.00 Work Began: Original Completion Date: 07/01/2018 Latest Payment Thru:	Route: SR-XXX County: Durham Federal Aid Number: NCDOT Contact No: (919)707-2400 Cost Overrun/Underrun: 0% Letting Date: 06/14/2017 Revised Completion Date: Scheduled Progress: 0%

Latest Payment Date:		Actual Progress: 0%	
Contract Number: DE00216		Route: SR-1361	
Division: 5		County: Durham	
TIP Number: W-5601GD, W-5601GG, W-5601HX W-5601HY			
Length: 0 miles		Federal Aid Number: HSIP-1361(010)	
NCDOT Contact: Troy B. Brooks, PE		NCDOT Contact No: (919)707-2400	
Location Description: SR 1361 (VICKERS AVE) AT LAKEWOOD AVENUE IN DURHAM COUNTY			
Contractor Name: BRENTWOOD DISPLAY SERVICES INC.			
Contract Amount: \$211,982.82		Cost Overrun/Underrun: 0.2%	
Work Began: 07/05/2017		Letting Date: 05/24/2017	
Original Completion Date: 12/05/2017		Revised Completion Date:	
Latest Payment Thru: 09/30/2017		Scheduled Progress: 12%	
Latest Payment Date: 10/20/2017		Actual Progress: 12.65%	
Contract Number: DE00228		Route: I-85	
Division: 5		County: Durham	
TIP Number: I-5729			
Length: 5.61 miles		Federal Aid Number: NHPP-0085(013)	
NCDOT Contact: Troy B. Brooks, PE		NCDOT Contact No: (919)707-2400	
Location Description: I-85 FROM US-15/501 TO EAST OF SR-1827 (MIDLAND TERRACE RD) IN DURHAM			
Contractor Name: INTERSTATE IMPROVEMENT, INC.			
Contract Amount: \$0.00		Cost Overrun/Underrun: 0%	
Work Began: 03/01/2018		Letting Date: 10/11/2017	
Original Completion Date: 11/01/2018		Revised Completion Date:	
Latest Payment Thru:		Scheduled Progress: 0%	
Latest Payment Date:		Actual Progress: 0%	

LET Est	TIP Sub No.	Let Type	Description	R/W (B)	Con Est	ROW Est	Comments
10/17	C-5178	NON - DOT LET (LAP)	DURHAM - CAMPUS WALK AVENUE, MORRENE ROAD TO LASALLE STREET AND LASALLE STREET, KANGAROO DRIVE TO ERWIN ROAD CONSTRUCTSIDEWALKS		\$336,000		
10/17	U-4726HM	NON - DOT LET (LAP)	DURHAM - SIDEWALK ON AVONDALE DRIVE				
10/17	W-5707C	Division POC Let (DPOC)	I-40 WESTBOUND AT US 15-501 SOUTH OF DURHAM IN ORANGE AND DURHAM COUNTIES. REVISE PAVEMENT MARKINGS AND OVERHEAD LANE USE SIGNS ON I-40 WESTBOUND IN VICINITY OF US 15-501.	06/17	\$145,000		Division 7 Design
11/17	SR-5001C	NON - DOT LET (LAP)	SAFE ROUTES TO SCHOOLS DURHAM - FAYETTEVILLE STREET ELEMENTARY SCHOOL	07/16			
12/17	W-5601EH	Division POC Let (DPOC)	SR 1118 (FAYETTEVILLE ROAD) AT COOK ROAD. SAFETY IMPROVEMENTS.	08/17	\$545,000	\$130,000	Scope revised for signal installation only.
12/17	W-5601EM	Division POC Let (DPOC)	SR 1118 (FAYETTEVILLE ROAD) AT PILOT STREET AND CECIL STREET. SAFETY IMPROVEMENTS.		\$14,000		waiting on Durham to complete road diet project related to SR-5001C
12/17	17BP.5.R.54	Division POC Let (DPOC)	REPLACE BRIDGE 117 OVER MUD CREEK ON SR 1308 (CORNWALLIS ROAD)		\$600,000		
12/17	U-4726HJ	NON - DOT LET (LAP)	CONSTRUCTION OF SIDEWALKS ON NC 751 BETWEEN GARRETT RD AND NC 54, AND ON NC 54 BETWEEN NC 751 AND DRESDEN DRIVE				
12/17	44932.3.1	On Call Contract (OCC)	US 70 Bus (Hillsborough Rd) at US 15-501 SB Ramp. Widen for an eastbound right turn lane		\$117,000		Signal design in progress.
01/18	B-4943	Raleigh Letting (LET)	REPLACE BRIDGE 20 OVER DIAL CREEK ON SR 1616	12/16	\$1,450,000	\$92,000	
01/18	W-5705C	Division POC Let (DPOC)	US 501 AT GARRETT ROAD, US 501 BUSINESS AT WESTGATE DRIVE,US 501 BUSINESS AT TOWER BOULEVARD, AND US 501 BUSINESS AT SHANNON ROAD SAFETY IMPROVEMENTS		\$375,000		plans received, need environmental documents and R/W certification
05/18	15005.1032011	Division POC Let (DPOC)	REDWOOD ROAD BRIDGE				
06/18	EB-4707A	Division POC Let (DPOC)	SR 1838/ SR 2220 FROM US 15/501 IN ORANGE COUNTY TO SR 1113(POPE ROAD) IN DURHAM COUNTY BICYCLE, PEDESTRIAN AND TRANSIT IMPROVEMENTS	08/15	\$3,500,000	\$1,534,000	
06/18	W-5705K	Division POC Let (DPOC)	SR 1327(GREGSON STREET)AT LAMOND AVENUE(MP:0.386-0.386); AND SR 1445(DUKE STREET)AT WEST CORPORATION STREET (MP:1.230-1.230) SAFETY IMPROVEMENTS	06/17	\$65,000	\$5,000	Gregson/Lamond under design, Duke/Corporation under construction by city forces
06/18	U-5745	Division POC Let (DPOC)	NC 751 (HOPE VALLEY ROAD) AT SR 1183 (UNIVERSITY DRIVE) INTERSECTION IN DURHAM. CONSTRUCT ROUNDABOUT.	10/17	\$1,300,000	\$150,000	Public meeting held. R/W acquisition underway.
07/18	EB-5514	NON - DOT LET (LAP)	UNIVERSITY DRIVE (SR 2220, NC 751, SR 1183) FROM SR 2220 OLD CHAPEL HILL ROAD) TO SR 1158 (WEST CORNWALLIS ROAD)		\$1,025,000		
09/18	C-5183B	NON - DOT LET (LAP)	SR 1945 (S ALSTON AVENUE) FROM SR 1171 (RIDDLE ROAD) TO CAPPS STREET. CONSTRUCT SIDEWALKS IN DURHAM		\$706,000	\$99,000	
09/18	U-4724	NON - DOT LET (LAP)	SR 1158 (CORNWALLIS RD) FROM SOUTH ROXBORO RD TO SR 1183 (UNIVERSITY DR) IN DURHAM, BIKE AND PEDESTRIAN FEATURES.		\$4,978,000		
09/18	C-4928	NON - DOT LET (LAP)	CONSTRUCT BIKE LANES AND SIDEWALKS ON SR 1317 (MORRENE RD)IN DURHAM FROM NEAL ROAD TO ERWIN ROAD	09/17	\$5,783,000	\$7,000	
06/19	U-4726HN	NON - DOT LET (LAP)	CONSTRUCT BIKE LANES/SIDEWALKS IN DURHAM - HILLANDALE ROAD	09/17			

