



Technical Committee Meeting Agenda

Wednesday, September 25, 2019

9:00 AM

Committee Room 2nd Floor
Durham City Hall 101 City Hall Plaza
Durham, NC 27701

1. Roll Call
2. Adjustments to the Agenda
3. Public Comment

CONSENT AGENDA

4. **Approval of the August 28, 2019 TC Meeting Minutes** [19-176](#)

A copy of the August 28, 2019 meeting minutes is enclosed.

TC Action: Approve the minutes of the August 28, 2019 TC meeting..

5. **Authorize Durham City Manager on behalf of DCHC MPO to enter into agreement with North Carolina Department of Transportation (NCDOT) for the Metropolitan Planning Program (Section 5303) Grant for FY20** [19-171](#)

Meg Scully, LPA Staff

The Metropolitan Planning Program (Section 5303) Grant scope and budget for FY20 were approved by the MPO Board as part of the FY20 Unified Planning Work Program (UPWP) on February 27, 2019. The Durham City Manager, on behalf of DCHC MPO, is the contractor's authorized representative for the agreement between NCDOT and the City of Durham. The MPO Board must authorize the City Manager to enter into agreement with the NCDOT. A copy of the grant agreement is attached.

TC Action: Recommend the Board authorize the Durham City Manager to enter into agreement with NCDOT.

Attachments: [2019-09-25 \(19-171\) 5303 Contract FY20.pdf](#)

ACTION ITEMS

6. NC 54 West Corridor Study - Phase Two (15 minutes)[18-179](#)**Aaron Cain, LPA Staff**

Don Bryson of VHB presented the findings of the second phase of the NC 54 West Corridor Study at the August 2019 TC meeting. A draft memo for this phase was circulated to the TC members for review and comment on September 5, 2019. Comments can be sent to LPA Staff by September 25 in order to be incorporated into the next draft of the memo. Staff will also take comments during the TC meeting.

Staff will present a revised draft memo to the Board at its October 9, 2019 meeting and request that it be released for public comment. A tentative presentation schedule has been developed during the public comment phase:

- October 15 - Carrboro Board of Aldermen
- October 24 - Public Meeting, Carrboro Century City
- October 30 - Chapel Hill Town Council
- November 7 - Orange County Board of Commissioners
- November 13 - MPO Board Public Hearing

TC Actions: Provide comment to staff on the Phase 2 memo and recommend that the Board release the memo for public comment.

Attachments:[2019-09-25 \(18-179\) NC 54 West Phase 2 Draft Memo v2.pdf](#)[2019-09-25 \(18-179\) NC 54 West Phase 2 Draft Figures v2.pdf](#)

7. Triangle Strategic Tolling Study - Final Report - Public Hearing (10 minutes)[19-158](#)**Andy Henry, LPA Staff**

The MPO released the final report of the Triangle Strategic Tolling Study at the August Board meeting and conducted a public hearing at the September Board meeting. The Board is scheduled to approve the final report at their October meeting. At the September meeting, the Board expressed a desire to create and add a statement of principles to the front of the final toll study that would be based on comments from the Board and the public, and on a letter that the MPO Board previously sent to the NCDOT Division 5 Engineer. A draft of the statement of principles is attached. Note that this draft will likely have further edits before the Technical Committee meeting because the MPO Board Chair is still reviewing it. A copy of the toll letter is attached.

A compilation of the public comments is attached, and can be summarized as follows:

- * Most respondents do not want toll roads because they don't want to pay, believe they have already paid for the roads, or have had bad experiences with tolls lanes.
- * Several respondents support the use of toll roads.
- * One respondent believed that the toll study did not emphasize equity and environmental issues enough, and recommended the addition of a statement of principles to the report to elevate these issues.

The following MPO Web page has a copy of the final report:

www.dchcmpo.org/programs/local/triangle_strategic_tolling_study.asp.

The project Web site provides additional background information and toll related resources:

www.triangletollingstudy.com

TC Action: Review the statement of principles, provide comments, and recommend that the Board approve the final report for the Triangle Strategic Tolling Study.

Attachments: [2019-09-25 \(19-158\) Compilation of Toll Comments.pdf](#)
 [2019-09-25 \(19-158\) Toll Letter.pdf](#)
 [2019-09-25 \(19-158\) Toll - Statement of Principles.pdf](#)

8. Title VI Plan (5 minutes)[19-168](#)**Andy Henry, LPA Staff****Felix Nwoko, LPA Staff**

The MPO Board released the MPO's Title VI Plan for public comment at their September meeting. The schedule is to have the Board conduct a public hearing and adopt the Plan at their October meeting. At the September meeting, a board member asked that the Board be notified if the MPO receives a Title VI complaint. Staff added this requirement to the "External Discrimination Complaint Procedures" section on page 22 of the report. The MPO has not received any public comments.

The draft Title VI Plan and a presentation, which the Board and TC have already received, are attached.

TC Action: Recommended that the MPO Board adopt the Title VI Plan.

Attachments: [2019-09-25 \(19-168\) Title VI Plan.pdf](#)
[2019-09-25 \(19-168\) Title VI Presentation.pdf](#)

9. Surface Transportation Block Grant - Direct Attributable (STBG-DA) and Transportation Alternative Program (TAP) Funding Distribution for FY21 (5 minutes)[19-178](#)**Meg Scully, LPA Staff**

On October 14, 2015, the MPO Board approved the formula and policy to distribute STBG-DA and TAP funds to subrecipients for fiscal years 2017 through 2025 with the expectation that each year, prior to development of the next year's Unified Planning Work Program (UPWP), the actual STBG-DA and TAP allocation to the DCHC MPO would be entered into the formula as would the most recent certified National Transit Database (NTD) data (to be used in calculating the distribution to transit agencies). Attached is a table with the FY21 STBG-DA and TAP funding available to the MPO and the allocation resulting from the formula. Approval of this allocation will commence the FY21 UPWP development as agencies may choose to use the allocation for planning purposes, and thus must program funds in the FY21 UPWP. The FY21 UPWP development schedule is also attached.

TC Action: Recommend the Board approve the FY21 distribution of STBG-DA and TAP funds.

Attachments: [2019-09-25 \(19-178\) 2021 UPWP development schedule.pdf](#)
[2019-09-25 \(19-178\) FY21 STBG and TAP Distribution Table by Agency.pdf](#)

10. Amendment #15 to the FY2018-2027 TIP (5 minutes)[19-177](#)**Aaron Cain, LPA Staff**

Amendment #15 to the FY2018-2027 TIP includes several new projects from NCDOT to address highway safety and maintenance both at the division and statewide levels. There is also a schedule adjustment to a bridge project in Durham County and a new statewide program for rails-to-trails. There are no modifications in this amendment requested by DCHC jurisdictions.

TC Action: Recommend approval of Amendment #15 to the FY2018-2027 TIP.

Attachments: [2019-09-25 \(19-177\) TIP Amendment #15 Summary Sheet.pdf](#)
[2019-09-25 \(19-177\) TIP Amendment #15 Full Report.pdf](#)
[2019-09-25 \(19-177\) TIP Amendment #15 Resolution.pdf](#)

REPORTS FROM STAFF:**11. Report from Staff**[19-107](#)**Felix Nwoko, LPA Staff**

TC Action: Receive report from Staff.

Attachments: [2019-09-25 \(19-107\) LPA staff report.pdf](#)

12. Report from the Chair[19-108](#)**Nishith Trivedi, TC Chair**

TC Action: Receive report from the TC Chair.

13. NCDOT Reports[19-109](#)**Joey Hopkins (David Keilson/Richard Hancock), Division 5 - NCDOT****Mike Mills (Pat Wilson), Division 7 - NCDOT****Brandon Jones (Bryan Kluchar, Jen Britt), Division 8 - NCDOT****Julie Bogle, Transportation Planning Division - NCDOT****John Grant, Traffic Operations - NCDOT**

TC Action: Receive reports from NCDOT.

Attachments: [2019-09-25 \(19-109\) NCDOT Progress Report.pdf](#)

INFORMATIONAL ITEMS:

Adjourn

Next meeting: October 23, 9 a.m., Committee Room

Dates of Upcoming Transportation-Related Meetings: None

INSTRUCTIONS FOR EXECUTING GRANT AGREEMENTS PUBLIC BODY GRANTEES

Included in this correspondence is an electronic file in a PDF format of the grant agreement(s) to be executed between the local grant recipient and the North Carolina Department of Transportation.

1. The person officially authorized by resolution of the governing body to accept the department's offer of financial assistance should electronically sign each agreement where indicated. The signature must be witnessed. Stamped signatures are not acceptable.
2. Enter your agency's **Federal Tax ID Number** and Fiscal Year-End on the signature page. Complete the section on the table for **Contract Administrators:** **For the Contractor: "If Delivered by US Postal Service" and "If Delivered by Any Other Means"**.
3. ***Do not date the agreements.*** This will be done upon execution by the department.
4. ***Return 1 copy within thirty (30) days*** via DocuSign.

A fully executed agreement will be returned to you via email and will be available for review in EBS upon the approval of your Agreement.

In the event the contract cannot be returned within thirty (30) days, please call me immediately at (919) 707-4672.

Please note that the department cannot reimburse the grant recipient for any eligible project expenses until the agreements are fully executed.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

September 12, 2019

Mr. Thomas J. Bonfield, City Manager
City of Durham
101 City Hall Plaza
Durham, North Carolina 27701-3328

RE: FY20 Metropolitan Planning Grant Program (Section 5303)
Project No. 20-08-103
WBS Element No. 36230.10.18.6
Agreement ID. TBD
Period of Performance: 7/1/19 – 6/30/20

Dear Mr. Bonfield:

On March 7, 2019, the Board of Transportation approved your organization's request for a FY20 Metropolitan Planning Program Grant in the amount of \$350,000. The Agreement to be executed between City of Durham and NCDOT is enclosed. The individual authorized to enter into this agreement for the financial assistance on behalf of your agency will sign the agreement. Please provide a copy of the agreement to all parties that will be involved in the administration of the grant, and request that the agreement be reviewed carefully. Instructions for completion of the grant agreement process are enclosed.

Please refer to Section 6b of the grant agreement that requires sub-recipients to submit monthly or quarterly requests for reimbursement.

If you have any question related to the grant agreement, please contact Myra Freeman, Financial Manager at 919-707-4672 or your assigned Accounting Specialist. In any correspondence, please reference your assigned project number, WBS element, Agreement number and period of performance referenced on this letter.

Sincerely,

A handwritten signature in cursive script, appearing to read "JoHanna Cockburn".

JoHanna Cockburn, AICP
Interim Director

JC\mf

Attachments

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
PUBLIC TRANSPORTATION DIVISION
1550 MAIL SERVICE CENTER
RALEIGH, NC 27699-1550

Telephone: (919) 707-4670
Fax: (919) 733-1391
Customer Service: 1-877-368-4968

Website: www.ncdot.gov

Location:
1 SOUTH WILMINGTON STREET
RALEIGH, NC 27601

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

and

CITY OF DURHAM
on behalf of
Durham-Chapel Hill- Carrboro Metropolitan Planning Organization

PUBLIC TRANSPORTATION GRANT AGREEMENT FOR

METROPOLITAN PLANNING GRANT PROGRAM

Federal Award Identification

Agreement Number:
NCDOT Project Number: **20-08-103**
Approved Indirect Cost Rate: **NA**
FAIN Number(s):
CFDA Number: **20.505**
DUNS Number: **075566695**
Total Amount of Award: **\$350,000**

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Federal Funded Programs:

- ☒ **5303 Metropolitan Planning Grant**
- ☐ **5307 Urbanized Area Formula Grant**
- ☐ **5310 Elderly and Disabled Formula Grant**
- ☐ **5311 Community Transportation Rural Formula Grant**
- ☐ **5311 Appalachian Development Transit Assistance Program Grant**
- ☐ **5311f Intercity Bus Grant**
- ☐ **5316 Job Access Reverse Commute Grant**
- ☐ **5317 New Freedom Grant**
- ☐ **5339 Bus and Bus Facility Grant**

THIS AGREEMENT made this the ____ day of _____, 20____, (hereinafter referred to as AGREEMENT) by and between the NORTH CAROLINA DEPARTMENT OF TRANSPORTATION (hereinafter referred to as "Department", an agency of the State of North Carolina) and **CITY OF DURHAM on behalf of Durham-Chapel Hill-Carrboro metropolitan Planning Organization**, (acting in its capacity as the grant recipient hereinafter referred to as the "Subrecipient" and together with Department as "Parties").

1. Purpose of Agreement

The purpose of this Agreement is to provide for the undertaking of nonurbanized and small urban public transportation services as described in the project application (hereinafter referred to as "Project") and to state the terms and conditions as to the manner in which the Project will be undertaken and completed. This Agreement contains the entire agreement between the parties and there are no understandings or agreements, verbal or otherwise, regarding this Agreement except as expressly set forth herein. This Agreement is solely for the benefit of the identified parties to the Agreement and is not intended to give any rights, claims, or benefits to third parties or to the public at large.

2. Availability of Funds

All terms and conditions of this Agreement are dependent upon, and, subject to the allocation of funds for the purpose set forth in the Agreement and the Agreement shall automatically terminate if funds cease to be available.

3. Period of Performance

This Agreement shall commence upon the date of execution with a period of performance for all expenditures that extends from **July 1, 2019 to June 30, 2020**. Any requests to change the Period of Performance must be made in accordance with the policies and procedures established by the Department or FTA. The Subrecipient shall commence, carry on, and complete the approved Project in a sound, economical, and efficient manner.

4. Project Implementation

- a. **Scope of Project.** The City of Durham on behalf of Durham-Chapel Hill-Carrboro Metropolitan Planning Organization, (DCHC), proposes to use 5303 program funds to prepare and monitor transit fiscal programs, conduct ridership surveys, update transit maps. Additionally, the funds will be used to provide socioeconomic projections and other data for development of the transit portion of the 2040 Long-Range Transportation Plan.

- b. The Subrecipient shall undertake and complete the project in accordance with the procedures, terms, and conditions herein and as included in the related grant application for financial assistance, the terms of which are incorporated by reference.
- c. Amendment. Any amendment to this Agreement shall be done in writing and in accordance with established policies and procedures and only by mutual consent of the Parties.

5. Cost of Project/Project Budget

The total cost of the Project approved by the Department is **THREE HUNDRED FIFTY THOUSAND DOLLARS (\$350,000)** as set forth in the Project Description and Budget, incorporated into this Agreement as **Attachment A**. The Department shall provide, from Federal and State funds, the percentages of the actual net cost of the Project as indicated below, not in excess of the identified amounts for eligible Administrative, Operating, and Capital expenses. The Subrecipient hereby agrees that it will provide the percentages of the actual net cost of the Project, as indicated below, and any amounts in excess of the Department's maximum (Federal plus State shares) contribution. The net cost is the price paid minus any refunds, rebates, or other items of value received by the Subrecipient which have the effect of reducing the actual cost.

Planning WBS	Planning Total	Planning Federal (80%)	Planning State (10%)	Planning Local (10%)
36230.10.18.6	\$350,000	\$280,000	\$35,000	\$35,000
Agreement #				
Project Total	Project Total	Project Total Federal	Project Total State	Project Total Local
	\$350,000	\$280,000	\$35,000	\$35,000

6. Project Expenditures, Payments, and Reimbursement

- a. General. The Department, utilizing available state and federal funds, shall reimburse the Subrecipient for allowable costs for work performed under the terms of this Agreement.
- b. Reimbursement Procedures. The Subrecipient shall submit for reimbursement all eligible costs incurred within the agreement Period of Performance.
 - i. Claims for reimbursement shall be made no more than monthly or less than quarterly, using the State's grant system, Enterprise Business Services (EBS) Partner Application.
 - ii. All requests for reimbursement must be submitted within (30) days following the end of the project's reporting period. Any Subrecipient that

fails to submit a request for reimbursement for the first two quarters of agreement fiscal year by January 31 or the last two quarters by July 31 will forfeit its ability to receive reimbursement for those periods.

- iii. All payments issued by the Department will be on a reimbursable basis unless the Subrecipient requests and the Department approves an advance payment.
 - iv. Supporting documentation for proof of payment may be requested.
- c. Subrecipient Funds. Prior to reimbursement, the Subrecipient shall provide the Department with proof that the Subrecipient has met its proportionate share of project costs from sources other than FTA or the Department. Any costs for work not eligible for Federal and State participation shall be financed one hundred percent (100%) by the Subrecipient.
- d. Operating Expenditures. In order to assist in financing the operating costs of the project, the Department shall reimburse the Subrecipient for the lesser of the following when providing operating assistance:
 - i. The balance of unrecovered operating expenditures after deducting all farebox revenue, or
 - ii. The percentage specified in the Approved Project Budget of the allowable total operating expenditures which shall be determined by available funding.
- e. Travel Expenditures. The Subrecipient shall limit reimbursement for meals, lodging and travel to rates established by the State of North Carolina Travel Policy. Costs incurred by the Subrecipient in excess of these rates shall be borne by the Subrecipient.
- f. Allowable Costs. Expenditures made by the Subrecipient shall be reimbursed as allowable costs to the extent they meet all of the requirements set forth below. They must be:
 - i. Consistent with the Project Description, plans, specifications, and Project Budget and all other provisions of this Agreement
 - ii. Necessary in order to accomplish the Project
 - iii. Reasonable in amount for the goods or services purchased
 - iv. Actual net costs to the Subrecipient, i.e., the price paid minus any refunds (eg, refundable sales and use taxes pursuant to NCGS 105-

164.14), rebates, or other items of value received by the Subrecipient that have the effect of reducing the cost actually incurred

- v. Incurred (and be for work performed) within the period of performance and period covered of this Agreement unless specific authorization from the Department to the contrary is received
 - vi. Satisfactorily documented
 - vii. Treated uniformly and consistently under accounting principles and procedures approved or prescribed by the Department
- g. Excluded Costs. The Subrecipient understands and agrees that, except to the extent the Department determines otherwise in writing, the Department will exclude:
- i. Any Project cost incurred by the Subrecipient before the period of performance of the agreement,
 - ii. Any cost that is not included in the latest Approved Project Budget,
 - iii. Any cost for Project property or services received in connection with a third-party contract, sub-agreement, lease, or other arrangement that is required to be, but has not been, concurred in or approved in writing by the Department, and
 - iv. Any cost ineligible for FTA participation as provided by applicable Federal or State laws, regulations, or directives.
- h. Final Allowability Determination. The subrecipient understands and agrees that payment to the subrecipient on any Project cost does not constitute the Federal or State Government's final decision about whether that cost is allowable and eligible for payment and does not constitute a waiver of any violation by the subrecipient of the terms of this Agreement. The subrecipient acknowledges that the Federal or State Government will not make a final determination about the allowability and eligibility of any cost until an audit of the Project has been completed. If the Federal or State Government determines that the subrecipient is not entitled to receive any portion of the Federal or State assistance the subrecipient has requested or provided, the Department will notify the Subrecipient in writing, stating its reasons. The Subrecipient agrees that Project closeout will not alter the Subrecipient's responsibility to return any funds due the Federal or State Government as a result of later refunds, corrections, or other transactions; nor will Project closeout alter the Federal or State Government's right to disallow costs and recover funds on the basis of a later audit or other review. Unless prohibited by Federal or State law or regulation, the Federal or State Government may recover any Federal or State assistance

funds made available for the Project as necessary to satisfy any outstanding monetary claims that the Federal or State Government may have against the Subrecipient.

- i. Federal or State Claims, Excess Payments, Disallowed Costs, Including Interest.
 - i. Subrecipient's Responsibility to Pay. Upon notification to the Subrecipient that specific amounts are owed to the Federal or State Government, whether for excess payments of Federal or State assistance, disallowed costs, or funds recovered from third parties or elsewhere, the Subrecipient agrees to remit to the Department promptly the amounts owed, including applicable interest and any penalties and administrative charges within 60 days of notification.
 - ii. Interest Paid to the Department. The Subrecipient agrees to remit to the Department interest owed as determined in accordance with NCGS § 147-86.23.
 - iii. Interest and Fees Paid on Federal Funds. For amounts owed by the Subrecipient to the Federal Government, whether for excess payments of Federal assistance, disallowed costs, or funds recovered from third parties or elsewhere, the Subrecipient agrees to remit to the Federal Government promptly the amounts owed, including applicable interest, penalties and administrative charges as established by the Federal Transit Authority Master Agreement with NCDOT.
- j. De-obligation of Funds. The Subrecipient agrees that the Department may de-obligate unexpended Federal and State funds for grants that are inactive for six months or more.
- k. Project Closeout. Project closeout occurs when the Department issues the final project payment or acknowledges that the Subrecipient has remitted the proper refund. The Subrecipient agrees that Project closeout by the Department does not invalidate any continuing requirements imposed by this Agreement.

7. Accounting Records

- a. Establishment and Maintenance of Accounting Records. The Subrecipient shall establish and maintain separate accounts for the public transportation program, either independently or within the existing accounting system. All costs charged to the program shall be in accordance with most current approved Project Budget and shall be reported to the Department in accordance with NCDOT Uniform Public Transportation Accounting System (UPTAS) guide.
- b. Documentation of Project Costs. All costs charged to the Project, including any approved services performed by the Subrecipient or others, shall be supported

by properly executed payrolls, time records, invoices, contracts, or vouchers evidencing in detail the nature and propriety of the charges.

8. Reporting, Record Retention, and Access

- a. Progress Reports. The Subrecipient shall advise the Department, through EBS, regarding the progress of the Project at a minimum quarterly, and at such time and in such a manner as the Department may require. Such reporting and documentation may include, but not be limited to: operating statistics, equipment usage, meetings, progress reports, and monthly performance reports. The Subrecipient shall collect and submit to the Department such financial statements, data, records, contracts, and other documents related to the Project as may be deemed necessary by the Department. Reports shall include narrative and financial statements of sufficient substance to be in conformance with the reporting requirements of the Department. Progress reports throughout the useful life of the project equipment shall be used, in part, to document utilization of the project equipment. Failure to fully utilize the project equipment in the manner directed by the Department shall constitute a breach of contract, and after written notification by the Department, may result in termination of the Agreement or any such remedy as the Department deems appropriate.
- b. Failure to comply with grant reporting and compliance guidelines set forth in the NCDOT PTD State Management Plan could result in financial penalties up to and including loss of current and future grant funding.
- c. Record Retention. The Subrecipient and its third party subrecipients shall retain all records pertaining to this Project for a period of five (5) years from the date of final payment to the Subrecipient, or until all audit exceptions have been resolved, whichever is longer.
- d. Project Closeout. The Subrecipient agrees that Project closeout does not alter the reporting and record retention requirements of this Agreement.
- e. State Auditor Oversight. The Subrecipient agrees to audit oversight by the Office of the State Auditor, to provide the Office of the State Auditor with access to accounting records, and to make available any audit work papers in the possession of any auditor of the Subrecipient.
- f. Financial Reporting and Audit Requirements. In accordance with 09 NCAC 03M.0205, all reports shall be filed with the Department in the format and method specified by the agency no later than three (3) months after the end of the recipient's fiscal year, unless the same information is already required through more frequent reporting. Audit Reports must be provided to the funding agency no later than nine (9) months after the end of the recipient's fiscal year.
- g. Parts Inventory. Financial audits must address parts inventory management.

- h. Third Party Loans. Within 30 days of receipt, the Subrecipient shall disclose to the Department any loans received from a local government entity or other entity not party to this agreement.
- i. Audit Costs. Unless prohibited by law, the costs of audits made in accordance with Title 2 CFR 200, Subpart F "Audit Requirements" are allowable charges to State and Federal awards. The charges may be considered a direct cost or an allocated indirect cost, as determined in accordance with cost principles outlined in Title 2 CFR 200, Subpart E "Cost Principles." The cost of any audit not conducted in accordance with Title 2 CFR 200 and NCGS§ 159-34 is unallowable and shall not be charged to State or Federal grants.

9. Compliance with Laws and Regulations

- a. No terms herein shall be construed in a manner that conflicts with the rules and regulations of the Department or with state or federal law.
- b. The Subrecipient agrees to comply with all applicable state and federal laws and regulations, including titles 09 NCAC 3M and 19A NCAC 5B, as amended.

10. Conflicts of Interest Policy

The subrecipient agrees to file with the Department a copy of the subrecipient's policy addressing conflicts of interest that may arise involving the subrecipient's management employees and the members of its board of directors or other governing body. The subrecipient's policy shall address situations in which any of these individuals may directly or indirectly benefit, except as the subrecipient's employees or members of its board or other governing body, from the subrecipient's disbursing of State funds, and shall include actions to be taken by the subrecipient or the individual, or both, to avoid conflicts of interest and the appearance of impropriety. The conflicts of interest policy shall be filed with the Department prior to the Department disbursing funds to the subrecipient.

Prohibition on Bonus or Commission Payments

The Subrecipient affirms that it has not paid and will not pay any bonus or commission to any party to obtain approval of its Federal or State assistance application for the Project.

11. Tax Compliance Certification

The Subrecipient shall complete and submit to the Department a sworn written statement pursuant to NCGS 143C-6-23(c), stating that the Subrecipient does not have any overdue tax debts, as defined by GS 105-243.1, at the Federal, State, or local level. The Subrecipient acknowledges that the written statement must be submitted to the

Department prior to execution of this Agreement and disbursement of funds. The certification will be incorporated into this Agreement as Attachment B.

12. Assignment

- a. Unless otherwise authorized in writing by the Department, the Subrecipient shall not assign any portion of the work to be performed under this Agreement, or execute any contract, amendment, or change order thereto, or obligate itself in any manner with any third party with respect to its rights and responsibilities under this Agreement without the prior written concurrence of the Department.
- b. The Subrecipient agrees to incorporate the terms of this agreement and any applicable State or Federal requirements into written third-party contracts, sub-agreements, and leases, and to take the appropriate measures necessary to ensure that all Project participants comply with applicable Federal and State laws, regulations, and directives affecting their performance, except to the extent the Department determines otherwise in writing.

13. Hold Harmless.

Except as prohibited or otherwise limited by law, the Subrecipient agrees to indemnify, save, and hold harmless the Department, the State of North Carolina and the United States of America and its officers, agents, and employees acting within the scope of their official duties against any liability, including costs and expenses, resulting from any willful or intentional violation by the Subrecipient of proprietary rights, copyrights, or right of privacy, arising out of the publication, translation, reproduction, delivery, use, or disposition of any data furnished under the Project.

14. Real Property, Equipment, and Supplies.

Federal or State Interest. The Subrecipient understands and agrees that the Federal or State Government retains an interest in any real property, equipment, and supplies financed with Federal or State assistance (Project property) until, and to the extent, that the Federal or State Government relinquishes its Federal or State interest in that Project property. With respect to any Project property financed with Federal or State assistance under this Agreement, the Subrecipient agrees to comply with the following provisions, except to the extent FTA or the Department determines otherwise in writing:

- a. Use of Project Property. The Subrecipient agrees to maintain continuing control of the use of Project property. The Subrecipient agrees to use Project property for appropriate Project purposes (which may include joint development purposes that generate program income, both during and after the award period and used to support public transportation activities) for the duration of the useful life of that property, as required by FTA or the Department. Should the Subrecipient unreasonably delay or fail to use Project property during the useful life of that property, the Subrecipient agrees that it may be required to return the entire

amount of the Federal and State assistance expended on that property. The Subrecipient further agrees to notify the Department immediately when any Project property is withdrawn from Project use or when any Project property is used in a manner substantially different from the representations the Subrecipient has made in its Application or in the Project Description for this Agreement for the Project. In turn, the Department shall be responsible for notifying FTA.

- b. Maintenance and Inspection of Vehicles. The Subrecipient shall maintain vehicles at a high level of cleanliness, safety, and mechanical soundness in accordance with the minimum maintenance requirements recommended by the manufacturer and comply with the Department's State Management Plan ("SMP"). The Subrecipient shall register all vehicle maintenance activities into the Department's Asset Management System (AssetWorks) or an electronic version of same. The Department shall conduct frequent inspections to confirm proper maintenance pursuant to this subsection and the SMP. The Subrecipient shall collect and submit to the Department at such time and in such manner as it may require information for the purpose of the Department's Asset Management System (AssetWorks) and the Transit Asset Maintenance ("TAM") Plan.
- c. Maintenance and Inspection of Facilities and Equipment. The Subrecipient shall maintain any Project facility, including any and all equipment installed into or added on to the facility as part of the Project, in good operating order and at a high level of cleanliness, safety and mechanical soundness in accordance with good facility maintenance and upkeep practices and in accordance with the minimum maintenance requirements recommended by the manufacturer for all equipment installed in or added to the facility as part of the Project. Such maintenance shall be in compliance with applicable Federal and state regulations or directives that may be issued, except to the extent that the Department determines otherwise in writing. The Subrecipient shall document its maintenance program in a written plan. The Department shall conduct inspections as it deems necessary to confirm proper maintenance on the part of the Subrecipient pursuant to this subsection and SMP. Such inspections may or may not be scheduled ahead of time but will be conducted such that they shall not significantly interfere with the ongoing and necessary functions for which the Project was designed. The Subrecipient shall make every effort to accommodate such inspections by the Department in accordance with the Department's desired schedule for such inspections.
- d. The Subrecipient shall collect and submit to the Department at such time and in such manner as the Department may require information for the purpose of updating the TAM Plan Inventory and any and all other reports the Department deems necessary. The Subrecipient shall also maintain and make available to the Department upon its demand all documents, policies, procedures, purchase orders, bills of sale, internal work orders and similar items that demonstrate the Subrecipient's maintenance of the facility in good operating order and at a high level of cleanliness, safety and mechanical soundness.

- e. Incidental Use. The Subrecipient agrees that any incidental use of Project property will not exceed that permitted under applicable laws, regulations, and directives.
- f. Title to Vehicles. The Certificate of Title to all vehicles purchased under the Approved Budget for this Project shall be in the name of the Subrecipient. The Department's Public Transportation Division shall be recorded on the Certificate of Title as first lien-holder. In the event of project termination or breach of contract provisions, the Subrecipient shall, upon written notification by the Department, surrender Project equipment and/or transfer the Certificate(s) of Title for Project equipment to the Department or the Department's designee within 30 days of request.
- g. Encumbrance of Project Property. The Subrecipient agrees to maintain satisfactory continuing control of Project property as follows:
 - (1) Written Transactions. The Subrecipient agrees that it will not execute any transfer of title, lease, lien, pledge, mortgage, encumbrance, third party contract, subagreement, grant anticipation note, alienation, innovative finance arrangement (such as a cross border lease, leveraged lease, or otherwise), or any other obligation pertaining to Project property, that in any way would affect the continuing Federal and State interest in that Project property.
 - (2) Oral Transactions. The Subrecipient agrees that it will not obligate itself in any manner to any third party with respect to Project property.
 - (3) Other Actions. The Subrecipient agrees that it will not take any action adversely affecting the Federal and State interest in or impair the Subrecipient's continuing control of the use of Project property.
- h. Alternative Use, Transfer, and Disposition of Project Property. The Subrecipient understands and agrees any alternative uses, transfers, or disposition of project property must be approved by the Department and done in accordance with Departmental procedures.
- i. Insurance Proceeds. If the Subrecipient receives insurance proceeds as a result of damage or destruction to the Project property, the Subrecipient agrees to:
 - (1) Apply those insurance proceeds to the cost of replacing the damaged or destroyed Project property taken out of service, or
 - (2) Return to the Department an amount equal to the remaining Federal and State interest in the damaged or destroyed Project property.
- j. Misused or Damaged Project Property. If any damage to Project property results from abuse or misuse occurring with the Subrecipient's knowledge and consent, the Subrecipient agrees to restore the Project property to its original condition or

refund the value of the Federal and State interest in that property, as the Department may require.

- k. Responsibilities after Project Closeout. The Subrecipient agrees that Project closeout by the Department will not change the Subrecipient's Project property management responsibilities, and as may be set forth in subsequent Federal and State laws, regulations, and directives, except to the extent the Department determines otherwise in writing.

15. Insurance

The Subrecipient shall be responsible for protecting the state and/or federal financial interest in the facility construction/renovation and equipment purchased under this Agreement throughout the useful life. The Subrecipient shall provide, as frequently and in such manner as the Department may require, written documentation that the facility and equipment are insured against loss in an amount equal to or greater than the state and/or federal share of the real value of the facility or equipment. Failure of the Subrecipient to provide adequate insurance shall be considered a breach of contract and, after notification may result in termination of this Agreement. In addition, other insurance requirements may apply. The Subrecipient agrees to comply with the insurance requirements normally imposed by North Carolina State and local laws, regulations, and ordinances, except to the extent that the Department determines otherwise in writing.

16. Termination

- a. Either party may terminate the Agreement by providing 60 days written notice to the other party, or as otherwise permitted by law.
- b. Should the Subrecipient terminate the Agreement without the concurrence of the Department, the Subrecipient shall reimburse the Department one hundred percent (100%) of all costs expended by the Department and associated with the work.

17. Additional Repayment Requirements and Remedies

- a. The repayment requirements and remedies addressed in this Paragraph are in addition to those repayment requirements and other remedies set forth elsewhere in this Agreement, including the requirements to repay unspent funds. No remedy conferred or reserved by or to the Department is intended to be exclusive of any other available remedy or remedies, but each and every such remedy shall be cumulative and shall be in addition to every other remedy provided for in this Agreement, or now or hereinafter existing at law, in equity, or by statute, and any such right or power may be exercised from time to time and as often as may be deemed expedient.
- b. If there is a breach of any of the requirements, covenants or agreements in this Agreement (including, without limitation, any reporting requirements), or if there

are any representations or warranties which are untrue as to a material fact in this Agreement or in relation to the Project (including the performance thereof), the Subrecipient agrees that the Department may require repayment from the Subrecipient of an amount of funds to be determined in the Department's sole discretion but not to exceed the amount of funds the Subrecipient has already received under this Agreement.

18. Civil Rights and Equal Opportunity

Under this Agreement, the Subrecipient shall at all times comply with the requirements included as part of this agreement in the Federal Terms and Conditions.

19. Choice of Law and Venue

This agreement is to be interpreted according to the laws of the State of North Carolina. The Parties hereby agree that the proper venue for any claims filed as a result of this Agreement shall be the Superior Court of Wake County, North Carolina.

20. Severability

If any provision of the FTA Master Agreement or this Agreement for the Project is determined invalid, the remainder of that Agreement shall not be affected if that remainder would continue to conform to the requirements of applicable Federal or State laws or regulations.

21. Incorporated Terms and Conditions

In addition to the Terms and Conditions contained in this agreement and the terms and conditions included in the grant application, which are hereby incorporated by reference, additional terms and conditions incorporated by reference into this agreement are checked below.



Federal Terms and Conditions, Attached

22. Federal Terms and Conditions

State Management Plan. The State Management Plan for Federal and State Transportation Programs and any subsequent amendments or revisions thereto, are herewith incorporated by reference, and are on file with and approved by the Department. Nothing shall be construed under the terms of this Agreement by the Department or the Subrecipient that shall cause any conflict with Department, State, or Federal statutes, rules, or regulations.

Allowable Costs. Eligible costs are those costs attributable to and allowed under the FTA program and the provisions of 2 CFR Parts 200 and 1201, "Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards."

No Federal Government Obligations to Third Parties. The Subrecipient acknowledges and agrees that, notwithstanding any concurrence by the Federal Government in or approval of the solicitation or award of the underlying Agreement, absent the express written consent by the Federal Government, the Federal Government is not a party to this Agreement and shall not be subject to any obligations or liabilities to the Subrecipient or any other party (whether or not a party to that contract) pertaining to any matter resulting from the underlying Agreement.

The Subrecipient agrees to include the above clause in each contract financed in whole or in part with Federal assistance provided by the FTA. It is further agreed that the clause shall not be modified, except to identify the subcontractor who will be subject to its provisions.

Program Fraud and False or Fraudulent Statements or Related Acts. The Subrecipient acknowledges that the provisions of the Program Fraud Civil Remedies Act of 1986, as amended, 31 USC § 3801 et seq. and U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31, apply to its actions pertaining to this project. Upon execution of the underlying Agreement, the Subrecipient certifies or affirms the truthfulness and accuracy of any statement it has made, it makes, it may make, or causes to be made, pertaining to the underlying Agreement or the FTA assisted project for which this Agreement work is being performed. In addition to other penalties that may be applicable, the Subrecipient further acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification, the Federal Government reserves the right to impose the penalties of the Program Fraud Civil Remedies Act of 1986 on the Subrecipient to the extent the Federal Government deems appropriate.

The Subrecipient also acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification to the Federal Government under a contract connected with a project that is financed in whole or in part with Federal assistance originally awarded by FTA under the authority of 49 USC chapter 53, the Government reserves the right to impose the penalties of 18 USC § 1001 and 49 USC § 5323(l) on the Subrecipient, to the extent the Federal Government deems appropriate.

The Subrecipient agrees to include the above two clauses in each subcontract financed in whole or in part with Federal assistance provided by FTA. It is further agreed that the clauses shall not be modified, except to identify the subcontractor who will be subject to the provisions.

Access to Records and Reports.

a. Record Retention. The Subrecipient will retain, and will require its subcontractors of all tiers to retain, complete and readily accessible records related in whole or in part to the Agreement, including, but not limited to, data, documents, reports, statistics, sub-agreements, leases, subcontracts, arrangements, other third-party agreements of any type, and supporting materials related to those records.

c. Access to Records. The Subrecipient agrees to provide sufficient access to FTA and its contractors to inspect and audit records and information related to performance of this Agreement as reasonably may be required.

d. Access to the Sites of Performance. The Subrecipient agrees to permit FTA and its contractors access to the sites of performance under this Agreement as reasonably may be required.

Federal Changes. The Subrecipient agrees to comply with all applicable federal requirements and federal guidance. All the standards or limits included in this agreement are minimum requirements. The federal requirements and guidance that applied at the time of the award this Agreement may be modified from time to time, and the modifications will apply to the Subrecipient.

Civil Rights and Equal Opportunity. Under this Agreement, the Subrecipient shall at all times comply with the following requirements and shall include these requirements in each subcontract entered into as part thereof.

1. Nondiscrimination. In accordance with Federal transit law at 49 USC § 5332, the Subrecipient agrees that it will not discriminate against any employee or applicant for employment because of race, color, religion, national origin, sex, disability, or age. In addition, the Subrecipient agrees to comply with applicable Federal implementing regulations and other implementing requirements FTA may issue.

2. Race, Color, Religion, National Origin, Sex. In accordance with Title VII of the Civil Rights Act, as amended, 42 USC § 2000e et seq., and Federal transit laws at 49 USC § 5332, the Subrecipient agrees to comply with all applicable equal employment opportunity requirements of U.S. Department of Labor (U.S. DOL) regulations, "Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor," 41 CFR chapter 60, and Executive Order No. 11246, "Equal Employment Opportunity in Federal Employment," September 24, 1965, 42 USC § 2000e note, as amended by any later Executive Order that amends or supersedes it, referenced in 42 USC § 2000e note. The Subrecipient agrees to take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, religion, national origin, or sex (including sexual orientation and gender identity). Such

action shall include, but not be limited to, the following: employment, promotion, demotion or transfer, recruitment or recruitment advertising, layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. In addition, the Subrecipient agrees to comply with any implementing requirements FTA may issue.

3. Age. In accordance with the Age Discrimination in Employment Act, 29 USC §§ 621634, U.S. Equal Employment Opportunity Commission (U.S. EEOC) regulations, "Age Discrimination in Employment Act," 29 CFR part 1625, the Age Discrimination Act of 1975, as amended, 42 USC § 6101 et seq., U.S. Health and Human Services regulations, "Nondiscrimination on the Basis of Age in Programs or Activities Receiving Federal Financial Assistance," 45 CFR part 90, and Federal transit law at 49 USC § 5332, the Subrecipient agrees to refrain from discrimination against present and prospective employees for reason of age. In addition, the Subrecipient agrees to comply with any implementing requirements FTA may issue.

4. Disabilities. In accordance with section 504 of the Rehabilitation Act of 1973, as amended, 29 USC § 794, the Americans with Disabilities Act of 1990, as amended, 42 USC § 12101 et seq., the Architectural Barriers Act of 1968, as amended, 42 USC § 4151 et seq., and Federal transit law at 49 USC § 5332, the Subrecipient agrees that it will not discriminate against individuals on the basis of disability. In addition, the Subrecipient agrees to comply with any implementing requirements FTA may issue.

Disadvantaged Business Enterprises. It is the policy of the North Carolina Department of Transportation that Disadvantaged Business Enterprises (DBEs) as defined in 49 CFR Part 26 shall have the equal opportunity to compete fairly for and to participate in the performance of contracts financed in whole or in part by Federal Funds. The Subrecipient is also encouraged to give every opportunity to allow DBE participation in Supplemental Agreements. The Subrecipient, subconsultant, and subcontractor shall not discriminate on the basis of race, religion, color, national origin, age, disability or sex in the performance of this contract. The Subrecipient shall comply with applicable requirements of 49 CFR Part 26 in the award and administration of federally assisted contracts. Failure by the Subrecipient to comply with these requirements is a material breach of this contract, which will result in the termination of this contract or such other remedy, as the Department deems necessary.

When payments are made to Disadvantaged Business Enterprise (DBE) Subrecipients, including material suppliers, Subrecipients at all levels (Subrecipient, Subconsultant or Subrecipient) shall provide the Contract Administrator with an accounting of said payments. The accounting shall be listed on the Department's Subrecipient Payment Information Form (Form DBE-IS). In the event the Subrecipient has no DBE participation, the Subrecipient shall indicate this on the Form DBE-IS by entering the word 'None' or the number 'zero' and the form shall be signed. Form DBE-IS may be accessed on the website at: <https://apps.dot.state.nc.us/quickfind/forms/Default.aspx>.

A responsible fiscal officer of the payee Subrecipient, subconsultant or Subrecipient who can attest to the date and amounts of the payments shall certify that the accounting is

correct. A copy of an acceptable report may be obtained from the Department of Transportation. This information shall be submitted as part of the requests for payments made to the Department.

Prompt payment provisions. When a subcontractor has performed in accordance with the provisions of his contract, the contractor shall pay to his subcontractor and each subcontractor shall pay to his subcontractor, within seven days of receipt by the contractor or subcontractor of each periodic or final payment, the full amount received for such subcontractor's work and materials based on work completed or service provided under the subcontract NCGS §22C-1.

Incorporation of FTA Terms. Provisions of this Agreement include, in part, certain standard terms and conditions required by the U.S. DOT. All contractual provisions required by the U.S. DOT, as set forth in FTA Circular 4220.1, as amended, are incorporated by reference. Anything to the contrary herein notwithstanding, all FTA-mandated terms shall be deemed to control in the event of a conflict with other provisions contained in this Agreement. The Subrecipient shall not perform any act, fail to perform any act, or refuse to comply with any Department request, which would cause the Department to be in violation of FTA terms and conditions, as referenced in the current FTA Master Agreement shall prevail and be the instrument governing the receipt of Federal assistance from the Federal Transit Administration.

Energy Conservation. The Subrecipient agrees to comply with mandatory standards and policies relating to energy efficiency, which are contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act.

Debarment, Suspension, Ineligibility and Voluntary Exclusion. The Subrecipient shall comply and facilitate compliance with U.S. DOT regulations, "Non-procurement Suspension and Debarment," 2 CFR part 1200, which adopts and supplements the U.S. Office of Management and Budget (U.S. OMB) "Guidelines to Agencies on Government-wide Debarment and Suspension (Non-procurement)," 2 CFR part 180. As such, the Subrecipient shall verify that its principals, affiliates, and subcontractors are eligible to participate in this federally funded Agreement and are not presently declared by any Federal department or agency to be:

- a) Debarred from participation in any federally assisted Award;
- b) Suspended from participation in any federally assisted Award;
- c) Proposed for debarment from participation in any federally assisted Award;
- d) Declared ineligible to participate in any federally assisted Award;
- e) Voluntarily excluded from participation in any federally assisted Award; or
- f) Disqualified from participation in any federally assisted Award.

By signing and submitting this Agreement, Subrecipient certifies as follows:

The certification in this clause is a material representation of fact relied upon by the Department. If it is later determined by the Department that the Subrecipient knowingly rendered an erroneous certification, in addition to remedies available to the Department, the Federal Government may pursue available remedies, including but not limited to suspension and/or debarment. The Subrecipient agrees to comply with the requirements of 2 CFR part 180, subpart C, as supplemented by 2 CFR part 1200, throughout the period of this Agreement. The Subrecipient further agrees to include a provision requiring such compliance in its lower tier covered transactions. These provisions apply to each contract at any tier of \$25,000 or more, and to each contract at any tier for a federally required audit (irrespective of the contract amount), and to each contract at any tier that must be approved by an FTA official irrespective of the contract amount.

Lobbying Restrictions. The Subrecipient agrees that neither it nor any third-party participant will use federal assistance to influence any officer or employee of a federal agency, member of Congress or an employee of a member of Congress, or officer or employee of Congress on matters that involve this agreement, including any extension or modification, according to the following:

(1) Laws, Regulations, Requirements, and Guidance. This includes:

(a) The Byrd Anti-Lobbying Amendment, 31 USC § 1352, as amended,

(b) U.S. DOT regulations, "New Restrictions on Lobbying," 49 CFR part 20, to the extent consistent with 31 USC § 1352, as amended, and

(c) Other applicable federal laws, regulations, requirements, and guidance prohibiting the use of federal assistance for any activity concerning legislation or appropriations designed to influence the U.S. Congress or a state legislature, and

(2) Exception. If permitted by applicable federal law, regulations, requirements, or guidance, such lobbying activities described above may be undertaken through the subrecipient's proper official channels.

The Subrecipient agrees to submit a signed and dated Certification on Lobbying that appears in the attachment.

Clean Air Act and Federal Water Pollution Control Act. The Subrecipient agrees:

1) It will not use any violating facilities;

2) It will report the use of facilities placed on or likely to be placed on the U.S. EPA "List of Violating Facilities;"

3) It will report violations of use of prohibited facilities to FTA; and

4) It will comply with the inspection and other requirements of the Clean Air Act, as amended, (42 USC §§ 7401 – 7671q); and the Federal Water Pollution Control Act as amended, (33 USC §§ 1251-1387).

Public Transportation Employee Protective Arrangements. The Subrecipient agrees to comply with the following employee protective arrangements of 49 USC § 5333(b):

1. Sections 5307 and 5339. Under this Agreement or any Amendments thereto that involve public transportation operations that are supported with 49 USC § 5307 or 49 USC § 5339 federal assistance, a certification issued by U.S. DOL is a condition of the Contract.
2. Section 5311. When the Agreement involves public transportation operations and is supported with federal assistance appropriated or made available for 49 USC § 5311, U.S. DOL will provide a Special Warranty for its Award. The U.S. DOL Special Warranty is a condition of the Agreement.
3. Section 5310. The conditions of 49 USC § 5333(b) do not apply to Subrecipients providing public transportation operations pursuant to 49 USC § 5310. FTA reserves the right to make case-by-case determinations of the applicability of 49 USC § 5333(b) for all transfers of funding authorized under title 23, United States Code (flex funds), and make other exceptions as it deems appropriate, and, in those instances, any special arrangements required by FTA will be incorporated herein as required.

Charter Service. The Subrecipient agrees to comply with 49 USC 5323(d), 5323(r), and 49 CFR part 604, which provides that recipients and subrecipients of FTA assistance are prohibited from providing charter service using federally funded equipment or facilities if there is at least one private charter operator willing and able to provide the service, except as permitted under:

1. Federal transit laws, specifically 49 USC § 5323(d);
2. FTA regulations, "Charter Service," 49 CFR part 604;
3. Any other federal Charter Service regulations; or
4. Federal guidance, except as FTA determines otherwise in writing.

The Subrecipient agrees that if it engages in a pattern of violations of FTA's Charter Service regulations, FTA may require corrective measures or impose remedies on it. These corrective measures and remedies may include:

1. Barring it or any subcontractor operating public transportation under its Award that has provided prohibited charter service from receiving federal assistance from FTA;
2. Withholding an amount of federal assistance as provided by Appendix D to part 604 of FTA's Charter Service regulations; or
3. Any other appropriate remedy that may apply. The Subrecipient should also include the substance of this clause in each subcontract that may involve operating public transit services.

School Bus Operations. The Subrecipient agrees to comply with 49 USC 5323(f), and 49 CFR part 605, and not engage in school bus operations using federally funded equipment or facilities in competition with private operators of school buses, except as permitted under:

1. Federal transit laws, specifically 49 USC § 5323(f);
2. FTA regulations, "School Bus Operations," 49 CFR part 605;
3. Any other Federal School Bus regulations; or
4. Federal guidance, except as FTA determines otherwise in writing.

If Subrecipient violates this School Bus Agreement, FTA may:

1. Bar the Subrecipient from receiving Federal assistance for public transportation; or
2. Require the Subrecipient to take such remedial measures as FTA considers appropriate.

When operating exclusive school bus service under an allowable exemption, the contractor may not use federally funded equipment, vehicles, or facilities.

The Subrecipient shall include the substance of this clause in each subcontract or purchase under this contract that may operate public transportation services.

Substance Abuse Requirements (Recipients of Sections 5307, 5311, and 5339 funds only). The Subrecipient agrees to establish and implement a drug and alcohol testing program that complies with 49 CFR parts 40 and 655, produce any documentation necessary to establish its compliance with part 655, and permit any authorized representative of the United States Department of Transportation or its operating administrations or the Department to inspect the facilities and records associated with the implementation of the drug and alcohol testing program as required under 49 CFR part 655 and review the testing process. The Subrecipient agrees further to submit the Drug and Alcohol Management Information System (DAMIS) reports before February 15 to NCDOT Public Transportation Compliance Office or its designee.

23. Contract Administrators.

All notices permitted or required to be given by one Party to the other and all questions about this Agreement from one Party to the other shall be addressed and delivered to the other Party's Contract Administrator. The name, postal address, street address, telephone number, fax number, and email address of the Parties' respective initial Contract Administrators are set out below. Either Party may change the name, postal address, street address, telephone number, fax number, or email address of its Contract Administrator by giving timely written notice to the other Party.

For the Department:

Name: Myra Freeman
Title: Financial Manager
Agency: NCDOT/PTD
Email: Msfreeman1@ncdot.gov
MSC: 1550 Mail Service Center – Raleigh, NC 27699-1550
Physical Address: 1 S. Wilmington St, Rm 542, Transportation Building, Raleigh, NC 27601
Phone: 919-707-4672 Fax: 919-733-2304

For the Subrecipient:

Name: Margaret Scully
Title: Fiscal and Grant Program Manager
Agency: DCHC MPO / City of Durham
Email: margaret.scully@durhamnc.gov
Phone: 919 560 4366

IN WITNESS WHEREOF, this Agreement has been executed by the Department, an agency of the State of North Carolina, and the Subrecipient by and through a duly authorized representative and is effective the date and year first above written.

CITY OF DURHAM
on behalf of Durham-Chapel Hill-
Carrboro Metropolitan Planning
Organization

SUBRECIPIENT'S FEDERAL TAX ID

NUMBER:

56-6000225

SUBRECIPIENT'S FISCAL YEAR END:

JUNE 30, 2020

BY:

TITLE:

CITY MANAGER

ATTEST:

TITLE:

DEPARTMENT OF
TRANSPORTATION

BY:

TITLE:

DEPUTY SECRETARY FOR
MULTI-MODAL TRANSPORTATION

ATTEST:

TITLE:

Attachment
Certification Regarding Lobbying

The Subrecipient certifies, to the best of his or her knowledge and belief, that:

- (1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The Subrecipient shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Subrecipient's Authorized Representative: _____

Title: _____

Date: _____

Durham-Chapel Hill-Carrboro
Metropolitan Planning Organization
(DCHC MPO)
RESOLUTION (FTA and FHWA)
Approving the FY2020 Unified Planning Work
Program of the DCHC MPO

February 27, 2019

A motion was made by MPO Board Member Michael Parker and seconded by MPO Board Member Charlie Reese 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 projects are effectively allocated to the DCHC MPO; and

Whereas, the City of Durham Department of Transportation has been designated as the recipient of Federal Transit Administration (FTA) Metropolitan Planning Program funds; and

Whereas, the City of Durham Department of Transportation has been designated as the recipient of Section 104(f) Planning and Technical Studies Planning grant funds; and

Whereas, members of the DCHC MPO Board agree that the Unified Planning Work Program will effectively advance transportation planning for FY2020.

Now therefore, be it resolved that the MPO Board hereby endorses the *FY2020 Unified Planning Work Program for the DCHC MPO Urban Area*.

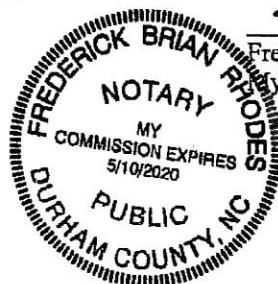
I, Damon Seils, Chair of the MPO Board do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the DCHC MPO Board, duly held on the 27 day of FEBRUARY, 2019.

Damon Seils
Damon Seils, MPO Board Chair

Durham County, North Carolina

I certify that Damon Seils personally appeared before me this day acknowledging to me that he signed the foregoing document.

Date: February 27, 2019



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

PROGRAM SUMMARY SHEET REQUIREMENTS



NORTH CAROLINA
Department of Transportation

5303
Metropolitan Transportation
Planning

FEDERAL

Planning

PRINCIPLE	This guidance is for all subrecipients receiving planning assistance to support multimodal transportation planning projects in metropolitan areas and states that is cooperative, continuous, and comprehensive, resulting in long-range plans and short-range programs of transportation investment priorities. The planning programs are jointly administered by the Federal Transportation Administration (FTA) and the Federal Highway Administration (FHWA), which provides additional planning funding.
ELIGIBLE SUBRECIPIENTS and ACTIVITIES	PTD is the Designated Recipient (DR) and is the only entity eligible to apply for and receive this program assistance directly from FTA. PTD is required by law to distribute these funds to each UZA, or portion of a UZA, within North Carolina (NC), according to a formula developed by the State of NC in cooperation with the MPO and approved by FTA. Eligible activities are: develop transportation plans and programs; plan, design and evaluate a public transportation projects; and conduct technical studies related to public transportation.
FINANCIAL CAPACITY and MANAGEMENT	Subrecipients must have sufficient funds to match FTA funds. Subrecipients must have fiscal control and accounting procedures sufficient to permit tracking and reporting of grant funds. Any funds borrowed from a parent organization or governmental organization must be reported to NCDOT within 15 days.
AUDIT REPORTS and FINANCIAL STATEMENTS	Subrecipients that expend more than \$500,000 in federal funds from all sources per 09 NCAC 03M .0205 Minimum Reporting Requirements for Recipients and Subrecipients (including federal funds provided through NCDOT) in a year must submit the annual single audit required and evidence of resolution of findings related to the transit program to NCDOT.
PROGRAM REPORTING	Subrecipients are required to report monthly or quarterly when claims are submitted and at the end of the year with the final claim. Penalties will be imposed when reports have not been submitted by the published reporting deadlines.
OVERSIGHT	Oversight is performed through desk reviews of financial and grant project reporting, correspondence, and phone calls, as needed.
REFERENCES	Section 5303 Circular - C 8100.1C Award Management Requirements 5010.1E OMB's Uniform Administrative Requirements 2 CFR 200 NC Public Transportation Business Guide 09 NCAC 03M .0205 Minimum Reporting Requirements for Recipients and Subrecipients State Management Plan
UPDATES/REVISIONS	Original Date: 4/20/2018 Last Amended Date:

PROGRAM SUMMARY SHEET REQUIREMENTS

APPENDIX A

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
PUBLIC TRANSPORTATION DIVISION
PROJECT NUMBER: 20-08-103
APPROVED BUDGET SUMMARY
EFFECTIVE DATE 07/1/19

PROJECT SPONSOR: CITY OF DURHAM
PROJECT DESCRIPTION: FY2020 METROPOLITAN PLANNING GRANT PROGRAM (SECTION 5303)

I. TOTAL PROJECT EXPENDITURES
DEPARTMENT - 4526 PLANNING I - 36230.10.18.6 \$350,000
PERIOD OF PERFORMANCE JULY 01, 2019 - JUNE 30, 2020

II. TOTAL PROJECT FUNDING		TOTAL	FEDERAL	STATE	LOCAL
PLANNING -	36230.10.18.6	100%	80%	10%	10%
AGREEMENT		\$350,000	\$280,000	\$35,000	\$35,000
TOTAL		\$350,000	\$280,000	\$35,000	\$35,000

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
PUBLIC TRANSPORTATION DIVISION
APPROVED PROJECT BUDGET

PROJECT: 20-08-103
SPONSOR: CITY OF DURHAM
WBS: 36230.10.18.6

DEPARTMENT 4526 - PLANNING I

<u>OBJECT</u>	<u>TITLE</u>	<u>APPROVED BUDGET</u>
M302	442100-PROG SUPT ADMIN	79,170
M303	442200-GEN DEV/COMP PLN	10,400
M304	442301-L-RNG TRN PLN SYS	34,100
M305	442302-L-RNG TRN PLN PROJ	49,850
M306	442400-S-RNG TRNSP PLN	137,260
M307	442500-TRANSP IMPROV PRG	31,020
M313	442700-OTHER ACTIVITIES	8,200
	TOTAL PLANNING	\$ 350,000 ✓



Memorandum

To: DCHC MPO

Date: September 4, 2019

Project #: 38587.01

From: Don Bryson & Joe Seymour

Re: NC 54 Supplement

INTRODUCTION

In response to the findings of the NC 54 West Corridor Study, the analyses summarized in this memorandum were requested to better understand and explain traffic patterns associated with the portion of NC 54 between I-40 in Graham and Old Fayetteville Road in Carrboro. Although the focus of the additional analyses is the eastern (Orange County) end of the corridor, the study area was expanded to provide more regional context, and to more directly address West Main Street and the NC 54 Bypass to the east.

Some of the major issues addressed are:

- Origins and destinations of traffic using this portion of NC 54
- Traffic forecasts
- Traffic impacts of the proposed widening on other roads
- Transit options, including:
 - Park-and-ride lots
 - Potential options for UNC-CH and hospital employees

CORRIDOR TRIP ORIGINS AND DESTINATIONS

According to the latest data (2017) available from the NCDOT traffic count program, average annual daily traffic (AADT) on NC 54 ranged from a high of 23,000 veh/day at the western end of the study area (just east of I-40 in Graham) to a low of 6,400 veh/day near the county line (just west of Mebane Oaks Road/ Saxapahaw Road). From that point eastward AADTs increase to a high of 15,000 just west of Old Fayetteville Road, the eastern end of the study. This pattern indicates that only a portion of the NC 54 traffic at Old Fayetteville Road consists of true “through” trips travelling the entire length of the corridor from I-40 to Old Fayetteville Road. Even if all 6,400 veh/day at the county line were through trips, only 43% of the traffic approaching Old Fayetteville Road could be through trips.

The following sections summarize analyses performed to help identify sources of traffic on this portion of NC 54.

NC 54 Travelsheds

Figure 1 represents the approximate extent of the “travelshed” for trips to/from the center of Chapel Hill via the NC 54 West corridor. Trips beginning/ending within the shaded area are more likely to use NC 54 than alternate routes (especially I-40) for trips to/from downtown Chapel Hill, based on historically-determined relative travel times for routes provided by Google Maps. For example, a traveler starting near the northern edge of the shaded area could

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drive to downtown Chapel Hill via NC 54 or I-40 in about the same time. Figure 2 demonstrates the impact shifting the destination slightly south, to Southern Village. The added time required to drive all the way through Chapel Hill results in NC 54 being a shorter route for trips from the northwest (Burlington/Graham). There is a dividing line for somewhere around the NC 54 Bypass. Figure 3 is a comparable representation for trips to Burlington/Graham. Note that the relative volume of trips in each of these cases varies, and will change over time.

The key to defining these travelsheds is the difference in relative travel times among alternative routes. Increasing congestion along I-40 or NC 86 would be expected to shift this boundary northward and eastward, while more congestion along NC 54 would constrict the shaded area. Conversely, improvements that reduce relative travel times would expand a road's travelshed.

Observations

Comparing the travelsheds for the two major locations considered reveals several interesting observations:

- For central Chapel Hill trips, while the travelshed spreads farther north and east, it does not extend beyond the ends of the corridor.
- A minor shift south to Southern Village yields a travelshed that extends west and north of the Graham end of the corridor. This helps demonstrate the complex combination of origins and destinations served by the NC 54 west corridor. Although Chapel Hill is the single dominant destination, there are dozens of significant trip-end pairs using different portions of the corridor, and the relative volumes of these trips can shift over time in response to local and regional growth and development, congestion, and roadway improvements.
- For the centralized Burlington/Graham location, while the travelshed is narrower on the northern side, it extends well beyond the eastern end of the corridor, widening greatly to the south to include portions of northern Chatham County. This travelshed also applies to destinations north and west of the indicated location. Growth outside the corridor is a more significant factor in traffic increases in this travel market than for the downtown Chapel Hill travel market.

Although this analysis does provide some insights about who is using this portion of NC 54, it has limitations. It does not reflect route selections of actual travelers, only the estimated minimum travel-time routes based on historical averages. These travel times are derived from samplings of signals from location-based services, which are subject to variation. Furthermore, travelers do not always base their route choices on minimum travel times, even if they have accurate real-time information and reliable short-range predictions (which is not typically the case). Some drivers prefer to avoid freeways; others are less comfortable on rural two-lane roads that may require passing. If travel-time reliability is critical, routes with longer (but more consistent and predictable) travel times may be preferred to the risk of a long delay. Also, this analysis considers only three very specific—though important—locations. There are countless other potential locations that would generate different travelsheds.

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StreetLight Data

To better understand the origin/destination patterns of traffic on NC 54 west of Carrboro, an analysis was performed using a StreetLight dataset provided by DCHC. This dataset is comprised of anonymized location information obtained from personal electronic devices during weekdays (Monday through Thursday) in April, May, September, and October of 2016-18. The results summarized here are based on a sample of approximately 8,000 devices, representing about 29,000 individual trips. The StreetLight Index sample represents about 23% of the averaged 2016-2018 AADT on NC 54, based on Index-to-AADT ratios.

The available StreetLight dataset did not include the entire NC 54 West study area (see Figure 4); only the portion of the corridor east of Orange Grove Road could be analyzed. Figure 5 depicts the associated portion of the corridor in more detail.

The goal of this analysis was to determine the major origins and destinations of traffic using this segment of NC 54. In particular, what portion of traffic is passing through the corridor, which intersecting roads contribute the most traffic, and what traffic is using the NC 54 Bypass versus West Main Street? This analysis can help quantify and evaluate potential markets for alternative travel options, as well as validating forecast assumptions and confirming the Triangle Regional Model's accuracy in representing traffic patterns.

Eastward Trip Distribution

Figure 6 depicts the eastward distribution of daily vehicle-trips on NC 54 to/from a point just east of Orange Grove Road. Note that the "100%" label in the figure represents all traffic passing that point on NC 54 in both directions. (For simplicity and clarity, we will discuss eastbound trips; westbound trips are the mirror image of these.) The diagram indicates that 83% of these trips are still on NC 54 just west of Old Fayetteville Road. This 17% drop in volume works out to nearly 2,000 veh/day out of the original 2017 AADT of 11,000 veh/day east of Orange Grove Road. Most of the trips that have left the corridor by this point used White Cross Road (7%) and Bethel-Hickory Grove Church Road (4%). The remaining 6% of traffic departed via Dodsons Crossroads, Butler Road, Neville Road, Hatch Road, and various smaller roads and driveways. (Note that due to rounding, percentages may not add up precisely.)

Ten percent of traffic drops off at Old Fayetteville Road (8% northbound and 2% southbound), leaving 73% of the original traffic on NC 54. Another 7% of trips are destined for development in the immediate vicinity of Carrboro Plaza. The remaining 66% divides between West Main Street (12%) and NC 54 Bypass (54%). This represents an 82%/18% (or 4.5 to 1) split of this traffic between NC 54 Bypass and West Main Street.

For comparison, the analysis was repeated for only the period between 6:00 and 10:00 AM, which includes the critical AM peak. These results are summarized in Figure 7. The most significant differences are that a higher proportion of traffic is still on NC 54 just west of Old Fayetteville Road (91% versus 83%), and that most of this increase continues onto NC 54 Bypass (63% of origin traffic, as opposed to 54% on a daily basis). This results in an

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increased share relative to West Main Street (85%/15%, or 5.7 to 1). These differences are consistent with a higher proportion of commuter traffic to UNC in the morning peak.

Westward Trip Distribution

Similar analyses were performed to estimate the westward distribution of NC 54 traffic to/from West Main Street, and to/from NC 54 Bypass. Note that the “100%” label in these figures represents all traffic passing those points (on West Main Street or NC 54 Bypass) in both directions. (For simplicity and clarity, we will discuss westbound trips; eastbound trips are the mirror image of these.) Figure 8 depicts the findings of this analysis for traffic on West Main Street immediately east of NC 54, where the 2017 AADT is 6,400 veh/day. About 44% of this traffic is associated with destinations in the immediate vicinity of Carrboro Plaza. Another 26% heads east on NC 54 Bypass. Old Fayetteville Road attracts 6% to the north, and 2% to the south, leaving 22% of the original traffic on NC 54 immediately west of Old Fayetteville Road. Another 9% disperses before Dodsons Crossroads, mainly via Neville Road (2%) and Bethel-Hickory Grove Church Road (2%). Another 2% each turn off on Dodsons’ Crossroads and White Cross Road, with 10% of the traffic from West Main Street remaining on NC 54 just east of Orange Grove Road. This translates to a drop of nearly 800 vehicles between Old Fayetteville and Orange Grove Roads.

Figure 9 summarizes the results of a similar analysis for NC 54 Bypass south of West Main Street, where the 2017 AADT is 25,000 veh/day. Ten percent of this traffic diverts east onto West Main Street, and another 30% heads for destinations in the vicinity of Carrboro Plaza. A substantial 21% heads north via Old Fayetteville Road, with 1% going south, leaving 38% of the original traffic on NC 54 to the west. Intervening roads and driveways attract another 7% between Old Fayetteville Road and Dodsons Crossroads. White Cross Road (2.5%) and Dodsons Crossroads (1.5%) account for most of the remaining reduction, leaving 27% of the original NC 54 Bypass traffic on NC 54 just east of Orange Grove Road. This represents a decrease of nearly 2,800 vehicles between Old Fayetteville and Orange Grove Roads.

Observations

- About 17% of daily traffic on NC 54 just east of Orange Grove Road enters/exits NC 54 between White Cross and Old Fayetteville Roads (excluding these intersections). For traffic on West Main Street the figure is 12%; for NC 54 Bypass, 12%.
- During the AM peak, only 9% of traffic on NC 54 just east of Orange Grove Road enters/exits NC 54 between White Cross and Old Fayetteville Roads (excluding these intersections). This is consistent with a higher proportion of longer commuter trips.
- Trips using West Main Street tend to be more local than trips using NC 54 Bypass.

TRAVEL DEMAND MODELS

The NC 54 West corridor study area spans two regional travel demand models. The portion west of the Alamance County line is represented in the Piedmont Triad Regional Model (PTRM), while the Orange County portion to the east is part of the Triangle Regional model (TRM v6).

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Growth Forecasts

Traffic growth in both models is derived from forecasts of population and employment growth and characteristics, geographically distributed by traffic analysis zone. Figures 10 and 11 depict TRM and PTRM assumptions about the distribution and growth of population and employment relative to the NC 54 West study area.

Because population and employment data available for the two models have different base and design years, values were extrapolated to obtain consistent values for 2017 and 2045. Also, dot-density plots were used to more effectively represent the density, magnitude, and distribution of population and employment among traffic analysis zones (TAZs). Note that each dot represents a number of data points (100 persons; 50 jobs). Dots are randomly located within each TAZ, and do not represent specific locations.

Observations

- Development remains sparse along the middle segment of the corridor, due in large part to environmental constraints.
- Relative growth is greatest in the western portion of the corridor, both in Alamance County and Mebane.
- Growth in the east is concentrated in Chapel Hill, primarily in nodes along NC 86 and US 15/501.

TRM Comparison to StreetLight InSight Analysis

A select-link analysis was performed using the Triangle Regional model (TRM v6) to provide a comparison against the StreetLight analysis described previously for the eastward distribution of trips to/from a point on NC 54 just east of Orange Grove Road. Because of minor anomalies in the Base Year network loading at the western end of the corridor, some manual adjustments were necessary, and comparative runs for 2045 Build and No-Build scenarios were also conducted. The results are summarized in Figure 12. The major differences between the TRM the StreetLight trip distributions occur at the eastern end of the corridor. Just east of Old Fayetteville Road, both analyses estimate between 82% and 83% of eastbound trips from just east of Orange Grove Road are still on NC 54. But the TRM distributes 5% fewer trips north on Old Fayetteville Road, and loses none at Carrboro Plaza. This leaves 77% of the original trips, as opposed to 66% according to StreetLight. More importantly, TRM assigns a far higher proportion of these trips to West Main Street. TRM has 25% of the initial traffic turning on West Main Street (versus 12% according to StreetLight), and 52% continuing down NC 54 Bypass (versus 54%). This works out to a 68%/32% (or 2.1 to 1) split between n NC 54 Bypass and West Main Street. The Streetlight analysis yielded a split of 82%/18% (or 4.5 to 1).

This difference is probably attributable to the fact that regional travel demand models like TRM tend to underestimate intersection delay as congestion increases, especially through denser downtown areas. It also appears that trips to Carrboro Plaza and up Old Fayetteville Road (including McDougal Middle School) are either under-represented or inaccurately routed.

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TRM Comparison of Build (Widen NC 54) and No-Build Scenarios

To estimate the traffic impacts of the proposed widening of NC 54 on traffic patterns, two 2045 TRM networks were compared. Both have identical socio-economic data and include all transportation improvement projects assumed in the latest DCHC Metropolitan Transportation Plan (MTP). The only difference is that the Widen NC 54 (Build) Scenario, a 45-mph 4-lane divided cross-section is assumed for NC 54 between I-40 in Graham and Old Fayetteville Road in Carrboro. The No-Build Scenario assumes the existing cross-section is maintained.

After trips were distributed and assigned to the two networks, daily volumes in the No-Build network were subtracted from the corresponding link volumes in the Build (Widen NC 54) network. Results are summarized in Figure 13. Where the NC 54 widening increases traffic volumes (by diverting from other routes), links are shaded red and given bandwidths corresponding to the magnitude of the increase. Where the widening reduces traffic volumes, links are shaded blue and assigned bandwidths corresponding to the magnitude of the decrease. Changes in daily traffic volumes are indicated on representative links. Changes of less than 100 vehicles/day are not represented. Volumes for West Main Street and NC 54 Bypass were adjusted to compensate for the model's over-assignment of traffic to West Main Street (discussed above). An 80%/20% (4 :1) split between NC 54 Bypass and West Main Street was assumed.

A comparison of the daily volumes from the 2045 Build and No-Build scenarios west of Old Fayetteville Road is shown in Figure 14 to illustrate the level of induced vehicle demand from widening. Historical volumes and the 1% and 1.5% annual volume growth rates are displayed, and the capacity of a 2-lane roadway is included to provide context of the roadway's current and anticipated performance.

Observations

Volume Increases

- The most significant volume increases are on NC 54. The 2,000 veh/day added between Dodson's Crossroads and Old Fayetteville Road represent about a 10% increase over the No-Build scenario. The resulting volume is well within the capacity of the proposed 4-lane divided cross section. Assuming 10% of traffic occurs in the peak hour, with a 60/40 directional split, this translates into about 200 additional vehicles in the peak hour, with 120 vehicles (two/minute) added in the peak direction.
- Volumes added to NC 54 decrease to the west, both on an absolute and percentage basis. To the east, about 200 vehicles/day are added to West Main Street, and 1000 to the NC 54 Bypass. About one-third of these are added to South Columbia Street traffic, half continue on the Bypass, and the remainder are oriented southward.
- Orange Grove Road and Mebane Oaks Road experience smaller increases from traffic that would have headed north to I-40 or used rural roads (such as Arthur-Minnis and Bradshaw Quarry) for east-west trips. Some of these trips appear to be shifted from Old NC 86/Hillsborough Road, Union Grove Church Road, and even M.L.K. Jr Boulevard. Minor traffic increases occur on segments of Eubanks, Bethel-Hickory Grove Church, Butler, and White Cross Roads.

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- Both the Build and No-Build scenarios exceed the capacity of the 2-lane existing roadway across a range of growth rate estimates.

Volume Reductions

- Overall, traffic reductions resulting from the proposed NC 54 widening are more dispersed than the traffic increases. There is a noticeable reduction in east-west traffic along Arthur-Minnis, Bradshaw Quarry, and New Hope Church Roads. North-south traffic on Old NC 86/Hillsborough Road and Old Fayetteville Road also decreases. The most significant decrease is 800 vehicles/day along the segment of Old NC 86 between Dairyland/Homestead Roads and Old Fayetteville Road. Minor reductions occur on portions of Old Greensboro, Dairyland, Albert, and Union Grove Church Roads, as well as M.L.K. Jr Boulevard. Reductions to I-40 traffic, although larger in absolute terms, represent less than 1% of average daily traffic.

HISTORICAL TRENDS

Historical trend analysis is not especially useful in forecasting traffic volumes along this segment of NC 54. Attempts were made to correlate changes in annual average daily traffic (AADT) along the Orange County portion of NC 54 to population changes in the vicinity of the corridor. The only consistent population estimates available are for counties, municipalities, and townships from 2009 through 2017.

Figure 15 shows the jurisdictions used for population estimates. These areas are generally too large for the purposes of this type of analysis, and neither the estimates nor the AADTs appear to be precise enough. Lagged correlations did not perform significantly better. In aggregate, however, populations and AADTs were generally consistent, with population growing by 16% and AADTs by 15% between 2009 and 2017 (see Figure 16). Based on TRM and PTRM forecasts (and consistent with NC OSBM forecasts), populations in these jurisdictions are estimated to increase by 42% between 2017 and 2045. This study forecasts a corresponding 40% increase in traffic on the Orange County portion of the NC 54 West study corridor (see Figure 17).

Observations

- Although population and traffic volume trends could not be strongly correlated on an annual or time-series basis, overall growth rate trends are reasonably consistent.

TRANSIT

There is currently no fixed-route transit service along NC 54 west of Old Fayetteville Road. To gain a better understanding of historical transit service, future transit plans, and anticipated effects of emerging transportation technologies, interviews were conducted with four transit agencies in the region:

- Piedmont Authority for Regional Transportation (PART)
- Link Transit (Burlington/Alamance County)
- Chapel Hill Transit (CHT)

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- GoTriangle

Because of the significant role UNC-CH and UNC Hospitals play in local and regional transit (as well as traffic and parking), representatives from these institutions were also consulted. Figure 18 depicts transit routes by agency in the region, as well as locations of relevant existing and proposed park-and-ride lots.

PART

The Piedmont Authority for Regional Transportation (PART), offers service on the Alamance Burlington Express (Route 4) between Alamance County and UNC Hospitals. Route 4 is one of PART's most popular routes due in part to UNC GoPass holders commuting to campus. This route used to run along NC 54 until late 2013, but the routing switched to I-40 due to congestion along NC 54 impacting travel-time reliability and the addition of the Mebane Park & Ride Lot. One of the determinants PART uses in its route selection is congestion along the proposed corridor. Congestion along a route can affect travel time reliability and schedule adherence. This is especially critical when connecting to other transit routes; Route 4 provides a transfer to GoTriangle's ODX route. Another reason for PART's decision to use I-40 is to serve Alamance Community College and Mebane Cone Health.

Route 4 continues to grow in ridership, with standing room only during some peak periods runs. Every two years, PART undertakes a system wide analysis and examines its routes and potential adjustments. PART would like to increase frequency along Route 4, but would need additional funding or partnerships with other transit agencies.

LINK

While Link Transit does not provide transit service to UNC, it does operate fixed-route service in the northern portion of the study area. The Orange Route services Graham and crosses the north-western portion of the corridor on I-40. The two stops in the corridor's vicinity are a park-and-ride lot (located at Hwy 87 and Crescent Square Drive) and Alamance Community College. The Orange Route has been one of Link Transit's most productive routes with the top five stops for the system occurring in Graham. Link Transit would like to expand service further into Graham and Mebane, but needs additional funding or partnerships to implement expanded service. The northern portion of the NC 54 corridor has potential to support fixed-route transit with continued increases in residential density and employment centers, like the Honda Manufacturing plant.

Chapel Hill Transit and UNC

The NC 54 West corridor serves east-west travel to and from UNC Chapel Hill and UNC Hospitals. Figures 19 and 20 show residence locations for UNC-CH and UNC Hospital employees, based on the *UNC-CH Development Plan, 2017 TIA Update*. (Locations are not precise, but representational.) Figure 21 (also from the *UNC-CH Development Plan, 2017 TIA Update*) indicates that just under 2,000 employees (or 12.4% of total employment) are in the sector assigned to the NC 54 West corridor. This number is a rough estimate, however. The travelshed analysis described

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above suggest that many of these employees actually use I-40, and that some use NC 87. Between 750 and 1450 employee residences are estimated to fall within the travelshed depicted in Figure 1, with most the uncertainty concentrated in the easternmost end of the travelshed. The potential market for a UNC-oriented transit service along the NC 54 west corridor falls somewhere in this range.

Park-and-ride lots serving UNC Chapel Hill have long helped reduce demand for on-campus parking, as well as providing an alternative to reduce personal vehicle use. To help support their fare-free transit system, Chapel Hill Transit began charging for the use of their park-and-ride lots in 2013. Chapel Hill Transit Park-and-Ride Permits are available at a daily rate of \$2, a monthly rate of \$21, or an annual rate of \$250. Chapel Hill Transit operates four park-and-ride locations serving commuters coming from the western portion of the region to campus. Table 1 (below) details the Chapel Hill Transit Park-and-Ride lots, which are also depicted in Figure 18.

While parking demand has fallen for the westernmost park-and-ride lots (Jones Ferry and Carrboro Plaza), demand has risen for the northern park-and-ride along NC 86 (Eubanks Road) and the southern park-and-ride lot along US 15-501 (Southern Village). While the percent of commuters within each respective corridor is similar, utilization is not. One key reason appears to be the enhanced service level provided by the NS route compared to those routes serving the Jones Ferry and Carrboro Plaza. The NS Route operates all day with headways as little as ten minutes during the peak. This level of service frees commuters from having to plan their journey around a bus schedule. Commuters have the flexibility to arrive at a park-and-ride at a time of their choosing, knowing the next bus will be coming shortly. This pattern suggests commuters coming from the west pass by the Carrboro Plaza and Jones Ferry Park-and-Ride lots in favor of the Southern Village Park-and-Ride (and to a lesser extent, the Eubanks Park-and-Ride) to take advantage of enhanced transit service.

Table 1: Chapel Hill Transit Park and Ride (data from UNC Chapel Hill Development Plan – TIA Update)

Park-and-Ride Lot	Routes Served	Number of Spaces	Fall 2013 Utilization	Fall 2015 Utilization	Fall 2017 Utilization	% of Total Commuters in Corridor
Eubanks Road	NS, CRX (GoTriangle)	400	185	188	216	12.1%
Jones Ferry	CM, CW and JFX	443	132	102	86	11.4%
Carrboro Plaza	CPX and CW	145	52	30	24	
Southern Village	NS and V	400	272	260	325	11.7%

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The Town of Chapel Hill is in the process of designing the North-South Bus Rapid Transit. This system will run between the Eubanks Road Park-and-Ride and the Southern Village Park-and-Ride, providing frequent all-day service to downtown Chapel Hill and UNC Hospitals. Bus rapid transit (BRT) elements such as dedicated lanes, traffic signal priority, and high capacity transit vehicles, will further increase level of service and convenience for those choosing to park-and-ride from Southern Village or Eubanks to ride the North-South BRT. These enhancements will increase the appeal for those previously using Carrboro Park-and-Ride or the Jones Ferry Park-and-Ride to reroute their trip to one of the BRT stations for the premium transit service provided by BRT.

The Draft Chapel Hill Transit: Short Range Transit Plan provides short-term recommendations to improve bus routing and frequency on key routes, while remaining cost neutral. The Plan also lays out a set of unfunded improvements. Several desirable service upgrades were identified that could not be achieved within the existing budget. One such improvement was the West NC 54 Route, which would provide new weekday peak-only service from White Cross along the NC 54 corridor to UNC Chapel Hill. This route adds approximately ten route-miles per trip, and is proposed to run at 70-minute headways during peak periods only, Monday through Friday, at an additional annual operating cost of \$154,000.

One potential alternative for a park-and-ride at White Cross could be the Henry Anderson III Community Park in Carrboro. This alternative would require consultation with the Town of Carrboro to determine if this use is compatible with the mission of the Park, and may require improvement and/or expansion of parking at the Park. While the Henry Anderson III Community Park location would require commuters to drive further compared to White Cross, the shorter bus route could allow for increased service frequency, which has been shown to be more attractive to potential park-and-ride patrons. This location could also offer enhanced bicycle and pedestrian access to transit compared to White Cross.

Emerging Technologies

Emerging technologies continue to redefine transit and the micro-mobility industry while providing alternatives to traditional fixed route transit service. Transit companies in the region continue to explore the possibilities of on-demand service and its potential to best meet the agencies goals at a reduced cost compared to fixed route service. Beginning in August, GoTriangle is partnering with Uber and Lyft to subsidize Ride Sharing trips up to ten dollars if it connects with one of the GoTriangle bus routes within the Research Triangle Park. GoDurham's long term transit vision also includes "on-demand zones" where GoDurham will subsidize ride sharing trips connecting to their transit service. The on-demand type trips are viewed as being most effective where traditional fixed route service may not be efficient as well as when the on-demand trip connects with high frequency transit. PART has also tested on-demand shuttles around Piedmont Triad International Airport but reverted to fixed route shuttles when on-demand ridership did not meet expectations. On-demand style shuttles are best used when looking to replace a costly, low-ridership, inefficient route to soften the financial burden while still providing service coverage to an area.

Transit agencies continue to face a constrained funding environment and must make tough decisions on trade-offs. Extending transit service along NC 54 would provide additional coverage to an area previously unserved and thus

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would create the possibility for new trips. However, given limited resources, extending service further west from Carrboro limits other opportunities, such as providing more frequent service on core routes with higher ridership.

Observations

- There is currently a surplus of park-and-ride spaces serving the NC 54 West corridor.
- Convenience and frequency of service seem to be significant factors in attracting park-and-ride patrons, favoring park-and-ride lots along the planned BRT route. This limits traffic reduction benefits along NC 54 west.
- UNC and Chapel Hill Transit support park-and-ride and other transit options in the NC 54 west corridor. However, low ridership potential and long routes present limit the cost-effectiveness of this service relative to other transit investments.

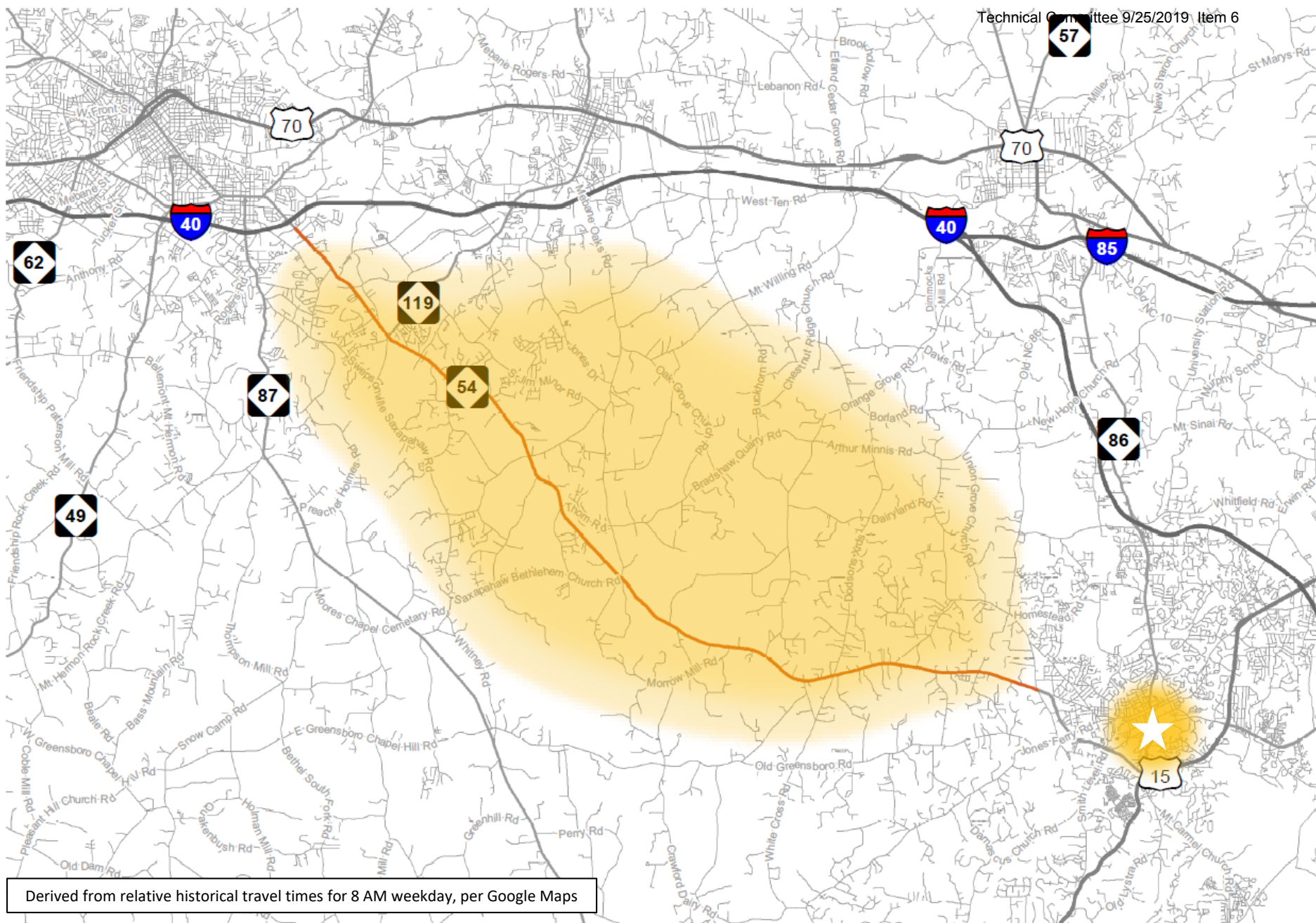


Figure 1: Estimated NC 54 Travelshed for Trips to Chapel Hill

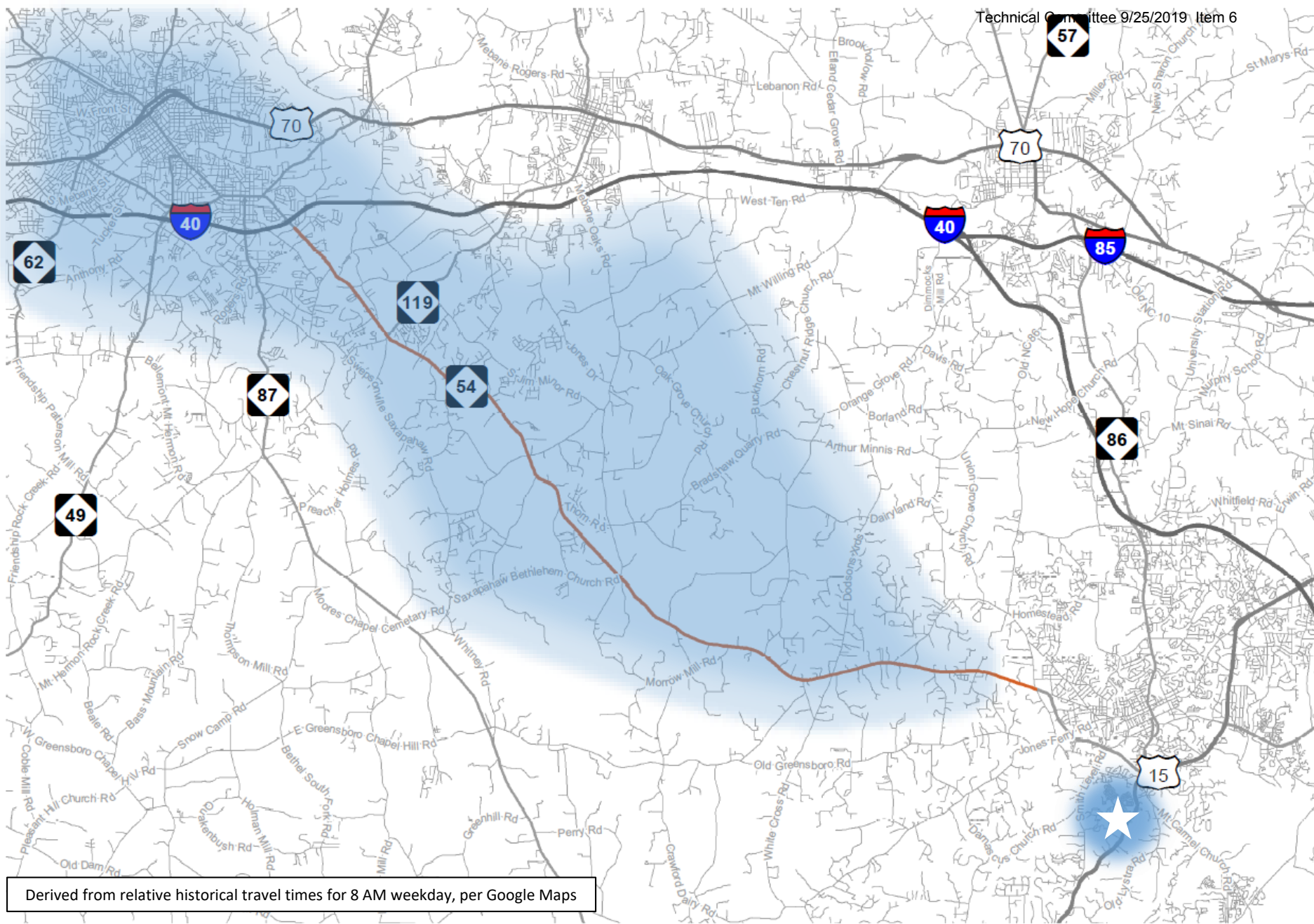


Figure 2: Estimated NC 54 Travelshed for Trips to Southern Village

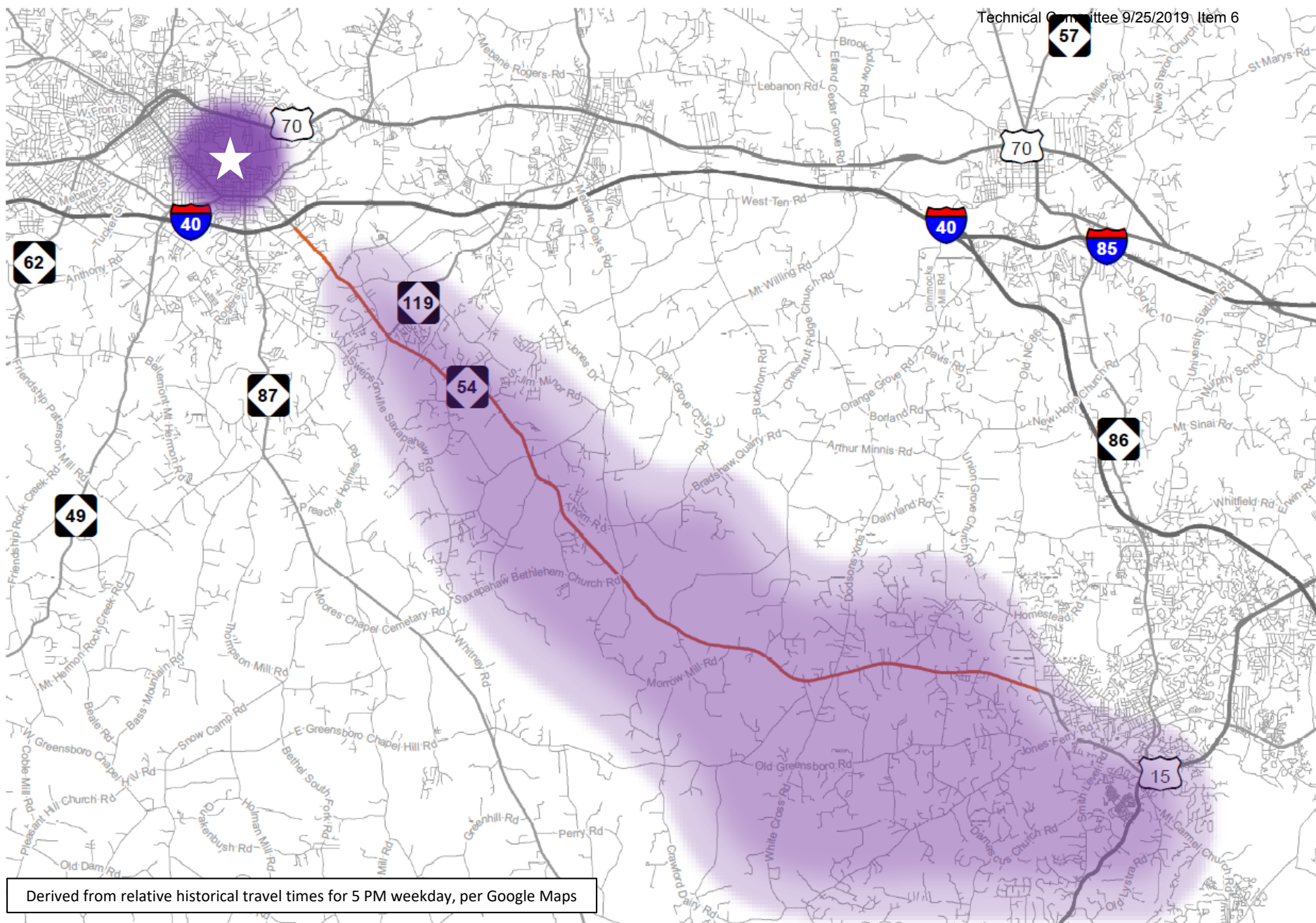


Figure 3: Estimated NC 54 Travelshed for Trips to Burlington

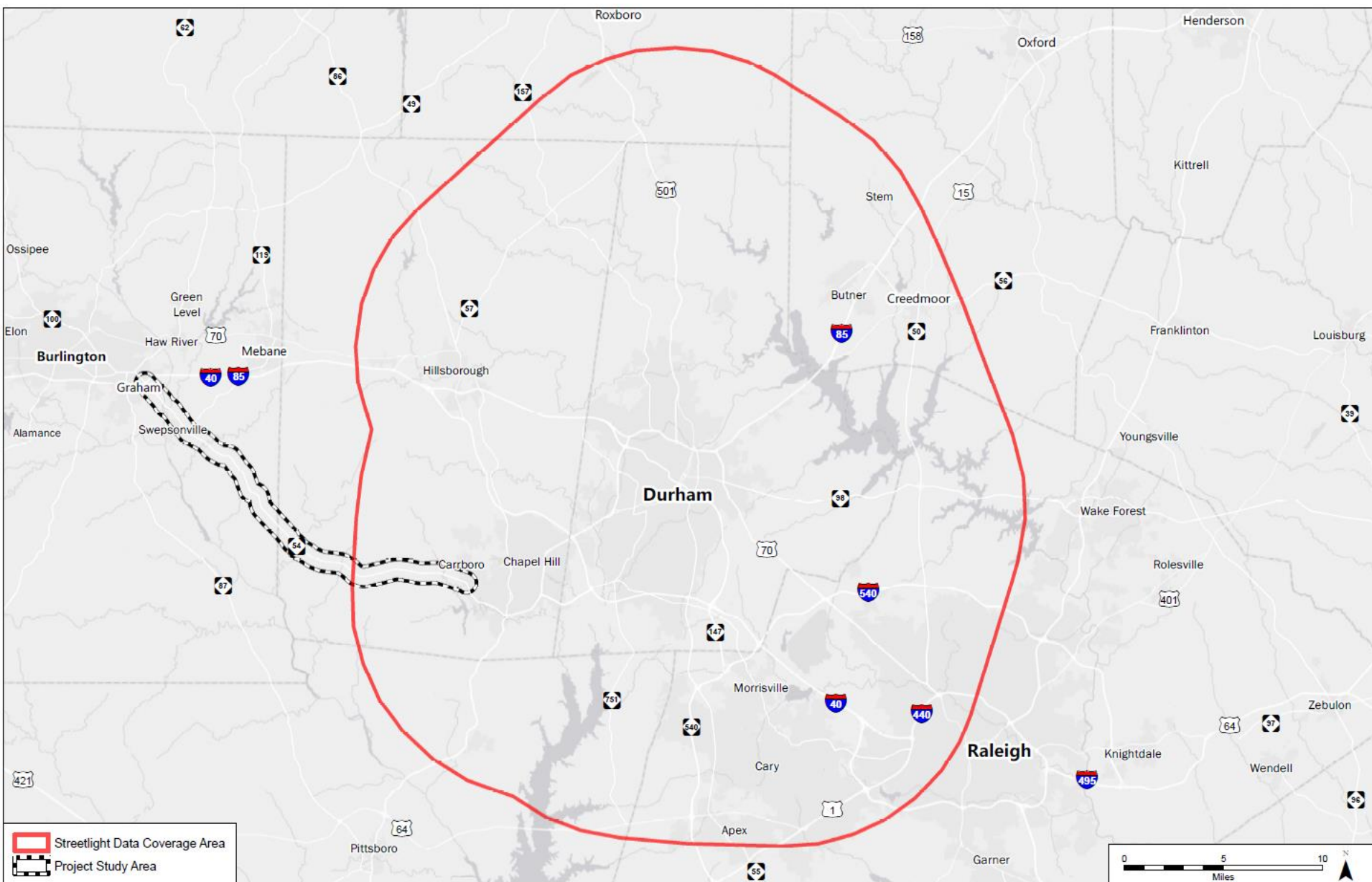
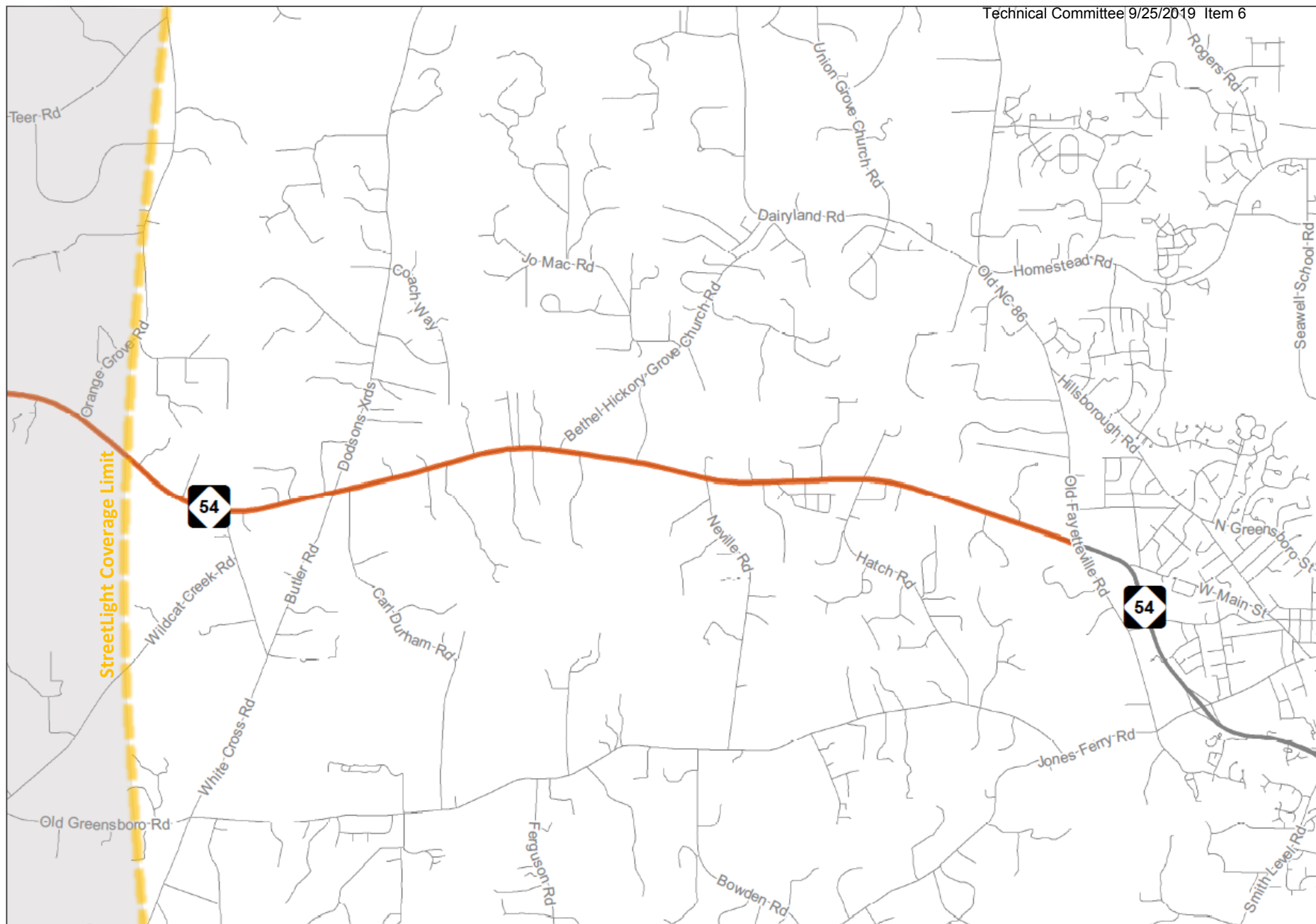


Figure 4: StreetLight InSight Dataset Coverage



Daily Vehicle-Trip Distribution (StreetLight InSight Data)

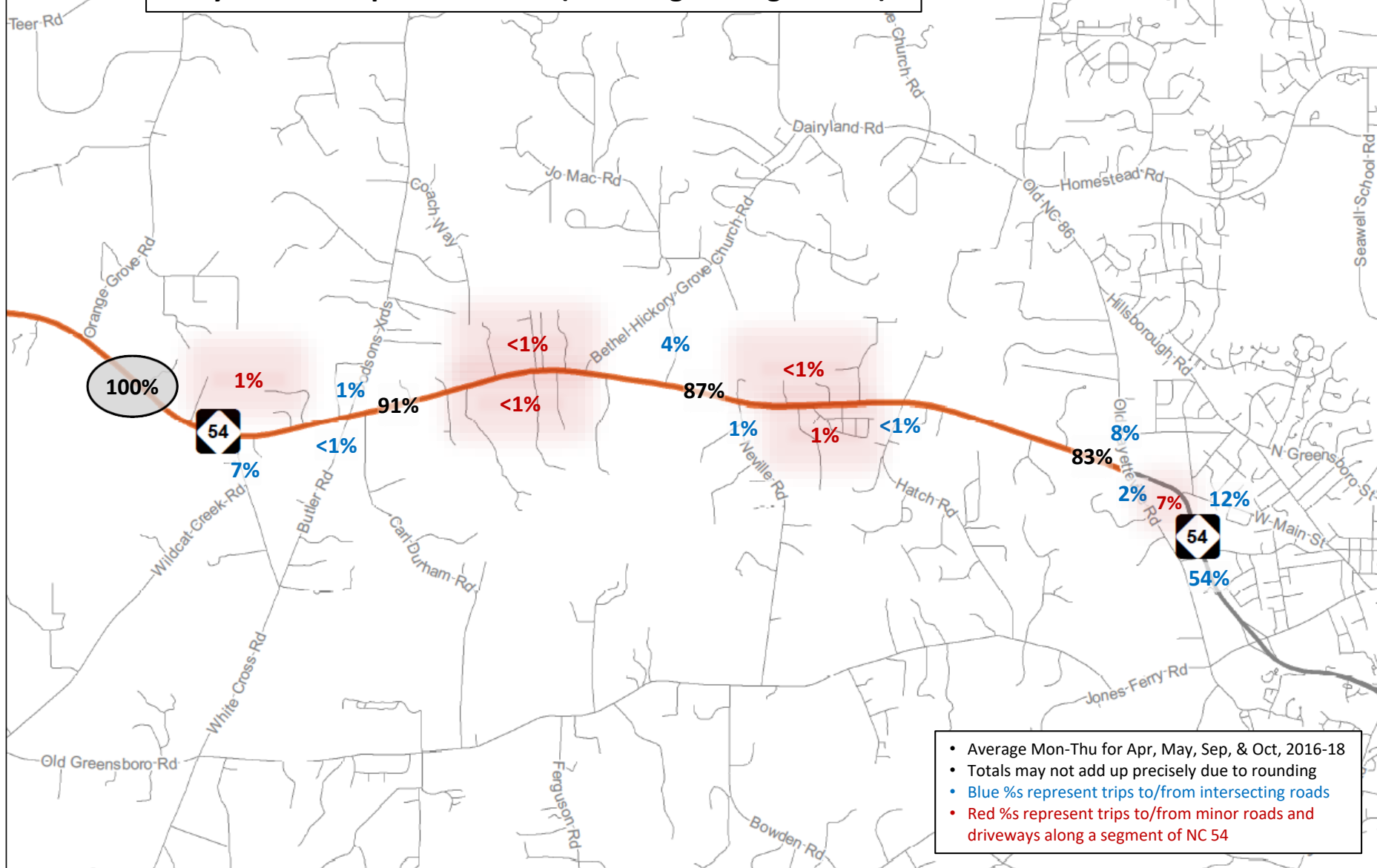


Figure 6: Origin-Destination Analysis – NC 54 East of Orange Grove Road

AM Peak Vehicle-Trip Distribution (StreetLight InSight Data)