<u>LET Est</u>	<u>TIP Sub No.</u>	<u>Let Type</u>	<u>Description</u>	<u>R/W (B)</u>	<u>Con Est</u>	<u>ROW Est</u>	<u>Comments</u>
07/19	SS-4905EZ	On Call Contract (OCC)	NC 98 at Adams St. and NC 98 at Woodcrest St. - signal at Adams and channelization at Woodcrest	06/18	\$160,000	\$40,000	Surveys completed.
08/19	U-5516	Raleigh Letting (LET)	FROM US 501 (ROXBORO ROAD) TO SR 1448 (LATTA ROAD) / SR 1639 (INFINITY ROAD) IN DURHAM	08/18	\$5,500,000	\$2,000,000	Second public meeting held in September.
09/19	EB-5703	NON - DOT LET (LAP)	DURHAM - LASALLE STREET FROM KANGAROO DRIVE TO SPRUNT AVENUE		\$525,000		
09/19	EB-5704	NON - DOT LET (LAP)	DURHAM - RAYNOR STREET FROM NORTH MIAMI BOULEVARD TO NORTH HARDEE STREET		\$250,000		
09/19	EB-5708	NON - DOT LET (LAP)	NC 54 FROM NC 55 TO RESEARCH TRIANGLE PARK WESTERN LIMIT INDURHAM CONSTRUCT SECTIONS OF SIDEWALK ON SOUTH SIDE		\$250,000		
09/19	EB-5715	NON - DOT LET (LAP)	US 501 BYPASS (NORTH DUKE STREET) FROM MURRAY AVENUE TO US 501 BUSINESS (NORTH ROXBORO ROAD) IN DURHAM CONSTRUCT SIDEWALK ON EAST SIDE TO FILL IN EXISTING GAPS		\$1,269,000		
09/19	EB-5720	NON - DOT LET (LAP)	BRYANT BRIDGE TRAIL - NC 55 TO KELLY BRYANT BRIDGE IN DURHAM		\$1,061,000		
10/19	17BP.5.R.97	Division POC Let (DPOC)	REPLACE BRIDGE 89 OVER LICK CREEK ON SR 1902 DURHAM COUNTY		\$1,250,000		
01/20	U-5968	Raleigh Letting (LET)	CITY OF DURHAM UPGRADE ITS / SIGNAL SYSTEM				
04/20	U-5717	Raleigh Letting (LET)	US 15 / US 501 - SR 1116 (GARRETT ROAD) IN DURHAM. CONVERT AT-GRADE INTERSECTION TO INTERCHANGE.	04/19	\$18,000,000	\$53,000,000	Public meeting held October 9th.
04/20	17BP.5.R.83	Division POC Let (DPOC)	BRIDGE 84 OVER CHUNKY PIE CREEK ON SR 1815		\$445,678		
06/21	U-5823	NON - DOT LET (LAP)	WOODCROFT PARKWAY EXTENSION. FROM SR 1116 (GARRETT ROAD) TONC 751 (HOPE VALLEY ROAD) IN DURHAM. CONSTRUCT ROADWAY ON NEW ALIGNMENT.	05/20	\$1,798,000	\$421,000	
01/22	U-5934	Raleigh Letting (LET)	NC 147 FROM I-40 TO FUTURE I-885(EAST END CONNECTOR)IN DURHAM ADD LANES AND REHABILITATE PAVEMENT				
03/22	U-5720A	Design Build Let (DBL)	US 70 (MIAMI BLVD) FROM LYNN ROAD TO SR 1959 (SOUTH MIAMI BOULEVARD/SR 1811 (SHERRON ROAD)		\$78,705,000	\$30,315,000	Concurrence received on purpose & need
03/22	U-5720B	Design Build Let (DBL)	US 70 (MIAMI BLVD) FROM LYNN ROAD TO SR 1959 (SOUTH MIAMI BOULEVARD/SR 1811 (SHERRON ROAD)		\$22,914,000	\$2,190,000	Concurrence received on purpose & need
06/22	I-5707	Raleigh Letting (LET)	I-40 - FROM NC 55 (ALSTON AVENUE) TO NC 147 (DURHAM FREEWAY/TRIANGLE EXPRESSWAY) IN DURHAM	06/20	\$3,550,000	\$300,000	