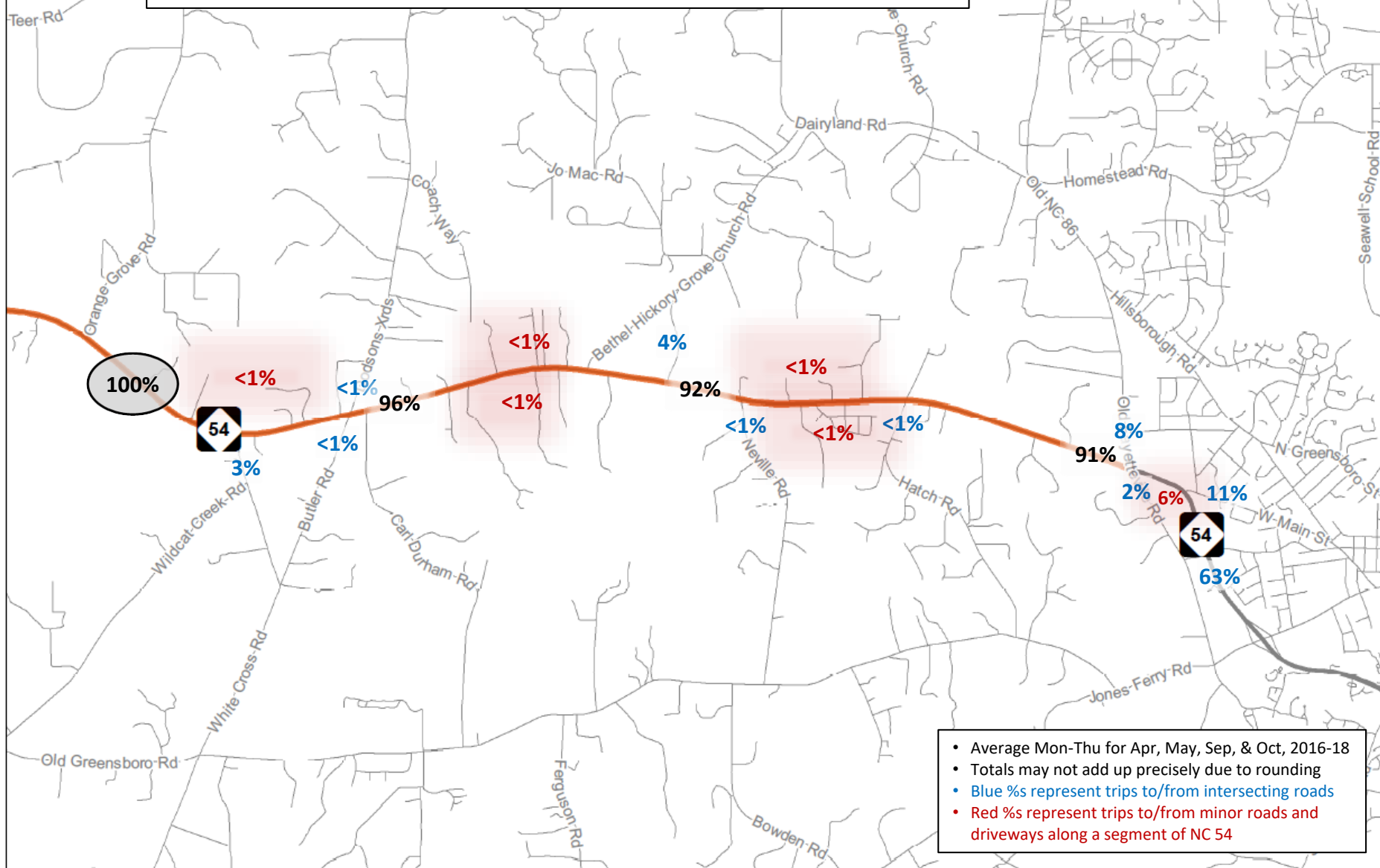


Figure 7: Origin-Destination Analysis – NC 54 East of Orange Grove Road

Daily Vehicle-Trip Distribution (StreetLight InSight Data)

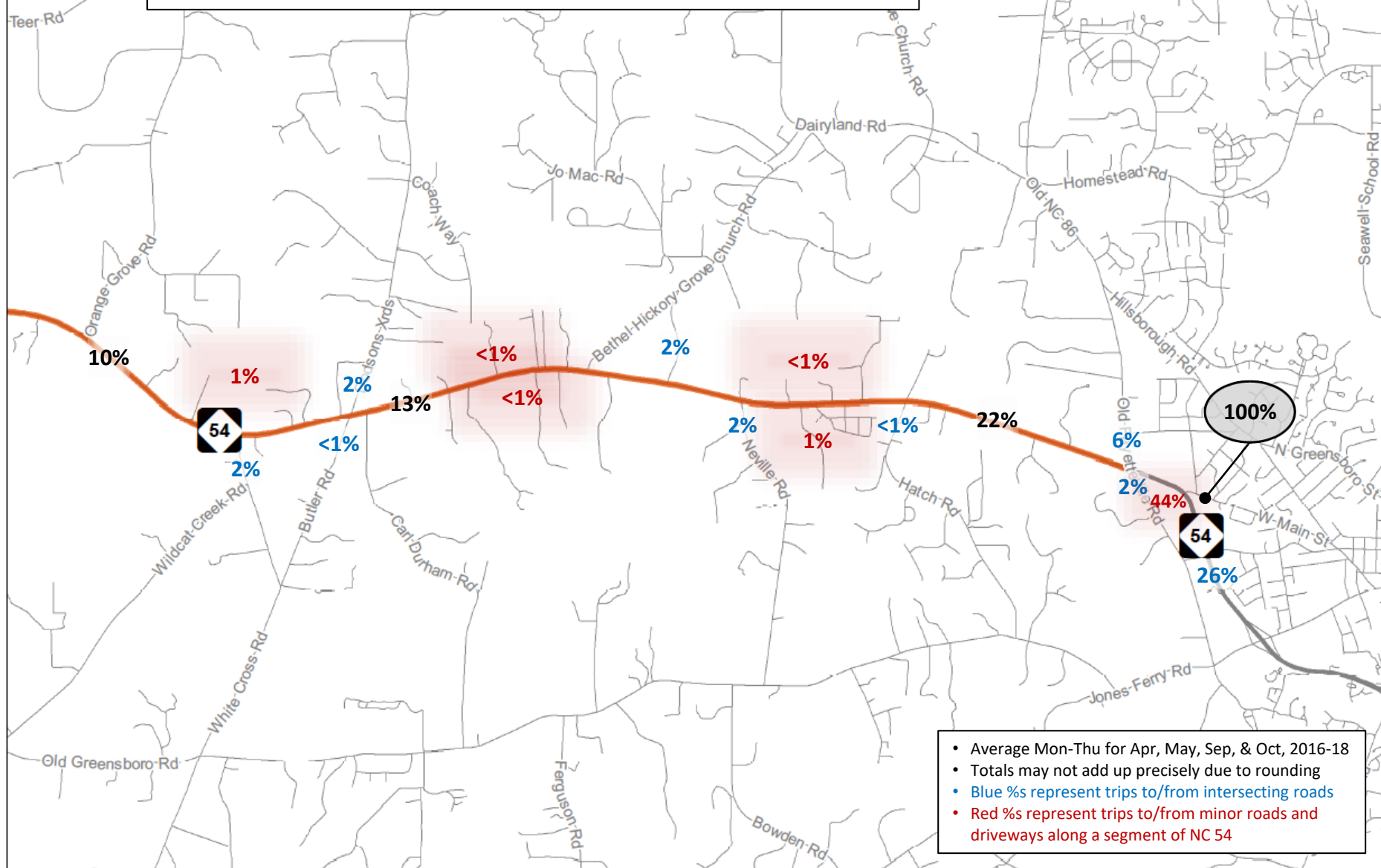
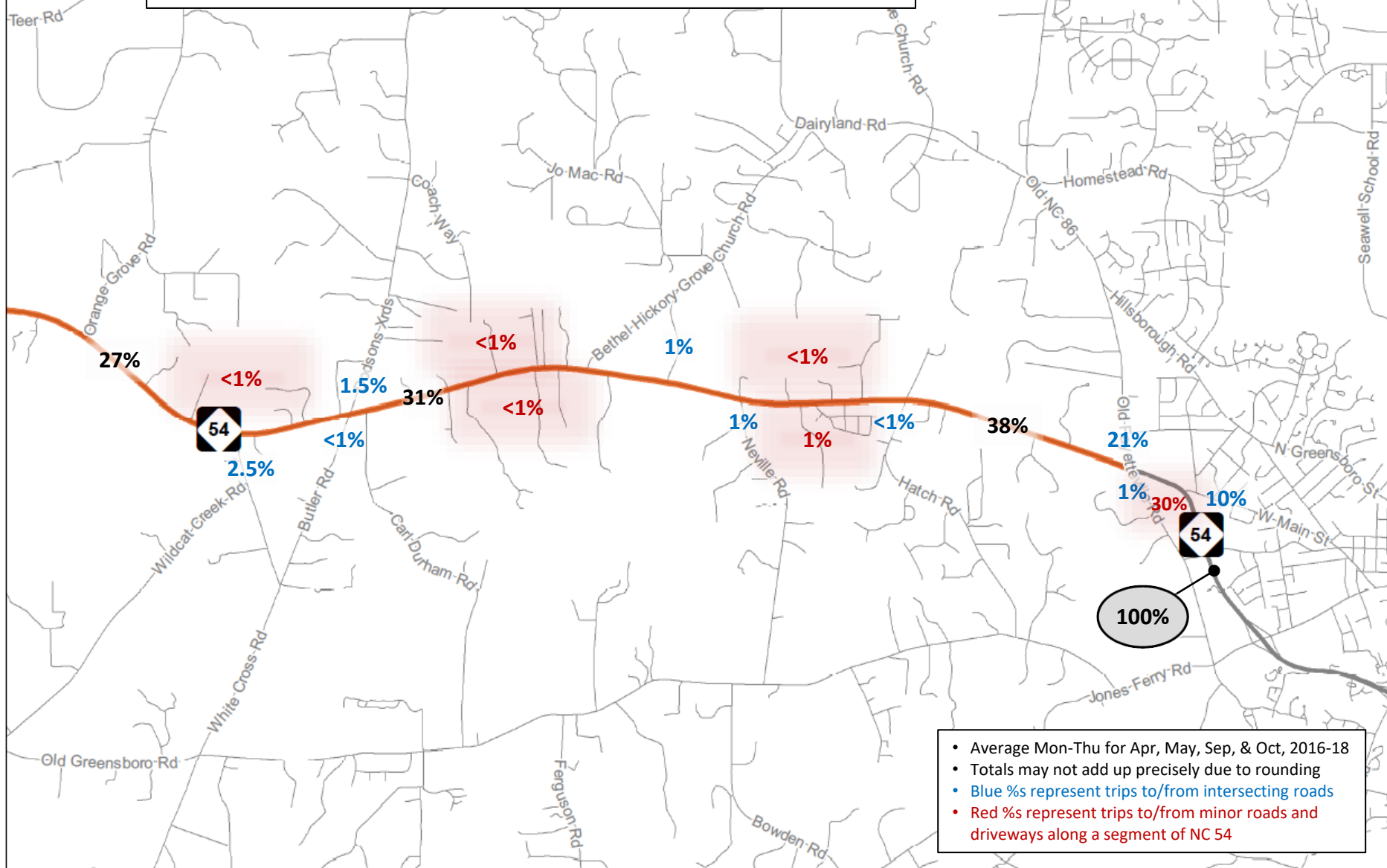


Figure 8: Origin-Destination Analysis – West Main St East of NC 54 Bypass

Daily Vehicle-Trip Distribution (StreetLight InSight Data)



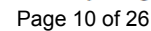
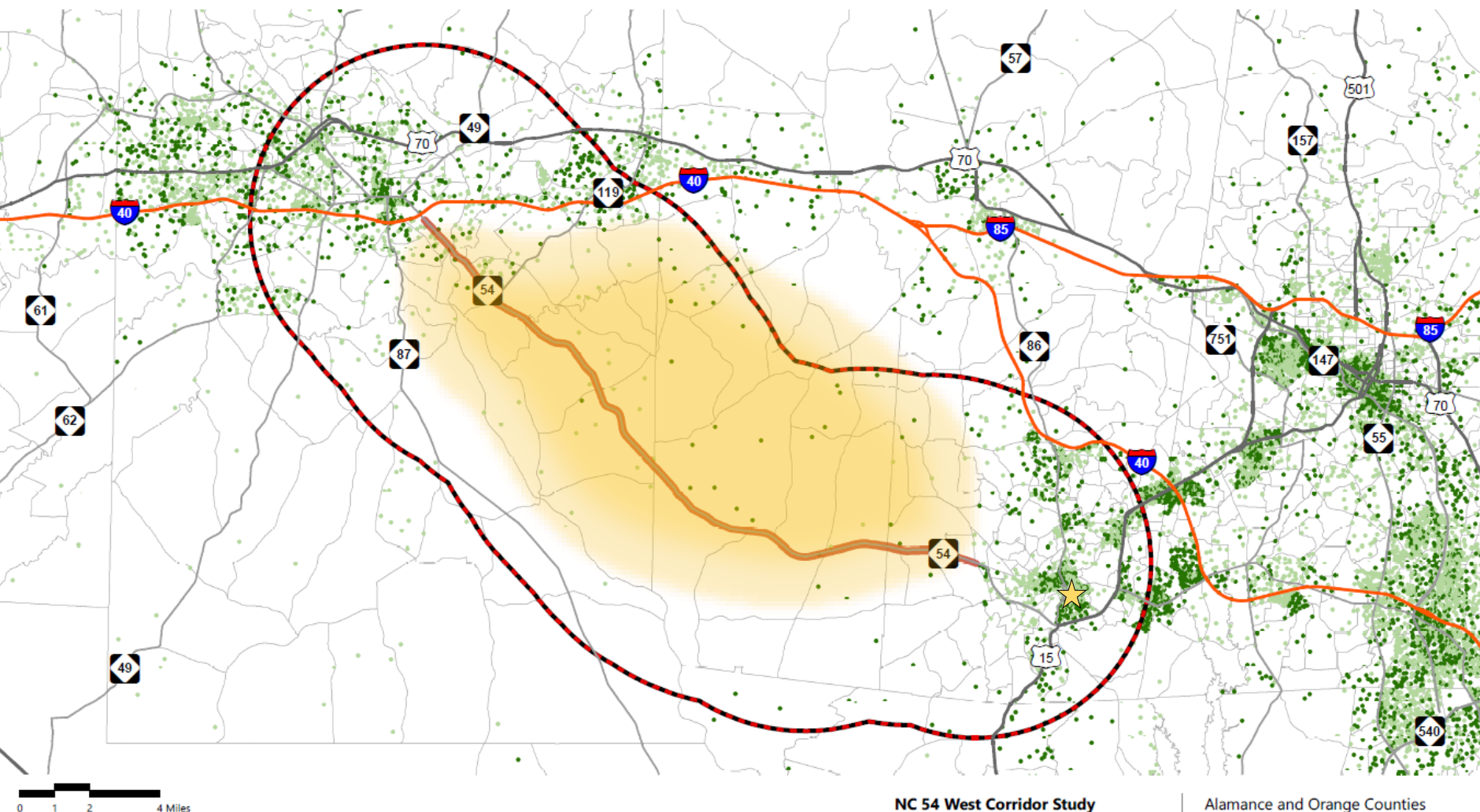


Figure 11: TRM & PTRM Employment Growth (2013 – 2045)



NC 54 West Corridor Study

Alamance and Orange Counties

5 Mile Project Buffer

Project Corridor

Employment 2017 v 2045

1 Dot = 50

Employment 2017 to 2045

Employment 2017

TRM & PTRM Socio-Economic Data (2013-2045)

Source Info: NCDOT, VHB, NCOneMap, Alamance County, Orange County

Figure 10a: TRM & PTRM Population Growth (2013 – 2045)

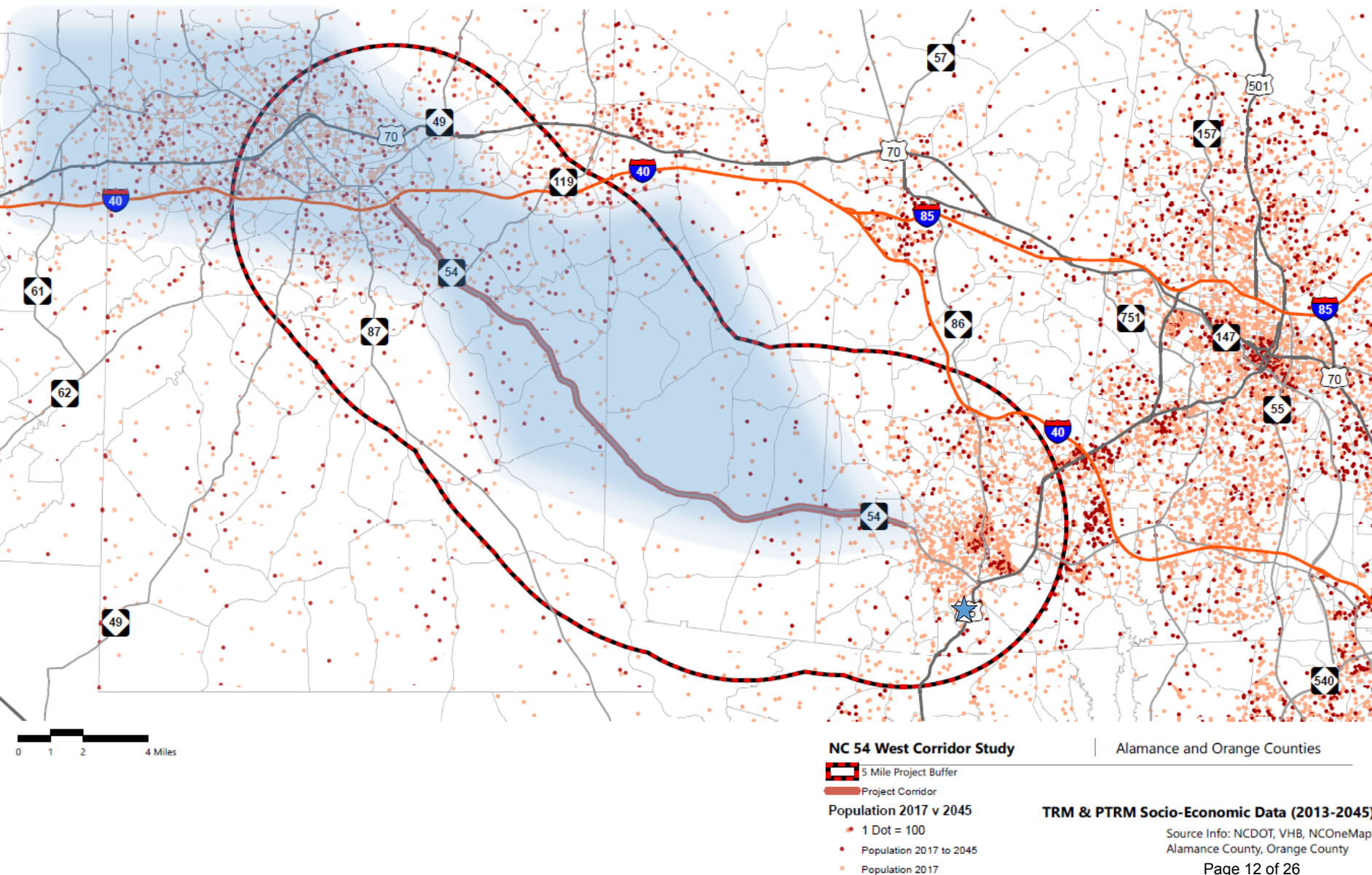


Figure 11a: TRM & PTRM Employment Growth (2013 – 2045)

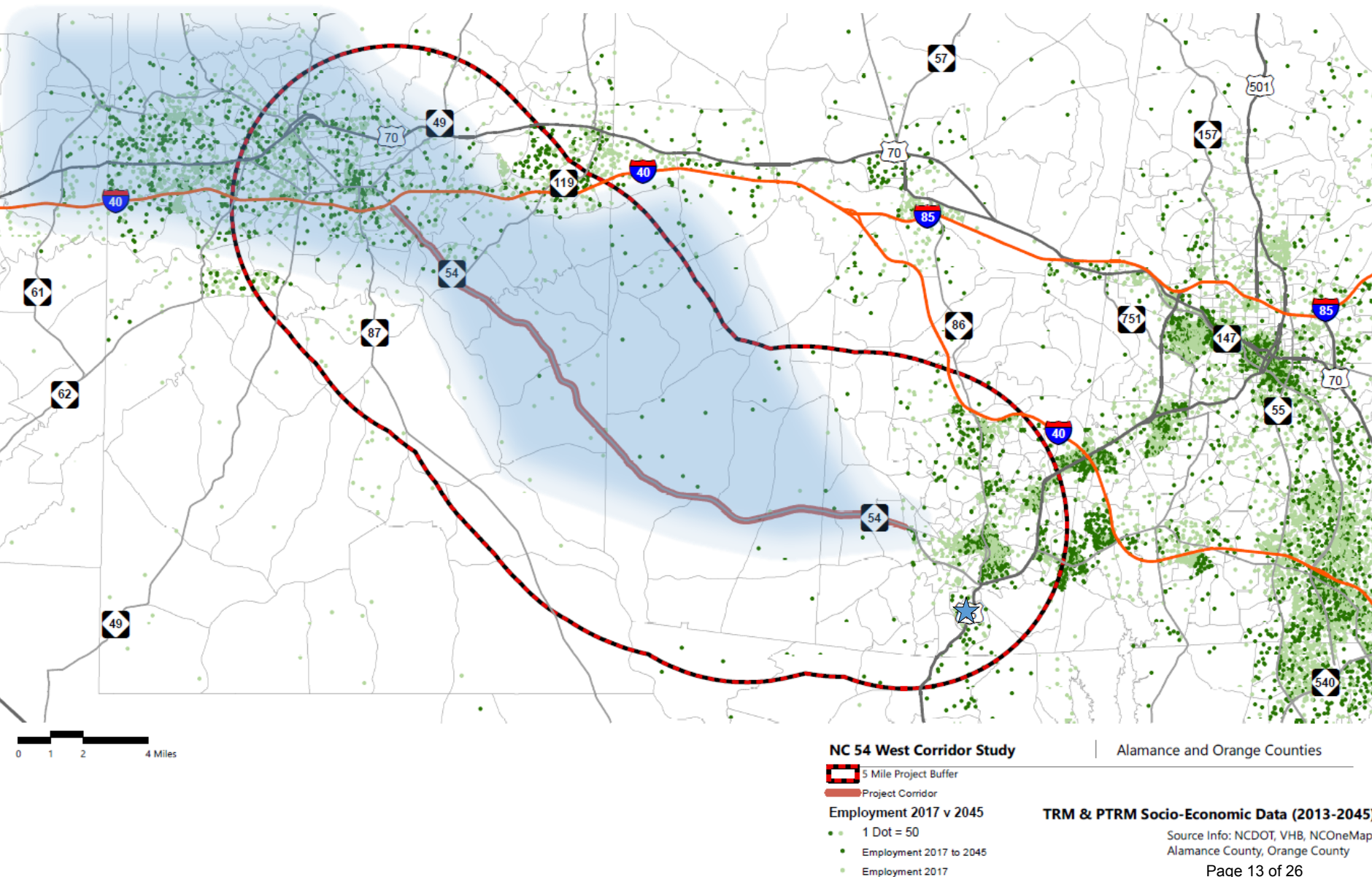
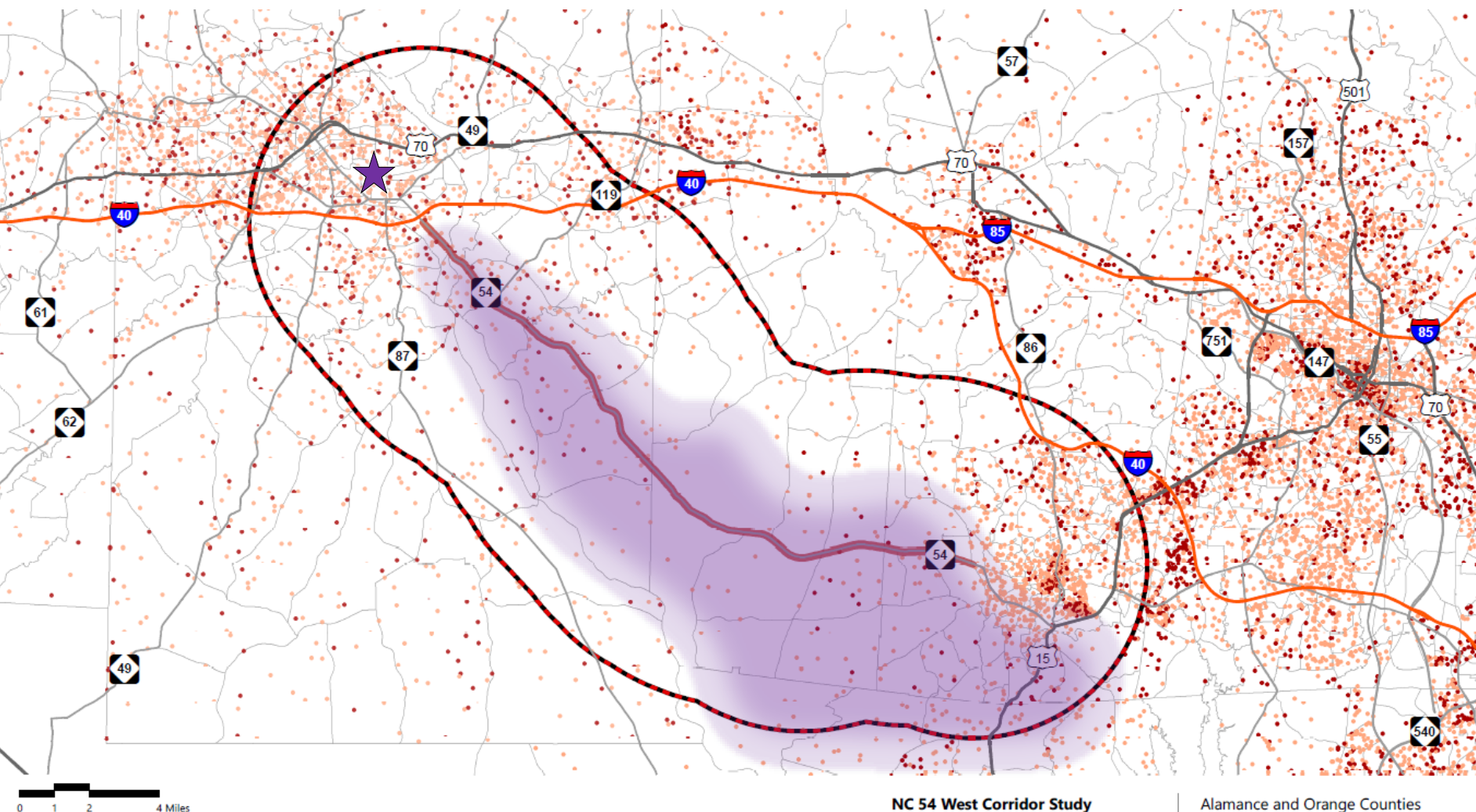


Figure 10b: TRM & PTRM Population Growth (2013 – 2045)



NC 54 West Corridor Study

Alamance and Orange Counties

5 Mile Project Buffer

Project Corridor

Population 2017 v 2045

1 Dot = 100

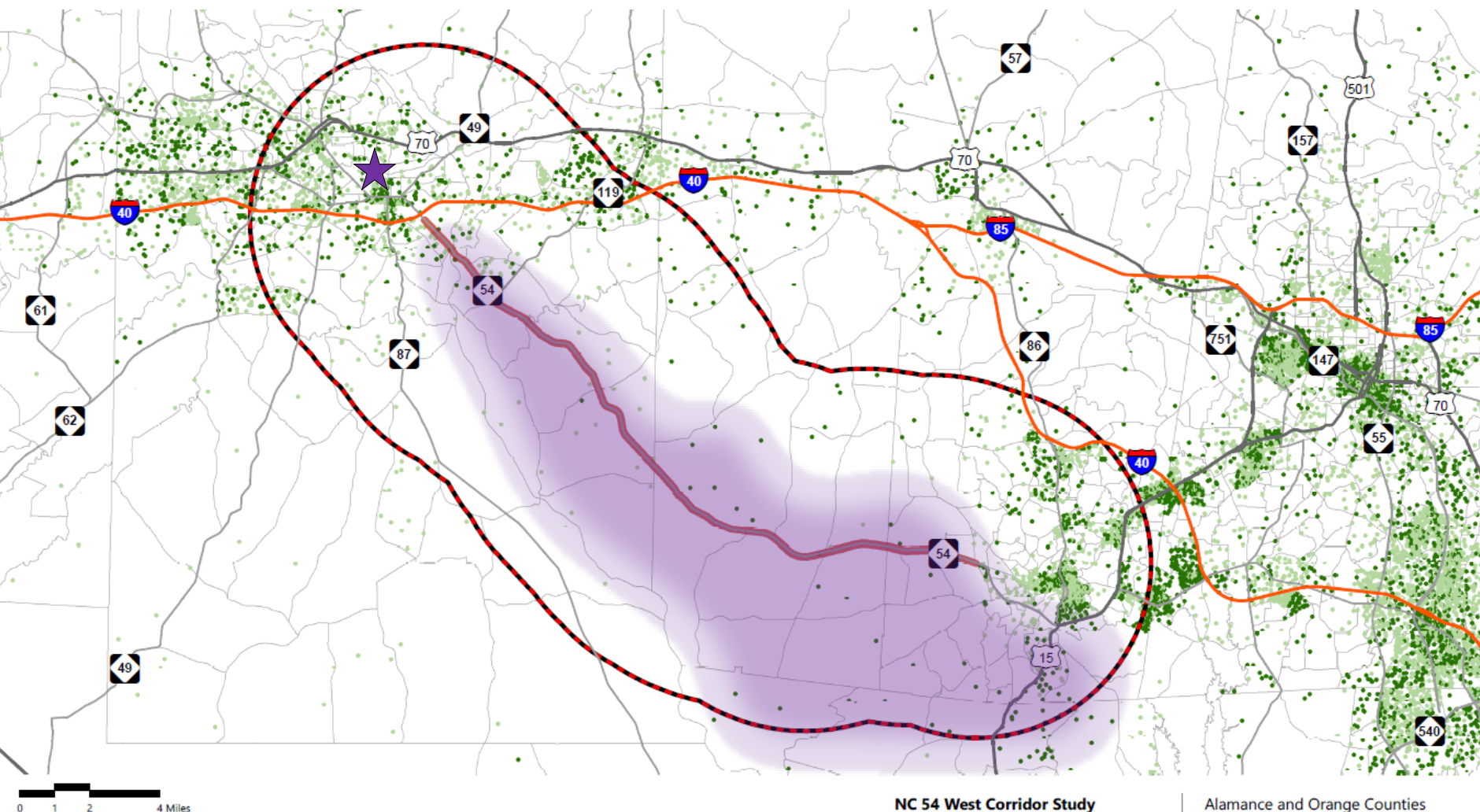
Population 2017 to 2045

Population 2017

TRM & PTRM Socio-Economic Data (2013-2045)

Source Info: NCDOT, VHB, NOneMap,
Alamance County, Orange County

Figure 11b: TRM & PTRM Employment Growth (2013 – 2045)



NC 54 West Corridor Study

Alamance and Orange Counties

5 Mile Project Buffer

Project Corridor

Employment 2017 v 2045

1 Dot = 50

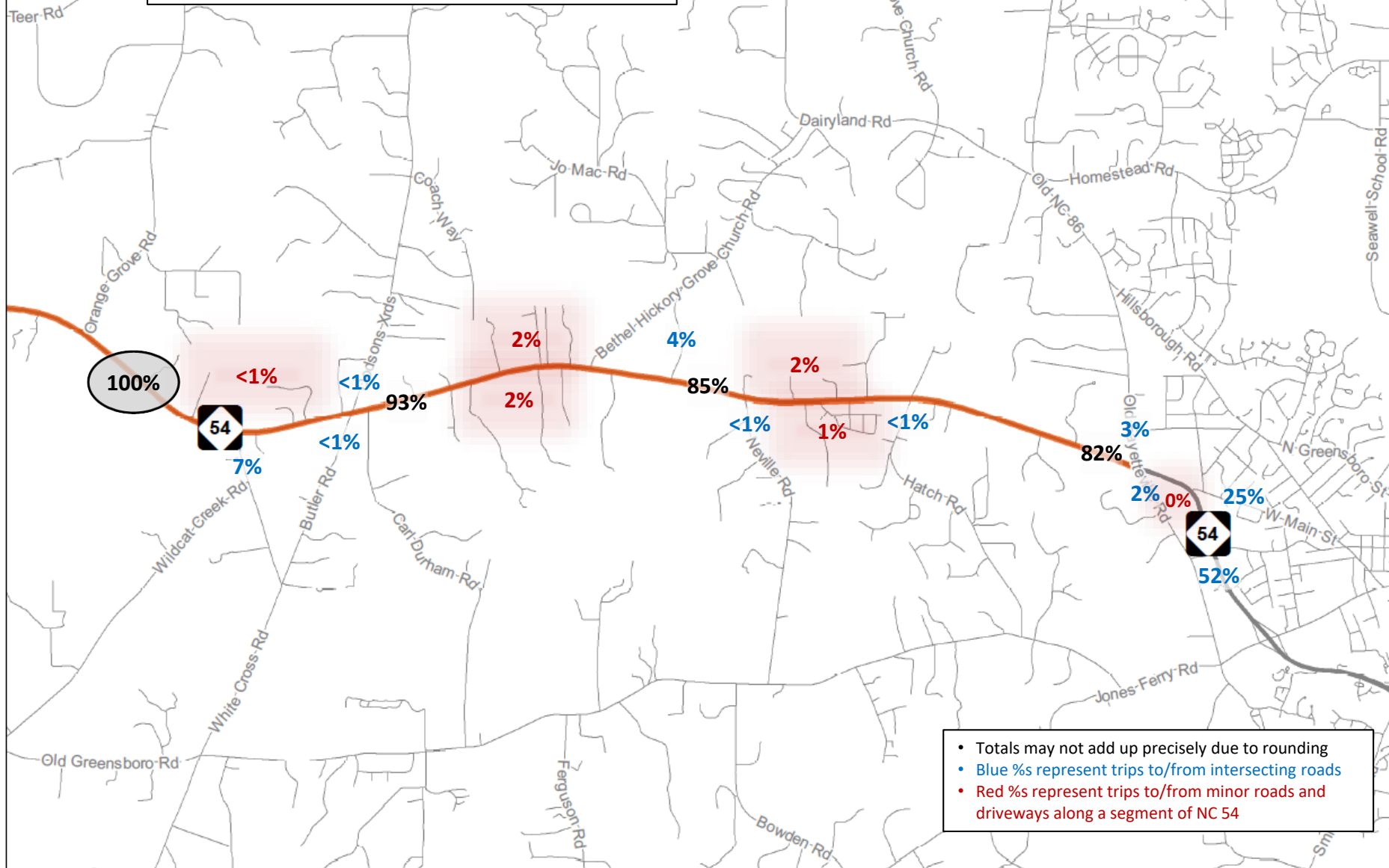
Employment 2017 to 2045

Employment 2017

TRM & PTRM Socio-Economic Data (2013-2045)

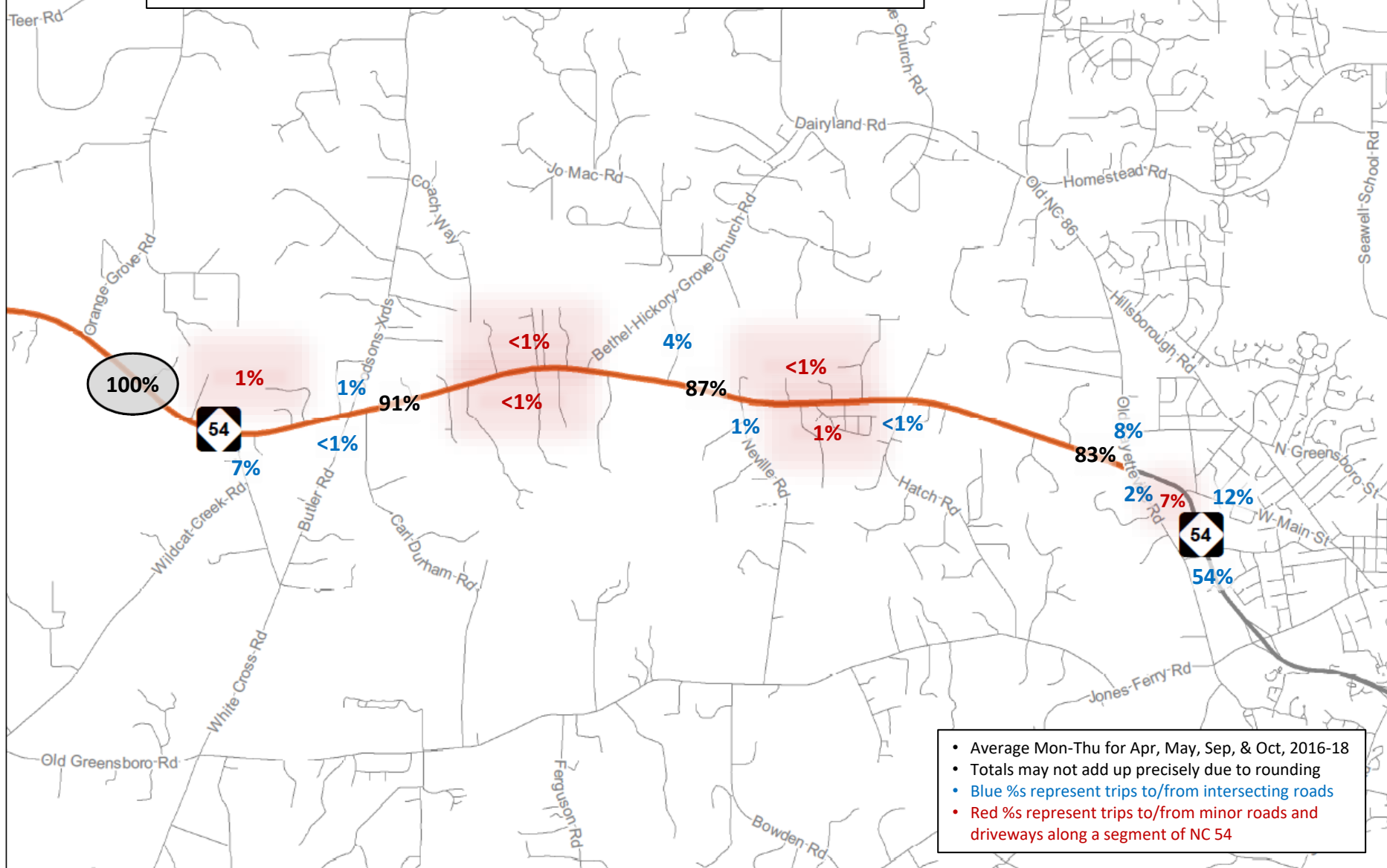
Source Info: NCDOT, VHB, NCOneMap, Alamance County, Orange County

Daily Vehicle-Trip Distribution (TRM)



- Totals may not add up precisely due to rounding
- Blue %s represent trips to/from intersecting roads
- Red %s represent trips to/from minor roads and driveways along a segment of NC 54

Daily Vehicle-Trip Distribution (StreetLight InSight Data)



- Average Mon-Thu for Apr, May, Sep, & Oct, 2016-18
- Totals may not add up precisely due to rounding
- Blue %s represent trips to/from intersecting roads
- Red %s represent trips to/from minor roads and driveways along a segment of NC 54

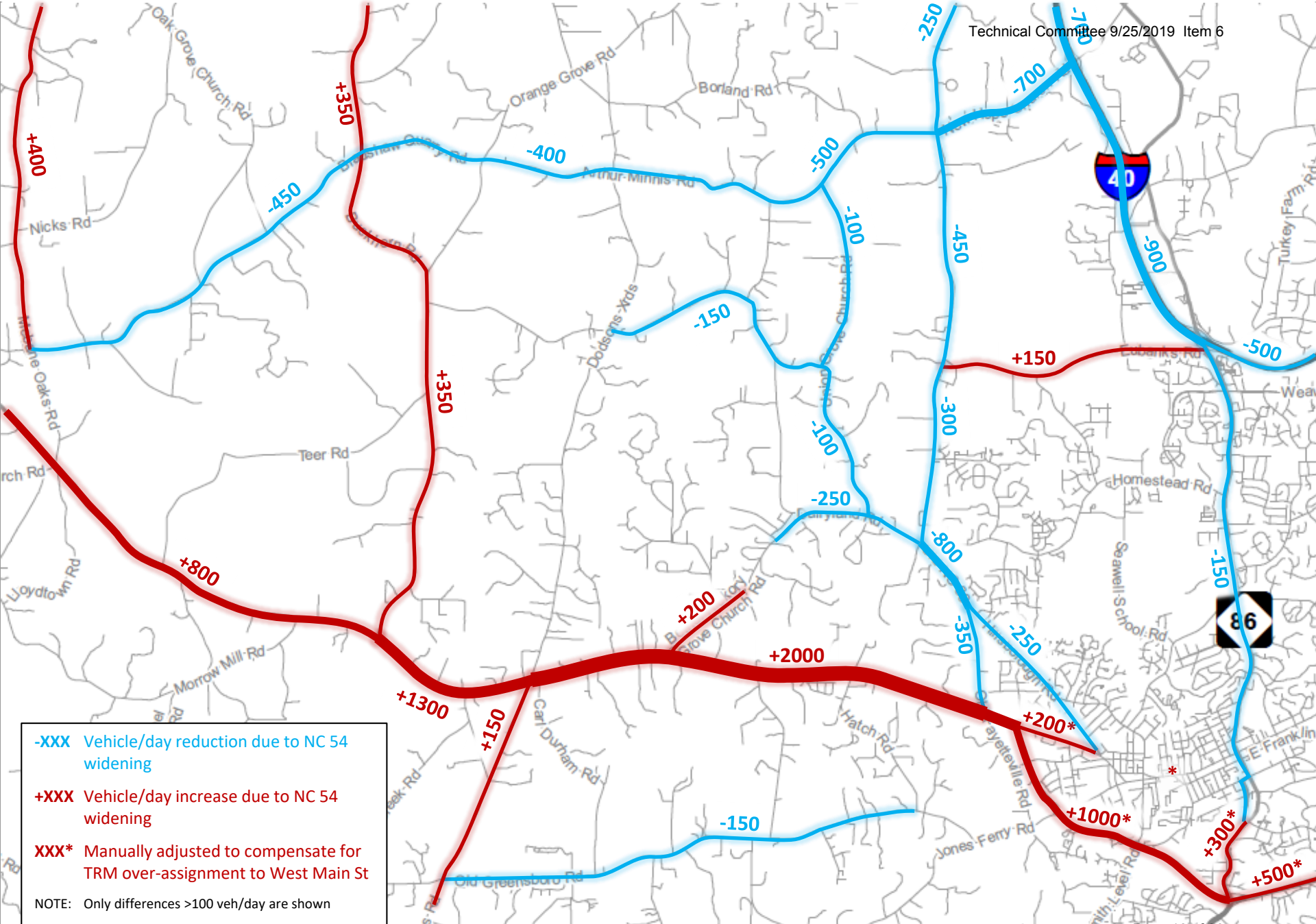


Figure 13: TRM – Daily Traffic Differences between 2045 NC 54 Widened and No-Build Scenarios

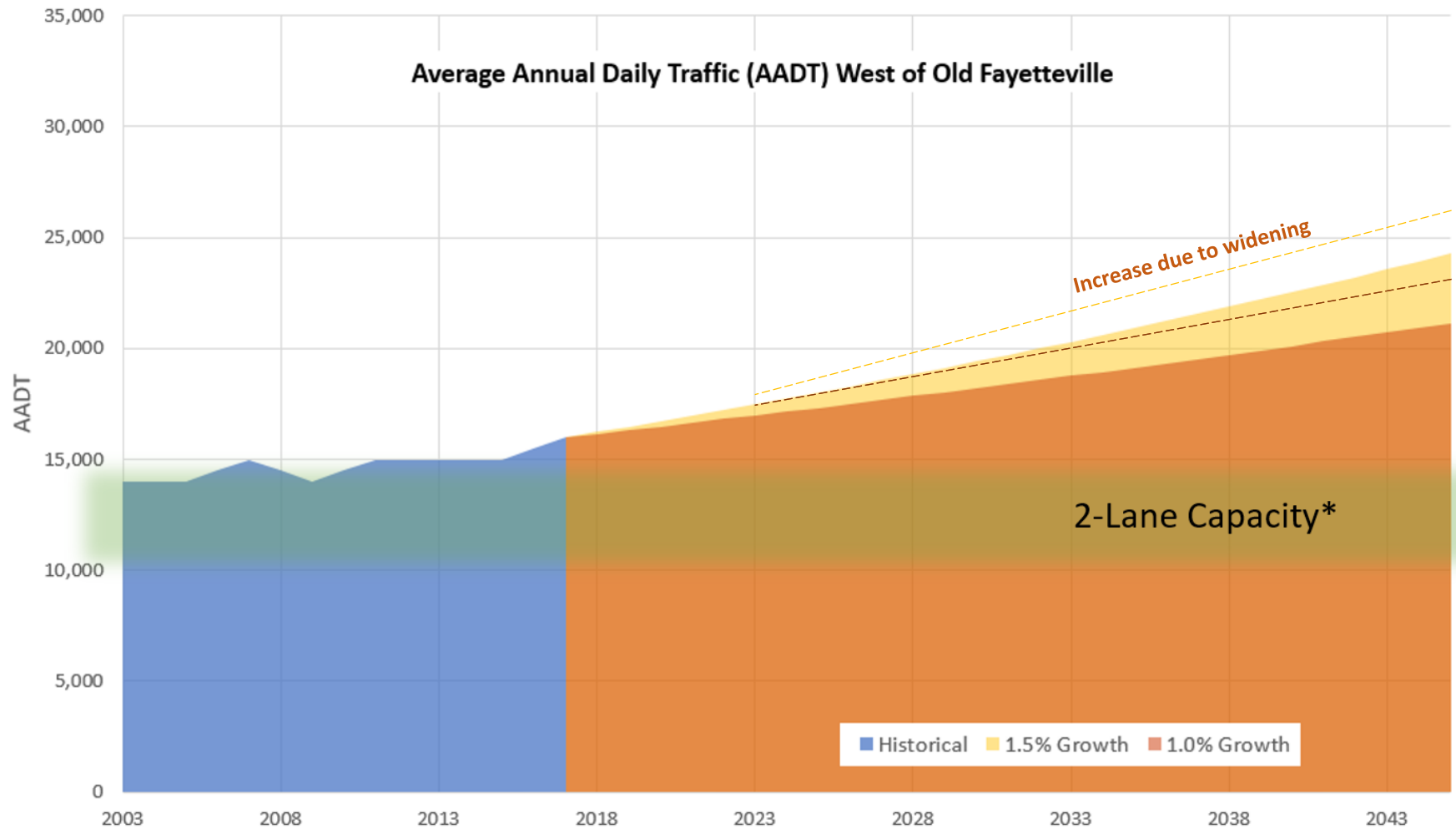
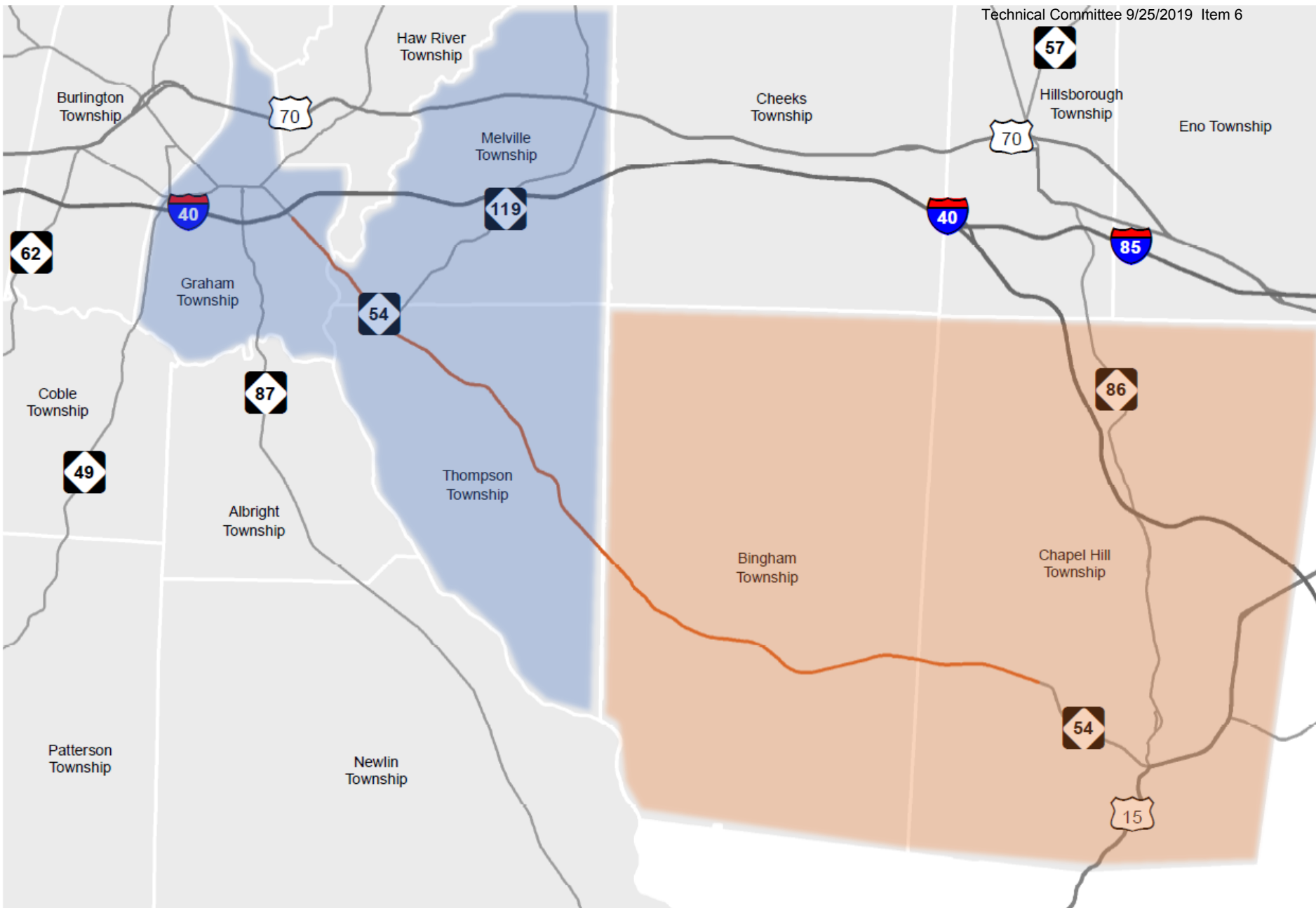


Figure 14: Comparison of 2045 Build and No-Build Scenarios Relative to 2-Lane Capacity Roadway



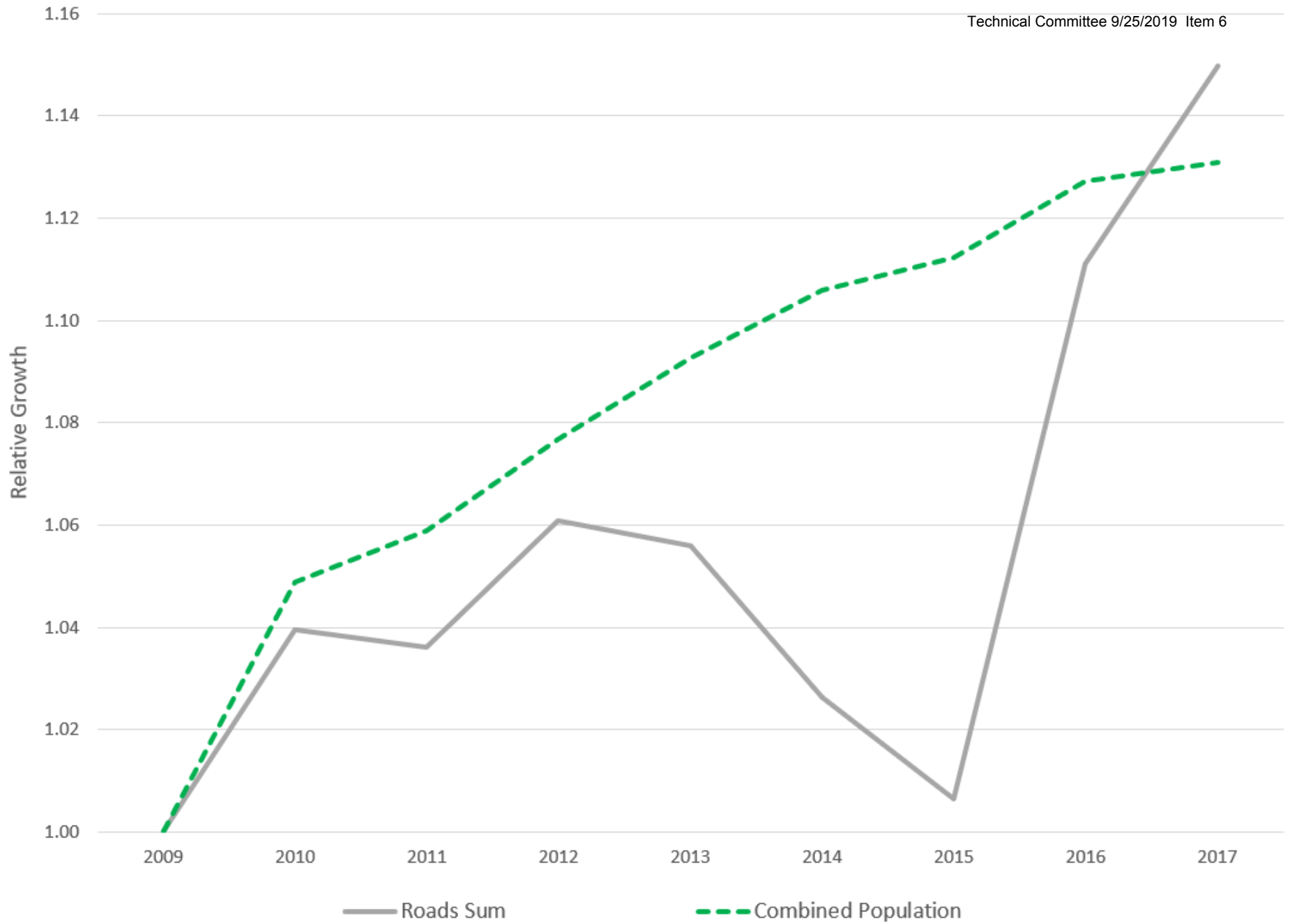


Figure 16: Comparison of Historical Population and AADT Aggregations

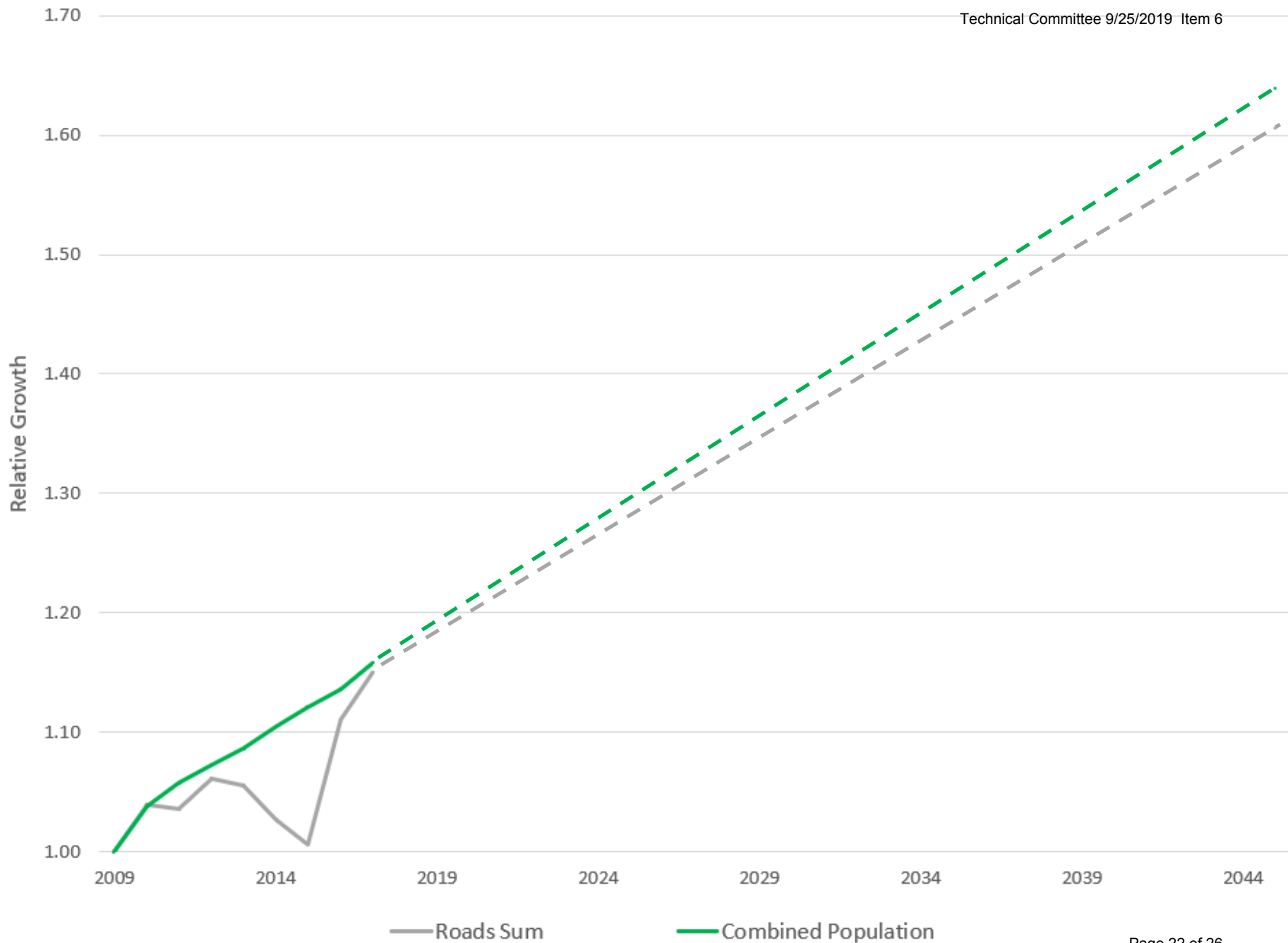


Figure 17: Comparison of Aggregated Population and AADT Forecasts

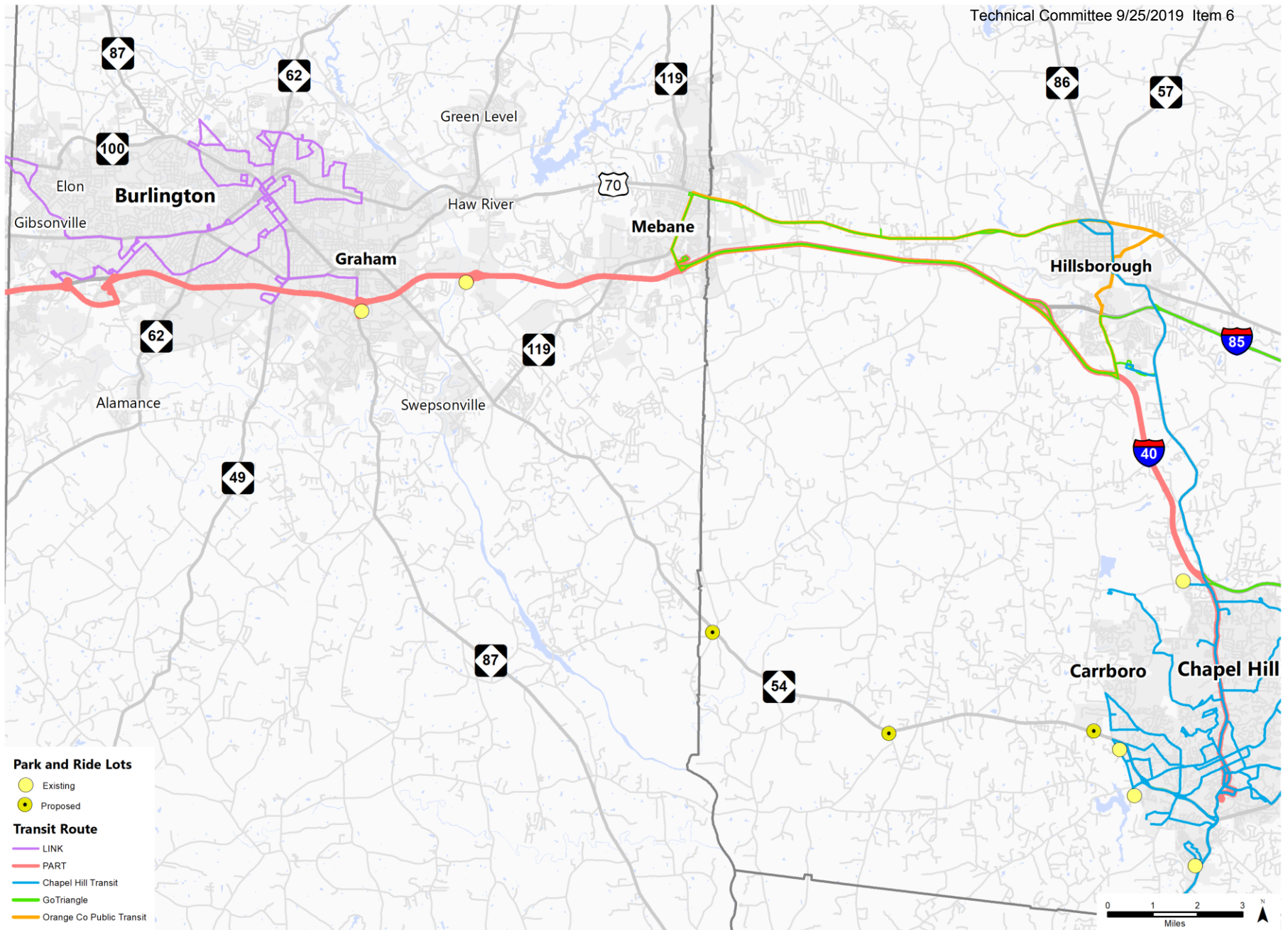
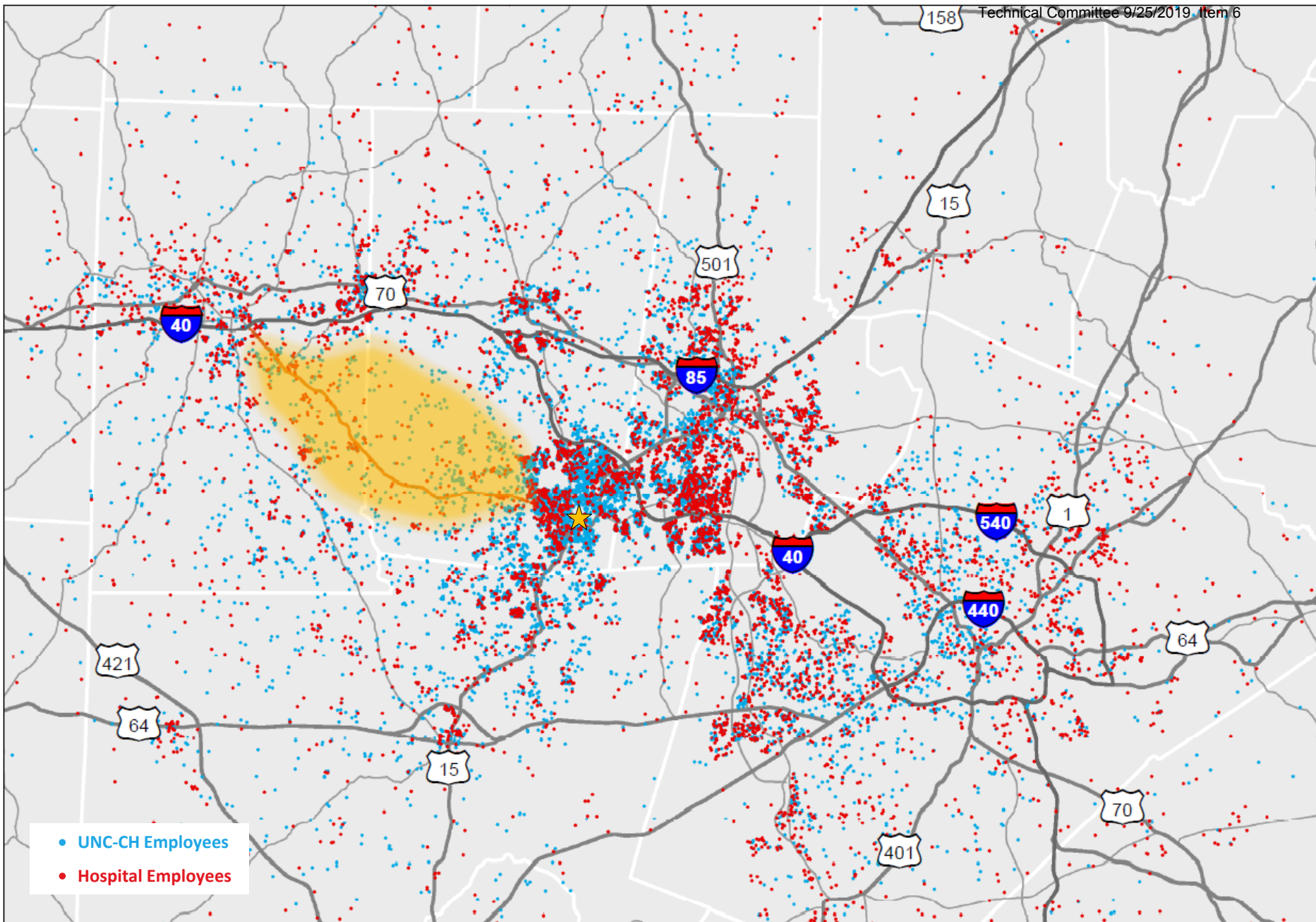
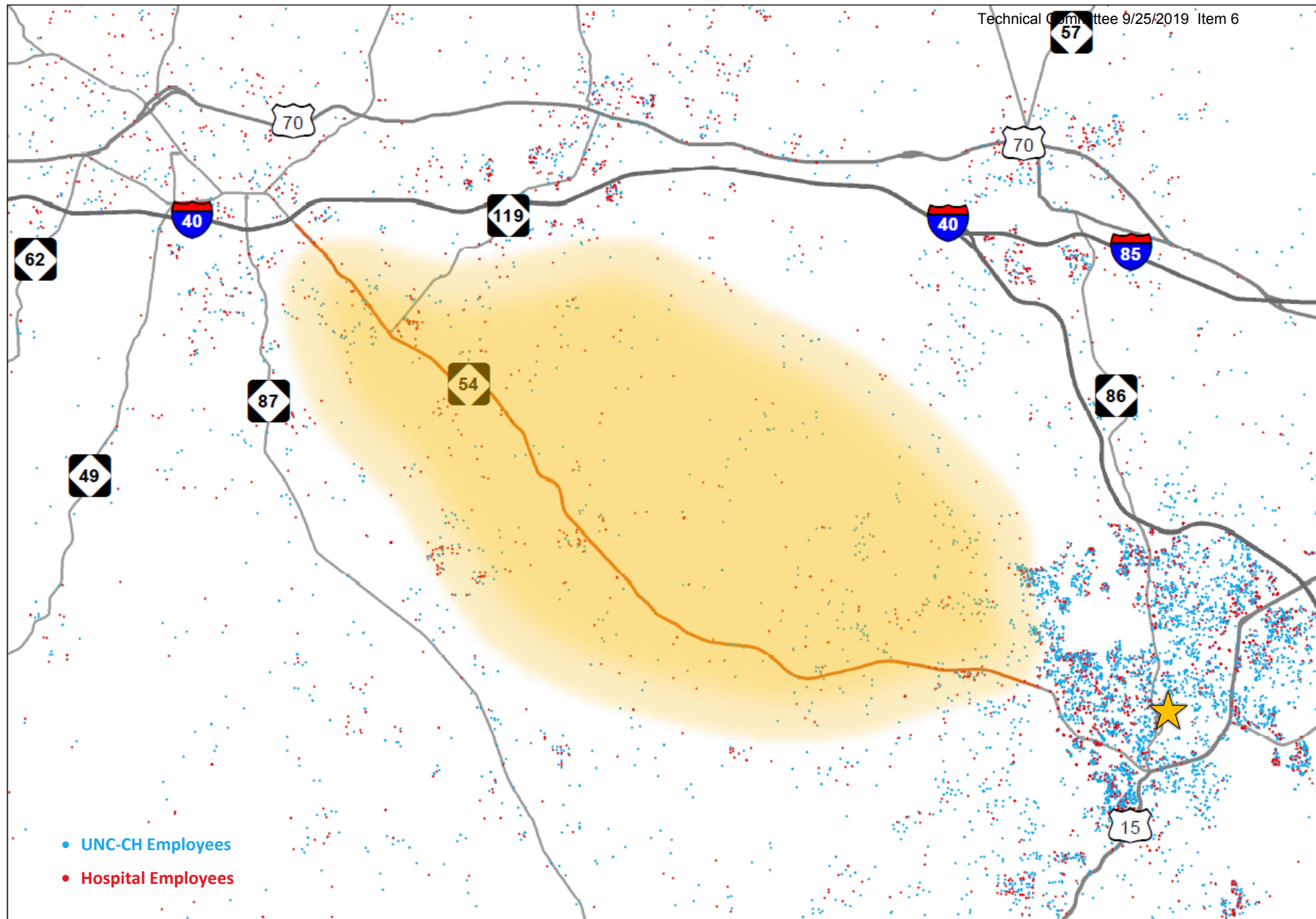


Figure 18: Transit Routes and Park-&-Ride Lots



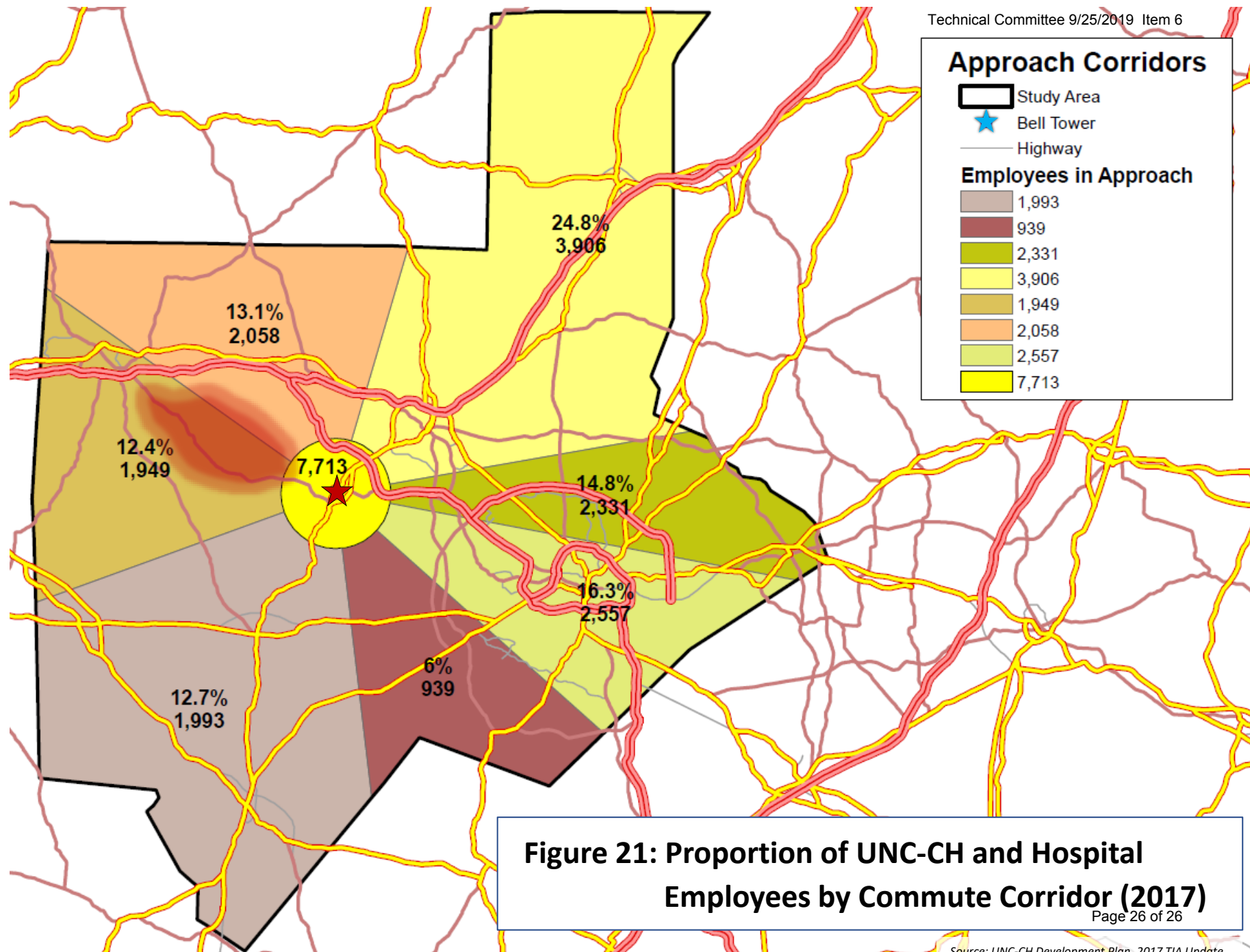
Source: UNC-CH Development Plan 2017 TIA Update

Figure 19: Regional Distribution of UNC-CH and Hospital Employee Residences (2017)



Source: UNC-CH Development Plan 2017 TIA Update
Page 25 of 26

Figure 20: Study Area Distribution of UNC-CH and Hospital Employee Residences (2017)



Triangle Strategic Tolling Study

Compilation of Comments (09/17/19)

Email Responses

Toll roads are incredibly annoying. I'll randomly get some bill for \$2 that I have to take the time to pay. I rarely intend to take a toll road and try to avoid them whenever possible. Please do not make any more toll roads in this area.

Thanks for your time,
Arton Ragsdale, Durham

Here is a question. Why not set up a toll booth on 95 or 85 near VA and tax the people coming into our state instead of taxing the local traffic. Its not going to fix the congestion issues because the area is not built with infrastructure to accommodate the amount of growth already. Duke already squandered the light rail idea because, well all know, they didn't want poor and ethnic minority people and students to travel via more affluent areas. We know the issues they gave made no common sense.

An even better thing would be to use the middle of the highway system and do a light rail elevated above traffic! Charge for that to ride like a bus system. That would also decrease traffic if those kinds of dramatic and progressive solutions would be available or planned! It would also provide an income for the city and general areas. Please don't do a toll on the local people. We are already taxed too much.

Have a great day,

Elise Dickinson

Durham NC

Andrew,

I am providing feedback on the strategic tolling study. I am in support of toll lanes if they will speed construction of additional capacity on existing highways which are at or over capacity. In particular, we need additional capacity on NC-147, I-40, and US-70 in Durham and Wake Counties. Of course I would prefer the lanes to be without a toll, but we cannot afford to wait for additional capacity on these clogged arteries. Toll lanes are paid for by people who use them so people who don't use them do not have to pay for them. This seems fair and equitable. I am OK with additional incentives to make the additional capacity more equitable for people of lesser means. Thank you for consideration.

--

Joshua

Hi Mr. Henry,

In regard to the Triangle Strategic Tolling Study, I have the following comments:

- Tolloed lanes are a waste of resources. The extra expense involved in adding, operating and enforcing tolloed lanes produce marginal overall impact on congestion and take decades to pay back, if ever. Proven alternatives like general purpose lanes or minor improvements such as auxiliary lanes between interchanges, signal improvements and ramp meters can have a real & immediate impact that helps everyone.

- Tolloed lanes are a waste of resources. On a recent trip to I took to Atlanta on I-75, traffic on the general use lanes was stop and roll, The adjacent toll lanes were virtually empty, with roughly 5 cars a minute going by. What good is multi-million dollar toll highway investment that people won't use?

- Tolloed lanes will make general purpose highway improvements or transit alternatives more expensive. Once built, the toll lanes are a multi-decade commitment taking up median or shoulder space that could have been used for general purpose lanes or rail transit, making either option even more expensive and less likely to occur.

- Tolloed lanes will make general purpose lanes more dangerous. I noted in the study that one way to make 'space' for the toll lanes is to narrow the general purpose lanes and the shoulders. Reducing lane width or shoulder space will make the general purpose lanes noticeably more dangerous, resulting in more accidents and congestion and endangering the general public.

- Tolloed lanes result in 2 classes of drivers - the well-to-do who can afford the tolls and everyone else who is stuck in the inadequate general purpose lanes.

For all these reasons, I oppose the move toward toll lanes on Triangle highways. I encourage you to consider what is best for the general public and what makes the most economic sense for the most people - not just the 1% cruising along the toll lanes. There are cheaper alternatives that would be available to all drivers. As gas tax revenue falls, there are funding alternatives available such as an annual mileage fee based on the miles driven per year, with the data already captured during the annual safety inspection.

Thank you for considering my comments.

Todd Patton

Andy,

...

I've read the draft Triangle Tolling Study and plan to submit written comments and present them at the public hearing on the 11th. I was wondering if you have time next Thursday to talk about the genesis of the study and where the staff thinks this is likely to lead. I also have some time on Tuesday.

So that you have a heads up on what I'm thinking, here are my primary points. First, it looks like the only goal that is being addressed is congestion reduction. I will advocate that the two other goals that should be addressed are VMT reduction and improved equity of the transportation system. Second, the study does not seem to consider the option of introducing congestion pricing for some or all existing lanes, in advance of adding lanes. Third, the study dismisses equity concerns by stating that examples from other facilities indicate that drivers of all incomes use the priced lanes. This doesn't really address whether the investment advances equity in the transportation system.

Again, I'd like to learn more about the background of the study before submitting comments.

Thanks,

John

Hi Andrew,

Thanks to you and your colleagues for putting forth this toll study. As someone who travels on 147 daily, I can definitely see the benefit in adding toll lanes (on 147 but also other routes).

That being said, I tend to think of improvements in bus routes/development of bus rapid transit as the priority for our region, now that the light rail project has met its unfortunate demise. I only read the executive summary of the toll summary, so I may have missed this somewhere: but are the two MPOs planning to work on this toll lane project in conjunction with developing stronger public transit options?

Thanks and have a great long weekend!

Sadie

Don't have a comment on anything specific in the study but wanted to email to say I am **very supportive** of an increase in toll lanes in the triangle, especially if (at the very least) some of the funds raised go towards improved public transportation options around the triangle.

Patrick

I have lived in the triangle for almost 15 years. Previously I lived in NJ, and although I don't mind tolls, I feel they are just not needed in NC. The 540 experiment should tell you that. The idea of paying a car tax, which I had always assumed was a way to pay for roads in lieu of tolls, is not ideal but I am fine with it since I figured that roads could be payed for that way. When 540 rolled around, and it became a toll road, I knew it would not be used enough. It is the highest cost per mile road in the country. I know people that would use the road much more if the tolls weren't so expensive.

I feel like setting up tolls on the roads that were studied is going to have the opposite effect that you are trying to relieve. Personally, I feel as though the area is getting more congested as the years go by. By adding express toll lanes you will be condensing the traffic further while the people that use the lanes will not alleviate the issue of traffic. You are talking maybe at best 10% usage, more along the lines of 3-5% usage. To me that seems like a waste of time and money.

In short, I beg of the committee to not use tolls in the area. I know that my lone voice won't have much of an impact, however, I feel as though this would make the problem so much worse. Not to mention cost the community money that we don't have right now.

Sincerely

Michael Levine

September 8, 2019

Durham-Chapel Hill-Carrboro MPO Board members and staff:

Thank you for providing the opportunity to comment on this Draft Triangle Tolling Study. I think that it is important that the MPOs and NCDOT have begun exploring how pricing might be used to achieve our transportation goals in the Triangle. I understand that this study is intended to be a “table-setting” document that provides information about a range of issues associated with tolling. While there is much valuable information, I see several shortcomings.

First, it appears that the only goal that is being addressed is congestion relief for drivers (Goal IV. Manage Congestion and System Reliability from 2045 MTP). All other goals, such as improving transit reliability, and even promoting carpooling (one of the objectives of the congestion relief goal) are presented only as issues to consider. This appears to elevate the goal of congestion relief for drivers to one of primacy above the other goals, even if that is not intended.

I recommend that the MPO Board develop a statement of principles regarding tolling prior to the consideration of any projects in the next Metropolitan Transportation Plan. The statement of principles would give staff, and parties such as NCDOT or the NC Turnpike Authority, clarity about what outcomes are to be evaluated and presented prior to MPO Board endorsement of a tolling project. In particular, I would urge consideration of how a tolling project should affect vehicle miles travelled, the access impacts for residents of low-income and minority communities, and the opportunity costs if the project’s revenues will not offset costs.

Second, the study does not seem to consider the option of introducing congestion pricing for some or all existing lanes, only tolling of additional lanes. Converting existing lanes to priced lanes can be a targeted solution at managing the demand for single-occupant driving in a corridor during congested times of day, while allowing for a system that could offset impacts on low-income travelers, at a cost that could be fully borne by the driver fees. This strategy would require more coordination with FHWA, and a long community conversation. The potential benefits suggest that it should not be dismissed before consideration.

I recommend that the MPO Board set an expectation for staff and partners at NCDOT and the NC Turnpike Authority that any further analysis of tolling projects will fully evaluate options to introduce pricing on existing lanes that would not require construction of additional lanes.

Third, the study addresses equity concerns by referring to examples from other facilities which indicate that drivers of all incomes use the priced lanes. This doesn't really address whether the investment advances equity in the transportation system. On a project-level, it is important to consider how the benefits of decreased travel times or greater reliability in travel time in a priced facility compares with the costs of using the facility to users of different income levels. While a driver traveling to a minimum wage job may choose to use a priced facility, if that person must pay the same price as a driver traveling to a \$75,000 salaried job, there is a very different impact on the finances of the two individuals. Further, from a system-level, the choice about which transportation projects or corridors should be funded with tax dollar investments will usually have an equity impact since users of different incomes don't typically use all facilities proportionately. If a tolling project is not going to pay for itself through the driver fees, then there are opportunity costs that should be considered from an equity perspective.

I recommend that the MPO Board direct the staff to develop methodologies for evaluating the equity impacts of future investments in the transportation system prior to moving forward with any tolling projects, and in conjunction with the development of the next Metropolitan Transportation Plan.

Thank you again for the opportunity to comment on the Triangle Tolling Study.

Sincerely,

John Tallmadge
Durham, NC

I've been waiting for the other shoe to fall every since the rapid transit was cancelled and now this is it. The exchange for a rapid transit system is now toll roads!!! No, No, No toll roads in the Durham - Chapel Hill - Carboro area. This is a poor substitute for a rapid transit train system. The gas tax money collected should be returned to the citizens in the county. What faith would I have that officials that were suppose to be pugged in the institutional professionals in the area are better positioned now than before with the rapid transit system? How can someone be confident that Duke is going to have some last minute study that states the increased traffic will harm their research at the last minute when any engineer worth his or her salt should have checked vibrations in the area way prior to developing a route. No,No,No toll roads with tax payer funding.

Wayland Burton

Facebook Responses



Susan Marisa Gore Vitellaro When they tolked 504 it was a TRAVESTY - and the rates are OUTRAGEOUS - NO MORE TOLLS.

Like · Reply · Message · 2d



Susan Marisa Gore Vitellaro THEY AREN'T ASKING OPINIONS, THEY WILL JUST DO IT.

Like · Reply · Message · 2d



Milestone Follower

Mary Molina NO TOLLS - DURHAM LOST \$160 MILLION ON THE LIGHT RAIL TRAVESTY - OH HELL NO ON THE TOLLS!

Like · Reply · Message · 2d



Mark Leedom I'm pretty sure we already pay taxes for roads, so no toll roads please.

Like · Reply · Message · 1d



Durham–Chapel Hill–Carrboro Metropolitan Planning Organization

Member Organizations: Town of Carrboro, Town of Chapel Hill, Chatham County, City of Durham, Durham County, Town of Hillsborough, NC Department of Transportation, Orange County, GoTriangle

March 8, 2017

Mr. Joey Hopkins, PE
Division 5 Engineer
North Carolina Department of Transportation
2612 North Duke Street
Durham, NC 27704

Dear Mr. Hopkins:

The Board of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) was recently presented with preliminary results of feasibility studies for installment of managed lanes on both I-40 and NC-147 (Durham Freeway) within Durham and Orange counties. Additionally, at the joint CAMPO DCHC board meeting in November 2016, an update on the Regional Toll Study was presented. While we, the members of the DCHC MPO Board, appreciate the willingness of NCDOT to evaluate the use of managed lanes as a fiscally responsible way to combat congestion in our region, we have serious concerns regarding the equity of these lanes should tolls be one of the methods used to manage them.

Many members of our board are concerned that if the managed lanes being studied become toll or HOT-lanes, a substantial proportion of our lower-income residents will be unduly affected by the tolls, or be forced into higher-congestion alternatives due to an inability to afford the tolls. More specifically, our concerns relate to payment type and toll account maintenance fee requirements. Low-income users could lack credit cards or checking accounts which would prevent them from accessing pre-paid, lower cost options. Furthermore, they may find toll account requirements burdensome, especially maintenance fees that deplete an account even if the driver uses the express lane infrequently.

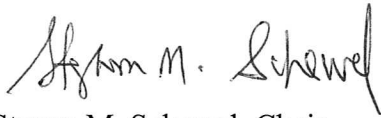
While studies exist that point to general acceptance of HOT lanes by residents in lower income brackets, they do not necessarily address the regressive nature of these tolls and the effect they can have on commuters of lesser financial means. Therefore, we respectfully request that the Regional Toll Study incorporate the following principles:

- Dedicate a portion of toll revenues to transportation improvements within the corridor, this has been found to increase acceptability of toll charges by lower-income users;
- Set aside a portion of toll revenues to improved transit service within these corridors to benefit those who are transit-dependent;
- Permit transit providers (i.e., GoDurham and GoTriangle buses) free use of the managed lanes;
- Consider a toll pricing mechanism that allows the use of cash to open and replenish toll accounts, this will ameliorate the difficulties of low-income drivers who lack either a credit card or a bank account;
- Waive account maintenance fees for low-income toll users;
- Explore the implementation of video license plate recognition as an alternative toll-collection technology;
- Study subsidization options for lower-income users;
- Conduct outreach activities to low-income drivers and households during planning, design, and implementation of managed lanes; and

- Incorporate issues of income and economic equality into public outreach efforts in order to fully understand the effects, both real and perceived, of toll lanes on lower-income commuters.

As I expressed in our MPO Board meeting on January 11, 2017, our Board's support for installation of toll lanes of these roads is contingent on finding a solution to issues of economic equity. I understand that such considerations are relatively new in analyses of managed lanes, and pledge that we will work with NCDOT staff at the state and division levels to develop a solution.

Sincerely,

A handwritten signature in black ink that reads "Steven M. Schewel". The signature is fluid and cursive, with the first name "Steven" and last name "Schewel" clearly legible.

Steven M. Schewel, Chair
DCHC MPO Board

cc: James H. Trogdon, III, North Carolina Secretary of Transportation
Patrick Norman, PE, Division of Planning and Programming
Mike Mills, PE, Division 7 Engineer
Jamal Alavi, PE, Transportation Planning Branch
Julie Bogle, PE, Transportation Planning Branch
Derrick Lewis, PE, Feasibility Studies Unit

Triangle Strategic Tolling Study

Statement of Principles (draft 09/16/19)

The purpose of the Triangle Strategic Tolling Study is to develop a strategy for using express toll lanes to benefit all travelers regardless of their travel mode, residential and employment location, and income level. In a fast growing urban area, implementing toll express lanes have several advantages over the addition of general purpose lanes. Toll lanes provide the option for toll users and transit riders to experience a faster, more reliable travel time, and an opportunity to reduce the number of single-occupied vehicles. However, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) is concerned that low-income people will not be able to afford the tolls and will lack the financial tools to access the payment system. In addition, transit users may not directly benefit from toll lanes, and the growth of vehicle-miles-of-travel, which accelerates climate change, might increase.

In order to address these equity and environmental concerns, the DCHC MPO will incorporate the following set of principles in their evaluation and support of express toll lanes:

Income

- Conduct outreach activities with low-income households to fully understand the effects, both real and perceived, of toll lanes on low-income travelers, and address these effects in the detailed planning, design and implementation of toll lanes.
- Study and consider implementing subsidy options for low-income users.
- Remove financial tool barriers to the toll system by permitting, for example, cash toll accounts and eliminating account maintenance fees for low-income users.

Transit and Multimodal

- Permit bus transit providers free use of the toll lanes.
- Dedicate a portion of toll revenues to improve transit service in the corridor.
- Dedicate a portion of toll revenues to implement other transportation improvements within the corridor.

Environment

- Set tolling policy to create incentives for increased car-pooling and van-pooling, and closely coordinate that policy with employer, university, local government and institutional commuter programs.

Programming

- The construction of express toll lanes will likely require conventional state or federal transportation funding in addition to the toll revenues; thus, the possibility of using the conventional funds for transportation improvements other than a toll facility should be considered.

Regional Cooperation

- Coordinate the implementation of these principles with the Capital Area Metropolitan Planning Organization (CAMPO) to ensure that equity and environmental concerns are applied to tolling projects throughout the region.



TITLE VI

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION (DCHC MPO)

2019 UPDATE

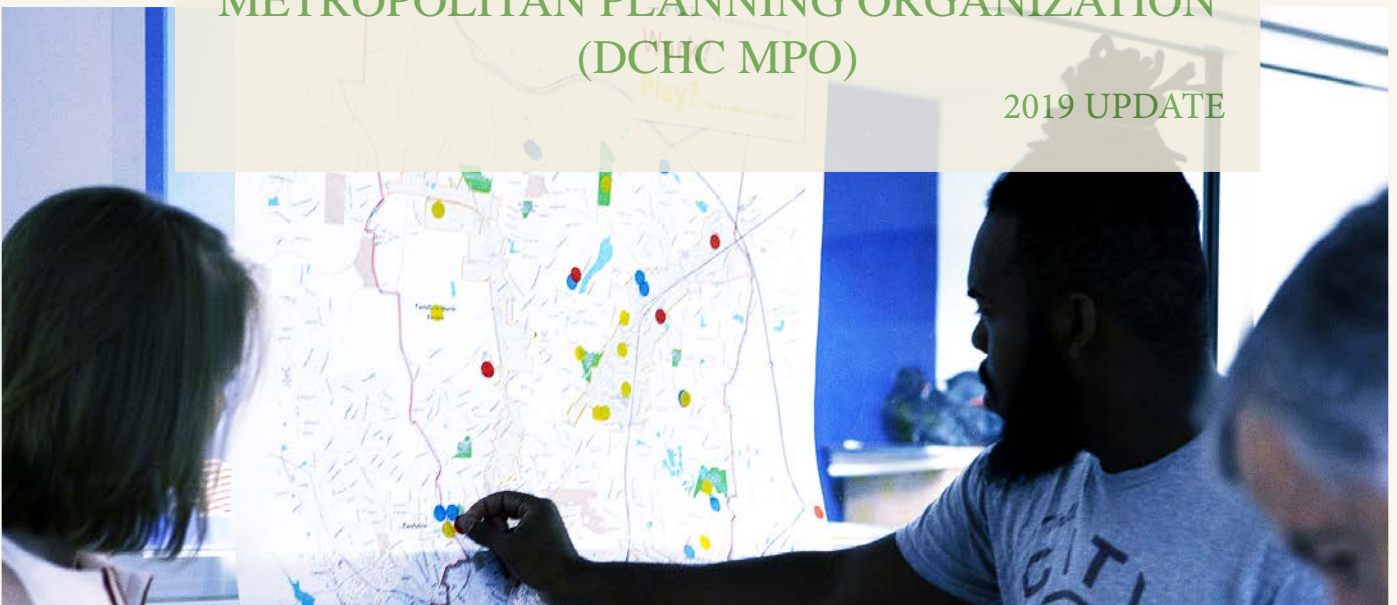


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TITLE VI POLICY STATEMENT AND NOTICE OF NONDISCRIMINATION

It is the policy of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO), as a federal-aid recipient, to ensure that no person shall, on the ground of race, color, national origin, Limited English Proficiency, sex, age, or disability, (and low-income, where applicable), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of our programs and activities, as provided by Title VI of the Civil Rights Act of 1964, Executive Orders 12898 and 13166, the Civil Rights Restoration Act of 1987, and other pertinent nondiscrimination authorities.

If you feel you have been subjected to discrimination, you may file a complaint. Allegations of discrimination should be promptly reported to our Title VI Coordinator.

Name of Title VI Coordinator: Vacant
Physical Address: City of Durham, DCHC-MPO/Transportation,
4th Floor, 101 City Hall Plaza, Durham, NC 27701
Phone: xxx-xxx-xxxx, ext.xxxxx
Email: xxxxx.yyyyy@durhamnc.gov

This policy is an expression of our commitment to nondiscrimination and support of the Title VI Program.

Felix Nwoko, MPO Administrator
(Executive Director)

Date

Implementation (Dissemination)

- This Policy Statement contains contact information for the Title Coordinator, and it will also serve as our notice to public.
- This statement will be signed by the MPO Administrator/Executive Director of the DCHC-MPO, and re-signed whenever a new person assumes that position.
- The signed statement will be posted on office bulletin boards, near the receptionist's desk, in meeting rooms, and disseminated within brochures and other written materials.
- The statement will be incorporated into Title VI training and acknowledgment activities.
- The statement will be posted or disseminated in languages other than English, when appropriate.
- Low-income will be applicable to our programs, policies and activities under Environmental Justice when determining if there will be disproportionately high and adverse effects.

STANDARD USDOT TITLE VI ASSURANCES

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization -DCHC MPO (hereinafter referred to as the “Recipient”) HEREBY AGREES THAT as a condition to receiving any Federal financial assistance from the North Carolina Department of Transportation and the US Department of Transportation it will comply with the Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d-42 (hereinafter referred to as the Act), and all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation. Effectuation of Title VI of the Civil Rights Act of 1964 (hereinafter referred to as the Regulations) and other pertinent directives, to the end that in accordance with the Act, Regulations, and other pertinent directives, no person in the United States shall, on the grounds of race, color, sex, age, national origin or disability be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the Recipient receives Federal financial assistance from the Department of Transportation, including the Federal Highway Administration, and HEREBY GIVES ASSURANCE THAT it will promptly take any measures necessary to effectuate this agreement. This assurance is required by subsection 21.7(a) (1) of the Regulations.

More specifically and without limiting the above general assurance, the Recipient hereby gives the following specific assurances with respect to its Federal-Aid Highway Program:

1. That the Recipient agrees that each “program” and each “facility” as defined in subsections 21.23 (b) and 21.23 (e) of the Regulations, will be (with regard to a “program”) conducted, or will be (with regard to a “facility”) operated in compliance with all requirements imposed by, or pursuant to, the Regulations.
2. That the Recipient shall insert the following notification in all solicitations for bids for work or material subject to the Regulations made in connection with the Federal-Aid Highway Program and, in adapted form in all proposals for negotiated agreements:

The DCHC MPO in accordance with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d to 2000d-4 and Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the Department of Transportation issued pursuant to such Act, hereby notifies all bidders that it will affirmatively insure that in any contract entered into pursuant to this advertisement, minority business enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

3. That the Recipient shall insert the clauses of *Appendix A* of this assurance in every contract subject to the Act and the Regulations.
4. That the Recipient shall insert the clauses of *Appendix B* of this assurance, as a covenant running with the land, in any deed from the United States effecting a transfer of real property, structures, or improvements thereon, or interest therein.

5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the assurance shall extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the assurance shall extend to rights to space on, over or under such property.
7. That the Recipient shall include the appropriate clauses set forth in *Appendix C* of this assurance, as a covenant running with land, in any future deeds, leases, permits, licenses, and similar agreements entered into by the Recipient with other parties: (a) for the subsequent transfer of real property acquired or improved under the Federal-Aid Highway Program; and (b) for the construction or use of or access to space on, over or under real property acquired, or improved under the Federal-Aid Highway program.
8. That this assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property or interest therein or structures or improvements thereon, in which case the assurance obligates the Recipient or any transferee for the longer of the following periods: (a) the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or (b) the period during which the Recipient retains ownership or possession of the property.
9. The Recipient shall provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he delegates specific authority to give reasonable guarantee that it, other recipients, subgrantees, contractors, subcontractors, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Act, the Regulations and this assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Act, the Regulations, and this assurance.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining any and all Federal grants, loans, contracts, property, discounts or other Federal financial assistance extended after the date hereof to the Recipient under the Federal-Aid Highway Program and is binding on it, other recipients, subgrantees, contractors, subcontractors, transferees, successors in interest and other participants in the Federal-Aid Highway Program. The person or persons whose signatures appear below are authorized to sign this assurance on behalf of the Recipient.

Felix Nwoko,
Manager/Administrator, DCHC MPO

Signature and Date

Please refer to *Appendix A* of this Plan for a copy of our completed, signed USDOT Title VI Assurances.

ORGANIZATION & STAFFING

A Metropolitan Planning Organization (MPO) is the policy board of an organization created and designated to carry out the metropolitan transportation planning process. MPOs are required to represent localities in all urbanized areas (UZAs) with populations over 50,000, as determined by the U.S. Census. MPOs are designated by agreement between the governor and local governments that together represent at least 75 percent of the affected population (including the largest incorporated city, based on population) or in accordance with procedures established by applicable state or local law. When submitting a transportation improvement program to the state for inclusion in the statewide program, MPOs self-certify that they have met all federal requirements.

An urbanized area with a population over 200,000, as defined by the Bureau of the Census and designated by the Secretary of the U.S. Department of Transportation (DOT), is called a Transportation Management Area (TMA). As described in 49 U.S.C. 5303(k), and in recognition of the greater complexity of transportation issues in large urban areas, an MPO in a TMA has a stronger voice in setting priorities for implementing projects listed in the transportation improvement program and are responsible for additional planning products. The planning processes in MPOs in TMAs also must be certified by the Secretary of DOT as being in compliance with federal requirements.

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) was established in 1980. MPO has 18 members, and meets monthly on the second Wednesday of the month. Our Technical Committee (TC) has 31 members, and meets monthly on the fourth Wednesday of the Month. Please refer to *Appendix E* for lists of current MPO Board and TC members with race, gender, and affiliation included.

Title VI Coordinator

1. Key responsibilities of the Coordinator include:

- Maintaining knowledge of Title VI and related requirements.
- Attending civil rights training when offered by NCDOT, FHWA or other federal agencies.
- Administering the Title VI Nondiscrimination Program and coordinating implementation of this Plan.
- Making sure internal staff and officials are familiar and complying with their Title VI obligations.
- Disseminating Title VI information internally and to the public, including in languages other than English.
- Presenting Title VI-related information to decision-making bodies for input and approval.
- Ensuring Title VI-related posters are prominently and publicly displayed.
- Developing a process to collect data related to race, national origin, sex, age, and disability to ensure minority, low-income, and other under-served groups are included and not discriminated against.
- Ensuring that non-elected boards and committees reflect the service area and minorities are represented.
- Promptly processing (receiving, logging, investigating and/or forwarding) discrimination complaints.
- Providing information to NCDOT and cooperating during compliance reviews and investigations.
- Promptly resolving deficiencies to ensure compliance with Title VI nondiscrimination requirements.

If the Executive Director or Title VI Coordinator changes, the Title VI Policy Statement and USDOT Title VI Assurances, will immediately be updated, and

an updated policy statement (and nondiscrimination agreement, if standalone) will be signed by the new Executive Director.

Staffing

We currently employ a staff of eleven, which consists of the following job categories:

- Executive Director
- Senior Transportation Planner
- GIS / Website/Application Coordinator
- Transportation Planner II
- Bicycle Pedestrian Planner

- Transportation Technician
- Transportation Modeler
- Transportation Modeler
- Senior Transportation Planner
Grant Admin
- System Engineer (modeling)
- Intern(s)

A chart showing the Title VI Coordinator's place within the organization is located in *Appendix F*

ENVIRONMENTAL JUSTICE (EJ)

In 1994, President William Jefferson Clinton issued Executive Order (EO) 12898, Federal Actions to Address Environmental Justice (EJ) in Minority Populations and Low-Income Populations. To comply with the EO, federal agencies developed EJ guidelines for their funding recipients, including Federal Highway Administration (FHWA) Order 6640.23A. Accordingly, the DCHC MPO will make achieving EJ part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health and environmental effects of its programs, policies, and activities on minority populations and low-income populations.

EJ is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation and enforcement of environmental laws, regulations and policies. The three fundamental EJ principles that guide USDOT (affiliated) actions are:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including interrelated social and economic effects, on minority and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

To achieve EJ, our programs will be administered so as to identify and avoid disproportionately high and adverse effects on minority populations and low-income populations by:

1. Identifying and evaluating environmental, public health, and interrelated social and economic effects

of our programs, policies and activities;

2. Proposing measures to avoid, minimize and/or mitigate disproportionately high and adverse environmental and public health effects, and interrelated social and economic effects, and providing offsetting benefits and opportunities to enhance communities, neighborhoods, and individuals affected by our programs, policies and activities, where permitted by law;
3. Considering alternatives to proposed programs, policies, and activities, where such alternatives would result in avoiding and/or minimizing disproportionately high and adverse human health or environmental impacts to minority and/or low-income populations; and
4. Eliciting public involvement opportunities and considering the results thereof, including soliciting input from affected minority and low-income populations in considering alternatives.
5. Adding an EJ section to plans and studies, such as Long Range Plans, CTP, MTP, TIP, project development/NEPA, sub-area, Public Involvement Plans, and Corridor Studies.
6. EJ analyses will be conducted to determine if our programs, policies, or activities will result in disproportionately high and adverse human health and environmental effects on minority populations and low-income populations. EJ applies to our policies, such as where public meetings will be held, and our projects, such as when we plan to construct or expand a facility. Thus, we will look at various alternatives and seek input from potentially affected communities before making a final decision. Demographic data will be collected to document public involvement in the decision-making process. EJ analyses will remain on file indefinitely, and copies will be provided to NCDOT, upon request, during compliance reviews or complaint investigations. (See *Appendix G – Tables for Race/Ethnicity and Poverty*)

DATA COLLECTION/ANALYSIS/ REPORTING

Data collection, analysis and reporting are key elements of a successful Title VI enforcement strategy. To ensure that Title VI reporting requirements are met, DCHC MPO will collect and maintain data on potential and actual beneficiaries of our programs and services. This section contains relevant population data for our overall service area. The data provides context for the Title VI Nondiscrimination Program and will be used to ensure nondiscrimination in public outreach and delivery of our programs. Please refer to See *Appendix G* for

demographic tables on Race & Ethnicity, Age & Sex, Disability, Poverty, and Household Income.