NCDOT DIV 7 PROJECTS LOCATED IN DCHCMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status
B-4962 40174.1.1 40174.2.1 40174.3.1	Replace Bridge #46 over Eno river on US 70 Bypass	6/18/2019	FY 2021	\$3,812,000	Design activities underway
SS-4907BS 44894.2.1 44894.3.1	Installation of traffic signal at the intersection of US70 and SR 1114 (Buckhorn Road) East of Mebane .	5/31/2017	Jan. 2018	\$40,500 R/W \$43,200 CON	Signal design complete, R/W acquisition complete and certified, utility relocations pending
SS-4907BW 47356.1.1 47356.3.1	Intersection improvements at SR 1114 (Buckhorn Road) and SR 1146 (West Ten Road) east of Mebane. Convert two way stop to ALL WAY STOP. Construct radius improvements to accommodate turning traffic	9/1/2017	Dec. 2017	\$3000 PE \$55,000 CON	Under construction - 5% complete
U-5549/SS-4907AZ 50153.3.F1 44227 44247	Churton Street Access Improvements - Traffic signal and curb ramp revisions on east side of NC 86 (Churton Street) at SR 1150/SR 1002 (King Street), and NC 86 (Churton Street) at Margaret Street. Grading, curb & gutter, crosswalks and signal modifications on the west side of NC 86 /US 70 Bus.(Churton Street) from Tryon Street to just south of Margaret Street. Grading, curb & gutter, crosswalk and bus pull-out on NC 86 / US 70 Bus. (Churton Street) from south of Margaret Street to just south of Nash and Koolock Street in Hillsborough .	11/1/2016	Fall 2017	\$156,000 CON \$245,000 CON \$120,000 CON	Construction underway - 95% complete
U-5846 50236.1.1 50236.2.1 50236.3.1	Construct a Roundabout at SR 1772 (Greensboro Street) and SR 1780 (Estes Drive) in Carrboro .	Jan. 2018	Mar. 2019	\$775,000	Planning and design activities underway, R/W acquisition - 10% complete
U-5847 50238.1.1 50238.2.1 50238.3.1	Intersection improvements at SR 1010 (West Franklin St.) and SR 1771 (Merritt Mill Rd)/SR1927 (Brewer Lane) in Chapel Hill / Carrboro .	Jan. 2019	Mar. 2019	\$775,000	Planning and design activities underway

NCDOT DIV 7 PROJECTS LOCATED IN DCHCMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status
U-5854 46382.1.1 46328.2.1 46382.3.1	Construct a roundabout at SR 1008 (Mt. Carmel Church Road) and SR 1913 (Bennett Road) in Chapel Hill	Jun. 2018	Fall 2019	\$775,000	Planning and design activities underway, Utility coordination underway, R/W acquisition - 25% complete
W-5707A 44853.1.1	Curb ramp improvements at the following intersections: SR 2048 (South Road) at Raleigh Street; SR 2048 (South Road) at Country Club Road, SR 1902 (Manning Drive) at Paul Hardin Drive, and SR 1902 (Manning Drive) at Ridge Road / Skipper Bowles Road in Chapel Hill	6/15/2017	Summer 2018	\$80,000	Planning and design activities underway. Signal pedestrian improvements complete. Project let, Bid exceeded engineer's estimate, Re-let with upcoming TAP contract
W-5707C 44853.1.3 44853.3.3 47490	Revise pavement markings and overhead lane use signs for removal of inside lane drop configuration on I-40 Westbound in vicinity of US 15-501 interchange. Resurfacing I-40 WB by use of contingency funds	9/21/2017	Nov. 2017	\$395,000	Planning and design activities underway, re-let due to bids exceeded engineers estimate, new let date pending
47418	Install chain link fence on both sides of SR1006 (Orange Grove Rd.) bridge over I-40 in Orange Co.	10/19/17	4/1/18	\$100,000	Project let, Bids exceeded Engineers estimate, Re-let 12/7/17



North Carolina Department of Transportation

Active Projects Under Construction - Orange Co.