POPULATION LOCATIONS

Recipients of FHWA funds are required to identify the characteristics and locations of populations they serve, particularly by race/ethnicity, poverty and limited English proficiency. We will document this narratively or through maps that overlay boundaries and demographic features on specific communities, and provide this information to NCDOT, upon request. (See *Appendix H – Demographic Maps*)

LIMITED ENGLISH PROFICIENCY (LEP)

Limited English Proficient (LEP) persons are individuals for whom English is not their primary language and who have a limited ability to read, write, speak, or understand English. These individuals reported to the U.S. Census Bureau that they speak English less than very well.

To comply with USDOT's LEP Policy Guidance and Executive Order 13166, this section of our Title VI Plan outlines the steps Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) will take to ensure meaningful access by LEP persons to all benefits, services and information provided under our programs and activities. A four factor analysis was conducted to determine the LEP language groups present in our planning area and the specific language services that are needed.

FOUR FACTOR ANALYSIS

This Four Factor Analysis is an individualized assessment that balances the following four factors:

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity, or service of the recipient or grantee;
2. The frequency with which LEP individuals come in contact with the program;
3. The nature and importance of the program, activity, or service provided by the recipient to people's

lives; and

4. The resources available to the recipient and costs.

FACTOR #1

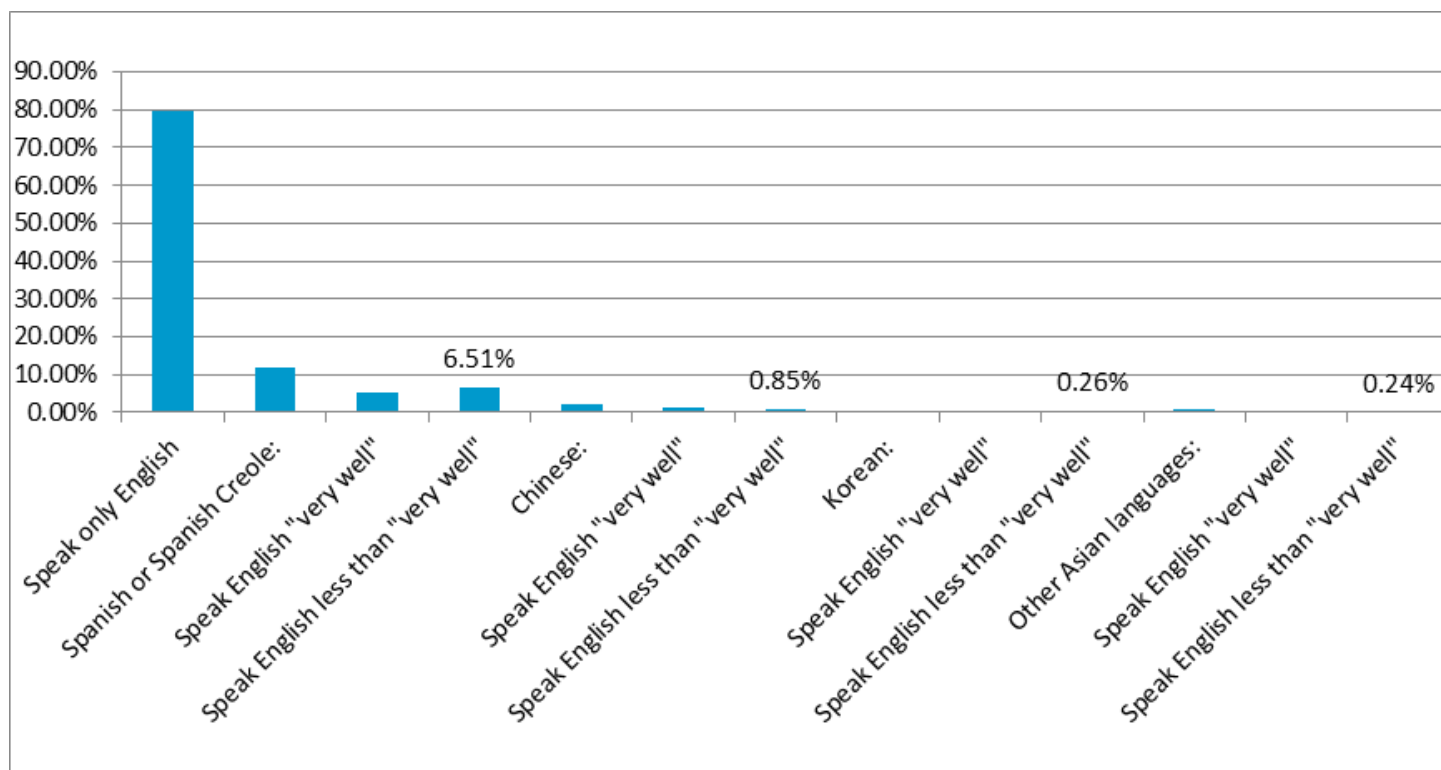
The number or proportion of LEP persons eligible to be served or likely to be encountered by the program, activity, or service of the recipient.

This Title VI update requires that the MPO recognize the sub-populations of languages that have either more than 5 % or 1,000 people that speak English less than "very well" including numbers in the Margin of Error. In the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization service area, the largest language subpopulation within the LEP population was that of Spanish speakers who speak English less than "very well." Referencing estimates from the 2015 5-year American Community Survey (ACS), our area has a total of 345,028 people. There are 40,834 Spanish speakers, of whom 22,470 speak English less than "very well", or just over 6% of the total population. Speakers of Chinese that speak English less than "very well" was estimated at 2,925, or 0.85 % of the population, and Korean speakers, while estimated at 914, included a +/-256 person margin of error, for a total of 1,160 Korean speakers. The following tables and charts display LEP information for the Durham Urbanized Area and the three counties that are part of the area (Durham, Orange and Chatham). See *Appendix D* for other demographic information, including maps and US Census data as retrieved from factfinder.census.gov in the preparation of this report.

DCHC MPO (Durham Urbanized Area) LEP Summary Table

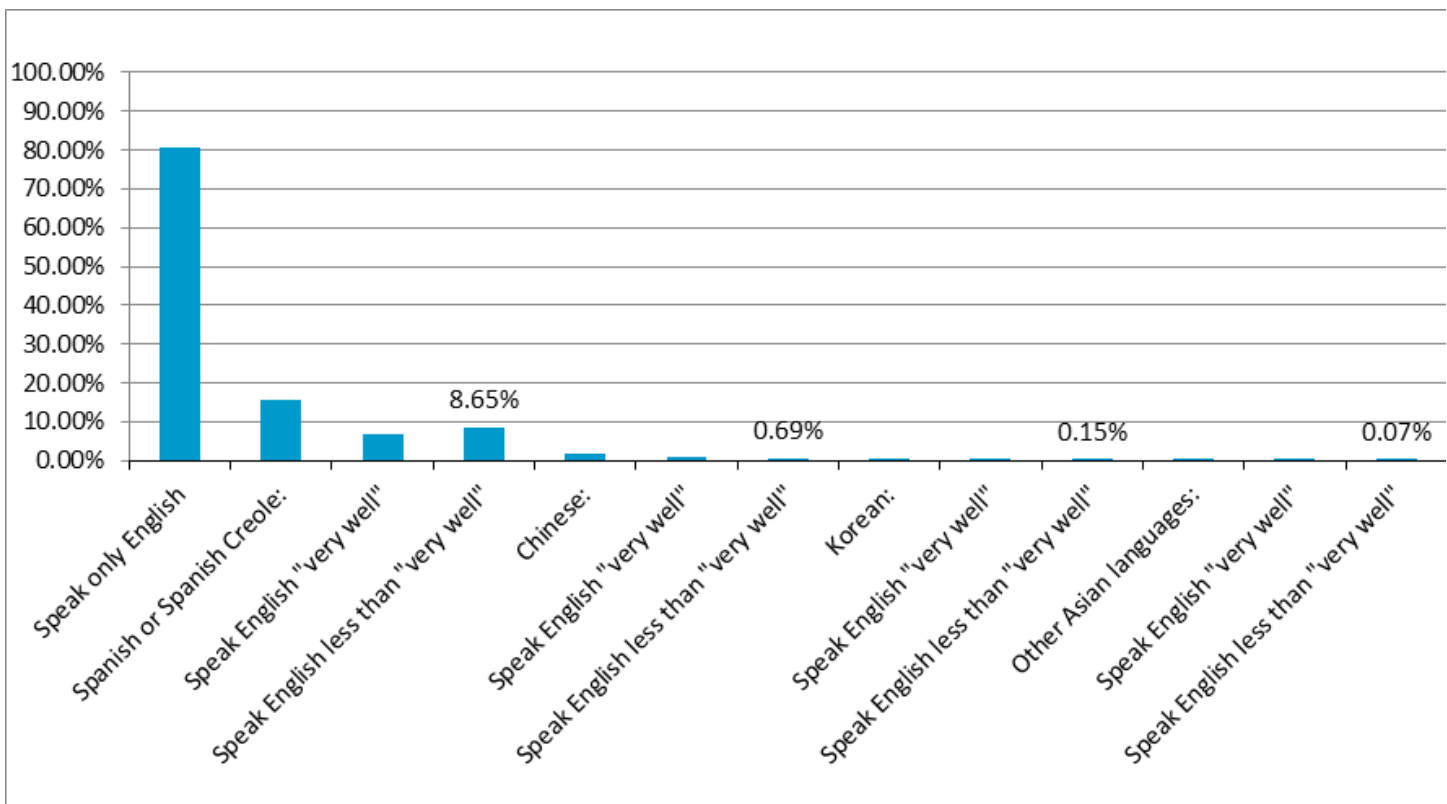
Speak English Less than "Very Well"	Estimate	Margin of Error	Percent of Population	Margin of Error
Total (population 5 years and over):	345,028	+/-1,551	100.00%	
Spanish or Spanish Creole	22,470	+/-1,120	6.51%	4.98%
Chinese	2,925	+/-472	0.85%	16.14%
Korean	914	+/-256	0.26%	28.01%
Other Asian Languages	816	+/-325	0.24%	39.83%

DCHC MPO (Durham Urbanized Area) LEP Characteristics



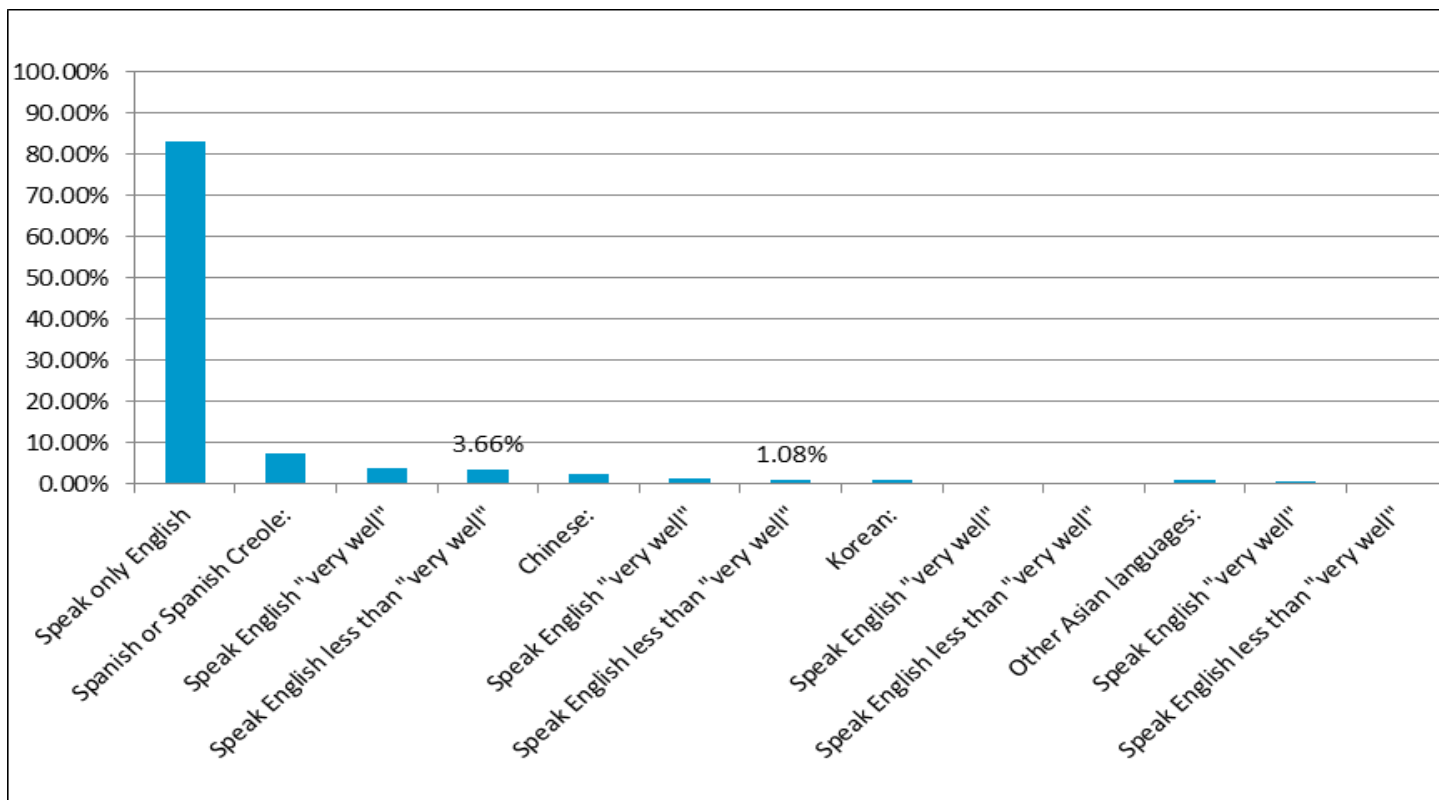
LANGUAGE SPOKEN AT HOME	Estimate	Margin of Error	Percent of Population	Margin of Error
Total (population 5 years and over):	345,028	+/-1,551	100.00%	(x)
Speak only English	274,755	+/-1,864	79.63%	0.68%
Spanish or Spanish Creole:	40,834	+/-1,092	11.83%	2.67%
Speak English "very well"	18,364	+/-1,214	5.32%	6.61%
Speak English less than "very well"	22,470	+/-1,120	6.51%	4.98%
Chinese:	6,671	+/-725	1.93%	10.87%
Speak English "very well"	3,746	+/-554	1.09%	14.79%
Speak English less than "very well"	2,925	+/-472	0.85%	16.14%
Korean:	1,996	+/-513	0.58%	25.70%
Speak English "very well"	1,082	+/-419	0.31%	38.72%
Speak English less than "very well"	914	+/-256	0.26%	28.01%
Other Asian languages:	2,397	+/-643	0.69%	26.83%
Speak English "very well"	1,581	+/-413	0.46%	26.12%
Speak English less than "very well"	816	+/-325	0.24%	39.83%

Durham County LEP Characteristics



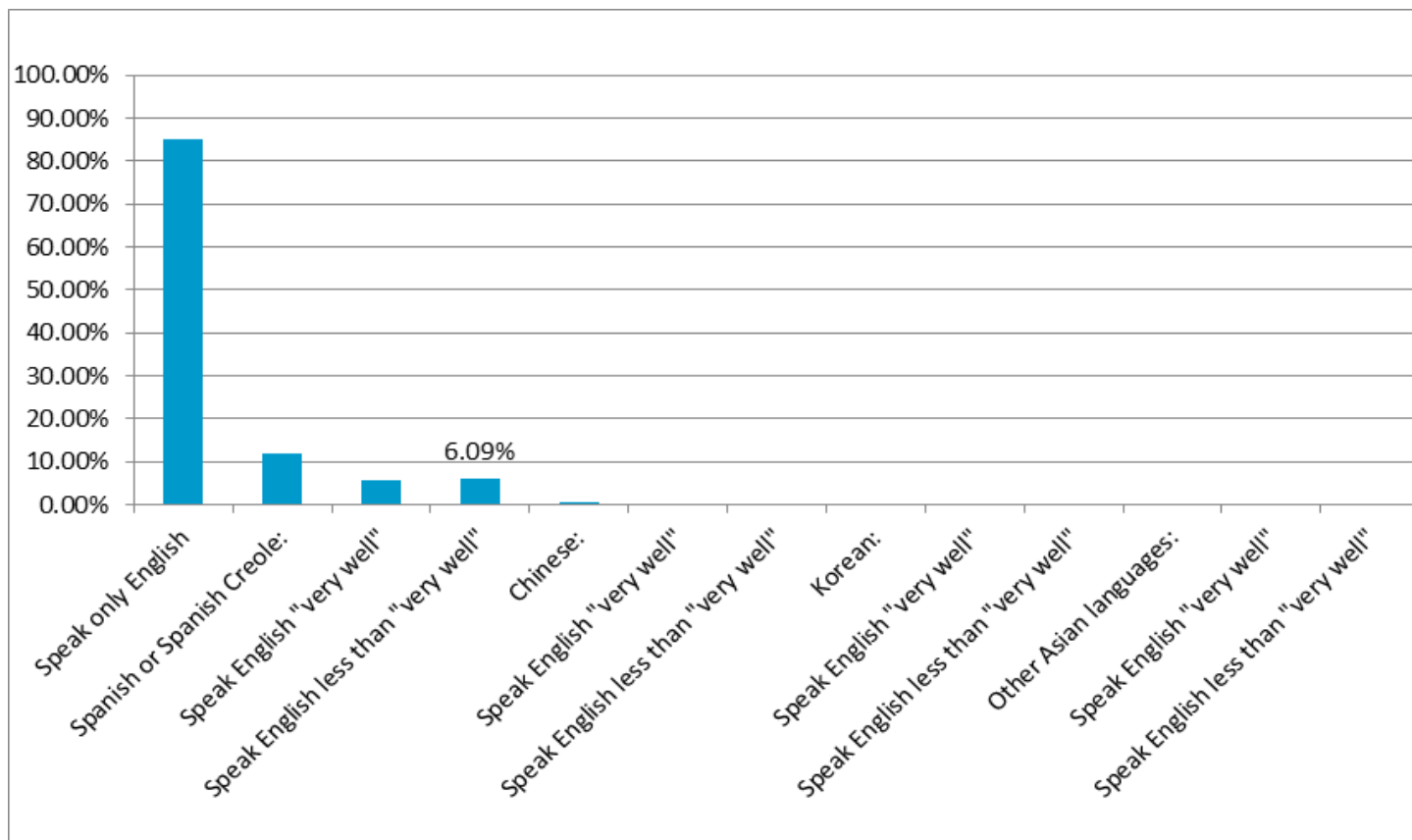
LANGUAGE SPOKEN AT HOME	Estimate	Margin of Error	Percent of Population	Margin of Error
Total (population 5 years and over):	268,210	+/-80	100.00%	(x)
Speak only English	216,104	+/-1,165	80.57%	0.54%
Spanish or Spanish Creole:	33,401	+/-782	15.46%	2.34%
Speak English "very well"	14,705	+/-1,042	6.80%	7.09%
Speak English less than "very well"	18,696	+/-1,064	8.65%	5.69%
Chinese:	3,476	+/-515	1.61%	14.82%
Speak English "very well"	1,979	+/-344	0.92%	17.38%
Speak English less than "very well"	1,497	+/-334	0.69%	22.31%
Korean:	868	+/-319	0.40%	36.75%
Speak English "very well"	535	+/-262	0.25%	48.97%
Speak English less than "very well"	333	+/-166	0.15%	(X)
Other Asian languages:	852	+/-276	0.39%	32.39%
Speak English "very well"	693	+/-240	0.32%	34.63%
Speak English less than "very well"	159	+/-108	0.07%	67.92%

Orange County LEP Characteristics



LANGUAGE SPOKEN AT HOME	Estimate	Margin of Error	Percent of Population	Margin of Error
Total (population 5 years and over):	132,093	+/-24	100.00%	(x)
Speak only English	109,970	+/-805	83.25%	0.73%
Spanish or Spanish Creole:	9,777	+/-453	7.40%	4.63%
Speak English "very well"	4,939	+/-502	3.74%	10.16%
Speak English less than "very well"	4,838	+/-539	3.66%	11.14%
Chinese:	3,227	+/-511	2.44%	15.84%
Speak English "very well"	1,795	+/-415	1.36%	23.12%
Speak English less than "very well"	1,432	+/-359	1.08%	25.07%
Korean:	1,257	+/-440	0.95%	35.00%
Speak English "very well"	637	+/-354	0.48%	55.57%
Speak English less than "very well"	620	+/-203	0.47%	32.74%
Other Asian languages:	1,531	+/-538	1.16%	35.14%
Speak English "very well"	903	+/-319	0.68%	35.33%
Speak English less than "very well"	628	+/-320	0.48%	50.96%

Chatham County LEP Characteristics



LANGUAGE SPOKEN AT HOME	Estimate	Margin of Error	Percent of Pop-ulation	Margin of Error
Total (population 5 years and over):	63,978	+/-1,551	100.00%	(x)
Speak only English	54,539	+/-1,864	85.25%	3.42%
Spanish or Spanish Creole:	7,659	+/-1,092	11.97%	14.26%
Speak English "very well"	3,762	+/-1,214	5.88%	32.27%
Speak English less than "very well"	3,897	+/-1,120	6.09%	28.74%
Chinese:	417	+/-725	0.65%	173.86%
Speak English "very well"	202	+/-554	0.32%	274.26%
Speak English less than "very well"	215	+/-472	0.34%	219.53%
Korean:	51	+/-513	0.08%	1005.88%
Speak English "very well"	51	+/-419	0.08%	821.57%
Speak English less than "very well"	0	+/-256	0.00%	(X)
Other Asian languages:	48	+/-643	0.08%	1339.58%
Speak English "very well"	19	+/-413	0.03%	2173.68%
Speak English less than "very well"	29	+/-325	0.05%	1120.69%

FACTOR #2:

The frequency with which LEP individuals come in contact with the program.

The DCHC MPO assesses the frequency at which staff has or could possibly have contact with LEP persons. This includes documenting phone inquiries and surveying public meeting attendees. No previous LEP requests have been received thus far. Documentation of LEP requests will be done annually upon implementation of the LEP plan. MPO transit operators also provide outreach to the Spanish population. The MPO provides Spanish translation for public meetings and outreach materials. Arrangements are made to provide translation when requested.

FACTOR #3:

The nature and importance of the program, activity, or service provided by the recipient to people's lives.

The MPO ensures that all segments of the population, including LEP persons, have been involved, or have the opportunity to become involved, in the transportation planning process. The impact of proposed transportation investments on under-served and underrepresented population groups is part of the evaluation process for use of federal funds in three major areas:

1. an annual unified planning work program;
2. a seven-year transportation improvement program;
3. a long-range transportation plan covering 20+ years.

Inclusive public participation is a priority in other MPO plans, studies, and programs as well. The impacts of transportation improvements resulting from these planning activities have an impact on all residents. Understanding and involvement are encouraged throughout the process and the MPO is concerned with input from all stakeholders. Every effort is made to make the planning process as inclusive as possible.

Progress towards project planning and construction under the responsibility of NCDOT is coordinated with the MPO. NCDOT has its own policies to ensure that LEP individuals participate in the project planning. To assess the nature and importance of the programs, activities, and services provided by DCHC MPO to LEP and general community, the DCHC MPO conducted both an internal and external review:

Internal Review

Internally, DCHC MPO staff evaluated programs and services based on the DCHC MPO's function as the regional entity responsible for transportation planning in the DCHC MPO planning area, the potential public interest, and the impact upon the quality of life of the public by DCHC MPO functions. Per evaluation of DCHC MPO programs, documents, and services, it was determined the following documents could be seen as vital documents:

- Metropolitan Transportation Plan
- Transportation Improvement Plan
- Unified Planning Work Program
- Public Involvement Policy

Based on this evaluation and the language assessment in Factor 1 of the Four Factor analysis, the staff will seek partner organizations proficient in Spanish to provide information about DCHC MPO plans and programs. Translation and/or interpretation services, for Spanish and other languages, will be considered upon request and in coordination with partner agencies in the region. Furthermore, public meeting notices would be classified as vital documents requiring translation services. To facilitate the translation process for public meeting notices, the staff will prepare a template for the selected primary LEP language. If any notice or document bears a direct impact toward a localized population that meets or exceeds the LEP Safe Harbor clause, then the notice or document will be considered for translation as described previously, to include translating notices and key information contained within vital documents.

Externally, a public outreach effort within the identified language communities will be conducted. Community groups that work with the Spanish populations will be contacted for their input. In this outreach, the Durham-Chapel Hill-Carrboro Metropolitan Planning

Organization staff will provide community groups a synopsis of what the primary purpose and functions of the DCHC MPO and ask what key issues, programs, services, are and activities they perceive are critical. These will be noted in the transportation planning process and sent forward to the appropriate agency and/or locality as applicable.

Quarter	Calls Received	Calls Answered	Calls Abandoned	Total % Calls Answered	Estimated Total LEP Calls
7/1/10 - 9/30/10	108,662	104,751	3,911	96.4%	109
10/1/10 - 12/31/10	124,500	117,166	7,334	94.1%	125
1/1/11 - 3/31/11	118,347	110,303	8,044	93.2%	118
4/1/11 - 6/30/11	116,413	110,769	5,644	95.2%	117
TOTAL	467,922	442,989	24,933	94.7%	469
FY10 Total	370,898	362,437	8,461	97.7%	371
% Change	26.2%	22.2%	194.0%	-3.1%	21%

*Call Center data is being updated in January 2019.

Phone Call Distribution by Individual Transit Systems

Agency	Percentage of Calls*	Estimated Calls in FY11**
CAT	65.2%	303,892
DATA	13.9%	64,787
Triangle Transit	12.9%	60,126
Cary Transit	3.0%	13,983
Chapel Hill Transit	4.9%	22,839

*Based on a sample of over 70,000 phone calls received in 2011.

Customer Feedback Totals

Agency	Complaints	Commendations	Totals	Estimates
CAT	628	29	657	3.0
DATA	424	19	443	4.0
Triangle Transit	393	45	438	4.0
Cary Transit	19	1	20	0.2
Chapel Hill Transit	101	6	107	0.1
Regional Call Center	27	14	41	0.3

FACTOR #4

The resources available to the recipient and costs.

MPO transit operators are constantly looking for ways to improve communication and enhanced contact and accessibility with LEP patrons.

Over the past several years, transit officials organized a public work sessions dedicated to LEP patrons who use their systems. Overall, an average 20 people mostly Spanish speaking attended. Others were from French Speaking Southeast Asia and Africa. The purpose of the meetings was to provide the patrons the opportunity to understand the transit system operations and also afford them insight into the language and outreach needs of the group.

Key Ideas from these meetings are summarized as follows:

- The importance of communicating with these groups through their children, most of whom speak both native languages and English.
- Incorporating images into our communications for those who prefer not to read whether it is in English or Spanish.
- Attending major festivals and events with space or booth to attract visitors - can have games and/or giveaways.
- Using the radio to leverage communications. The radio stations are highly listened to while some are at home or on the jobs. We can work with the DJs to promote educational opportunity for public transit. The community looks up to the DJs.
- The introduction of the transit user advocates or ambassadors program as well as introduction of the citizens meetings to afford riders the opportunity to provide input to various service initiatives that may impact LEP communities.

Other initiatives for improving communication with and accessibility for LEP residents are summarized below:

- A staff appearance on local Radio talk shows and community television, whose guest periodically include Spanish leaders in the community to discuss transit access issues.
- Appearance of city staff on Spanish radio, providing project information in Spanish to listeners;
- An information booth with bilingual staff and project information at various communities and municipal events/festivals;
- Spanish advertisements published in local Spanish papers to announce all project public meetings.

Transit Regional Call Centers and LEP Outreach/Awareness (see note)

Transit operators in the Triangle Region teamed up and established a regional consolidated call center for Triangle residents to access transit service information from a single source. This center has been in operation since 2010 and is currently operated by GoTriangle (formerly Triangle Transit). It has several customer service attendants who take live calls and answer patrons questions related to transit services in the Triangle Region. Over the past 5 years calls have more than quadrupled. An increasing number of these calls now come from riders with Limited English Proficiency or LEP group. To assist this group the center constantly has a bilingual (English & Spanish) call takers to assist the largest LEP population in the triangle for the Spanish speaking population.

Over the past 3 years non-English speaking calls have averaged 1% of all calls received, making it imperative for the service to acknowledge the importance of this population group. In the past two years there have been 185 calls originating from non-English speakers of mostly Spanish origin.

In addition to the live or voice response system transit operators and the Call Center periodically administers

surveys asking patrons to indicate if there was other languages that needed to be covered. So far, French has been the only language that has been requested. Since the request came from a single source the individual was directed to a French-Speaking staff for direct assistance.

INTERPRETATION AND TRANSLATION SERVICES

Latino media outlets and television and radio stations, La Conexion, Que Pasa, Univision, Telefuturo, La Ley and EL Centro, help provide translation and interpretation services to various MPO agencies and transit operators. These media outlets are typically used to resolve public safety needs, to assist with general interpretation and translation, to provide court-certified interpreters, to communicate with the audibly impaired, or to provide language proficiency testing for public safety personnel.

Further, DCHC MPO member agencies use the aforementioned Latino media sources below to offer interpretation and translation services, mostly in Spanish free of charge to the City.

Bus Operator

Currently, no official data is kept by bus drivers on interaction with LEP passengers. However, there are a number of current fixed route bus operators and Customer Service Representatives who are bilingual and who are constantly called upon to assist in the interpretation of various services to our Hispanic patrons as well as the dissemination of information to the same group.

Paratransit Operators

The paratransit operators use mostly the services of the County Social Services which has translator resources for Hispanic community. The Department also works with churches and with the Latino community organizations within the metropolitan area. Brochures,

announcements and news about our paratransit programs relating to our services are sent to this organization for dissemination of in the inbound calls coming through the our scheduler voice response system are sometimes sent to Spanish speaking customer service staffers. In very rare case do the paratransit system utilize Spanish speaking drivers to provide assistance or by request. This is because 99 percent of the paratransit (demand responsive) clients are English speaking patrons. In very rare occasions when a non-English speaking client asks for a service, our in-house Spanish speaking staff is able to offer that assistance.

Transit Security Police Unit

Transit police officers have interpreters available via the above mentioned services, and there are transit officers with fluent multilingual capabilities in Spanish. Generally, officers are taught limited Spanish phrases in BLET. Very few cases involving LEP patrons are reen countered especially in areas such as drugs, guns, robbery and fighting that demand immediate arrest, very few LEP encounters are recoded.

LANGUAGE ASSISTANCE PLAN

As a result of the above four factor analysis, a Language Assistance Plan (Plan) was required. This Plan represents our commitment to ensuring nondiscrimination and meaningful access by persons who are Limited English Proficient (LEP). This Plan also details the mechanisms we will use to reach LEP persons and the language assistance services we provide. We will provide services to any person, upon request. If an individual is LEP, we will work with the individual to ensure they receive the needed transportation service. Our employees will be routinely oriented on the principles and practices of Title VI and LEP to ensure fairness in the administration of this Plan.

LANGUAGE ASSISTANCE MEASURES

The following general language assistance measures are reasonable and achievable for our organization at this time:

Translating public notices posted in the local paper and at stations, stops, and in vehicles into any languages that meet the safe harbor threshold in Factor 1.

- Vital documents—such as brochures with service times and routes—are translated into Spanish across the entire service area, and available in our facilities, doctor's offices and shopping centers.
- Making a concerted effort to inform LEP persons of available language assistance via staff, broadcast media, relationship-building with organizations, and our website.
- Posting vital bulletin board information and disseminating community surveys in various languages.
- Providing translation and interpretive services when appropriate (upon request or predetermined) at meetings.
- Determining how best to take public involvement to LEP groups directly, including through small group meetings.
- Language line translation services at our call center.
- Where possible, utilizing or hiring staff who speak a language other than English and can provide competent language assistance.
 - We will not ask community-based organizations (CBO) to provide, or serve as, interpreters at our meetings. Relying upon CBOs in that capacity could raise ethical concerns. If a CBO decides (on its own) to translate any materials for its constituents, or bring interpreters it trusts to our meetings, we will not object. That is their right.
- Using language identification flashcards to determine appropriate services.
- Establishing a process to obtain feedback on our language assistance measures.

Written Translation and Oral Interpretation

Vital documents will be translated for each eligible LEP language group in our service area that constitutes 5%

or 1,000, whichever is less, of the population of persons eligible to be served or likely to be encountered. Translated materials will be placed online and in appropriate public (or private) places accessible to LEP persons. The safe harbor provisions apply to the translation of written documents only, and do not affect the requirement to provide meaningful access to LEP individuals through competent oral interpreters where oral language services are needed and are reasonable. When appropriate, translation of any document will be communicated orally in the appropriate language.

In the event that the 5% trigger is reached for a LEP language group that is fewer than 50 persons, written notice will be provided in the primary language of that group of the right to receive competent oral interpretation of vital written materials, free of cost. The most effective method of notice, which could be an ad in the local newspaper or other publication, a radio commercial, or door hangers, will be determined in consideration of the circumstances on the ground and in coordination with LEP community contacts.

Staff Support for Language Assistance

- Our staff (including receptionists and call centers) will be provided a list of referral resources that can assist LEP persons with written translation and oral interpretation, including the Title VI Coordinator and consultants contracted to provide LEP services. This list will be updated as needed to remain current.
- All main offices will have available language assistance flashcards and materials translated into the languages that meet the safe harbor threshold. When encountering an LEP person, staff should present the individual with an iSpeak flashcard and let them choose the language. Do not assume their preferred language. Assistance may be sought from bilingual staff fluent in the identified language before contacting a referral resource. Document the encounter and report it to the Title VI Coordinator.
- Training: All employees will be instructed on our procedures for providing timely and reasonable assistance to LEP persons. New employee

orientation will also explain these procedures to new hires. Staff routinely encountering LEP persons by telephone or in person will receive annual refresher training. All other employees will be reminded of LEP through annual Title VI program acknowledgments and basic Title VI trainings.

Project-Specific LEP Outreach

A project-specific four factor analysis will be conducted for any project or outreach event limited to a specific geographical area (i.e., the project study area or outreach area, respectively). Language assistance will be provided in accordance with the measures already outlined, including translating written materials for each LEP language group that is 5% or 1,000, whichever is less, of the project or outreach area population.

Monitoring and Updating the Language Assistance Plan

Monitoring of daily interactions with LEP persons will be continuous, thus language assistance techniques may be refined at any time. This Plan will be periodically reviewed—at least annually—to determine if our assistance measures and staff training are working. Resource availability and feedback from agency staff and the general public will be factors in the evaluation and any proposed updates. Among other practices, this process will include working with LEP community contacts to determine if our employees are responding appropriately to requests made with limited English or in languages other than English, and observing how agency staff responds to requests, including observing drivers or surveying riders. To the best of our ability, we will attempt to never eliminate a successful existing LEP service. Significant LEP program revisions will be approved or adopted by our board or designated official and dated accordingly. LEP data and procedures will be reviewed and updated at least once every three years.

DISSEMINATION OF TITLE VI INFORMATION

In accordance with 23 CFR 200.9(b)(12) and 49 CFR 21.9(d), Durham-Chapel Hill-Carrboro Metropolitan Planning Organization will utilize community outreach and public education to disseminate Title VI information to our employees, contractors, sub-recipients and the general public. Reasonable steps will be taken to make the public aware of their rights and our obligations under Title VI through, including, but not limited to:

- Visibly posting our Title VI Policy Statement in public areas at our facilities, on our website, at our meetings, and prominently in any documents and reports we distribute;
- Placing notices in newspapers and publications with a large circulation among minority groups in the general vicinity of projects and activities. Ads in newspapers and other publications shall include the following:
 “Durham-Chapel Hill-Carrboro Metropolitan Planning Organization operates without regard to race, color, national origin, limited English proficiency, sex, age or disability. For more information on our Title VI program, or how to file a discrimination complaint, please contact Vacant xxx-xxx-xxxx; xxxx.yyyy@durhamnc.gov.”
- Translating information into languages other than English that meet the LEP safe harbor threshold;
- Incorporating Title VI language into our contracts and agreements (See *Appendix A* for Title VI Contract Language); and
- Ensuring any contractors and sub-recipients we have also disseminate Title VI information.

Please refer to our Public Involvement Plan (PIP) for additional outreach methods we employ to comply with Title VI. Our PIP can be found here: www.DCHCMPO.org.

PUBLIC INVOLVEMENT

Effective public involvement is a key element in addressing Title VI in decision-making. This Public Participation Plan describes how Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) will disseminate vital agency information and engage the public. We will seek out and consider the input and needs of interested parties and groups traditionally under-served by transportation systems who may face challenges accessing our services, such as minority and limited English proficient (LEP) persons. Underlying these efforts is our commitment to determining the most effective outreach methods for a given project or population.

General public involvement practices will include:

- Expanding traditional outreach methods. Think outside the box: Go to hair salons, barbershops, street fairs, etc.
- Providing for early, frequent and continuous engagement by the public.
- Use of social media and other resources as a way to gain public involvement.
- Coordinating with community- and faith-based organizations such as the Hispanic Liaison, educational institutions, and other entities to implement public engagement strategies that reach out specifically to members of affected minority and/or LEP communities.
- Providing opportunities for public participation through means other than written communication, such as personal interviews or use of audio or video recording devices to capture oral comments.
- Considering radio, television, or newspaper ads on stations and in publications that serve LEP populations. Outreach to LEP persons could also include audio programming available on podcasts.

PUBLIC NOTIFICATION

We will inform people of their rights under Title VI

and related authorities with regard to our program. The primary means of achieving this will be posting and disseminating the policy statement and notice. Additional measures may include verbally announcing our obligations and the public's rights at meetings, placing flyers at places frequented by targeted populations, and an equal opportunity tag-on at the end of radio announcements. The method of notification will be determined through an initial screening of the area.

DISSEMINATION OF INFORMATION

Information on Title VI and other programs will be crafted and disseminated to employees, contractors and subrecipients, stakeholders, and the general public. Public dissemination efforts may vary depending on factors present, but will generally include: posting public statements setting forth our nondiscrimination policy in eye-catching designs and locations; placing brochures in public places, such as government offices, transit facilities, and libraries; having nondiscrimination language within contracts; including nondiscrimination notices in meeting announcements and handouts; and displaying our Notice of Nondiscrimination at all our public meetings.

At a minimum, nondiscrimination information will be disseminated on our website and on posters in conspicuous areas at our office(s). Project-related information and our most current Title VI-related information will be maintained online.

MEETINGS AND OUTREACH

There is no one-size-fits-all approach to public involvement. A variety of comprehensive and targeted public participation methods will be used to facilitate meaningful public involvement. Methods for engaging stakeholders and target audiences, including traditionally under-served and excluded populations (i.e., minorities, youth, low-income, the disabled, etc.) will include the following:

- Public Relations and Outreach
- Public relations and outreach (PRO) strategies aim

to conduct well-planned, inclusive and meaningful public participation events that foster good relations and mutual trust through shared decision-making with the communities we serve.

- We will seek out and facilitate the involvement of those potentially affected.
- Public events will aim to be collaborative, fun, and educational for all, rather than confrontational and prescriptive.
- Media plans will typically involve multiple channels of communication like mailings, radio, TV, and newspaper ads.
- Abstract objectives will be avoided in meeting announcements. Specific “attention-grabbing” reasons to attend will be used, such as “Help us figure out how to relieve congestion on [corridor name]” or “How much should it cost to ride the bus? Let us know on [date].”
- Efforts will be made to show how the input of participants can, or did, influence final decisions.
- We will do our best to form decision-making committees that look like and relate to the populations we serve.
- We will seek out and identify community contacts and partner with local community- and faith-based organizations that can represent, and help us disseminate information to, target constituencies.
- Demographic data will be requested during public meetings, surveys, and from community contacts and committee members.

PUBLIC MEETINGS

“Public meeting” refers to any meeting open to the public, such as hearings, charrettes, open house and board meetings.

- Public meetings will be conducted at times, locations, and facilities that are convenient and accessible.
- Meeting materials will be available in a variety of

predetermined formats to serve diverse audiences.

- An assortment of advertising means may be employed to inform the community of public meetings.
- Assistance to persons with disabilities or limited English proficiency will be provided, as required.

SMALL GROUP MEETINGS

A small group meeting is a targeted measure where a meeting is held with a specific group, usually at their request or consent. These are often closed meetings, as they will typically occur on private property at the owner’s request.

- If it is determined that a targeted group has not been afforded adequate opportunities to participate, the group will be contacted to inquire about possible participation methods, including a group meeting with them individually.
- Unless unusual circumstances or safety concerns exist, hold the meeting at a location of the target group’s choosing.
- Share facilitation duties or relinquish them to members of the target group.
- Small group discussion formats may be integrated into larger group public meetings and workshops. When this occurs, the smaller groups will be as diverse as the participants in the room.
- Community Surveying
- Opinion surveys will occasionally be used to obtain input from targeted groups or the general public on their transportation needs, the quality or costs of our services, and feedback on our public outreach efforts.
- Surveys may be conducted via telephone, door-to-door canvassing, at community fairs, by placing drop boxes in ideal locations, or with assistance from other local agencies like social services.
- Surveys will be translated into languages other than English, when appropriate.

EXTERNAL DISCRIMINATION COMPLAINT PROCEDURES

These discrimination complaint procedures outline the process used by Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) to process complaints of alleged discrimination filed under Title VI of the Civil Rights Act of 1964 and related nondiscrimination laws that are applicable to DCHC MPO programs, services, and activities. Complaints will be investigated by the appropriate authority. Upon completion of an investigation, the complainant will be informed of all avenues of appeal. Every effort will be made to obtain early resolution of complaints at the lowest level possible by informal means.

FILING OF COMPLAINTS

1. **Applicability** – These procedures apply to the beneficiaries of our programs, activities, and services, such as the members of the public and any consultants/contractors we hire.
2. **Eligibility** – Any person or class of persons who believes that he/she has been subjected to discrimination or retaliation prohibited by any of the Civil Rights authorities based upon race, color, national origin, sex, age, or disability, may file a written complaint. The law prohibits intimidation or retaliation of any sort. The complaint may be filed by the affected individual or a representative, and must be in writing.
3. **Time Limits and Filing Options** – A complaint must be filed no later than 180 calendar days after the following:
 - The date of the alleged act of discrimination; or
 - The date when the person(s) became aware of the alleged discrimination; or
 - Where there has been a continuing course of conduct, the date on which that conduct was discontinued or the latest instance of the conduct.
4. Complaints may be submitted to the following

entities:

- Durham-Chapel Hill-Carrboro Metropolitan Planning Organization; Title VI Program, 101 City Hall Plaza, 4th Floor Transportation, Durham, NC 27701
- North Carolina Department of Transportation, Office of Civil Rights, External Civil Rights Section, 1511 Mail Service Center, Raleigh, NC 27699-1511; 919-508-1830 or toll free 800-522-0453
- Federal Highway Administration, North Carolina Division Office, 310 New Bern Avenue, Suite 410, Raleigh, NC 27601, 919-747-7010
- US Department of Transportation, Departmental Office of Civil Rights, External Civil Rights Programs Division, 1200 New Jersey Avenue, SE, Washington, DC 20590; 202-366-4070
- US Department of Justice, Special Litigation Section, Civil Rights Division, 950 Pennsylvania Avenue, NW, Washington, DC 20530, 202-514-6255 or toll free 877-218-5228
- **Format for Complaints** – Complaints shall be in writing and signed by the complainant(s) or a representative and include the complainant's name, address, and telephone number. Complaints received by fax or e-mail will be acknowledged and processed. Allegations received by telephone or in person will be reduced to writing, may be recorded and will be provided to the complainant for confirmation or revision before processing. Complaints will be accepted in other languages, including Braille.
- 5. **Complaint Basis** – Allegations must be based on issues involving race, color, national origin, sex, age, or disability. The term "basis" refers to the complainant's membership in a protected group category.

1. When a complaint is received, an Acknowledgment Letter and a Complainant Consent/Release Form will be mailed to the complainant within ten (10) business days by registered mail.
2. We will consult with the NCDOT Title VI Program to determine the acceptability and jurisdiction of all complaints received. (Note: If NCDOT will investigate, the Title VI Program will be responsible for the remainder of this process. We will record the transfer of responsibility in our complaints log).
3. Additional information will be requested if the complaint is incomplete. The complainant will be provided 15 business days to submit any requested information and the signed Consent Release form. Failure to do so may be considered good cause for a determination of no investigative merit.
4. Upon receipt of the requested information and determination of jurisdiction, we will notify the complainant and respondent of whether the complaint has sufficient merit to warrant investigation.
5. If the complaint is investigated, the notification shall state the grounds of our jurisdiction, while informing the parties that their full cooperation will be required in gathering additional information and assisting the investigator.
6. If the complaint does not warrant investigation, the notification to the complainant shall specifically state the reason for the decision.
7. The MPO policy board will be notified about any complaints that are received.

Protected Categories	Definition	Examples	Applicable Statutes and Regulations
Race	An individual belonging to one of the accepted racial groups; or the perception, based usually on physical characteristics that a person is a member of a racial group	Black/African American, Hispanic/Latino, Asian, American Indian/Alaska Native, Native Hawaiian/Pacific Islander, White	Title VI of the Civil Rights Act of 1964; 49 CFR Part 21; 23 CFR 200. (Executive Order 13166)
Color	Color of skin, including shade of skin within a racial group	Black, White, brown, yellow, etc.	
National Origin (LEP)	Place of birth. Citizenship is not a factor. Discrimination based on language or a person's accent is also covered.	Mexican, Cuban, Japanese, Vietnamese, Chinese	
Sex	Gender	Women and Men	1973 Federal-Aid Highway Act; Title IX of the Education Amendments of 1972.
Age	Persons of any age	21 year old person	Age Discrimination Act of 1975
Disability	Physical or mental impairment, permanent or temporary, or perceived.	Blind, alcoholic, para-amputee, epileptic, diabetic, arthritic	Section 504 of the Rehabilitation Act of 1973; Americans with Disabilities Act of 1990

logged).

Complaint Log

1. When a complaint is received, the complaint will be entered into the Discrimination Complaints Log with other pertinent information, and assigned a Case Number. (Note: All complaints must be
2. The complaints log will be submitted to the NCDOT's Civil Rights office during Title VI compliance reviews. (Note: NCDOT may also request the complaints log during pre-grant approval processes).

3. When reporting no complaints, check the No Complaints or Lawsuits box and sign the log.

Please refer to *Appendix I* for a copy of our Discrimination Complaint Form, Complaints Log, and Sample Investigation Template.

REVIEW OF ORGANIZATIONAL DIRECTIVES

It is the responsibility of every official who develops policies, procedures, manuals, guidelines, and other directives to ensure they have been reviewed for Title VI compliance. All staff members will assist in carrying out this requirement by making sure drafts of these documents are submitted to the Title VI Coordinator to ensure Title VI requirements are included.

TITLE VI TRAINING

All employees will receive basic Title VI training at least once every three years. New hires will receive this training within 15 days of their start date. Basic training will cover all sections of this Plan and our overall Title VI obligations. Staff may receive specialized training on how Title VI applies to their specific work areas. Those who routinely encounter the public, such as office personnel, call center staff, and vehicle drivers, will receive annual refresher training. Trainings will be provided or organized by the Title VI Coordinator and will often coincide with updates to our nondiscrimination policies and procedures. Records of staff trainings, such as agendas, sign-in sheets, copies of calendars, and certificates, will remain on file for at least three years (and in personnel files).

COMPLIANCE AND ENFORCEMENT PROCEDURES

FHWA recipients must have mechanisms in place to enforce compliance with Title VI. Durham-Chapel Hill-Carrboro Metropolitan Planning Organization utilizes internal training, meetings, monitoring contractors,

technical assistance, and findings from periodic NCDOT reviews to identify deficiencies and potential discrimination. If NCDOT identifies deficiencies, Durham-Chapel Hill-Carrboro Metropolitan Planning Organization will correct all deficiencies within 90 days based on a Corrective Action Plan (CAP). If attempts by NCDOT to resolve a compliance issue are unsuccessful, NCDOT may take any or all of the following steps with FHWA's concurrence:

- a. Canceling, terminating, or suspending the contract or agreement in whole or in part;
- b. Refraining from extending any further assistance to the recipient under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the recipient.
- c. Taking such other action that may be deemed appropriate under the circumstances, until compliance or remedial action has been accomplished by the recipient.
- d. Referring the case to the FHWA for appropriate administrative or legal proceedings.
- e. Other means authorized by law.

To ensure compliance with Title VI, Durham-Chapel Hill-Carrboro Metropolitan Planning Organization will take proactive steps to prevent discrimination in our programs and activities, including the following:

Conduct periodic Title VI training;

- Address Title VI issues at staff meetings;
- Participate or cooperate during compliance reviews conducted by NCDOT;
- Inform and monitor any consultants/contractors regarding their Title VI obligations, including review of contracts for nondiscrimination language;
- Customize public outreach according to the situation or community at hand;



- Build a system of mutual trust and two-way communication with the public;
- Maintain pertinent demographic data (statistical);
- Ensure policies and procedures support and comply with Title VI;
- Document processes & activities related to Title VI.

If Durham-Chapel Hill-Carrboro Metropolitan Planning Organization identifies compliance issues with our

consultants/contractors, we will also take corrective action. If attempts at corrective action are unsuccessful, any or all of the following steps may be taken with NCDOT's concurrence:

- a. Canceling, terminating, or suspending the contract or agreement with the consultant/contractor in whole or in part.
- b. Taking such other action that may be deemed appropriate under the circumstances.

APPENDIX



APPENDIX A
United States Department of Transportation
STANDARD TITLE VI / NONDISCRIMINATION ASSURANCES

DOT Order No. 1050.2A

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (herein referred to as the “Recipient”), **HEREBY AGREES THAT**, as a condition to receiving any Federal financial assistance from the U.S. Department of Transportation (DOT), through **Federal Highway Administration (FHWA)**, is subject to and will comply with the following:

Statutory/Regulatory Authorities

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- 49 C.F.R. Part 21 (entitled Nondiscrimination In Federally-Assisted Programs Of The Department Of Transportation-Effectuation Of Title VI Of The Civil Rights Act Of 1964);
- 28 C.F.R. section 50.3 (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964).

The preceding statutory and regulatory cites hereinafter are referred to as the “Acts” and “Regulations,” respectively.

General Assurances

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

“No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, for which the Recipient receives Federal financial assistance from DOT, including the Federal Highway Administration.”

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI and other Nondiscrimination requirements (The Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these nondiscrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

Specific Assurances

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted **Federal-Aid Highway Program**:

1. The Recipient agrees that each “activity,” “facility,” or “program,” as defined in §§ 21.23(b) and 21.23(e)

of 49 C.F.R. § 21 will be (with regard to an “activity”) facilitated, or will be (with regard to a “facility”) operated, or will be (with regard to a “program”) conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.

2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Federal-Aid Highway Program and, in adapted form, in all proposals for negotiated agreements regardless of funding source:

“The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHCMPO) , in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.”

3. The Recipient will insert the clauses of Appendix A and E of this Assurance in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of Appendix B of this Assurance, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in Appendix C and Appendix D of this Assurance, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
 - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:
 - a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
 - b. the period during which the Recipient retains ownership or possession of the property.



9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the *North Carolina Department of Transportation* also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing the **FHWA** access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by the **FHWA**. You must keep records, reports, and submit the material for review upon request to **FHWA**, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The *North Carolina Department of Transportation* gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the **Federal-Aid Highway Program**. This ASSURANCE is binding on the *State of North Carolina*, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the **Federal-Aid Highway Program**. The person(s) signing below is authorized to sign this ASSURANCE on behalf of the Recipient.

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO)

by _____

Damon Seils

Chair DCHC MPO Board

DATED _____

by _____

Felix Nwoko

DCHC MPO Administrator

DATED _____

APPENDIX B: CLAUSES FOR DEEDS TRANSFERRING UNITED STATES PROPERTY

The following clauses will be included in deeds effecting or recording the transfer of real property, structures, or improvements thereon, or granting interest therein from the United States pursuant to the provisions of Assurance 4:

NOW, THEREFORE, the U.S. Department of Transportation as authorized by law and upon the condition that the *North Carolina Department of Transportation (NCDOT)* will accept title to the lands and maintain the project constructed thereon in accordance with the North Carolina General Assembly, the Regulations for the Administration of the Federal-Aid Highway Program, and the policies and procedures prescribed by the Federal Highway Administration of the U.S. Department of Transportation in accordance and in compliance with all requirements imposed by Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the U.S Department of Transportation pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252; 42 U.S.C. § 2000d to 2000d-4), does hereby remise, release, quitclaim and convey unto the *NCDOT* all the right, title and interest of the U.S. Department of Transportation in and to said lands described in Exhibit A attached hereto and made a part hereof.

(HABENDUM CLAUSE)

TO HAVE AND TO HOLD said lands and interests therein unto the *North Carolina Department of Transportation (NCDOT)* and its successors forever, subject, however, to the covenants, conditions, restrictions and reservations herein contained as follows, which will remain in effect for the period during which the real property or structures are used for a purpose for which Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits and will be binding on the *NCDOT*, its successors and assigns.

The *NCDOT*, in consideration of the conveyance of said lands and interests in lands, does hereby covenant and agree as a covenant running with the land for itself, its successors and assigns, that (1) no person will on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over, or under such lands hereby conveyed [,] [and]* (2) that the *NCDOT* will use the lands and interests in lands and interests in lands so conveyed, in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations and Acts may be amended [, and (3) that in the event of breach of any of the above-mentioned nondiscrimination conditions, the Department will have a right to enter or re-enter said lands and facilities on said land, and that above described land and facilities will thereon revert to and vest in and become the absolute property of the U.S. Department of Transportation and its assigns as such interest existed prior to this instruction].*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to make clear the purpose of Title VI.)

APPENDIX C: CLAUSES FOR TRANSFER OF REAL PROPERTY ACQUIRED OR IMPROVED UNDER THE ACTIVITY, FACILITY, OR PROGRAM

The following clauses will be included in deeds, licenses, leases, permits, or similar instruments entered into by the *North Carolina Department of Transportation (NCDOT)* pursuant to the provisions of Assurance 7(a):

- A. The (grantee, lessee, permittee, etc. as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree [in the case of deeds and leases add “as a covenant running with the land”] that:
 - 1. In the event facilities are constructed, maintained, or otherwise operated on the property described in this (deed, license, lease, permit, etc.) for a purpose for which a U.S. Department of Transportation activity, facility, or program is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permittee, etc.) will maintain and operate such facilities and services in compliance with all requirements imposed by the Acts and Regulations (as may be amended) such that no person on the grounds of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities.
- B. With respect to licenses, leases, permits, etc., in the event of breach of any of the above Nondiscrimination covenants, the *NCDOT* will have the right to terminate the (lease, license, permit, etc.) and to enter, re-enter, and repossess said lands and facilities thereon, and hold the same as if the (lease, license, permit, etc.) had never been made or issued.*
- C. With respect to a deed, in the event of breach of any of the above Nondiscrimination covenants, the *NCDOT* will have the right to enter or re-enter the lands and facilities thereon, and the above described lands and facilities will there upon revert to and vest in and become the absolute property of the *NCDOT* and its assigns.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary to make clear the purpose of Title VI.)

APPENDIX D: CLAUSES FOR CONSTRUCTION/USE/ACCESS TO REAL PROPERTY ACQUIRED UNDER THE ACTIVITY, FACILITY OR PROGRAM

The following clauses will be included in deeds, licenses, permits, or similar instruments/agreements entered into by the *North Carolina Department of Transportation (NCDOT)* pursuant to the provisions of Assurance 7(b):

- A. The (grantee, licensee, permittee, etc., as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add, “as a covenant running with the land”) that (1) no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land, and the furnishing of services thereon, no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, lessee, permittee, etc.) will use the premises in compliance with all other requirements imposed by or pursuant to the Acts and Regulations, as amended, set forth in this Assurance.
- B. With respect to (licenses, leases, permits, etc.), in the event of breach of any of the above Non- discrimination covenants, the *NCDOT* will have the right to terminate the (license, permit, etc., as appropriate) and to enter or re-enter and repossess said land and the facilities thereon, and hold the same as if said (license, permit, etc., as appropriate) had never been made or issued.*
- C. With respect to deeds, in the event of breach of any of the above Nondiscrimination covenants, the *NCDOT* will there upon revert to and vest in and become the absolute property of the *NCDOT* and its assigns.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary to make clear the purpose of Title VI.)

APPENDIX E
MPO Board (August 2019)

Name	Affiliation	Member/Alternate	Race	Gender
Damon Seils	Town Of Carrboro	Member – Chair	W	M
Wendy Jacobs	Durham County	Member – Vice Chair	W	F
Vernetta Alston	City of Durham	Member	BAA	F
Michael Parker	Town Of Chapel Hill	Member	W	M
Karen Howard	Chatham County	Member	BAA	F
Renee Price	Orange County	Member	BAA	F
Jenn Weaver	Town Of Hillsborough	Member	W	F
Ellen Reckhow	GoTriangle	Member	W	F
Charlie Reece	City Of Durham	Member	W	M
Nina Szlosberg-Landis	NC Board of Transportation	Member	W	F
James G. Crawford	Chatham County	Alternate	W	M
Lydia Lavelle	Town Of Carrboro	Alternate	W	F
Pam Hemminger	Town of Chapel Hill	Alternate	W	F
Penny Rich	Orange County	Alternate	W	F
Heidi Carter	Durham County	Alternate	W	F
Marc Marcoplos	GoTriangle	Alternate	W	M
Steve Schewel	City of Durham	Alternate	W	M
Mark Bell	Town Of Hillsborough	Alternate	W	M
Mike Fox	NC Board of Transportation	Alternate	W	M
John Sullivan	Federal Highway Administration	Non-Voting Member	W	M

- M – Male
- F - Female
- W – White
- BAA – Black or African American
- AIAN – American Indian or Alaska Native
- A – Asian
- NHPI – Native Hawaiian or Pacific Islander

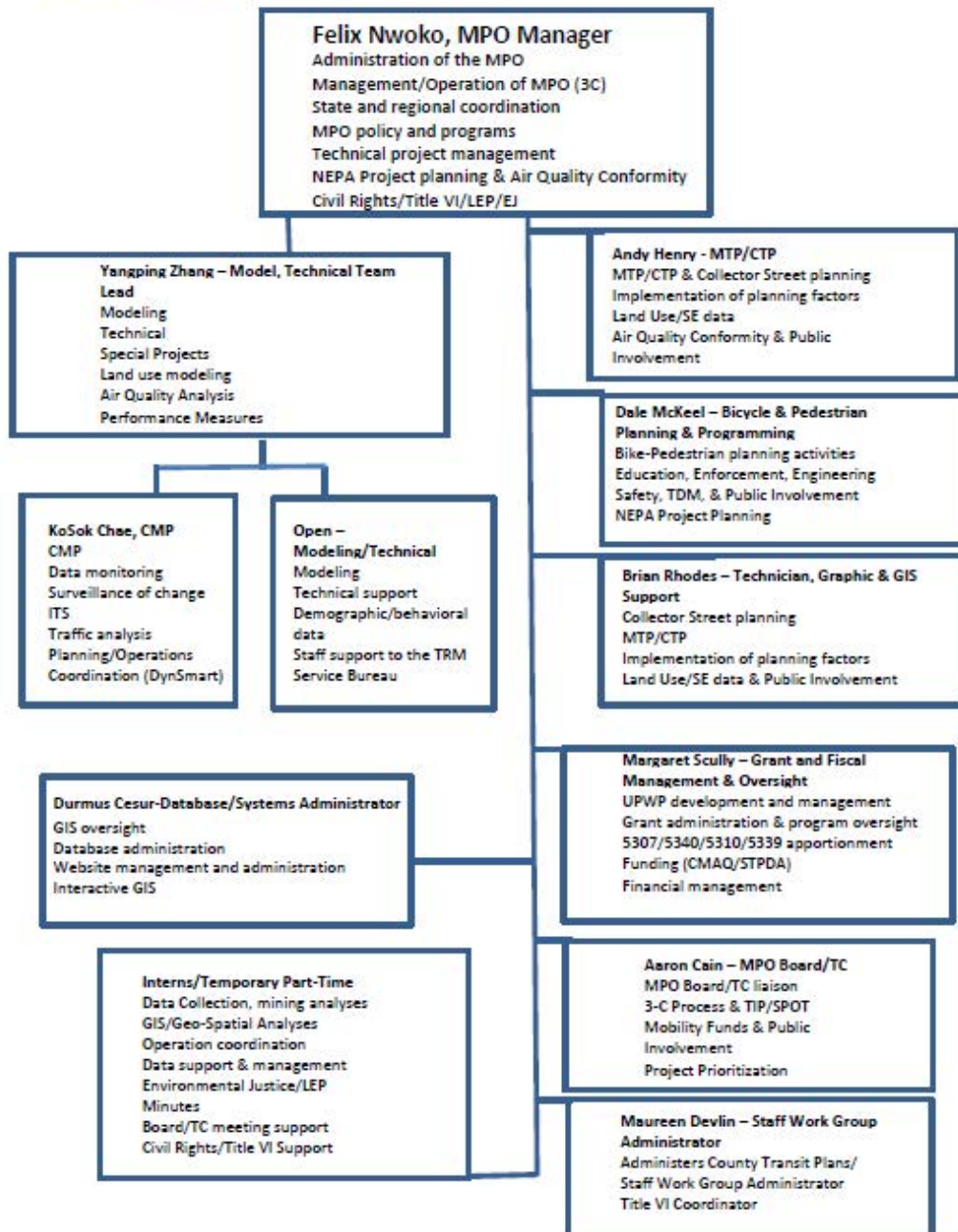
Technical Committee Members (August 2019)

Name	Affiliation	Race	Gender
Nishith Trivedi (Chair)	Orange County	A	M
Ellen Beckmann (Vice Chair)	City of Durham	W	F
Tina Moon	Carrboro Planning	W	F
Zachary Hallock	Carrboro Planning	W	M
Kumar Neppalli	Chapel Hill Engineering	A	M
Jomar Pastorelle	Chapel Hill Planning	A	M
Bergen Watterson	Chapel Hill Planning	W	F
Chance Mullis	Chatham County Planning	W	M
Evan Tenenbaum	City of Durham Transportation	W	M
Kayla Seibel	City of Durham Planning	W	F
Tasha Johnson	City of Durham Public Works	BAA	F
Pierre Osei-Owusu	Go Durham	BAA	M
Margaret Hauth	Hillsborough	W	F
Linda Thomas Wallace	Durham County	BAA	F
Scott Whiteman	Durham County Planning	W	M
Tom Altieri	Orange County Planning	W	M
Vacant	Durham County Planning	N/A	N/A
Theo Letman	Orange Public Transportation	BAA	M
John Hodges-Copple	TJCOG	W	M
Joey Hopkins	NCDOT Division 5	W	M
Mike Mills	NCDOT Division 7	W	M
Brandon Jones	NCDOT Division 8	W	M
Julie Bogle	NCDOT TPD	W	F
John Grant	NCDOT Traffic Operations	W	M
Patrick McDonough	GoTriangle	W	M
Scott Levitan	Research Triangle Foundation	W	M
Vacant	Duke University	N/A	N/A
Ernest Jenkins	North Carolina Central University	BAA	M
Kurt Stolka	The University of North Carolina	W	M
Michael Langduth	The Raleigh Durham Airport Authority	W	M
Vacant	NCDENR	N/A	N/A

- M – Male
- F - Female
- W – White
- BAA – Black or African American AIAN – American Indian or Alaska Native
- A – Asian
- NHPI – Native Hawaiian or Pacific Islander

APPENDIX F

DCHC MPO LEAD PLANNING AGENCY (LPA)

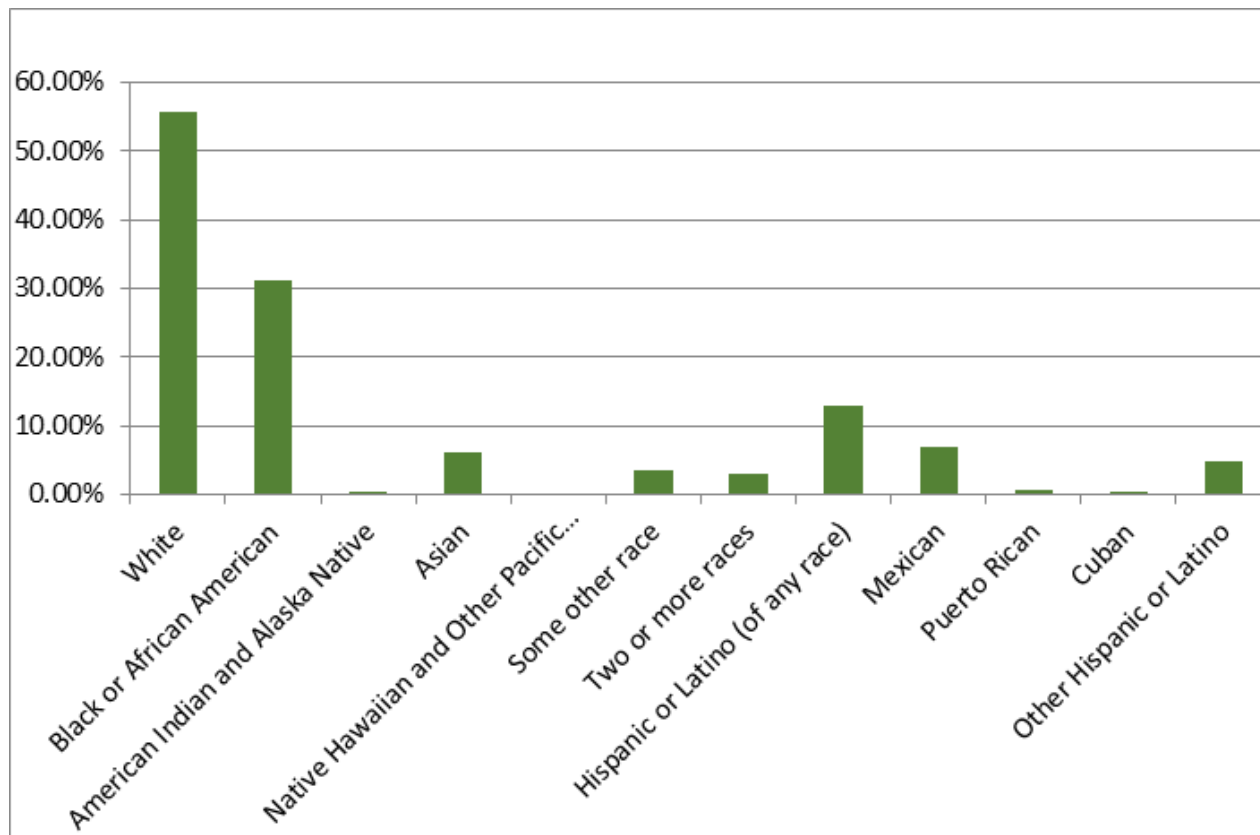


APPENDIX G: Tables for Race/Ethnicity and Pover-

Demographic Tables

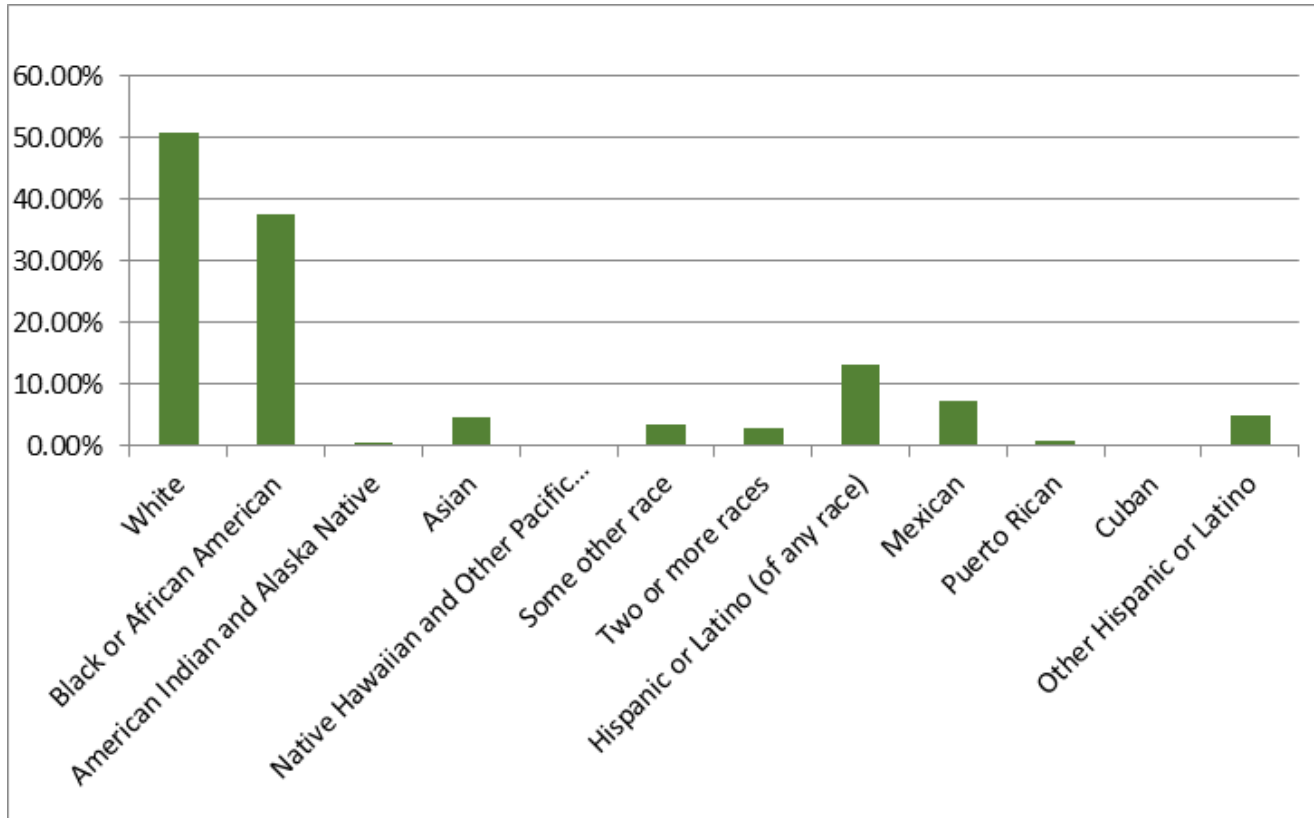
The following tables were completed using ACS 2016 5-year estimates.

Race and Ethnicity



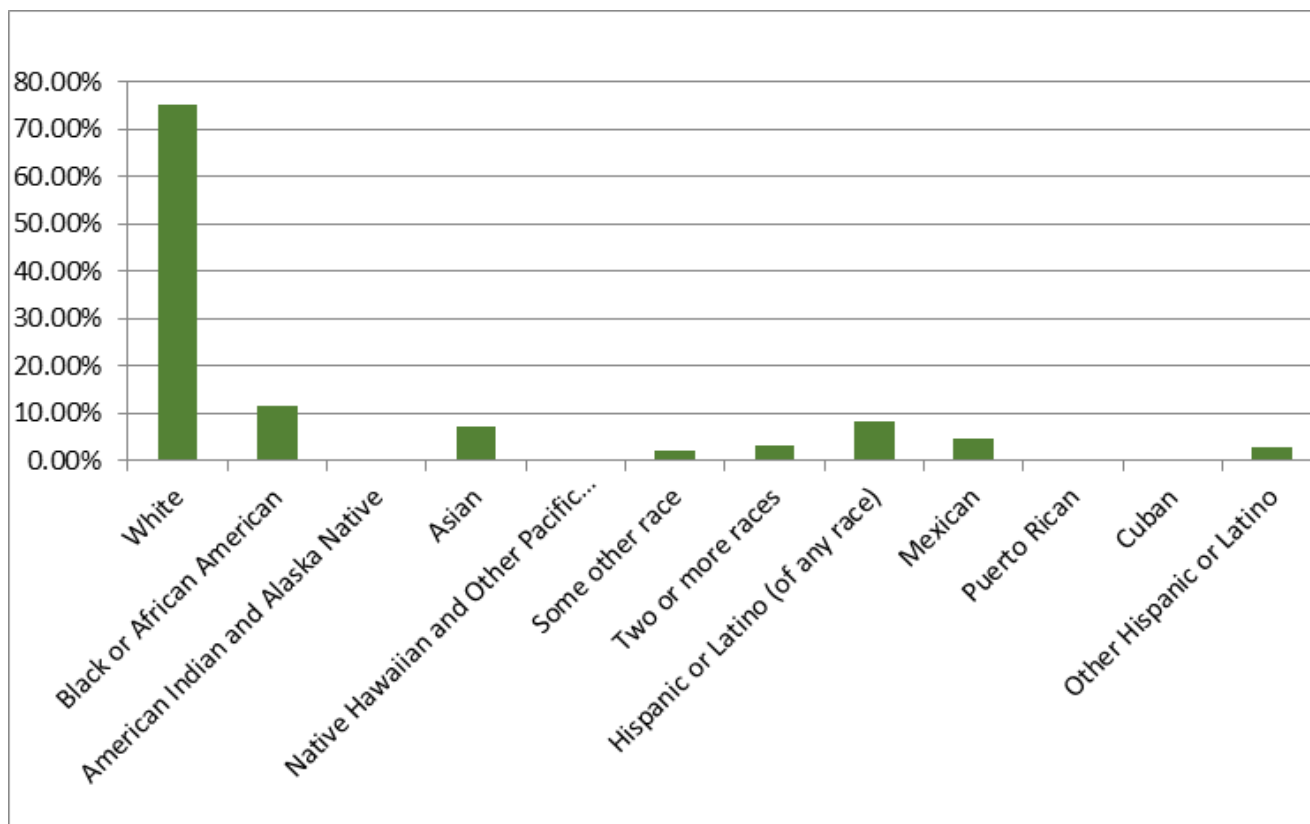
Race and Ethnicity	Number	Percent
Total Population	372,955	100.00%
White	207,898	55.70%
Black or African American	115,984	31.10%
American Indian or Alaska Native	1,499	0.40%
Asian	23,232	6.20%
Native Hawaiian and Other Pacific Islander	170	0.00%
Some other Race	13,038	3.50%
Two or More Races	11,134	3.00%
		12.80%
HISPANIC OR LATINO (of any race)	47,745	7.00%
Mexican	26,105	0.70%
Puerto Rican	2,730	0.30%
Cuban	1,065	4.80%
Other Hispanic or Latino	17,845	100.00%

Durham County Race and Ethnicity Table



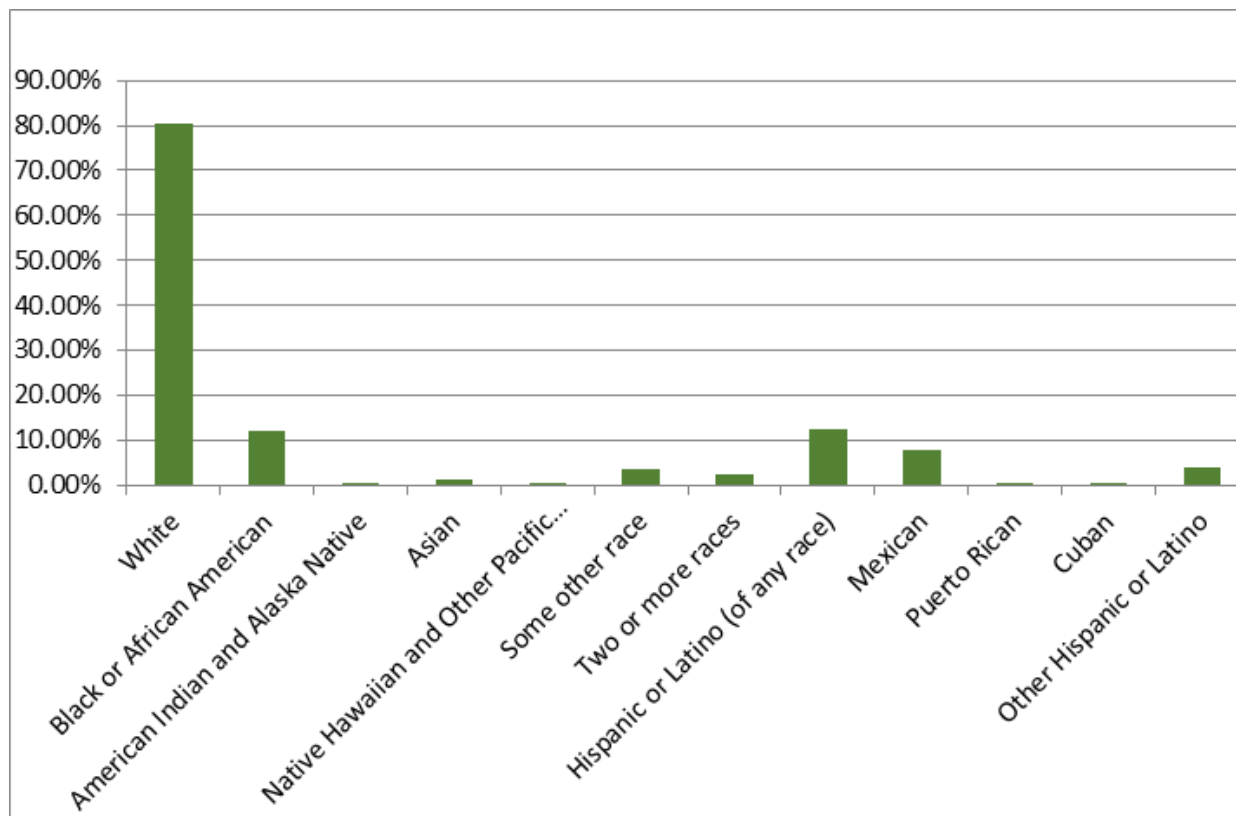
Race and Ethnicity	Number	Percent
Total Population	294,618	100.00%
White	150,067	50.90%
Black or African American	110,777	37.60%
American Indian or Alaska Native	1,091	0.40%
Asian	13,849	4.70%
Native Hawaiian and Other Pacific Islander	125	0.00%
Some other Race	10,377	3.50%
Two or More Races	8,332	2.80%
HISPANIC OR LATINO (of any race)	39,257	13.30%
Mexican	21,424	7.30%
Puerto Rican	2,397	0.80%
Cuban	908	0.30%
Other Hispanic or Latino	14,528	4.90%

Orange County Race and Ethnicity Table



Race and Ethnicity	Number	Percent
Total Population	139,807	100.00%
White	105,093	75.20%
Black or African American	16,010	11.50%
American Indian or Alaska Native	709	0.50%
Asian	10,261	7.30%
Native Hawaiian and Other Pacific Islander	30	0.00%
Some other Race	3,067	2.20%
Two or More Races	4,637	3.30%
HISPANIC OR LATINO (of any race)	11,545	8.30%
Mexican	6,503	4.70%
Puerto Rican	643	0.50%
Cuban	270	0.20%
Other Hispanic or Latino	4,129	3.00%

Chatham County Race and Ethnicity Table

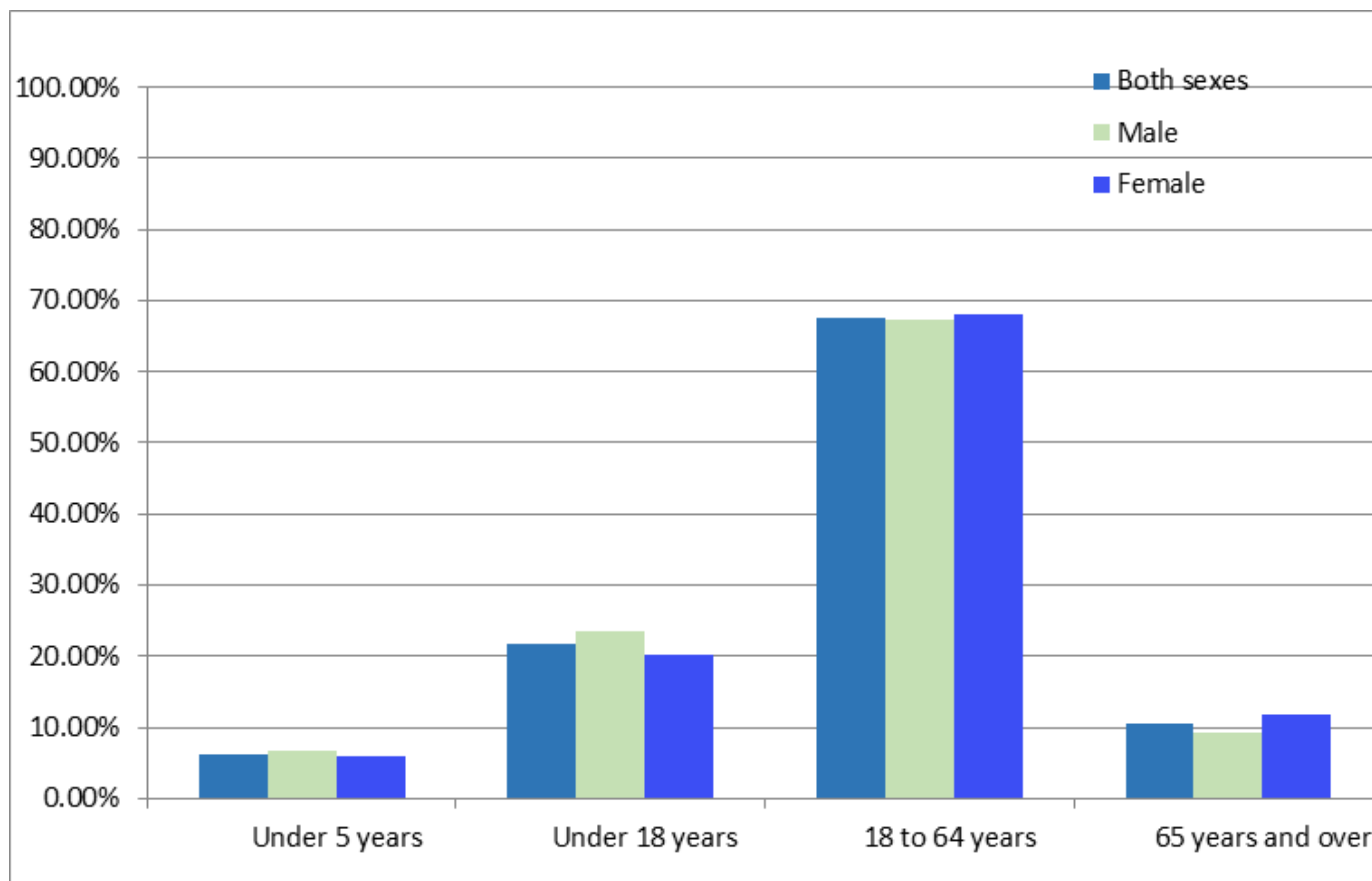


Race and Ethnicity	Number	Percent
Total Population	68,778	100.00%
White	55,295	0.80
Black or African American	8,218	0.12
American Indian or Alaska Native	185	0.00
Asian	975	0.01
Native Hawaiian and Other Pacific Islander	43	0.00
Some other Race	2,317	0.03
Two or More Races	1,745	0.03
HISPANIC OR LATINO (of any race)	8,500	0.12
Mexican	5,422	0.08
Puerto Rican	435	0.01
Cuban	57	0.00
Other Hispanic or Latino	2,586	0.04

Age and Sex

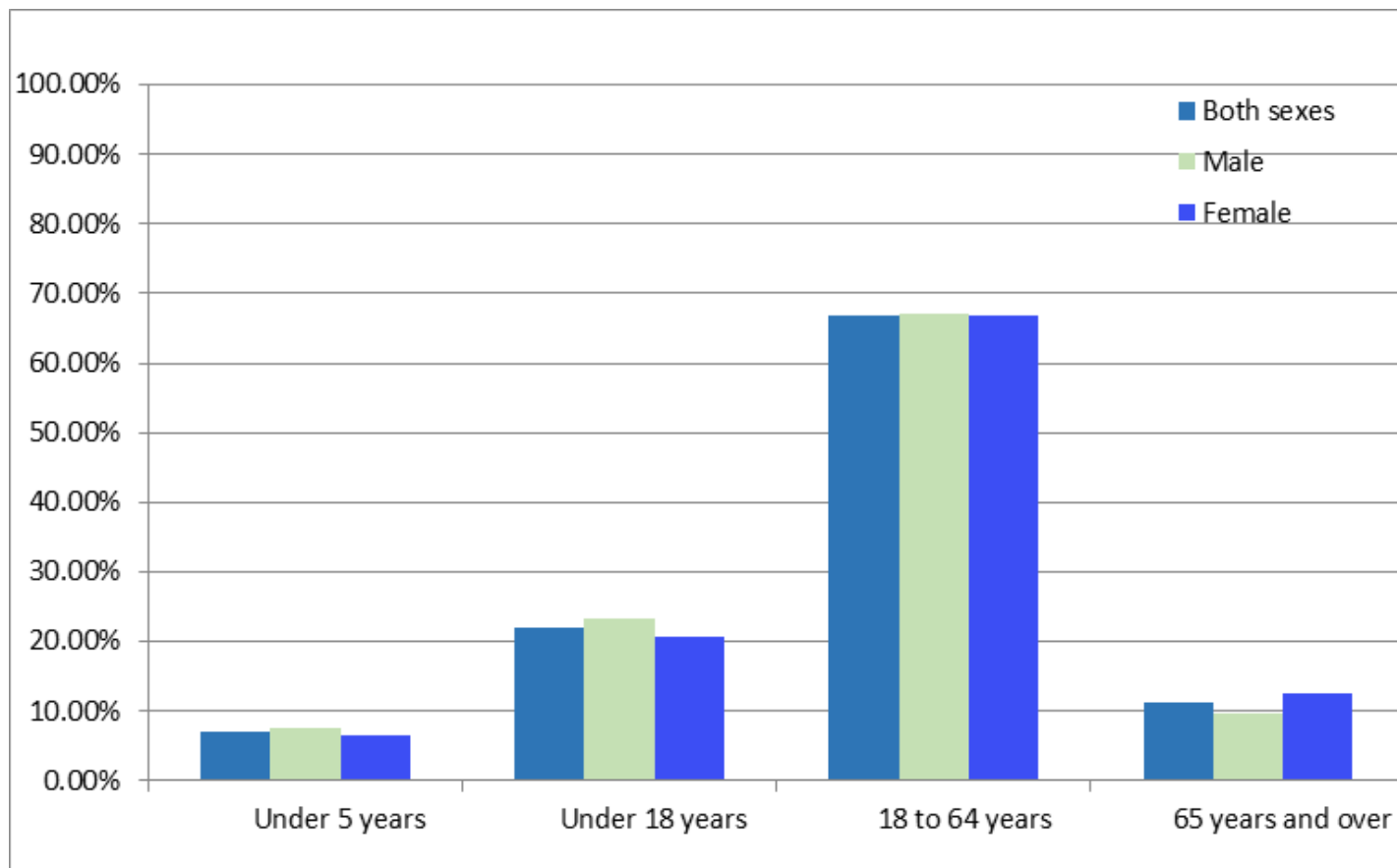
The following table was completed using data from ACS 2016 5-year estimates.

DCHC MPO (Durham Urbanized Area) Age and Sex



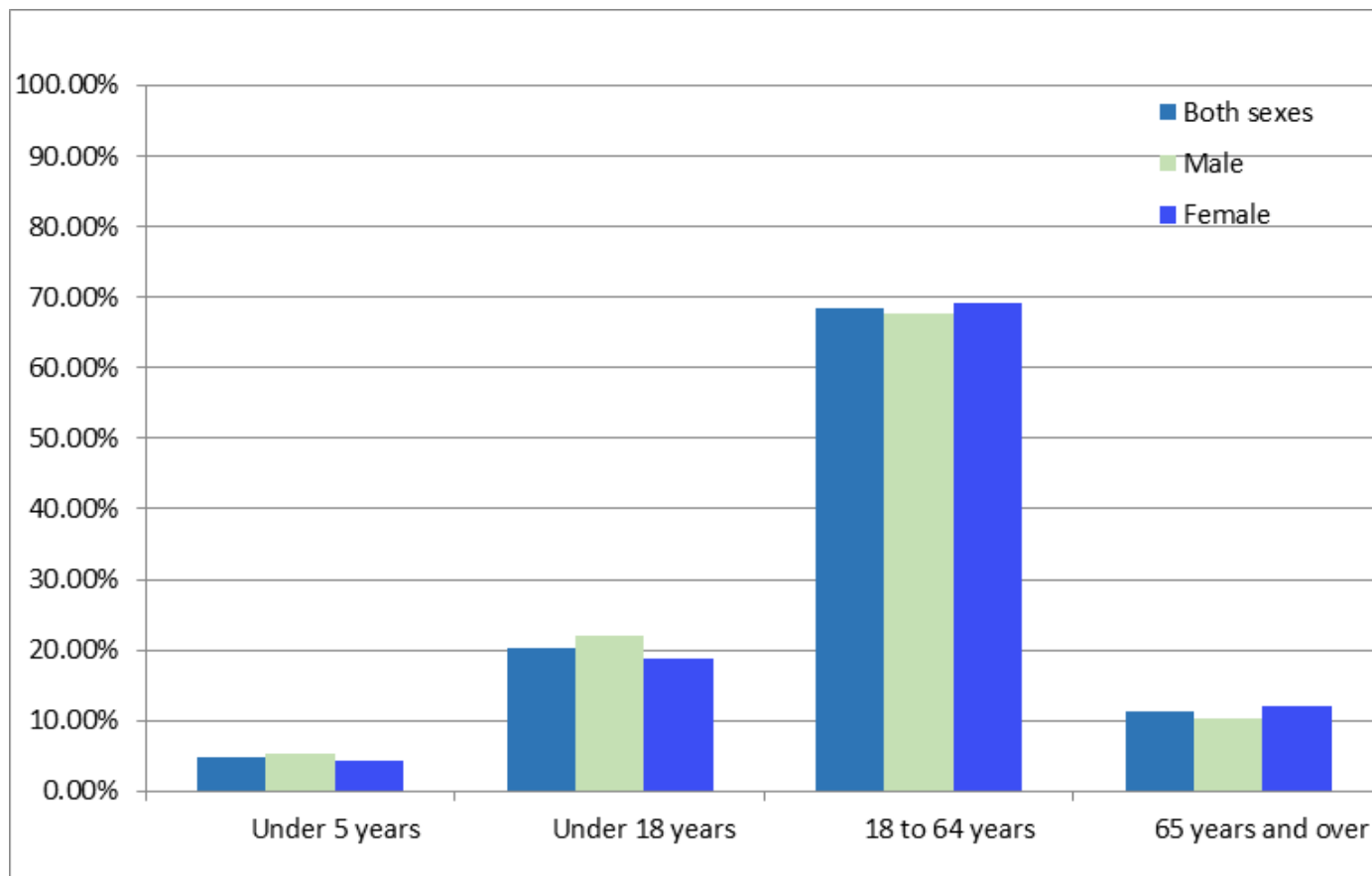
Age	Number			Percent		
	Both sexes	Male	Female	Both sexes	Male	Female
Total Population	372,955	175,301	197,654	100.00%	100.00%	100.00%
Under 5 years	23,499	11,972	11,527	6.30%	6.83%	5.83%
Under 18 years	81,006	41,079	39,927	21.72%	23.43%	20.20%
18 to 64 years	252,445	118,124	134,321	67.69%	67.38%	67.96%
65 years and over	39,504	16,098	23,406	10.59%	9.18%	11.84%
Median Age	32.9	32.1	33.8			

Durham County Age and Sex



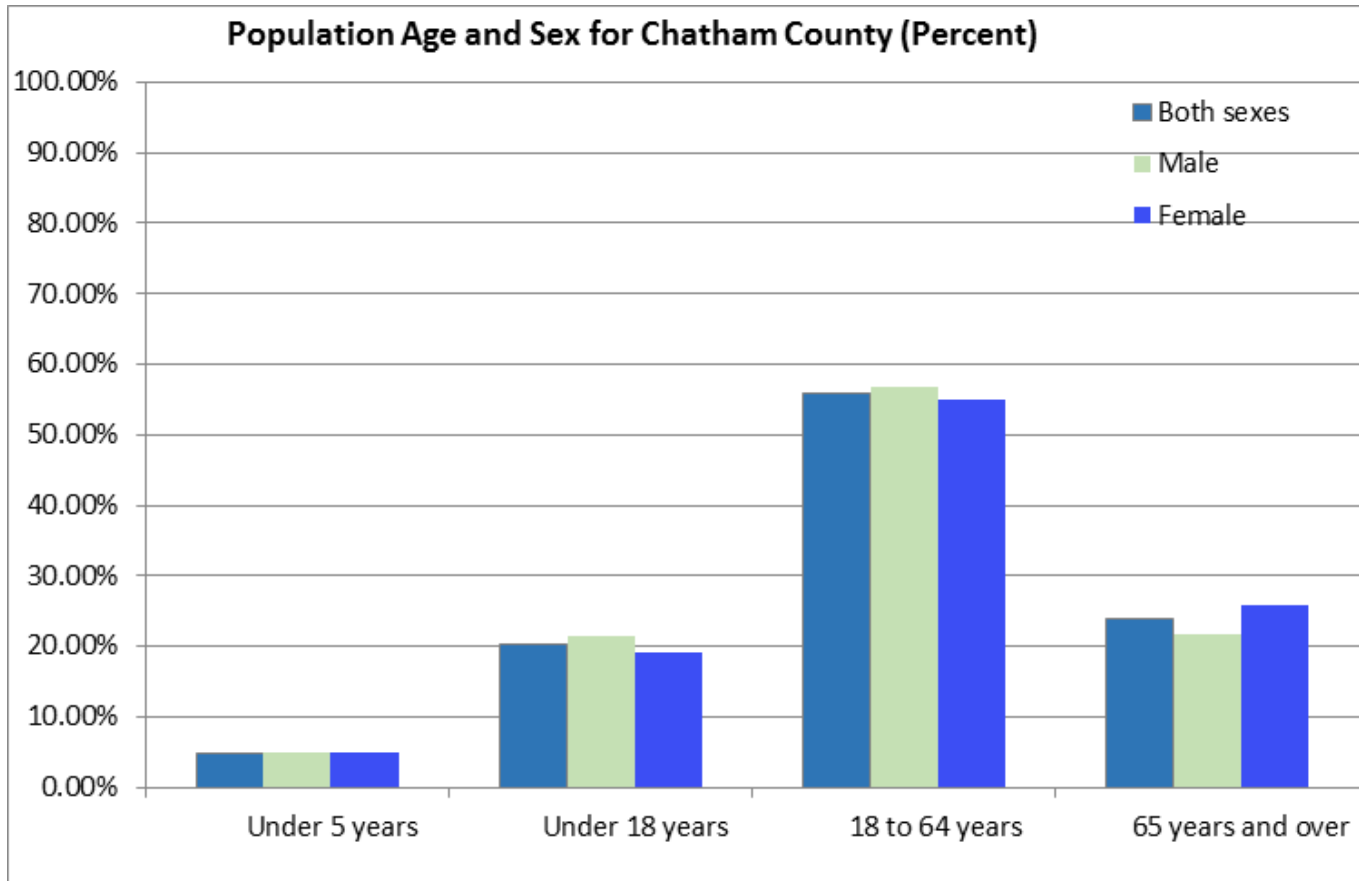
Age	Number			Percent		
	Both sexes	Male	Female	Both sexes	Male	Female
Total Population	294,618	140,813	153,805	100.00%	100.00%	100.00%
Under 5 years	20,501	10,535	9,966	6.96%	7.48%	6.48%
Under 18 years	64,587	32,919	31,668	21.92%	23.38%	20.59%
18 to 64 years	197,266	94,308	102,958	66.96%	66.97%	66.94%
65 years and over	32,765	13,586	19,179	11.12%	9.65%	12.47%
Median Age	34.6	33.7	35.6			

Orange County Age and Sex



Age	Number			Percent		
	Both sexes	Male	Female	Both sexes	Male	Female
Total Population	139,807	66,666	73,141	100.00%	100.00%	100.00%
Under 5 years	6,670	3,472	3,198	4.77%	5.21%	4.37%
Under 18 years	28,505	14,747	13,758	20.39%	22.12%	18.81%
18 to 64 years	95,608	45,062	50,546	68.39%	67.59%	69.11%
65 years and over	15,694	6,857	8,837	11.23%	10.29%	12.08%
Median Age	33.6	32.9	34.3			

Chatham County Age and Sex

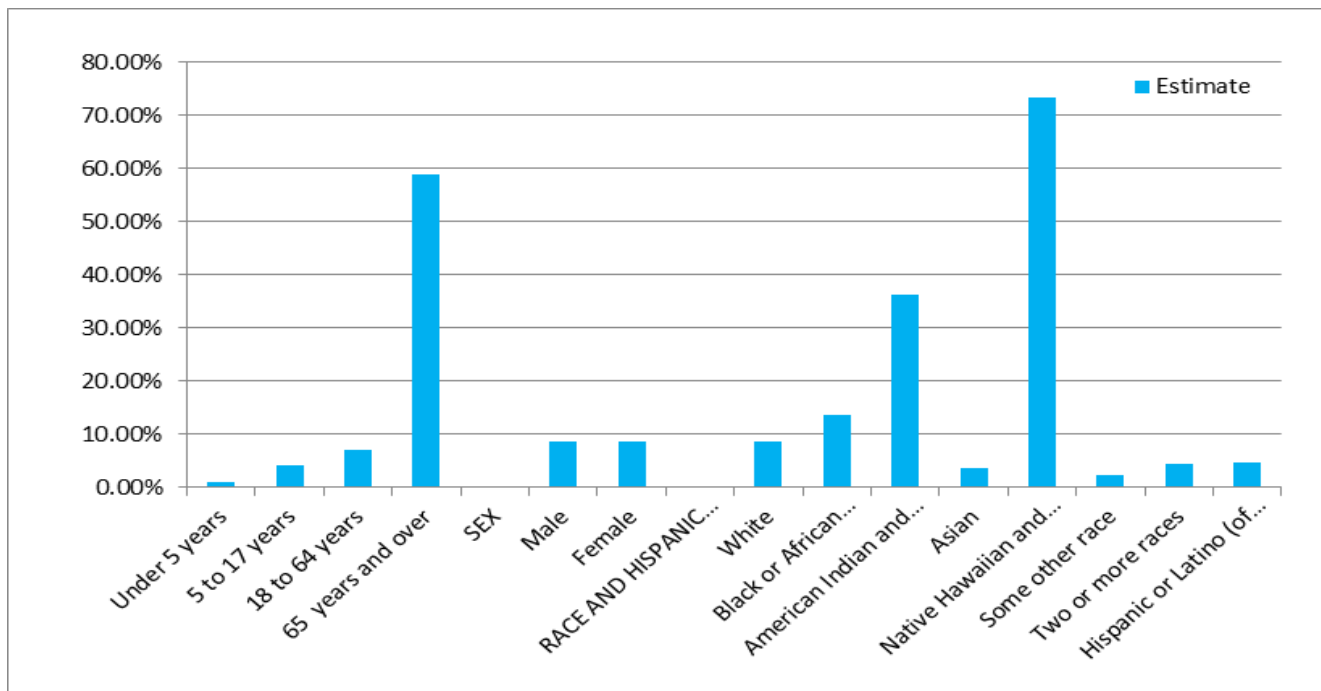


Age	Number			Percent		
	Both sexes	Male	Female	Both sexes	Male	Female
Total Population	68,778	33,303	35,475	100.00%	100.00%	100.00%
Under 5 years	3,364	1,639	1,725	4.89%	4.92%	4.86%
Under 18 years	13,946	7,145	6,801	20.28%	21.45%	19.17%
18 to 64 years	38,442	18,918	19,524	55.89%	56.81%	55.04%
65 years and over	16,390	7,240	9,150	23.83%	21.74%	25.79%
Median Age	46.9	45.1	48.8			

Disability

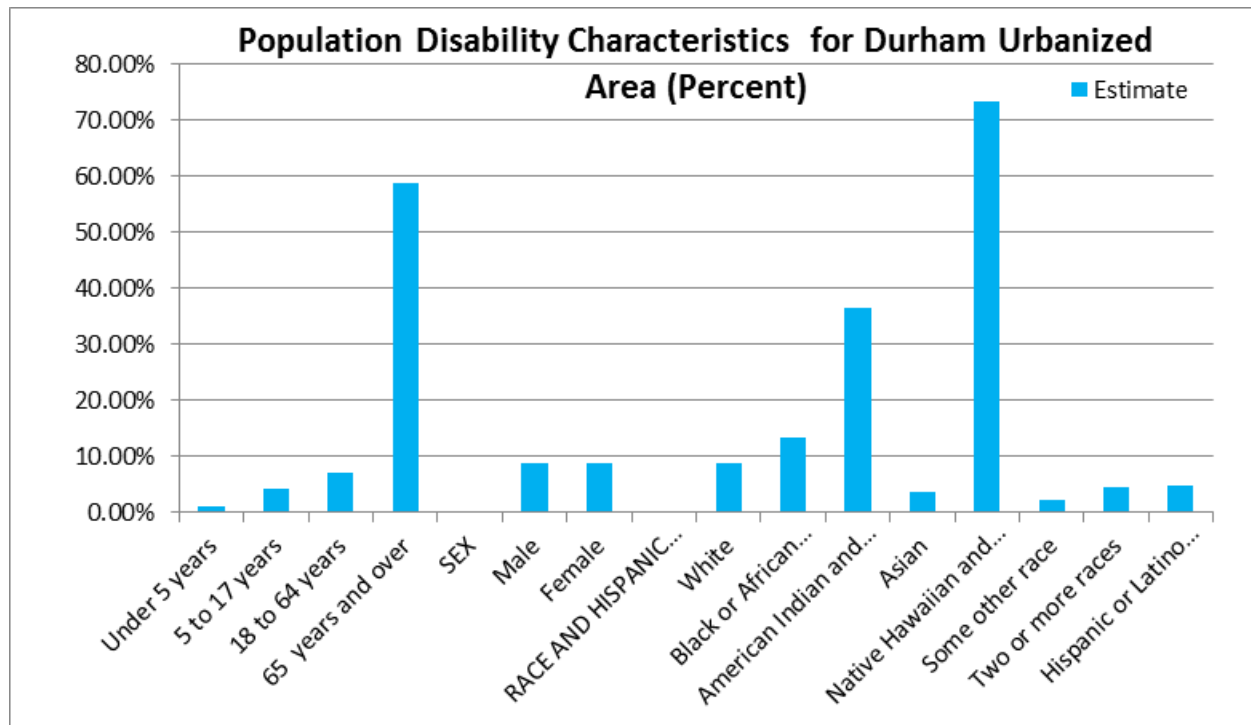
The following tables were completed using ACS 2016 5-year estimates