<u>Contract Number</u>	<u>TIP Number</u>	<u>Location Description</u>	<u>Contractor Name</u>	<u>Resident Engineer</u>	<u>Contract Bid Amount</u>	<u>Availability Date</u>	<u>Work Start Date</u>	<u>Completion Date</u>	<u>Progress Schedule</u>	<u>Completion Percent</u>
C203274		REPLACEMENT OF 11 BRIDGES IN ALAMANCE CO AND 3 BRIDGES IN ORANGE CO.	HAYMES BROTHERS, INC.	Kirkman, PE, Christopher D	\$6,356,520.00	04/29/2013	05/23/2013	12/13/2016	99.99	99.91
C203640		REPLACEMENT OF 4 BRIDGES IN GUILFORD COUNTY AND 3 BRIDGES IN ORANGE COUNTY.	HAYMES BROTHERS, INC.	Lorenz, PE, Kris	\$3,124,500.00	06/01/2015	09/02/2015	11/01/2017	93.20	86.93
C203641		REPLACEMENT OF 5 BRIDGES IN GUILFORD COUNTY AND 5 BRIDGES IN ORANGE COUNTY.	R.E. BURNS & SONS CO., INC.	Kirkman, PE, Christopher D	\$5,940,323.00	06/01/2015	06/01/2015	11/01/2018	72.90	92.33
C203946	B-5348	REPLACE BRIDGE #85 OVER PHIL'S CRK ON SR 1005 (OLD GREENSBORO RD.)	DANE CONSTRUCTION INC	Kirkman, PE, Christopher D	\$984,596.98					
C204025	I-5954	PAVEMENT REHAB ON I-40/I-85 FROM EAST OF NC-54 IN GRAHAM IN ALAMANCE COUNTY TO WEST OF SR-1114 (BUCKHORN RD) IN ORANGE COUNTY.	APAC - ATLANTIC INC THOMPSON ARTHUR DIVISION	Kirkman, PE, Christopher D	\$9,699,053.68					
DG00302	P-4405K	EXTEND BRYDSVILLE ROAD TO NC 86 AND REMOVE RAIL CROSSING	TRIANGLE GRADING & PAVING INC	Kirkman, PE, Christopher D	\$1,683,900.00	07/01/2016	09/29/2016	12/30/2017	100.00	68.55
DG00323	C-5600F	INSTALLATION OF FIBER-OPTIC COMMUNICATION NETWORK AND RELATED WORK FOR CENTER TO CENTER CONNECTION	ALS OF NORTH CAROLINA LLC	Kirkman, PE, Christopher D	\$885,605.60	11/14/2016	02/27/2017	09/09/2017	100.00	99.87
DG00332	W-5601 IF	GUARDRAIL END TERMINAL UPGRADES ON I-85	NICKELSTON INDUSTRIES INC	Kirkman, PE, Christopher D	\$494,243.00	12/05/2016	05/01/2017	09/05/2017		
DG00340		REPLACE BRIDGE NO. 137 ON SR 1550 (EDMUND LATTA RD) OVER FORESET CREEK	SMITH-ROWE, LLC	Kirkman, PE, Christopher D	\$389,523.35	03/15/2017	04/26/2017	12/15/2017	100.00	92.12
DG00341		REPLACE BRIDGE NO. 18 ON SR 1421 (LIB ROAD) EAST BACK CREEK TRIBUTARY WITH CULVERT	SMITH-ROWE, LLC	Kirkman, PE, Christopher D	\$310,294.00	03/15/2017	04/17/2017	01/15/2018	100.00	73.62
DG00345	U-3306(L)	LANDSCAPING ON SR 1733 (WEAVER DAIRY ROAD)	MOTS LANDSCAPING & LAWNS LLC	Kirkman, PE, Christopher D	\$73,101.80	01/23/2017	04/05/2017	06/15/2018	89.58	84.83
DG00346		REPLACE BRIDGE #209 OVER FRANK CREEK ON SR 1366 (ATKINS ROAD)	APPLE TUCK & ASSOCIATES INC	Kirkman, PE, Christopher D	\$363,834.19	05/01/2017	05/24/2017	02/07/2018	100.00	96.39
DG00371		RESURFACE 9 SECONDARY ROADS IN ORANGE CO.	CAROLINA SUNROCK LLC	Kirkman, PE, Christopher D	\$1,688,750.33	07/05/2017	08/30/2017	11/01/2018	13.30	21.76
DG00372	R-5787B	ADA CURB RAMPS AT INTERSECTIONS IN GIBSONVILLE, GRAHAM, MEBANE CARRBORO & CHAPEL HILL IN ORANGE COUNTY	ATLANTIC CONTRACTING COMPANY, INC.	Kirkman, PE, Christopher D	\$128,910.00	07/24/2017		03/28/2019		
DG00383		REPLACE BRIDGE # 84 OVER COLLINS CRK ON SR 1005 (OLD GREENSBORO RD)	DANE CONSTRUCTION INC	Kirkman, PE, Christopher D	\$1,290,279.37	07/24/2017	07/24/2017	05/15/2018	82.00	76.87
DG00391		REPLACE BRIDGE # 104 OVER STONEY CRK ON SR 1712 (UNIV. STATION RD)	R.E. BURNS & SONS CO., INC.	Kirkman, PE, Christopher D	\$561,562.02					
DG00393		RESURFACING ON SR 1101, SR 1118, SR 1119, SR 1124, SR 1125, SR 1127, SR 1128 SR 1130, SR 1134, SR 1135, ETC.	RILEY PAVING INC	Kirkman, PE, Christopher D	\$1,084,520.40	04/02/2018		10/12/2018		
DG00395		REPLACE BRIDGE #189 ON SR 1114 (BUCKHORN ROAD) OVER CANE CREEK	S T WOOTEN CORPORATION	Kirkman, PE, Christopher D	\$723,924.13	04/01/2018		01/01/2019		