DCHC MPO (Durham Urbanized Area) Disability



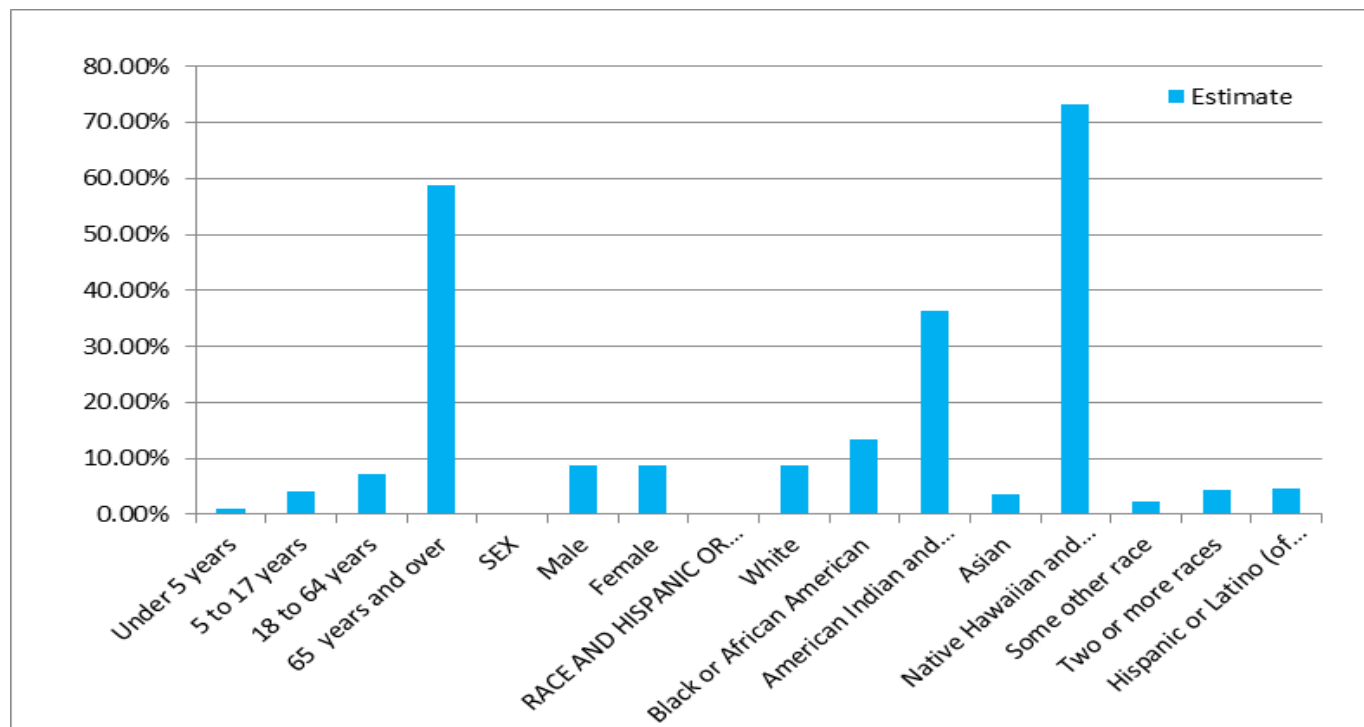
Subject	Total		With a Disability		Percent with a Disability	
	Estimate	Margin of Error +/-	Estimate	Margin of Error +/-	Estimate	Margin of Error +/-
Total civilian noninstitutionalized population	369,917	+/-1,669	34,056	+/-1,411	9.20%	+/-0.4
Population under 5 years	23,494	+/-518	251	+/-131	1.10%	+/-0.6
Population 5 to 17 years	57,394	+/-618	2,322	+/-388	4.00%	+/-0.7
Population 18 to 64 years	250,927	+/-1190	19,112	+/-926	7.62%	+/-0.3
Population 65 years and over	38,102	+/-678	9,123	+/-699	23.94%	+/-1.6
SEX						
Male	173,515	+/-1,115	14,776	+/-896	8.50%	+/-0.5
Female	196,402	+/-968	19,280	+/-1,014	9.80%	+/-0.5
RACE AND HISPANIC OR LATINO ORIGIN						
White	206,487	+/-2,117	17,518	+/-1,010	8.50%	+/-0.5
Black or African American	114,494	+/-1,205	14,119	+/-984	12.30%	+/-0.9
American Indian and Alaska Native	1,480	+/-297	378	+/-124	25.50%	+/-8.2
Asian	23,206	+/-601	727	+/-203	3.10%	+/-0.9
Native American and Other Pacific Islander	170	+/-54	22	+/-27	12.90%	+/-14.6
Some other Race	13,021	+/-1,513	582	+/-245	4.50%	+/-1.8
Two or more races	11,059	+/-1,127	710	+/-197	6.40%	+/-1.7
Hispanic or Latino	47,578	+/-706	2,001	+/-372	4.20%	+/-0.8

Durham County Disability



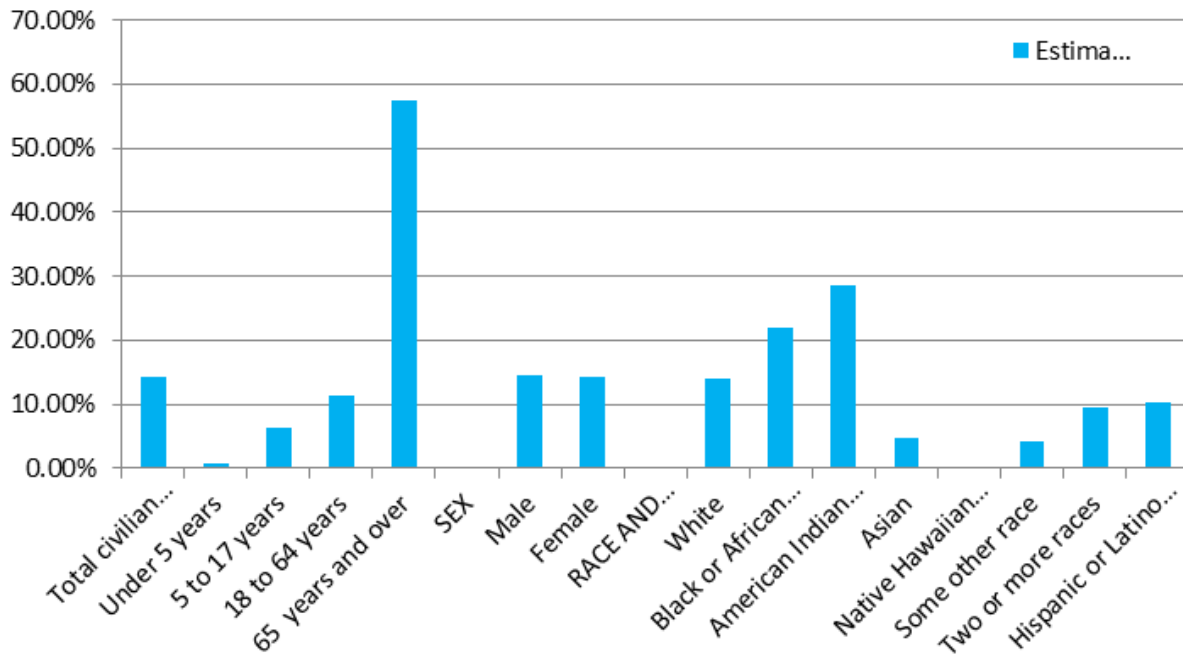
Subject	Total		With a Disability		Percent with a Disability	
	Estimate	Margin of Error +/-	Estimate	Margin of Error +/-	Estimate	Margin of Error +/-
Total civilian noninstitutionalized population	289,003	+/-515	28,725	+/-1,342	9.90%	+/-0.5
Population under 5 years	20,495	+/-51	183	+/-123	0.90%	+/-0.6
Population 5 to 17 years	43,975	+/-77	1,831	+/-329	4.20%	+/-0.7
Population 18 to 64 years	193,144	+/-391	15,941	+/-895	8.25%	+/-0.5
Population 65 years and over	31,389	+/-340	9,123	+/-617	29.06%	+/-1.9
SEX						
Male	136,235	+/-381	12,689	+/-776	9.30%	+/-0.6
Female	152,768	+/-262	16,036	+/-967	10.50%	+/-0.6
RACE AND HISPANIC OR LATINO ORIGIN						
White	147,898	+/-1,547	13,717	+/-833	9.30%	+/-0.6
Black or African American	107,807	+/-909	13,220	+/-965	12.30%	+/-0.9
American Indian and Alaska Native	989	+/-297	165	+/-95	16.70%	+/-9.3
Asian	13,823	+/-358	391	+/-145	2.80%	+/-1.0
Native American and Other Pacific Islander	125	+/-37	0	+/-28	0.00%	+/-22.6
Some other Race	10,268	+/-1,458	537	+/-239	5.20%	+/-2.2
Two or more races	8,093	+/-1,034	695	+/-197	8.60%	+/-2.3
Hispanic or Latino	38,678	+/-151	1,611	+/-322	4.20%	+/-0.8

Orange County Disability



Subject	Total		With a Disability		Percent with a Disability	
	Estimate	Margin of Error +/-	Estimate	Margin of Error +/-	Estimate	Margin of Error +/-
Total civilian noninstitutionalized population	139,108	+/-194	12,130	+/-850	8.70%	+/-0.6
Population under 5 years	6,670	+/-40	68	+/-48	1.00%	+/-0.7
Population 5 to 17 years	21,827	+/-41	886	+/-221	4.10%	+/-1.0
Population 18 to 64 years	95,112	+/-191	6,751	+/-631	7.10%	+/-0.7
Population 65 years and over	15,499	+/-200	9,123	+/-348	58.86%	+/-2
SEX						
Male	66,173	+/-186	5,778	+/-577	8.70%	+/-0.9
Female	72,935	+/-117	6,352	+/-507	8.70%	+/-0.7
RACE AND HISPANIC OR LATINO ORIGIN						
White	104,760	+/-666	9,104	+/-689	8.70%	+/-0.7
Black or African American	15,689	+/-484	2,118	+/-451	13.50%	+/-2.9
American Indian and Alaska Native	696	+/-130	253	+/-86	36.40%	+/-11.9
Asian	10,261	+/-298	359	+/-145	3.50%	+/-1.4
Native American and Other Pacific Islander	30	+/-29	22	+/-27	73.30%	+/-31.7
Some other Race	3,054	+/-610	71	+/-61	2.30%	+/-2.0
Two or more races	4,618	+/-527	203	+/-92	4.40%	+/-1.9
Hispanic or Latino	11,511	+/-44	538	+/-159	4.70%	+/-1.4

Chatham County Disability

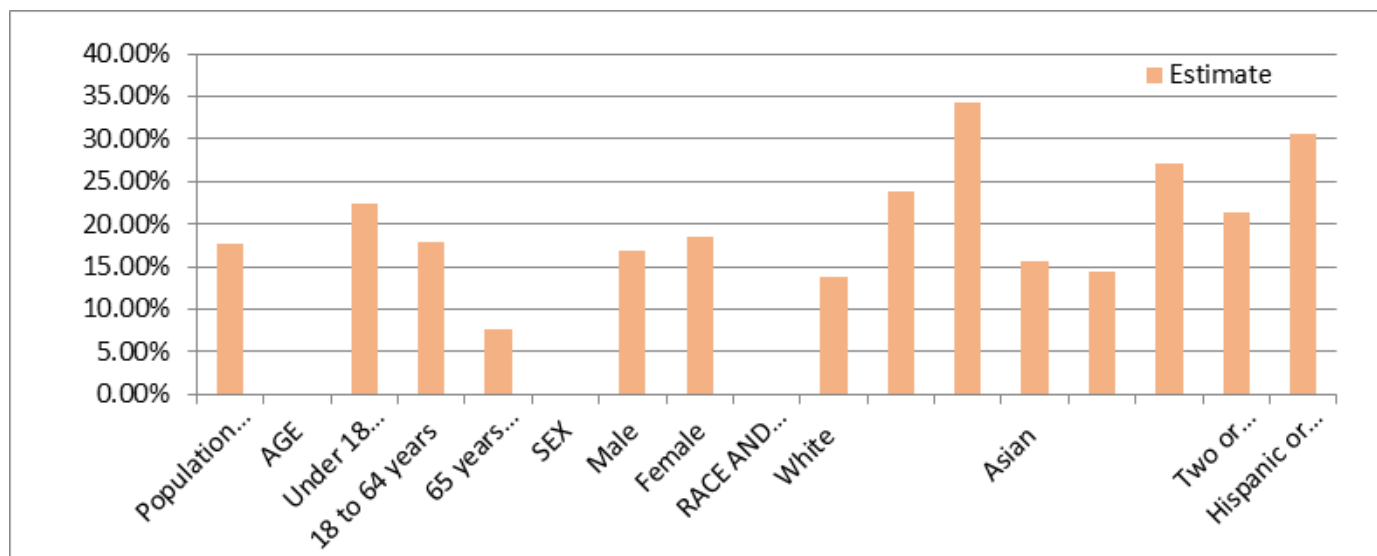


Subject	Total		With a Disability		Percent with a Disability	
	Estimate	Margin of Error +/-	Estimate	Margin of Error +/-	Estimate	Margin of Error +/-
Total civilian noninstitutionalized population	68,048	+/-176	9,764	+/-819	14.30%	68,048
Population under 5 years	3,364	+/-40	26	+/-40	0.80%	3,364
Population 5 to 17 years	10,560	+/-82	655	+/-187	6.20%	10,560
Population 18 to 64 years	38,216	+/-299	4,295	+/-554	11.24%	38,216
Population 65 years and over	15,908	+/-280	9,123	+/-431	57.35%	15,908
SEX						
Male	32,924	+/-248	4,787	+/-500	14.50%	32,924
Female	35,124	+/-242	4,977	+/-483	14.20%	35,124
RACE AND HISPANIC OR LATINO ORIGIN						
White	54,809	+/-696	7,655	+/-747	14.00%	54,809
Black or African American	7,981	+/-381	1,750	+/-254	21.90%	7,981
American Indian and Alaska Native	185	+/-111	53	+/-60	28.60%	185
Asian	975	+/-128	45	+/-44	4.60%	975
Native American and Other Pacific Islander	43	+/-46	0	+/-28	0.00%	43
Some other Race	2,317	+/-690	94	+/-75	4.10%	2,317
Two or more races	1,738	+/-332	167	+/-102	9.60%	1,738
Hispanic or Latino	8,485	+/-18	877	+/-302	10.30%	8,485

Poverty

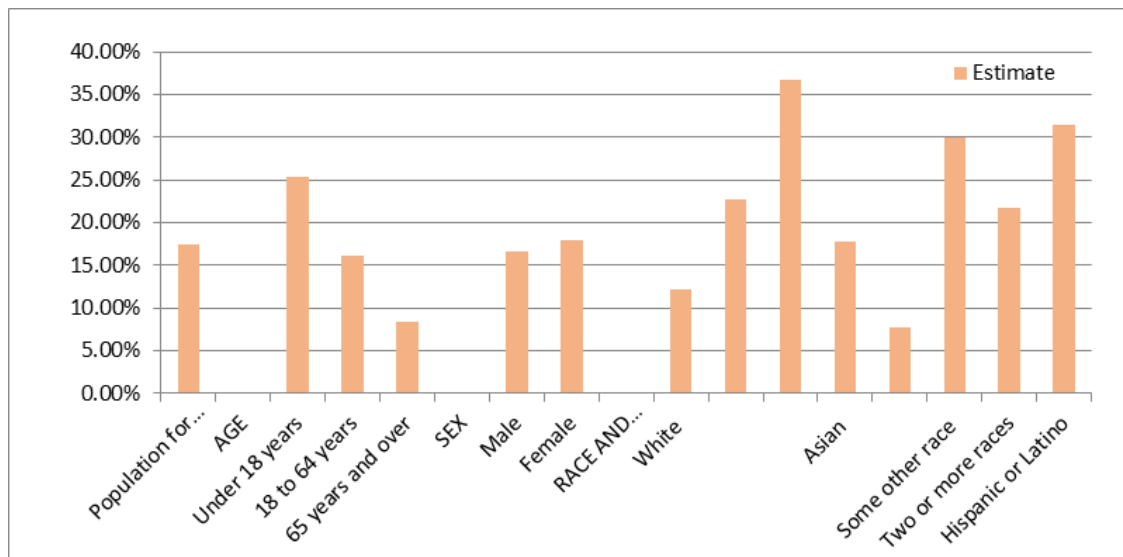
The following tables were completed using ACS 2016 5-year estimates:

DCHC MPO (Durham Urbanized Area) Poverty



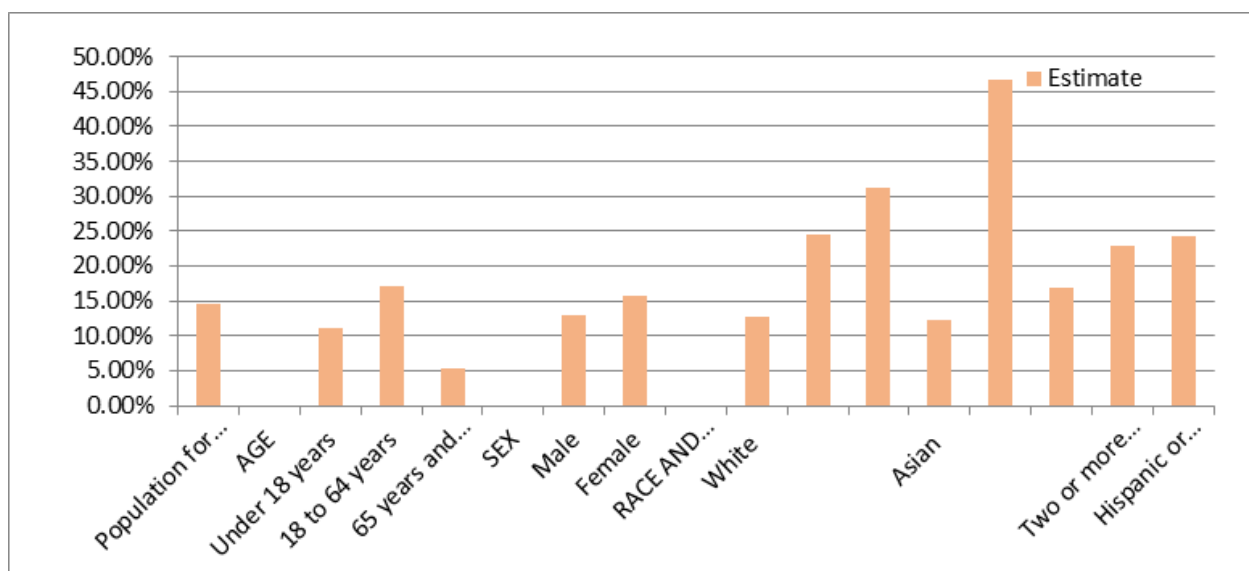
Subject	Total		Below poverty level		Percent below poverty level	
	Estimate	Margin of Error +/-	Estimate	Margin of Error +/-	Estimate	Margin of Error +/-
Population for whom poverty status is determined	353,022	+/-1,837	62,589	+/-2,417	17.70%	+/-0.7
AGE						
Under 18	79,809	+/-806	17,820	+/-1,310	22.30%	+/-1.6
18 to 64	235,111	+/-1,354	41,820	+/-1,532	17.80%	+/-0.6
65 years and over	38,102	+/-604	2,949	+/-375	7.70%	+/-1.0
SEX						
Male	166,238	+/-1,142	27,998	+/-1,434	16.80%	+/-0.8
Female	186,784	+/-1,012	34,591	+/-1,507	18.50%	+/-0.8
RACE AND HISPANIC OR LATINO ORIGIN						
White	196,968	+/-2,226	26,900	+/-1,808	13.70%	+/-0.9
Black or African American	110,544	+/-1,219	26,304	+/-1,714	23.80%	+/-1.5
American Indian and Alaska Native	1,396	+/-306	477	+/-314	34.20%	+/-18.4
Asian	21,254	+/-704	3,333	+/-649	15.70%	+/-2.9
Native American and Other Pacific Islander	160	+/-53	23	+/-28	14.40%	+/-17.2
Some other Race	12,450	+/-1,498	3,371	+/-827	27.10%	+/-5.9
Two or more races	10,250	+/-1,145	2,181	+/-535	21.30%	+/-4.5
Hispanic or Latino	46,102	+/-710	14,060	+/-1,505	30.50%	+/-3.3
All individuals below:						
50 percent of poverty level	31,680	+/-2,038	(X)	(X)	(X)	(X)
125 percent of poverty level	78,888	+/-2,797	(X)	(X)	(X)	(X)
150 percent of poverty level	94,752	+/-2,624	(X)	(X)	(X)	(X)
185 percent of poverty level	114,807	+/-2,952	(X)	(X)	(X)	(X)
200 percent of poverty level	123,865	+/-3,051	(X)	(X)	(X)	(X)

Durham County Poverty Characteristics



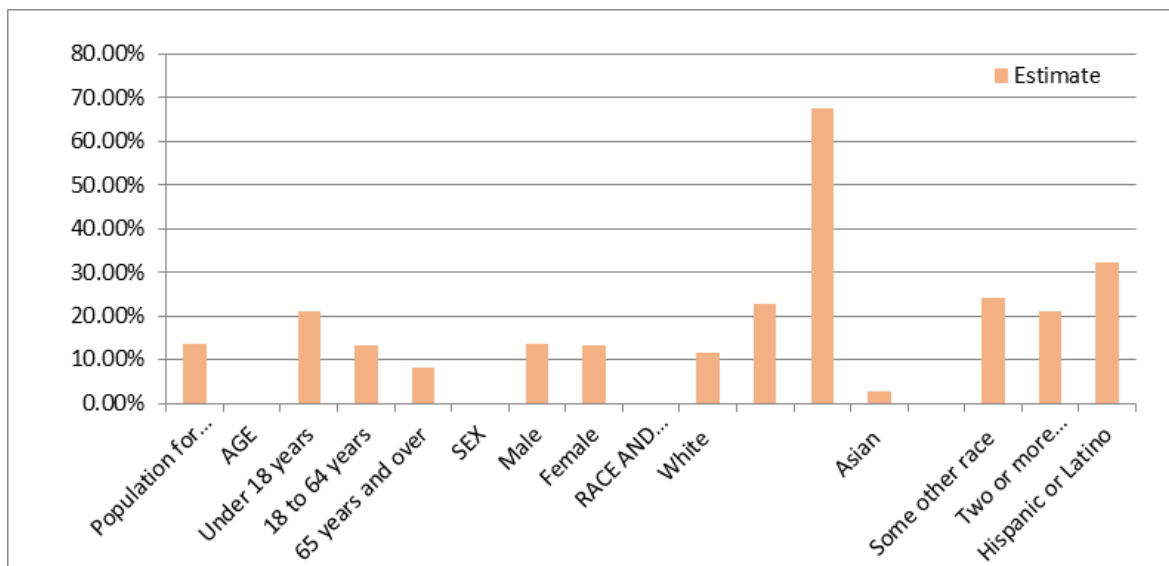
Subject	Total		Below poverty level		Percent below poverty level	
	Estimate	Margin of Error +/-	Estimate	Margin of Error +/-	Estimate	Margin of Error +/-
Population for whom poverty status is determined	281,786	+/-818	48,907	+/-2,188	17.40%	+/-0.8
AGE						
Under 18	63,677	+/-274	16,171	+/-1,213	25.40%	+/-1.9
18 to 64	186,720	+/-764	30,137	+/-1,326	16.10%	+/-0.7
65 years and over	31,389	+/-340	2,599	+/-364	8.30%	+/-1.2
SEX						
Male	133,220	+/-525	22,191	+/-1,283	16.70%	+/-1.0
Female	148,566	+/-465	26,716	+/-1,409	18.00%	+/-1.0
RACE AND HISPANIC OR LATINO ORIGIN						
White	145,348	+/-1,563	17,747	+/-1,587	12.20%	+/-1.1
Black or African American	104,887	+/-956	23,858	+/-1,707	22.70%	+/-1.6
American Indian and Alaska Native	971	+/-300	356	+/-280	36.70%	+/-21.6
Asian	12,698	+/-401	2,260	+/-488	17.80%	+/-3.6
Native American and Other Pacific Islander	115	+/-34	9	+/-13	7.80%	+/-13.1
Some other Race	9,896	+/-1,449	2,967	+/-832	30.00%	+/-6.9
Two or more races	7,871	+/-1,035	1,710	+/-508	21.70%	+/-5.1
Hispanic or Latino	37,953	+/-249	11,920	+/-1,475	31.40%	+/-3.9
All individuals below:						
50 percent of poverty level	23,622	+/-1,800	(X)	(X)	(X)	(X)
125 percent of poverty level	62,106	+/-2,440	(X)	(X)	(X)	(X)
150 percent of poverty level	75,597	+/-2,334	(X)	(X)	(X)	(X)
185 percent of poverty level	90,944	+/-2,517	(X)	(X)	(X)	(X)
200 percent of poverty level	97,605	+/-2,483	(X)	(X)	(X)	(X)

Orange County Poverty Characteristics



Subject	Total		Below poverty level		Percent below poverty level	
	Estimate	Margin of Error +/-	Estimate	Margin of Error +/-	Estimate	Margin of Error +/-
Population for whom poverty status is determined	129,358	+/-784	18,713	+/-1,382	14.50%	+/-1.0
AGE						
Under 18	28,097	+/-238	3,112	+/-567	11.10%	+/-2.0
18 to 64	85,762	+/-760	14,766	+/-1,008	17.20%	+/-1.1
65 years and over	15,499	+/-86	835	+/-189	5.40%	+/-1.2
SEX						
Male	61,873	+/-572	8,072	+/-925	13.00%	+/-1.5
Female	67,485	+/-544	10,641	+/-734	15.80%	+/-1.1
RACE AND HISPANIC OR LATINO ORIGIN						
White	97,749	+/-1,007	12,372	+/-994	12.70%	+/-1.0
Black or African American	14,649	+/-607	3,570	+/-689	24.40%	+/-4.4
American Indian and Alaska Native	630	+/-133	197	+/-135	31.30%	+/-18.5
Asian	9,434	+/-343	1,156	+/-376	12.30%	+/-3.9
Native American and Other Pacific Islander	30	+/-29	14	+/-24	46.70%	+/-52.0
Some other Race	2,855	+/-587	480	+/-291	16.80%	+/-9.6
Two or more races	4,011	+/-511	924	+/-263	23.00%	+/-6.5
Hispanic or Latino	10,759	+/-204	2,618	+/-628	24.30%	+/-5.8
All individuals below:						
50 percent of poverty level	10,028	+/-844	(X)	(X)	(X)	(X)
125 percent of poverty level	23,156	+/-1,432	(X)	(X)	(X)	(X)
150 percent of poverty level	27,711	+/-1,644	(X)	(X)	(X)	(X)
185 percent of poverty level	35,285	+/-1,952	(X)	(X)	(X)	(X)
200 percent of poverty level	38,867	+/-1,925	(X)	(X)	(X)	(X)

Chatham County Poverty Characteristics

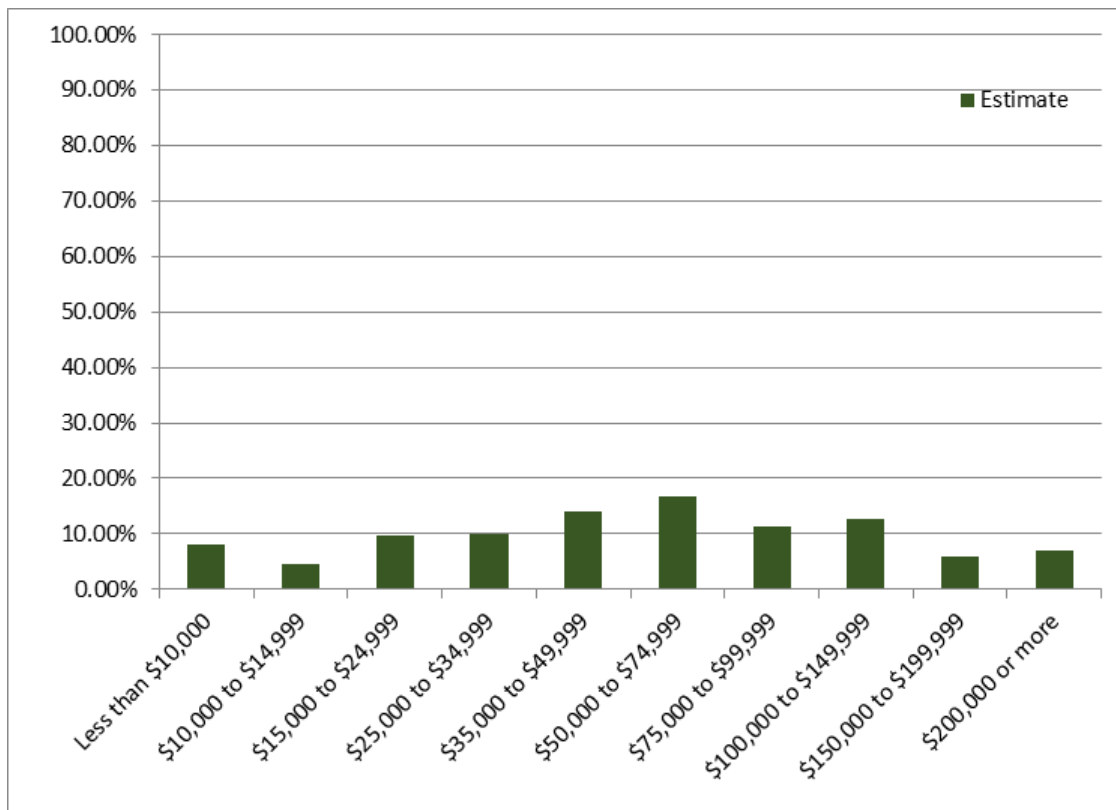


Subject	Total		Below poverty level		Percent below poverty level	
	Estimate	Margin of Error +/-	Estimate	Margin of Error +/-	Estimate	Margin of Error +/-
Population for whom poverty status is determined	67,758	+/-216	9,185	+/-912	13.60%	+/-1.3
AGE						
Under 18	13,628	+/-165	2,858	+/-481	21.00%	+/-3.5
18 to 64	38,222	+/-236	5,058	+/-548	13.20%	+/-1.4
65 years and over	15,908	+/-252	1,269	+/-250	8.00%	+/-1.5
SEX						
Male	32,770	+/-244	4,484	+/-502	13.70%	+/-1.5
Female	34,988	+/-256	4,701	+/-624	13.40%	+/-1.8
RACE AND HISPANIC OR LATINO ORIGIN						
White	54,674	+/-689	6,341	+/-870	11.60%	+/-1.6
Black or African American	7,922	+/-373	1,791	+/-376	22.60%	+/-4.7
American Indian and Alaska Native	185	+/-111	125	+/-114	67.60%	+/-31.4
Asian	975	+/-128	26	+/-40	2.70%	+/-4.2
Native American and Other Pacific Islander	43	+/-46	0	+/-28	0.00%	+/-45.2
Some other Race	2,290	+/-682	552	+/-409	24.10%	+/-15.4
Two or more races	1,669	+/-323	350	+/-169	21.00%	+/-9.6
Hispanic or Latino	8,487	+/-21	2,736	+/-551	32.20%	+/-6.5
All individuals below:						
50 percent of poverty level	3,669	+/-737	(X)	(X)	(X)	(X)
125 percent of poverty level	11,952	+/-1,033	(X)	(X)	(X)	(X)
150 percent of poverty level	15,041	+/-1,044	(X)	(X)	(X)	(X)
185 percent of poverty level	19,808	+/-1,207	(X)	(X)	(X)	(X)
200 percent of poverty level	21,052	+/-1,288	(X)	(X)	(X)	(X)

Household Income

The following tables were completed using ACS 2016 5-year estimates:

DCHC MPO (Durham Urbanized Area) Household Income



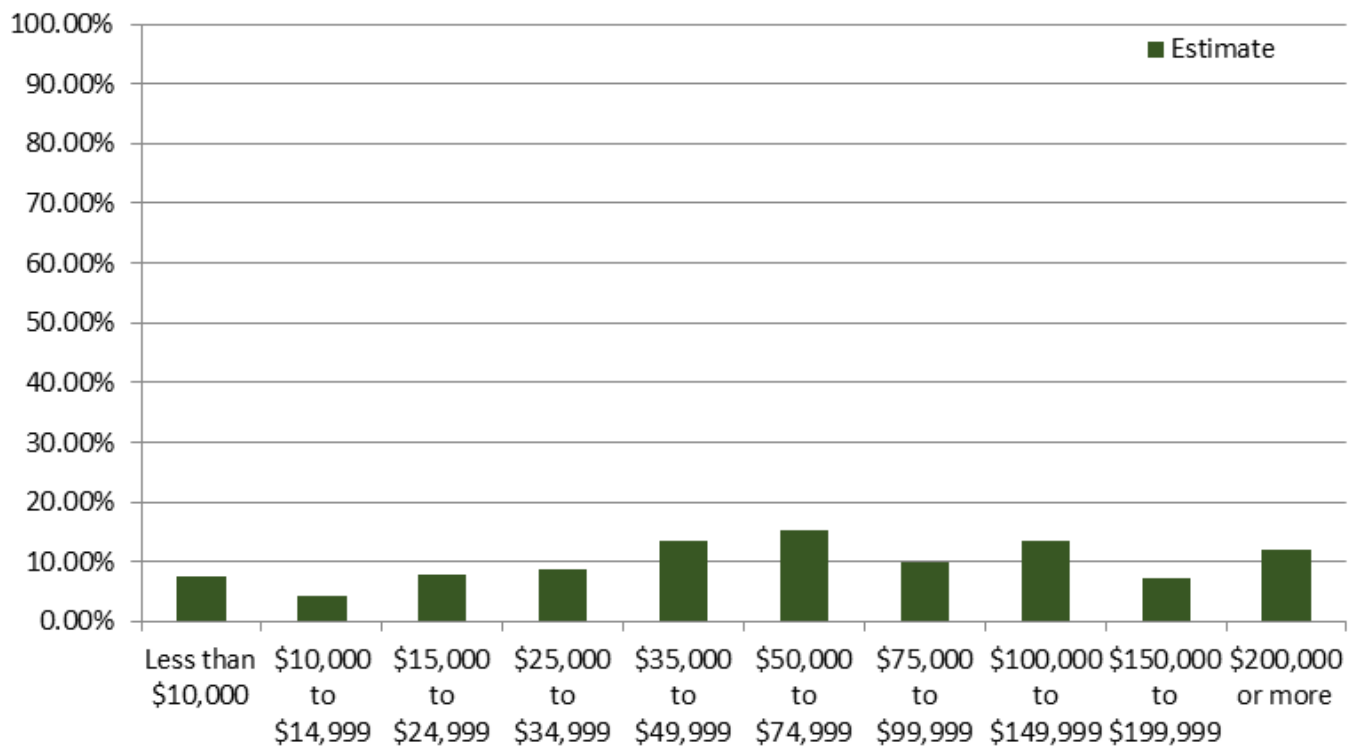
Subject	Households	
	Estimate	Margin of Error +/-
Total	147,229	+/-1,246
Less than \$10,000	11,778	+/-0.5
\$10,000 to \$14,999	6,773	+/-0.4
\$15,000 to \$24,999	14,134	+/-0.5
\$25,000 to \$34,999	14,870	+/-0.6
\$35,000 to \$49,999	20,759	+/-0.8
\$50,000 to \$74,999	24,587	+/-0.6
\$75,000 to \$99,999	16,784	+/-0.6
\$100,000 to \$149,999	18,551	+/-0.6
\$150,000 to \$199,999	8,539	+/-0.4
\$200,000 or more	10,453	+/-0.4
Median income (dollars)	54,163	+/-1,035
Mean income (dollars)	81,167	+/-1,400

Durham County Household Income



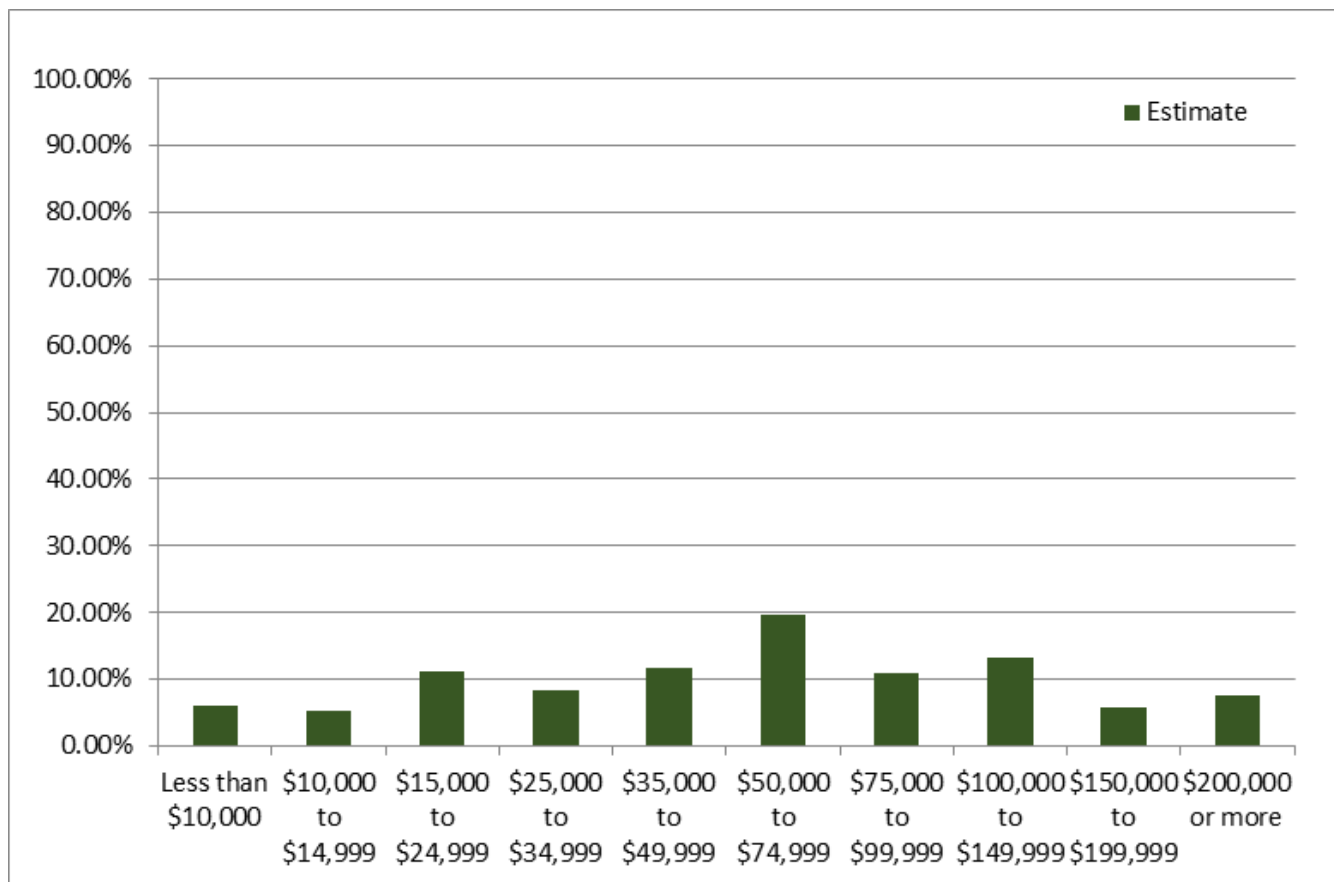
Subject	Households	
	Estimate	Margin of Error +/-
Total	118,681	+/-918
Less than \$10,000	8,901	+/-0.6
\$10,000 to \$14,999	5,459	+/-0.5
\$15,000 to \$24,999	11,749	+/-0.6
\$25,000 to \$34,999	12,224	+/-0.7
\$35,000 to \$49,999	16,615	+/-0.8
\$50,000 to \$74,999	20,888	+/-0.6
\$75,000 to \$99,999	14,598	+/-0.7
\$100,000 to \$149,999	15,429	+/-0.7
\$150,000 to \$199,999	6,409	+/-0.4
\$200,000 or more	6,409	+/-0.4
Median income (dollars)	54,093	+/-1,074
Mean income (dollars)	76,544	+/-1,751

Orange County Household Income



Subject	Households	
	Estimate	Margin of Error +/-
Total	51,728	+/-709
Less than \$10,000	3,931	+/-0.7
\$10,000 to \$14,999	2,224	+/-0.6
\$15,000 to \$24,999	4,138	+/-0.9
\$25,000 to \$34,999	4,500	+/-0.9
\$35,000 to \$49,999	6,983	+/-1.1
\$50,000 to \$74,999	7,966	+/-1.1
\$75,000 to \$99,999	5,173	+/-0.9
\$100,000 to \$149,999	6,932	+/-0.9
\$150,000 to \$199,999	3,776	+/-0.7
\$200,000 or more	6,156	+/-0.7
Median income (dollars)	61,130	+/-1995
Mean income (dollars)	98,055	+/-2914

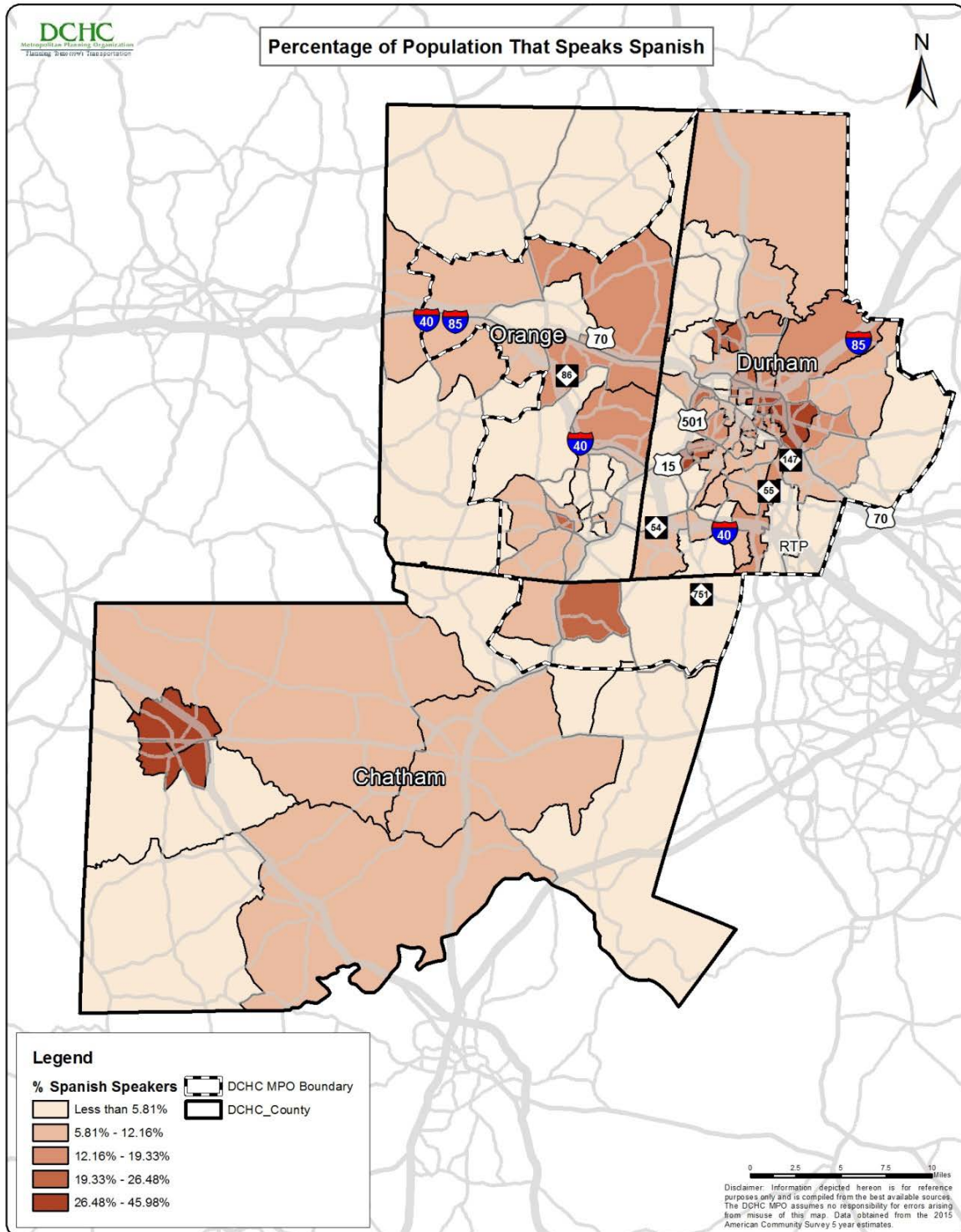
Chatham County Household Income



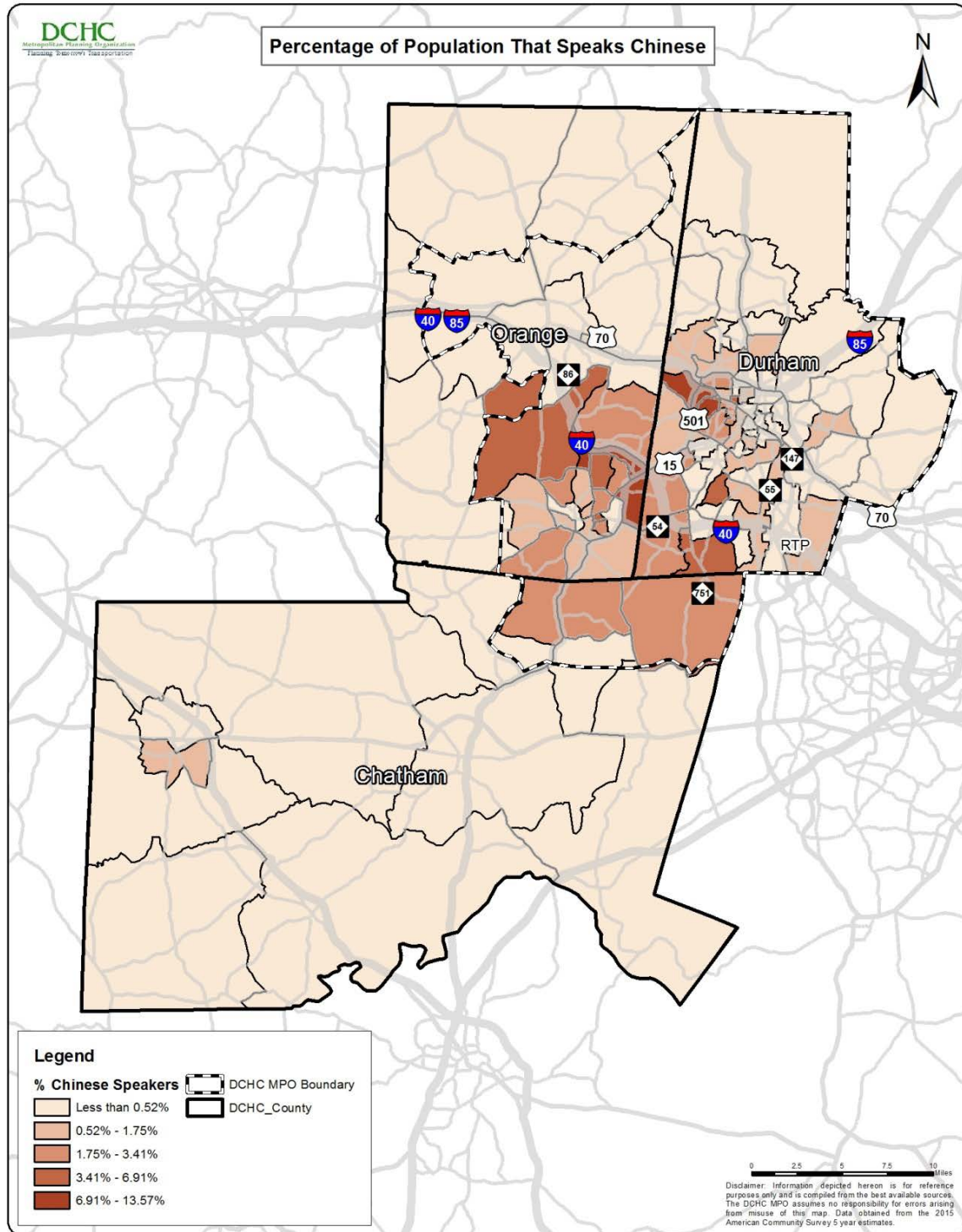
Subject	Households	
	Estimate	Margin of Error +/-
Total	27,397	+/-391
Less than \$10,000	1671	+/-1.1
\$10,000 to \$14,999	1452	+/-0.9
\$15,000 to \$24,999	3068	+/-1.3
\$25,000 to \$34,999	2301	+/-1.1
\$35,000 to \$49,999	3233	+/-1.3
\$50,000 to \$74,999	5370	+/-1.5
\$75,000 to \$99,999	3014	+/-1.2
\$100,000 to \$149,999	3616	+/-1.2
\$150,000 to \$199,999	1589	+/-1.0
\$200,000 or more	2082	+/-1.0
Median income (dollars)	58,555	+/-2,360
Mean income (dollars)	83,527	+/-3,502

APPENDIX H
Demographic Maps (EJ)
LEP

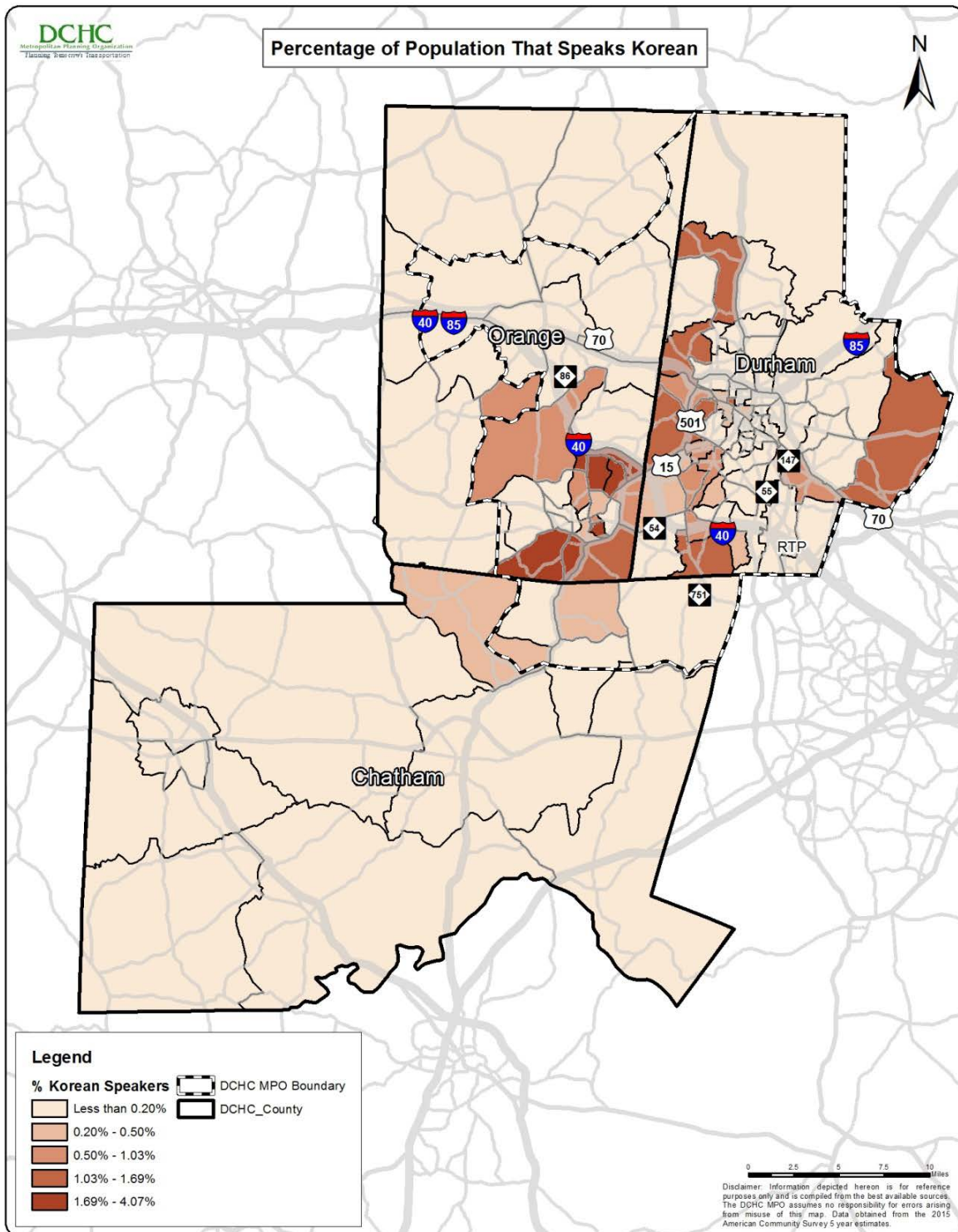
The following maps display the percentage of those with limited English proficiency by language.
Spanish Speakers