ACTIVE PROJECTS - June 2017							
TIP/WBS # or Contract #	Project Description	Length (mi)	Let Date	Completion Date	Cost	Contractor	Comments
44195.3.1 DH00212	Construct a southbound left turn lane on NC 751 at New Hope Church Road & at NC 751 at SR 1617 Big Woods Road	1.74	9/27/2016	2/27/2018	\$1,489,500.00	FSC II, LLC, DBA Fred Smith Company	80% Completion
DH00211, 44807.3.1, SS- 4908BB	Improve edgeline and centerline markings on SR 1731 O'Kelly Chapel Rd from NC 751 to beginning of three lane section west of Pittard Sears Rd. Work includes adding 6" Thermoplastic w/Highly Reflective Elements (Edgelines) and 4" Thermoplastic Standard Bead (centerline)	2.2	9/13/2016	7/30/2017	TBD	Clark Pavement Marking, Inc	Contract covers other various counties.

UPCOMING PROJECTS				
TIP/WBS # or Contract #	Project Description	Let Date	Cost	Comments

This is how Durham wants to make its city streets safer for bicyclists

The Herald-Sun By Zachery Eanes December 4, 2017

DURHAM – Last week hundreds of bikes were added to the streets of Durham, with the arrival of the bike-share startups Spin and LimeBike.

Many of the people likely to use these new bikes are novice riders or those who haven't ridden a bike in a long time. For new riders, navigating the busy streets of Durham can be an intimidating and potentially dangerous experience.

One solution the city hopes will make the prospect less daunting is the implementation of "bike boulevards," a concept that has gained popularity on the West Coast.

Bike boulevards, which have been created in cities like [Portland, Ore.](#) and [Berkeley Calif.](#), would turn some neighborhood streets across the urban core of Durham into preferred routes for the bicyclists – directing bikers off car-heavy streets and toward quieter routes. Durham is hoping to create at least seven miles of these bike boulevards in the coming years to help safely move bicyclists more easily from north Durham to south Durham.

"What we are hoping is that these bike boulevards would help residents on a bike get to key destinations more safely and really direct them to (roads) with lower traffic volumes and more bikeable streets that they might not have known about if they were driving a car," said Bryan Poole, a bicycle and pedestrian coordinator for Durham. "It's the one-street-over concept."

That "one-street-over" concept is currently exemplified by Watts Street in the Trinity Park neighborhood, which became the city's first bicycle boulevard in 2016. On that street, the city has put pavement markings and street signs directing cyclists to use that road and letting motor vehicles know the street is a preferred bicycle route.

Watts Street has become a popular route between downtown and north Durham, as it offers a similar route to the heavily trafficked Gregson and Duke streets. The city also created two-way bicycle lanes on Watts, while automobiles are only allowed to travel one direction, and there are several speed bumps on the street.

But, the city needs more Watts Streets outside of Trinity Park, said Brian Vaughn, the interim director for Durham Bike Boulevards, which has been the lead advocate for the creation of bike boulevards.

"Durham has a really healthy commuting culture," Vaughn said. "I think where we want to be is what Washington, D.C. is – where you can really ride a bike and be fearless. We want mothers of small children to feel comfortable biking with their kids, and for elderly folks to have mobility to get downtown."

What are bike boulevards?

Bike boulevards – also known as neighborhood greenways – are existing neighborhood streets that discourage cut-through car traffic through the use of signs, pavement markings and speed and volume management. Streets with low motor-vehicle volumes are preferred to ones with high speed limits and lot of of daily traffic.

Designated bike boulevards are often located parallel to popular thoroughfares, as Watts Street is parallel to both Gregson and Broad streets in the Trinity Park neighborhood. Motor vehicles are still allowed to go on bike boulevards, but speed limits are set low and street signs discourage non-local vehicles, while highlighting that it's a preferred bike route.

Bike boulevards often operate as a network of routes to popular points of destination, so that cyclists rarely, if ever, have to go on busy streets. When a bike boulevard does intersect with a popular street, there are often designated bike lanes and crossings.

Bike boulevards are also designed to guide cyclists to popular destinations, letting users know where the boulevards go and what's located nearby, such as parks and business and entertainment districts.

What would it look like in Durham?

It's too early to say which streets will be included in the bike boulevard project, but transportation planner Bryan Poole with the city of Durham said it will probably be similar to a proposed map that the advocacy group Durham Bike Boulevards made.

Durham Bike Boulevards created a map of a potential [15-mile](#) of network that highlights streets on both sides of the Durham Freeway (N.C. 147) that could potentially get cyclists from as far south as N.C. Central University to as far north as the Ellerbee Creek Trail. The Durham Bike Boulevard proposal uses the American Tobacco Trail and the East Coast Greenway as a central artery for the network of streets.

"Our goal is that if you get on one of the bike-share bikes and you are staying at a hotel in downtown or if you are a student at NCCU, you can jump on a bike it could be really easy (to bike around town)," Poole said. "If you are at Lakewood shopping center and want to get downtown or from Duke to Wellons Village, they could all be connected. You wouldn't need to pull out a map or a phone, it can be more intuitive (through signage)."

Poole added that no new bike lanes would be created through the bike boulevard project, but that bike boulevards would be chosen so that there would be designated bike lanes at main-thoroughfare crossings.

When would they be built?

Poole said that the city will be asking consultants to submit proposals for the bike boulevards project in coming weeks. From there it will take a couple of months before a consultant and plan is chosen.

Design work will likely begin in the spring and construction will start at the earliest in May 2019. That may seem like a long time, but because federal funding is involved the timeline can take time, Poole said.

How much will they cost?

The city estimates that it will cost \$644,728 to sign and mark at least seven miles of neighborhood streets for bike boulevards. The city's transportation department received federal funding of \$505,498 for the project, which requires a local match of \$126,375. The city estimates that another \$12,855 will be needed for administration costs.

Vaughn from Durham Bike Boulevards hopes the city designates as many bike boulevards as possible with the funds.

"What we don't want is five miles of very well-striped and painted bicycle boulevards with three quarters of a mile in Trinity Park and a quarter of mile in East Durham ... and none of its connected," he said. "I think a much wiser use of funds would make the urban core really well connected; then you will see an explosion of bike use in Durham."

Can Chapel Hill handle a 5-story building, more traffic south of UNC?

The Herald-Sun By Tammy Grubb November 29, 2017

CHAPEL HILL – A multistory building plan for South Columbia Street is raising a lot of questions about how a major road where cars already line up every weekday and on UNC game days could handle more traffic.

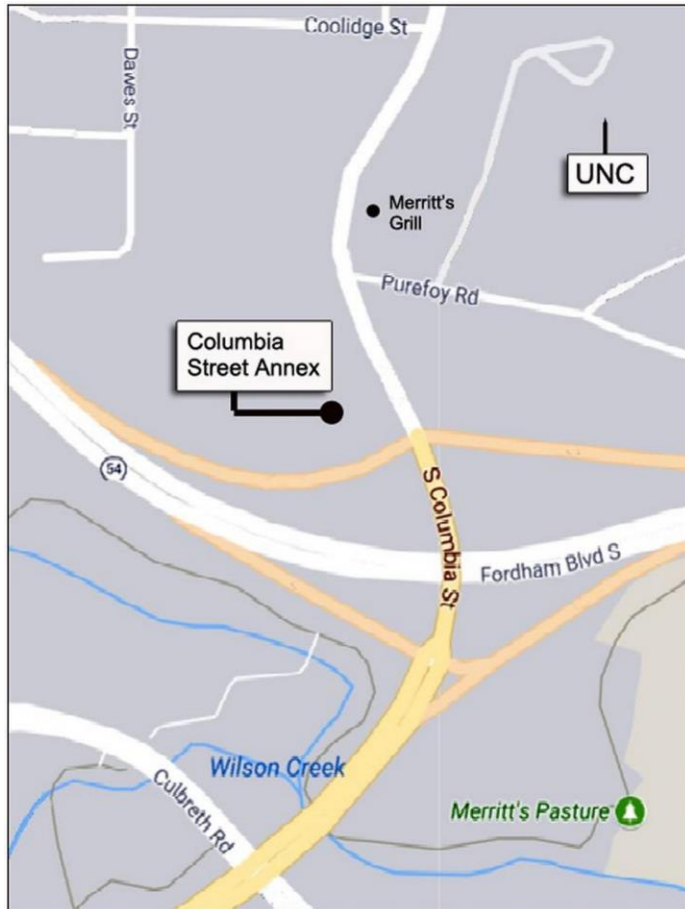
The Columbia Street Annex project could add housing, offices and retail to 4.2 wooded acres at the corner of South Columbia Street and the N.C. 54 West on-ramp. A single driveway allowing access to the site could be located across South Columbia Street from Purefoy Road and Merritt's Store and Grill.

The N.C. Department of Transportation already plans to change the N.C. 54 on-ramp to accommodate traffic generated by the future Obey Creek development near Southern Village. Those changes would affect the Columbia

Street project, but how the future intersection would look and how much land it would take haven't been decided yet, said architect Phil Szostak, representing Raleigh-based White Oak Properties.

The developer thinks there will be a solution and is working with the state to plan the interchange and other road improvements, he said.

"As the neighbors will tell you, this is a bad intersection, and it's a bad part of the road," Szostak said. "If we need to condemn this project because of traffic, we need to condemn every project that the university, every project that the downtown, everything that comes in through this direction. It all contributes."



The Herald-Sun

Town Council members, after reviewing a concept plan for the project recently, still had concerns. Submitting a concept plan gives the developer an opportunity to get feedback before submitting an official application.

The town's lack of control over surrounding state roads frustrates the conversation, council member Donna Bell said.

"I feel like we are patching things together ... trying to sort of make adjustments, and no matter what we do, we don't seem to float to the top of this being an important intersection for our state," she said. "I also don't think that we can just develop property because we're waiting for NCDOT to come up with a solution, and maybe not a solution that we're interested in or excited about."

Neighbors also are worried about increased traffic and particularly about the possibility that the developer will want to add a new connection to small, winding neighborhood streets to the north.

"Statistics don't indicate how many squealing brake stops there are because of pedestrians trying to cross the road or someone's trying to turn left out of Purefoy Road," neighbor Nina East said.

Others fear the building would dwarf existing one- and two-story homes and businesses.

Five stories are proposed along the street, rising to seven as the building descends the slope. The additional height would come from two stories of under-building parking built into the hill.

Inside, the developer plans 39 efficiency, one- and two-bedroom condominiums and townhomes. The developer could sell six condos for less than market rate or pay \$700,000 into the town's affordable housing fund, Szostak said.

The council has multiple options for approaching the project if an application is submitted, senior planner Kay Pearlstein said. Besides the typical special-use permit and rezoning, the council also could negotiate a development agreement, similar to what the town used with the Obey Creek project.

A future option, which the council will continue discussing Wednesday, is a conditional zoning.

All three options would involve advisory board reviews and public hearings before the council decides whether to rezone the site and approve the project.

Think DMV lines are long now? Imagine if 4 million people wait to get their REAL ID.

The News and Observer By Richard Stradling November 28, 2017

RALEIGH – As publicity stunts go, this one was pretty low-key: State Board of Transportation member Allen Moran went to his local DMV office in Nags Head two days before Thanksgiving to get his REAL ID, a form of driver's license that meets stricter federal identification standards that go into effect in October 2020.

The press was notified and invited to come along, as they will be when transportation board members across the state go to their local DMV offices to get REAL ID's in the coming weeks.

The Division of Motor Vehicles has no money to market the REAL ID, so it is looking to low-cost strategies like this to get the word out. DMV commissioner Torre Jessup says he expects as many as 4 million North Carolinians will want a REAL ID before October 2020, and he fears too many of them will wait until the last minute to come in.

"We need people to come in now," Jessup said at a Board of Transportation meeting earlier this month. "If we set out to achieve a goal of getting every driver's license holder a REAL ID by this deadline, we're talking about 220,000 additional people coming through our offices each month. We can't handle that with our current infrastructure, and we definitely can't handle it if everybody waits until the last minute. And it would be a disaster. So we've got to start now."

Why we need REAL ID

The REAL ID looks and works like a driver's license or state-issued ID, except that it has a gold star in the upper right-hand corner. The star indicates that the license satisfies federal ID requirements for boarding airplanes and entering federal buildings, military bases and nuclear facilities.

Congress created the new identification standards through the REAL ID Act of 2005 in response to the terrorist attacks of Sept. 11, 2001. Some military bases already require that civilian visitors either have a REAL ID or two forms of other identification, such as a veteran's health ID card issued by the U.S. Department of Veterans Affairs.

But where most people will find the ID useful will be in boarding a domestic flight starting on Oct. 1, 2020. Those without a state-issued REAL ID would still be able to get on a plane with a standard driver's license, but they'll also need a second form of identification spelled out in the federal law, such as a passport.

The [DMV began issuing REAL ID's on May 1](#), and as of Monday more than 211,000 people have received them. Unlike a standard driver's license, which can be renewed online, someone must come in to the DMV to obtain a REAL ID.

Jessup says he worries not enough people know about REAL ID yet.

He says DMV will use a "grassroots effort" to draw attention to the ID and urge people to get them sooner rather than later. The agency will make it easier to get one by taking some of its mobile driver's license offices to businesses, university campuses and military bases where large numbers of travelers work. It will also work through travel agents associations, whose members book travel for business and pleasure, to draw attention to the ID.

DMV will also try to drum up free media, which is where the press events with Board of Transportation members come in. The board's members may not be household names – can you name one? – but Jessup says the press came out when he got his REAL ID in Winston-Salem in late September. He told board members this month that he thinks the same can happen with them.

"People recognize you, recognize your faces," he told them. "If we can get some media out of this, we need that free media."

What you need to get a REAL ID

Some of the board members said they were concerned about having the right documents to get a REAL ID; they didn't want to get turned away under the glare of TV lights. Board chairman Michael Fox assured them that they would be coached ahead of time.

"You will not be made to look foolish," he said. "You will be successful because we want people to see how you can be successful."

The documents that meet the requirements include a birth certificate, a valid U.S. passport or immigration documents, and a Social Security card or W-2 form. Under federal law, the DMV scans the documents used to obtain the REAL ID and permanently stores them.

A REAL ID costs the same as a standard driver's license – \$40 for a Class A license good for eight years. If your license is not up for renewal, getting a REAL ID will cost the \$13 you'd pay for a duplicate license.

More information on North Carolina's REAL ID, including the types of identification required to get one, is available at NCREALID.gov.

Need a ride? Two bike-share programs launching in Durham next week

The Herald-Sun By Zachery Eanes November 21, 2017

DURHAM – Two competing bike-share programs bring their services to Durham next week, flooding the city with hundreds of bicycles for public use.

Both [Spin](#) and [LimeBike](#) will launch 300 bikes each throughout the city starting Monday, Nov. 27 – a number that could quickly rise to 2,500 bikes each under the city's recently approved bike-share [ordinance](#).

The two dockless bike-share programs, which allow users to rent bikes for 30-minute increments via a smartphone, have grown in popularity over the past year in the U.S.

Durham was one of the last big cities in North Carolina without some form of bike share, as LimeBike had already launched on the [campuses](#) of N.C. State and UNC Greensboro, and both Spin and LimeBike began putting bikes in [Charlotte](#) last month. UNC-Chapel Hill [launched](#) its own program last month.

Unlike some programs in larger cities – like [Citi Bike](#) in New York City or [Capital Bikeshare](#) in Washington, D.C. – Spin and LimeBike do not have permanent docking stations where customers must pick up or leave a bicycle.

Rather, a Spin or a LimeBike can be left or picked up anywhere. The bikes use GPS technology, so users can find available bikes through maps on their respective apps. Customers can only unlock a bike through the app.

Both Spin and LimeBike typically cost \$1 for 30 minutes of riding, however prices for first-time users and students are discounted.

Dockless bike-share programs, which were first popularized in China, have [multiplied across](#) the U.S. this year, as investors have poured millions into several burgeoning startups such as LimeBike and Spin.

The dockless concept is much cheaper than installing multiple docking stations, which has encouraged bike-sharing startups in markets across the U.S. LimeBike is now available in 26 markets and Spin is in nine.

Bryan Poole, a bicycle and pedestrian planner for Durham, said the two services will be a great opportunity to test demand and route data at zero cost to the city. The success of the two programs will also determine whether the city creates its own dock-based program, something it has been considering, Poole added.

A dock-based program that [Raleigh](#) is planning will reportedly cost \$1.65 million to deploy 300 bikes at 30 stations.

“We get to test where the demand is and where people are riding at no cost to tax payers,” Poole said. “If changes need to be made, we are ready to respond. ... We know there will be growing pains, but we believe it will be a key mobility option for people getting off the bus that need to go that last mile. And for parking downtown, (residents) could park a little farther away and use a bike to do that last half mile.”

Targeting Durham

Brooks Buffington, San Francisco-based Spin’s head of market operations, said Spin began talking with city officials several months ago and has previously put its bikes on campuses such as Furman University in Greenville, S.C.

“We are really targeting places like Durham and Duke University,” Buffington said. “Even though it’s not the biggest city in the world, it has a great sense of community and density of people.”

Buffington said the company is using a warehouse in south Durham to house its local operations, which so far employ nine local workers. That number could expand, as the company introduces more bikes to the city, he added.

Efforts to reach LimeBike for this story were not immediately successful.

Spin’s local employees will be tasked with removing and repairing broken bikes and relocating bikes that have been moved from low-traffic areas. The city is asking both companies to place 20 percent of their bikes in Northeast Central and East Durham to ensure the bikes are available outside of downtown and Duke, Poole said.

Bikes in trees

The employees will also monitor the bikes’ GPS locations to prevent potential theft or vandalism. In Raleigh, for example, LimeBike’s bikes have been [discarded in trees](#) and even at the bottom of a dam.

Spin said it hasn’t had any major issues with theft in its markets.

"We will work with (the Durham Police Department) if it were to become an issue," Buffington said in a statement. "We're excited to launch this technology in Durham, but it will be a community effort to ensure that bikes are being used and returned responsibly. Our bikes have GPS on them so we always know where they are and who last used them."

Poole admitted that it might take a little bit for residents to get used to the fact these bikes can be left anywhere.

"It's a concern of ours and a concern of Duke's, and really it's one of the main issues when you hear about these being launched," Poole said. "We are working proactively with the companies, letting them know where we would prefer the bikes to be placed, especially in downtown and on Ninth Street where there is not a lot of sidewalk space."

The city will debut the two services in CCB Plaza at 11 a.m. on Monday. For users without a smartphone or a credit card, access cards will be available for purchase at Durham City Hall and the Durham Station Transportation Center.