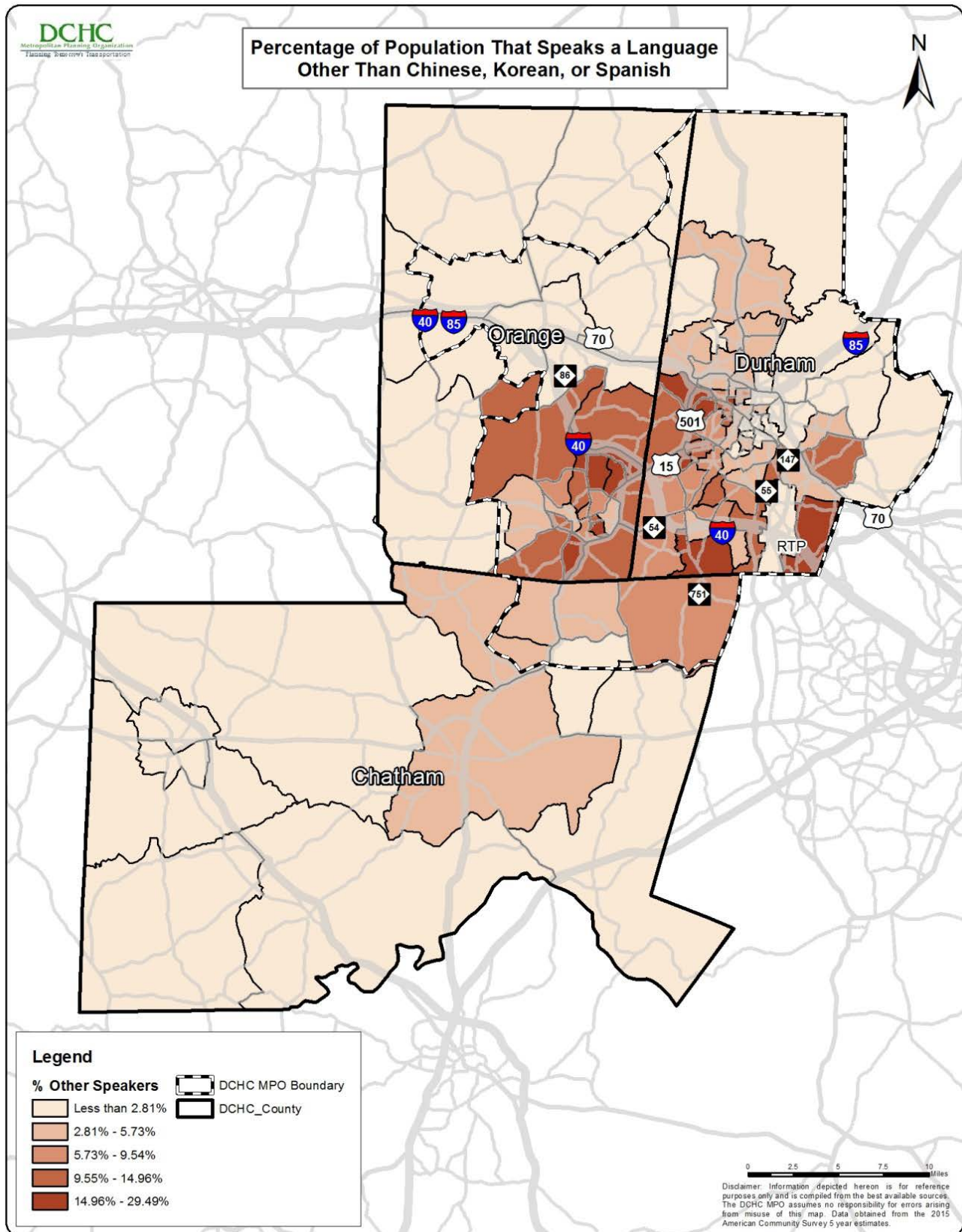
Chinese Speakers



Korean Speakers



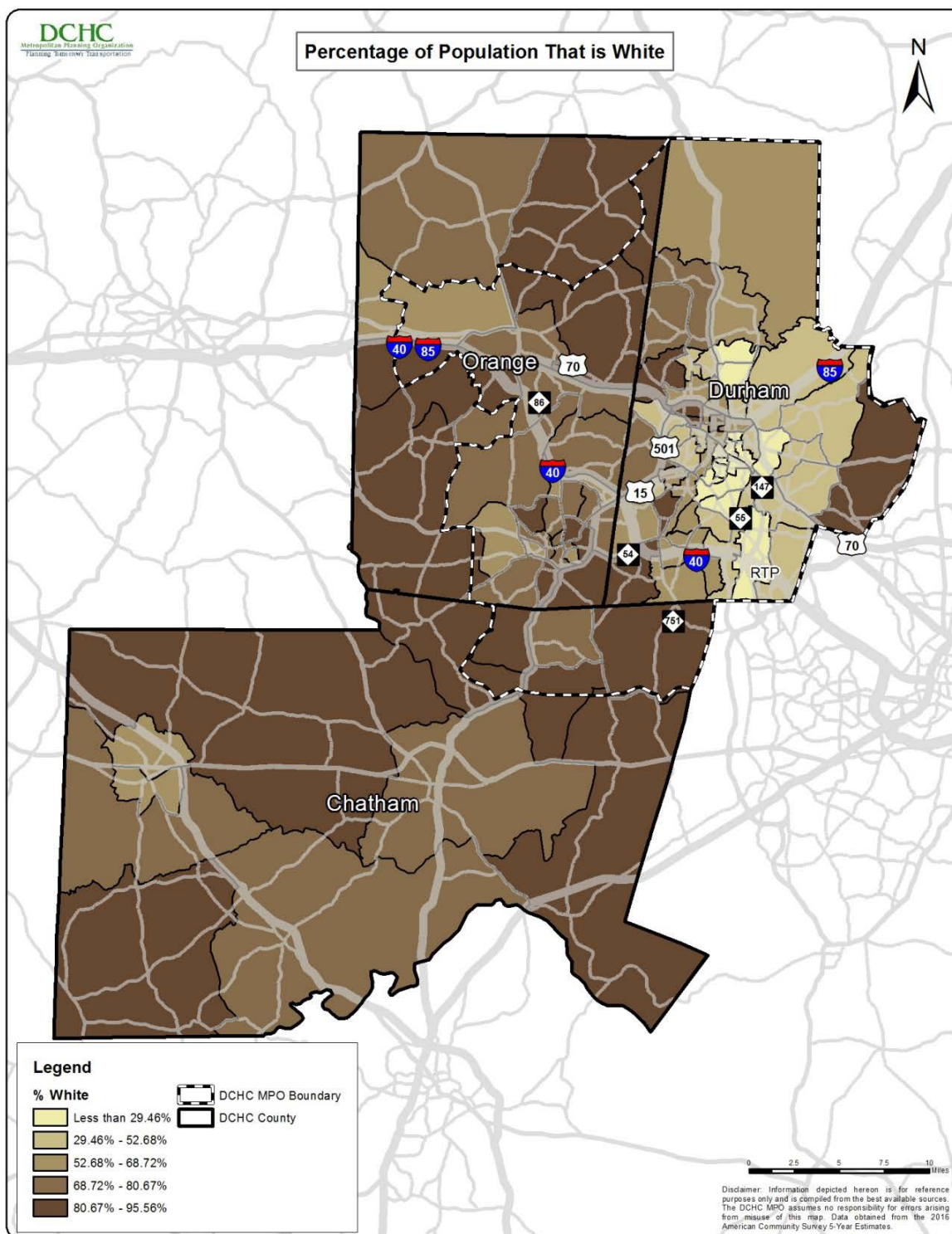
Other Language



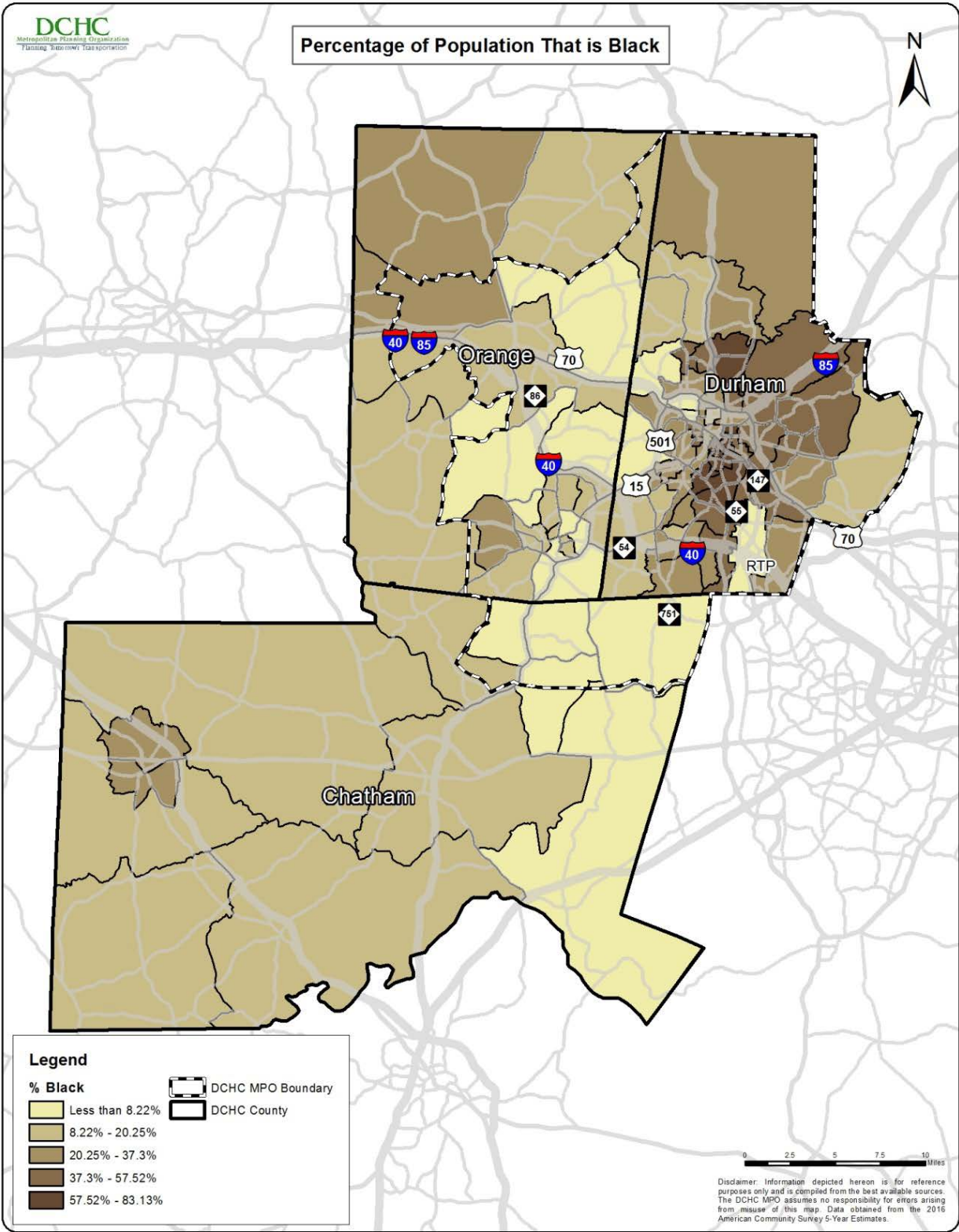
Race and Ethnicity

The following maps display the percentage of certain race and ethnicities.

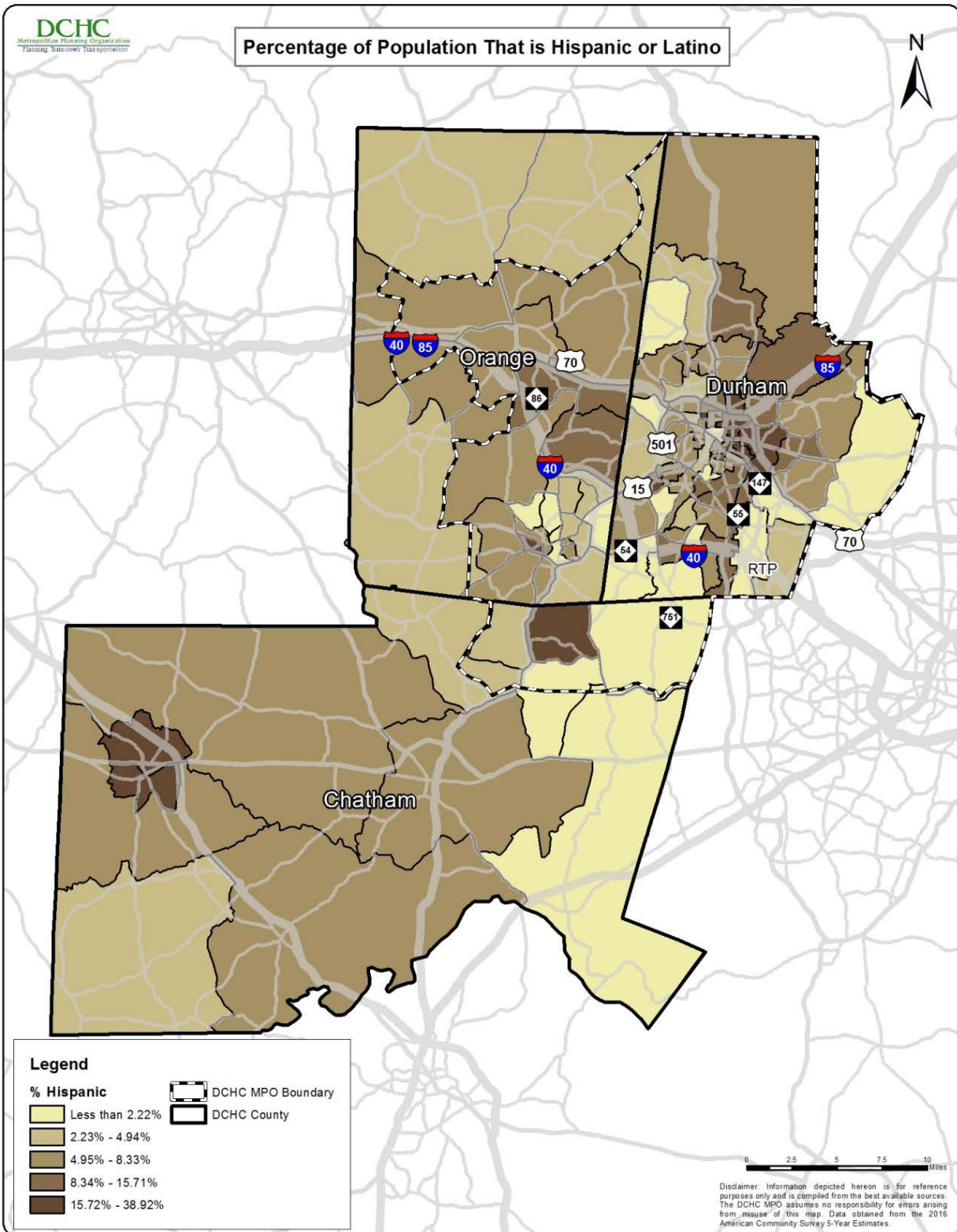
White Population



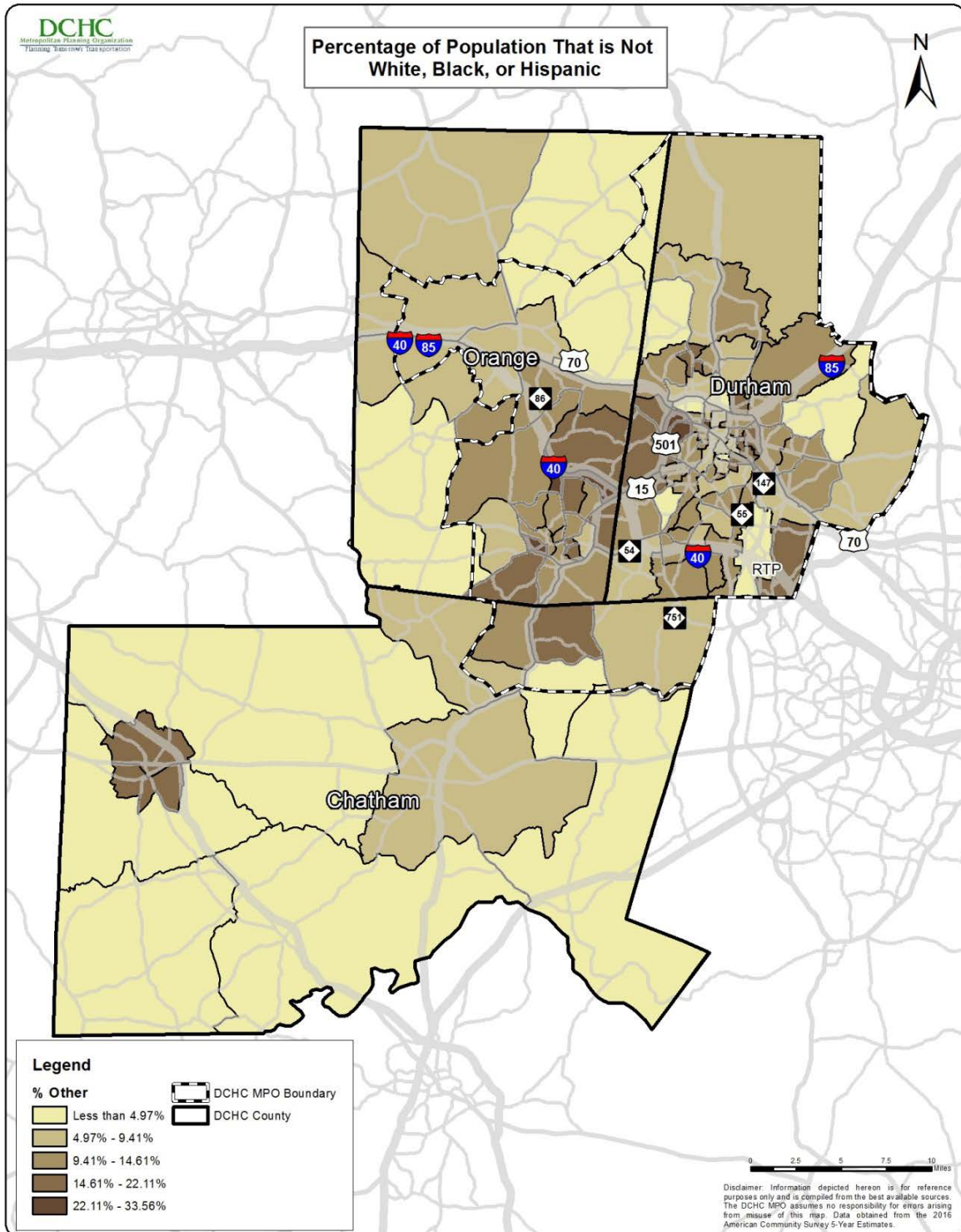
Black Population



Hispanic or Latino Population



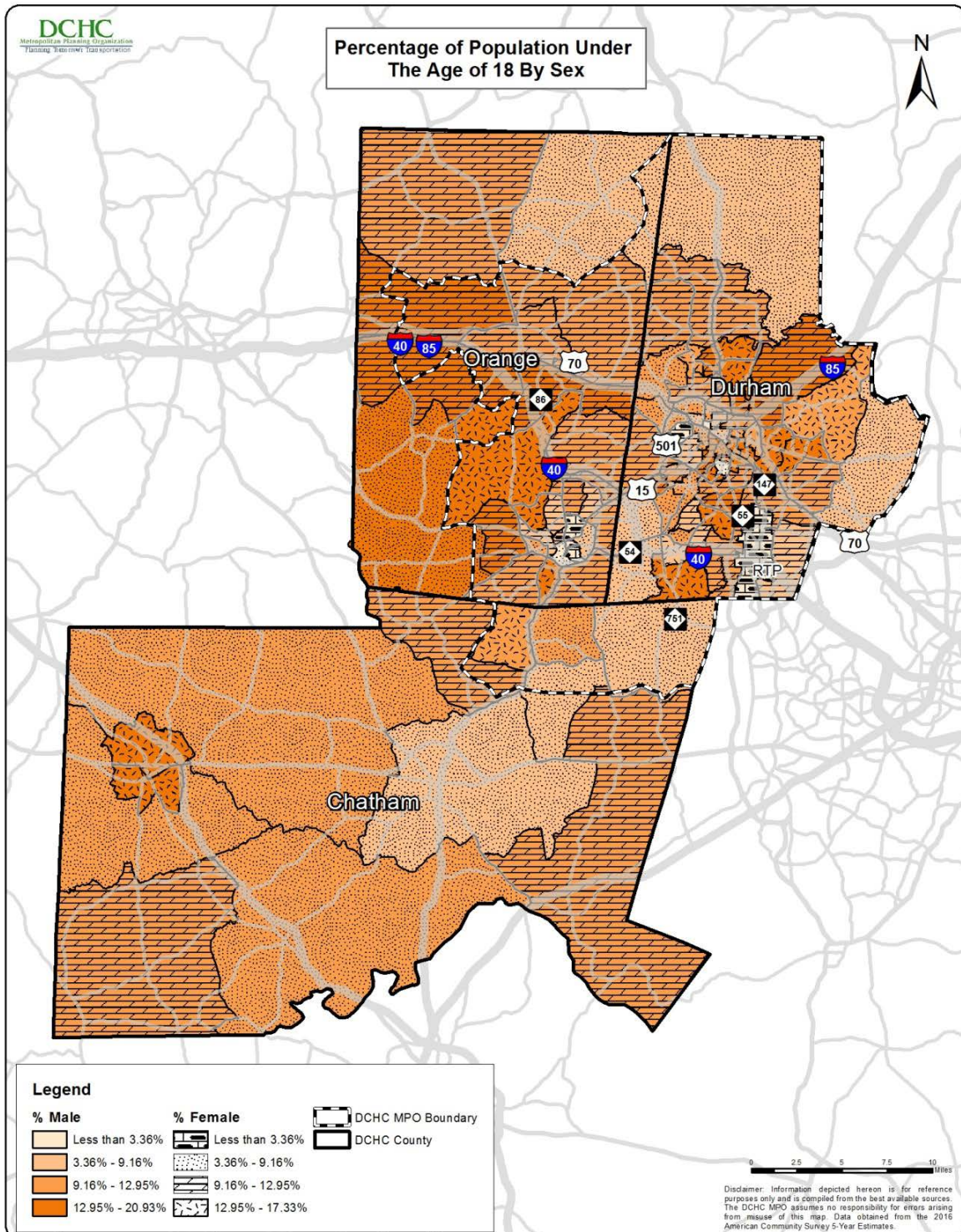
Other Races



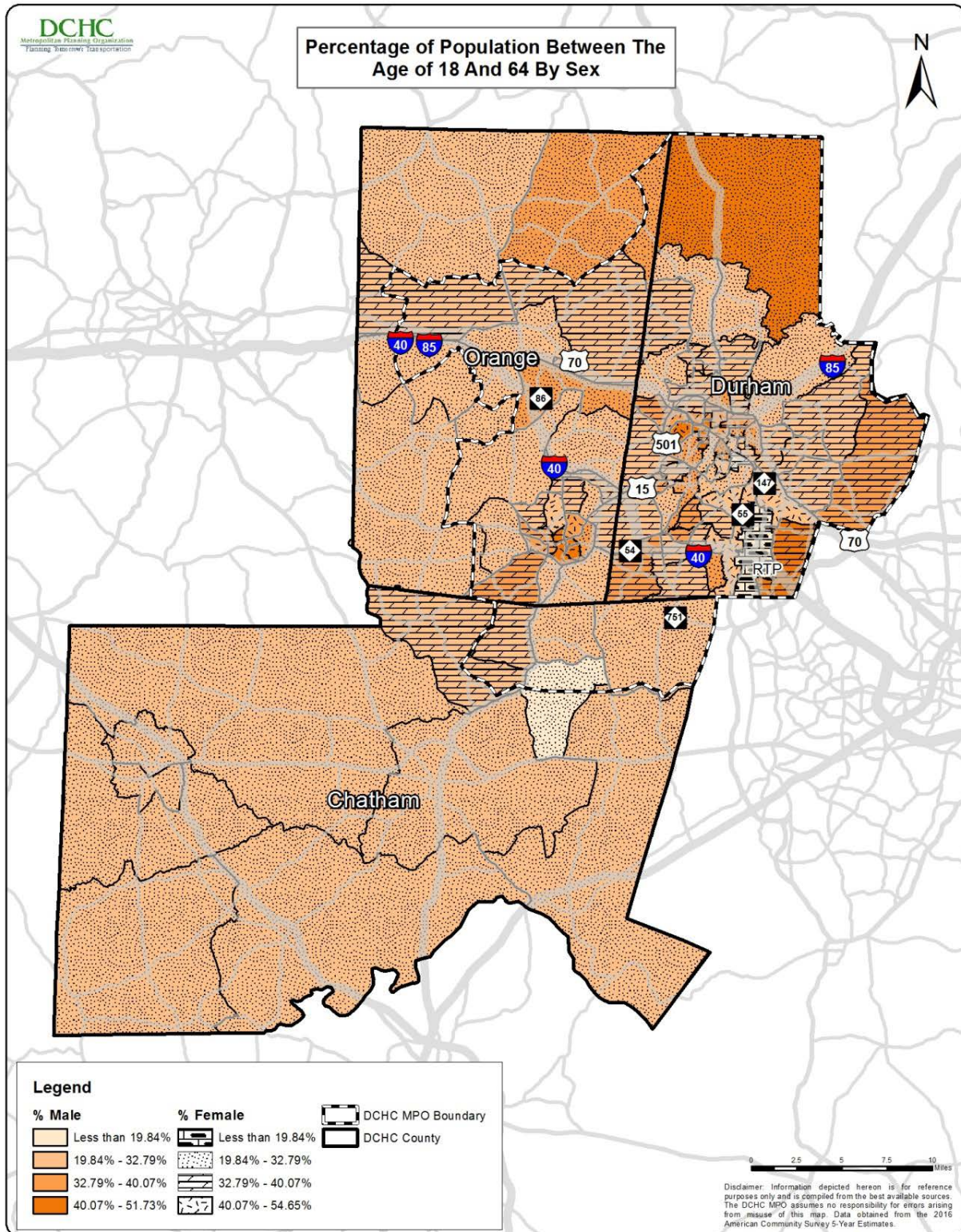
Age and Sex

The following maps display the percentages of various age and sex demographics.

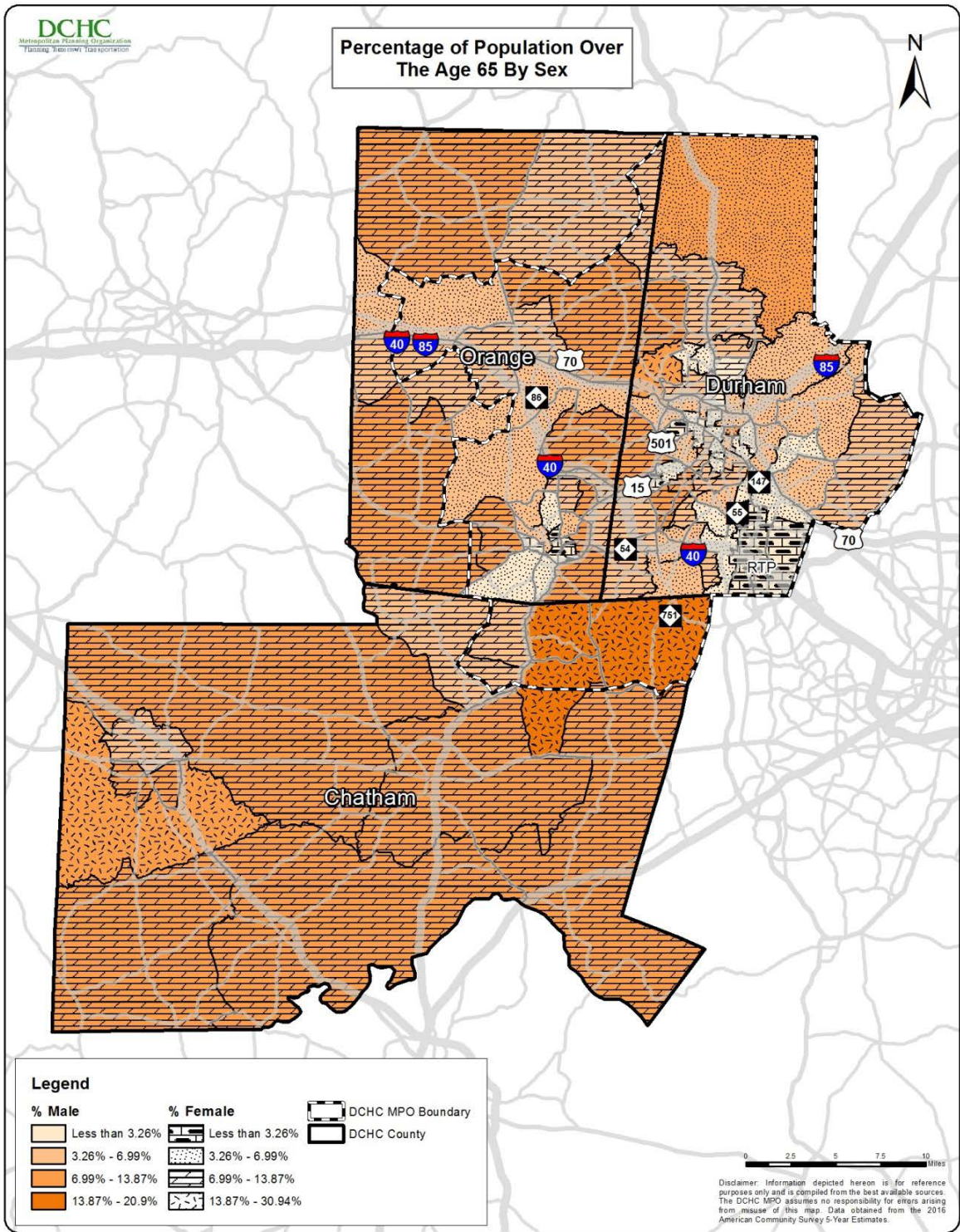
Under 18



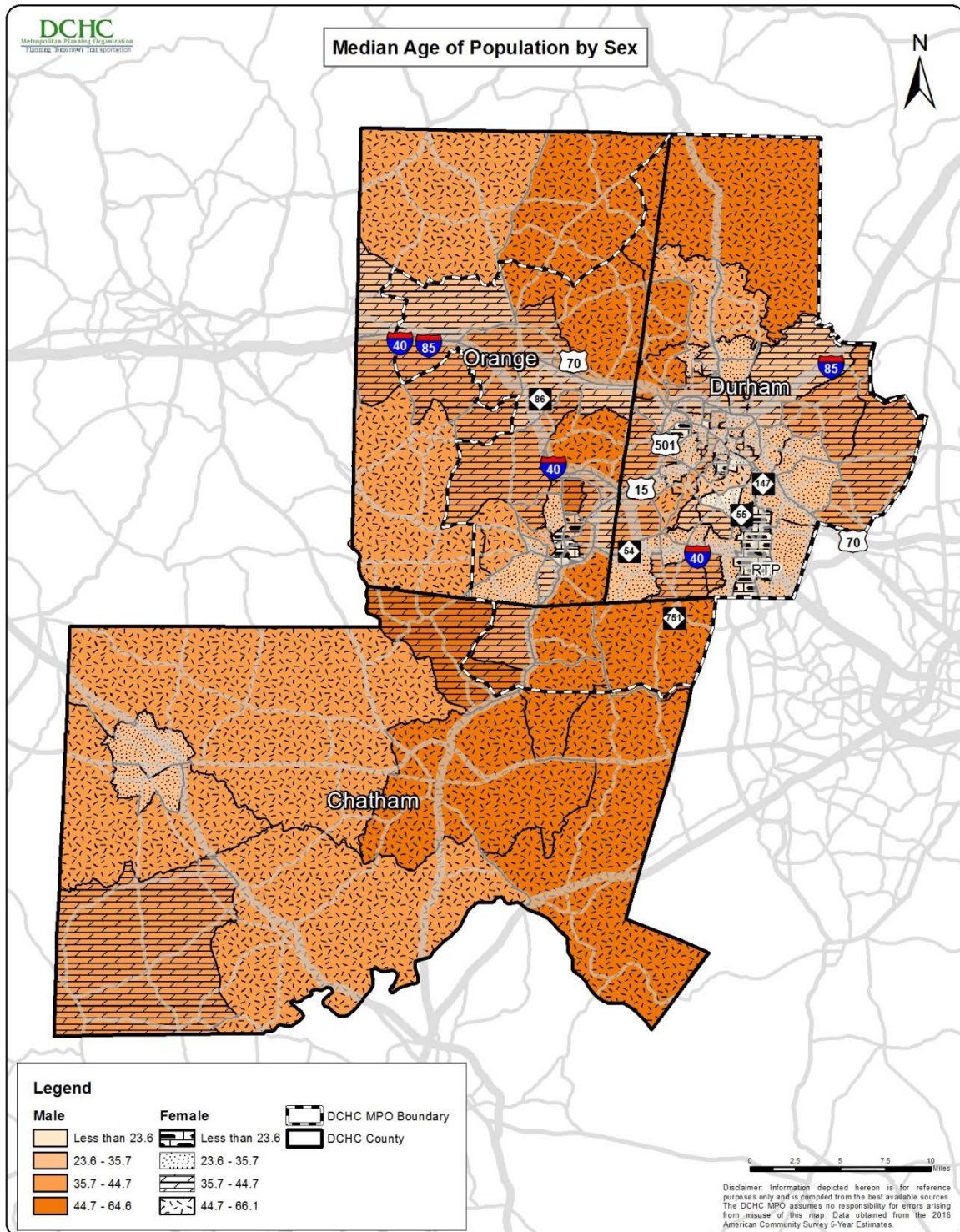
Ages 18-64



Over 65



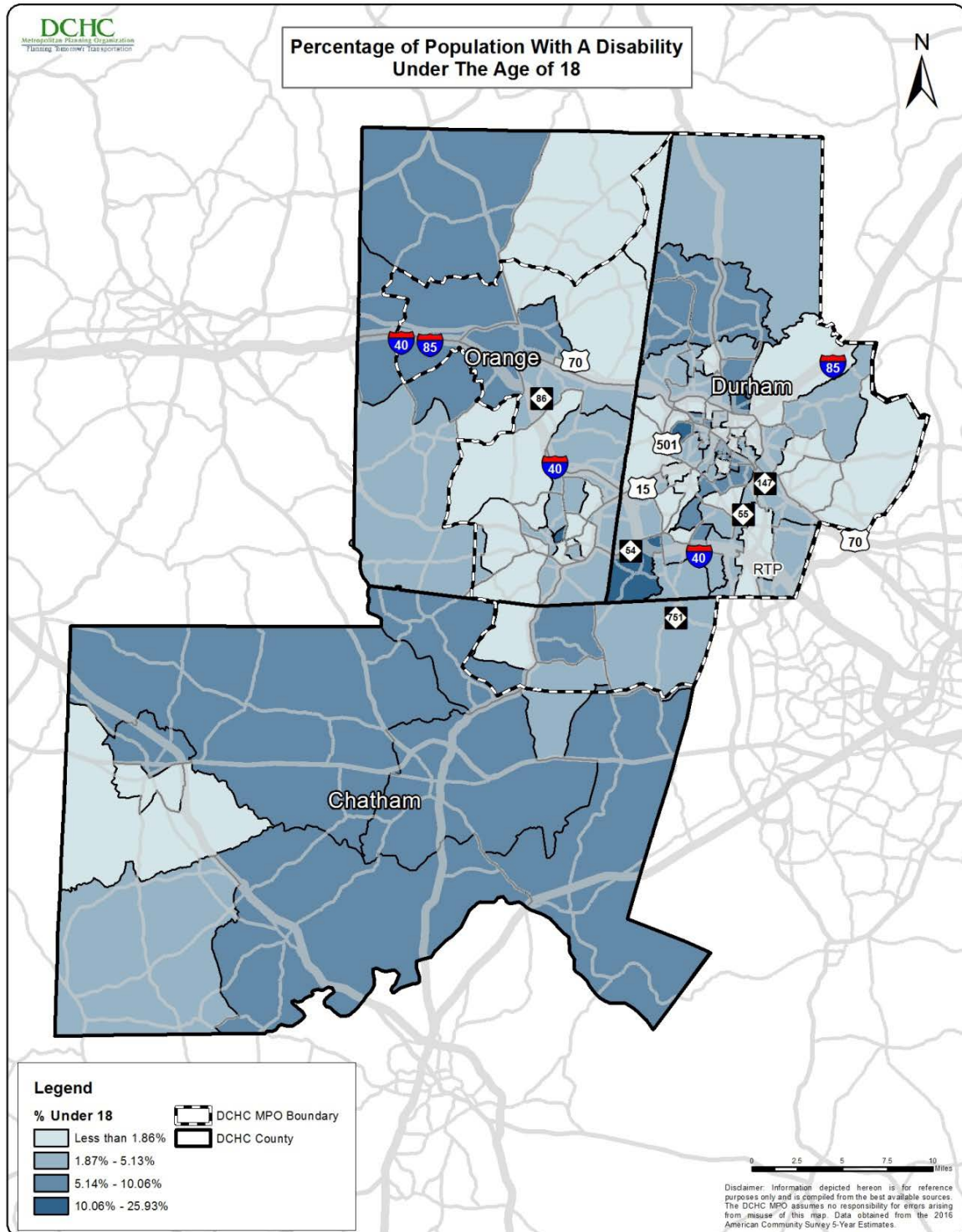
Median Age



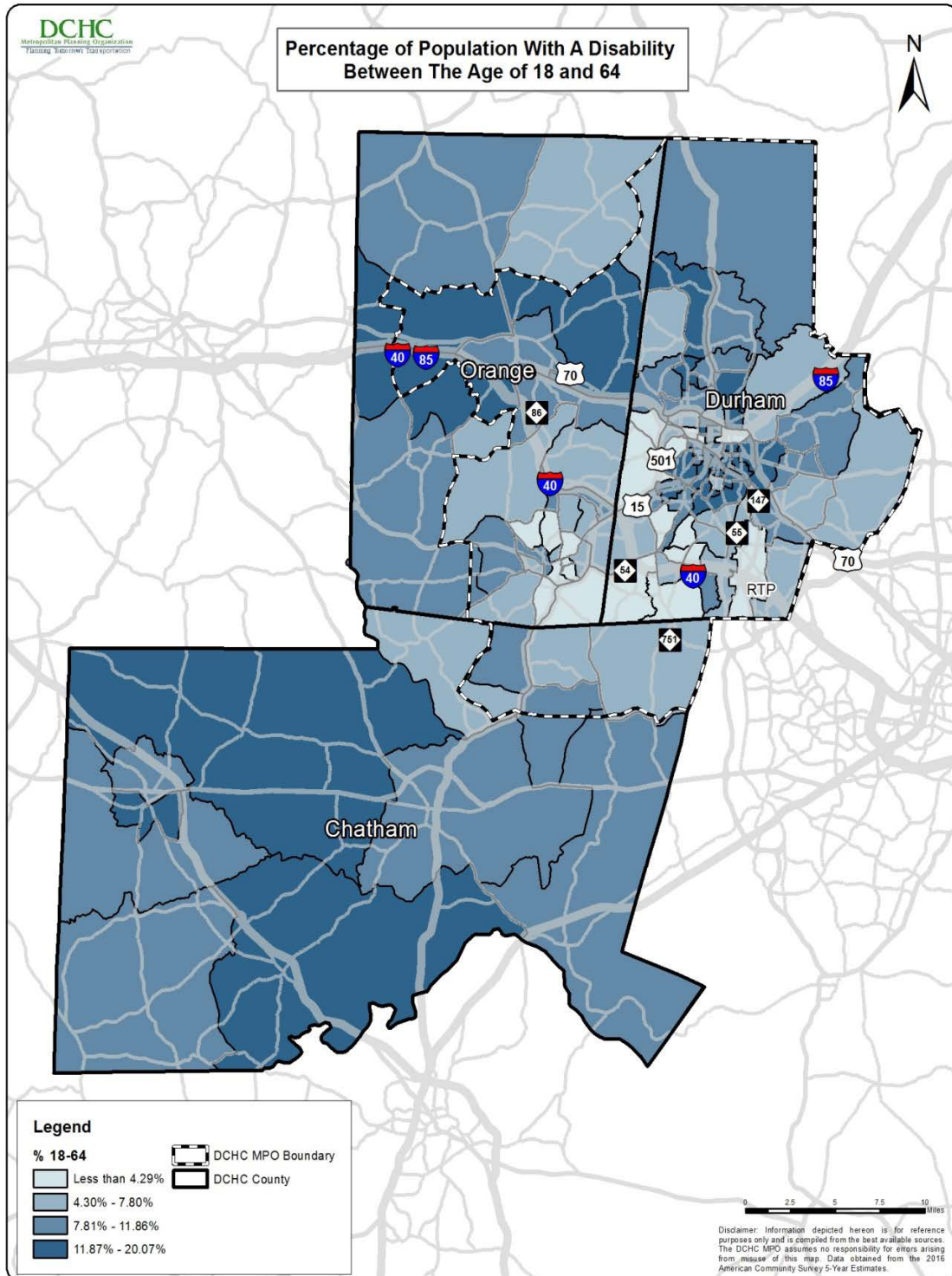
Disability

The following maps display the percentages of the population with a disability.

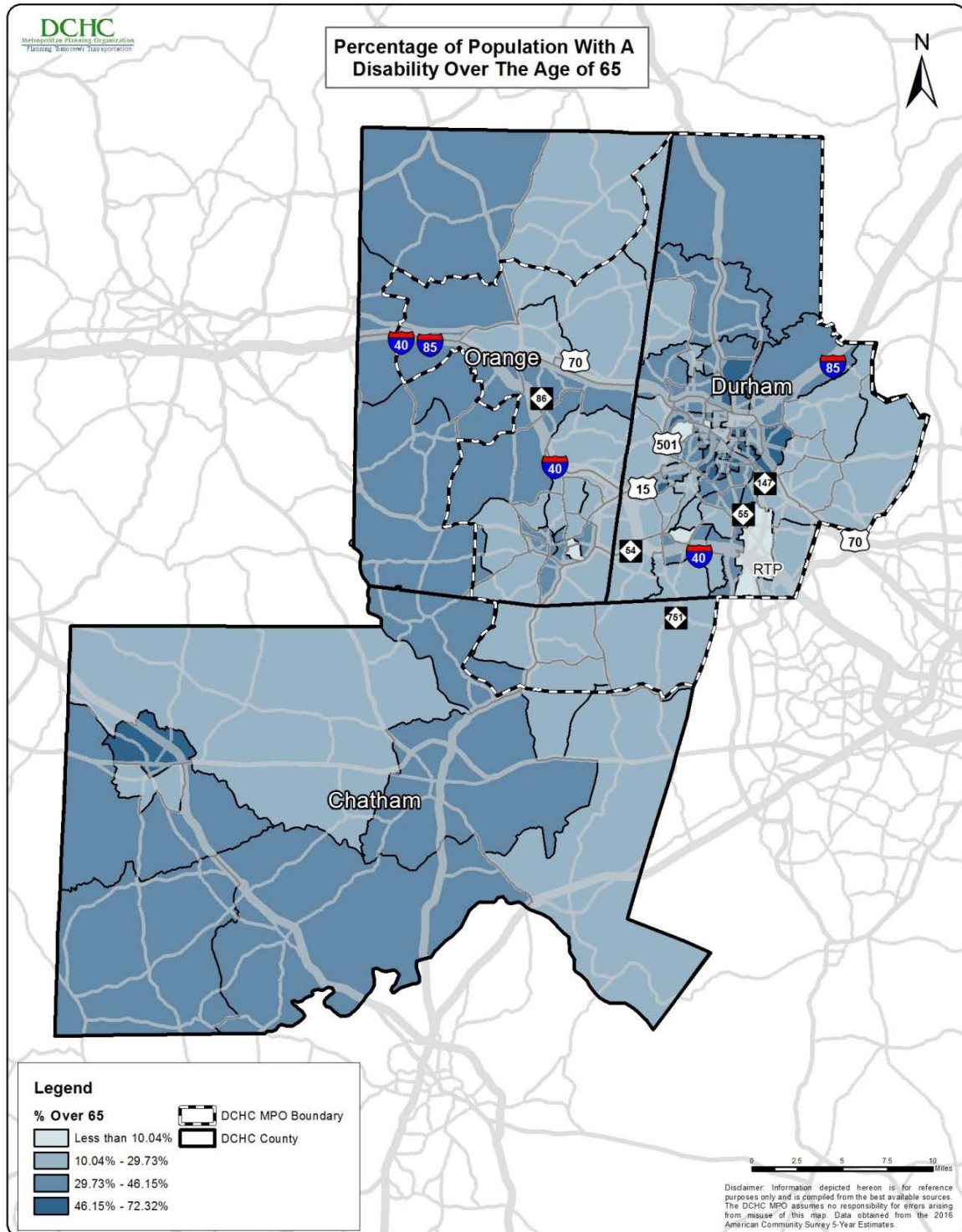
Under 18



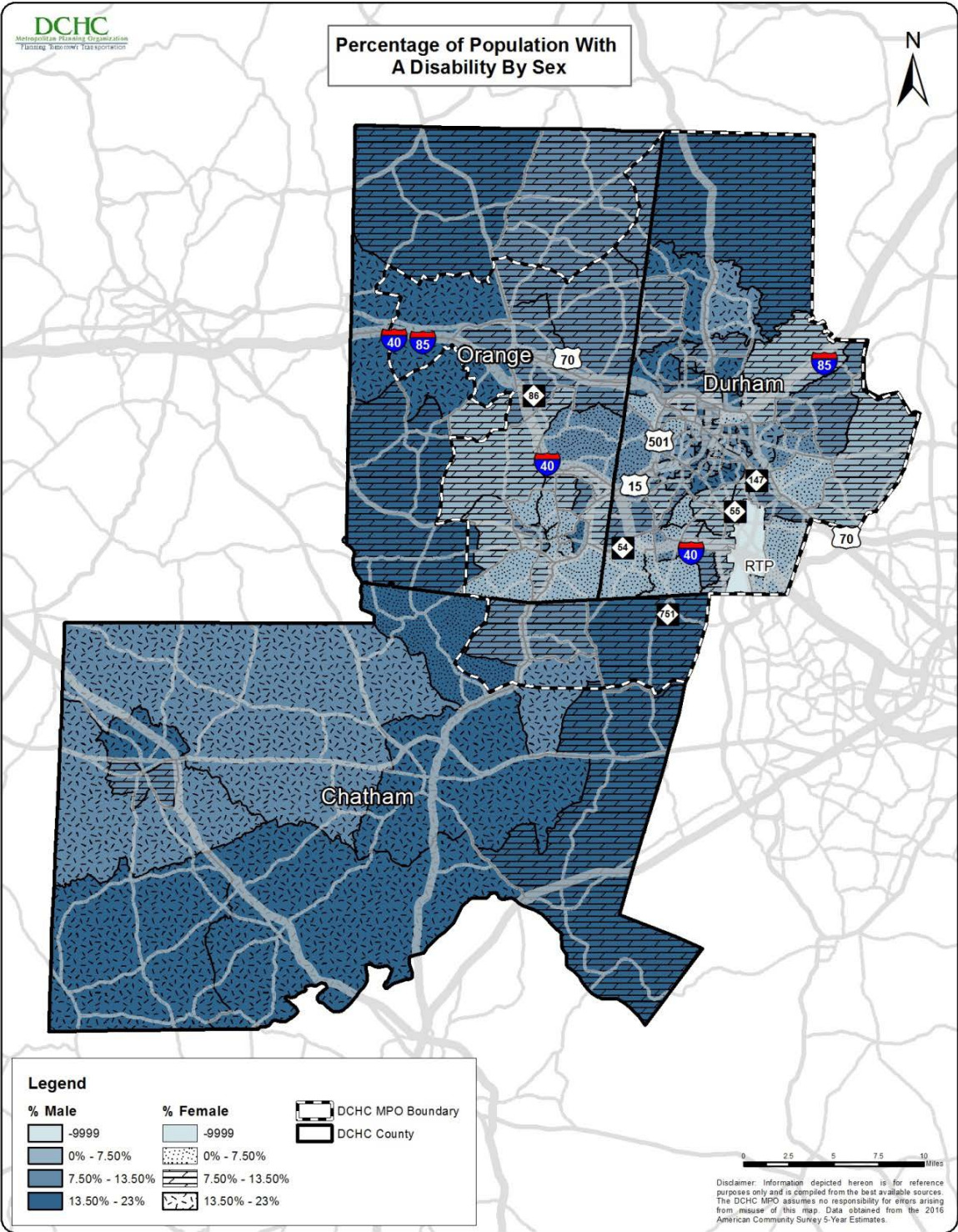
Ages 18-64



Over 65



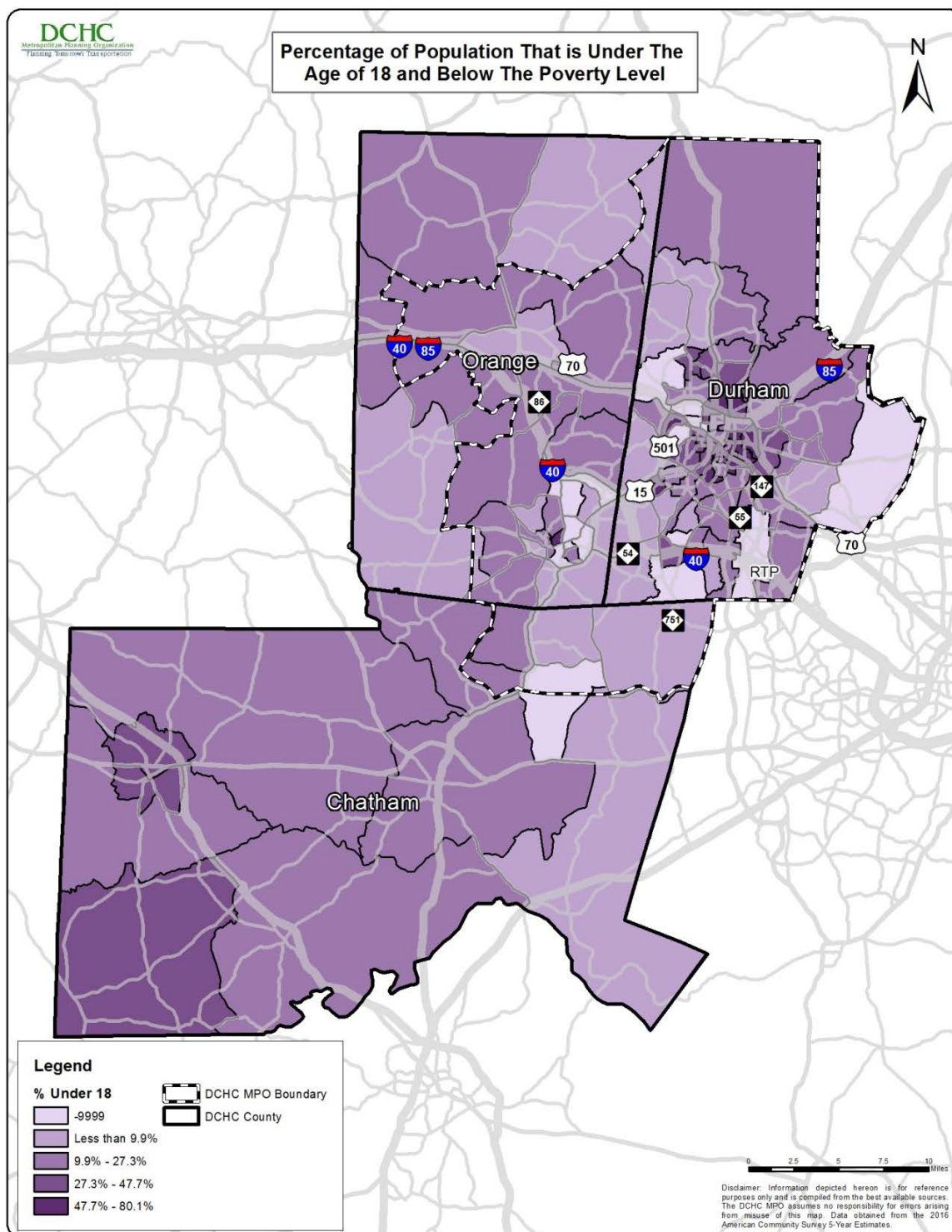
Sex



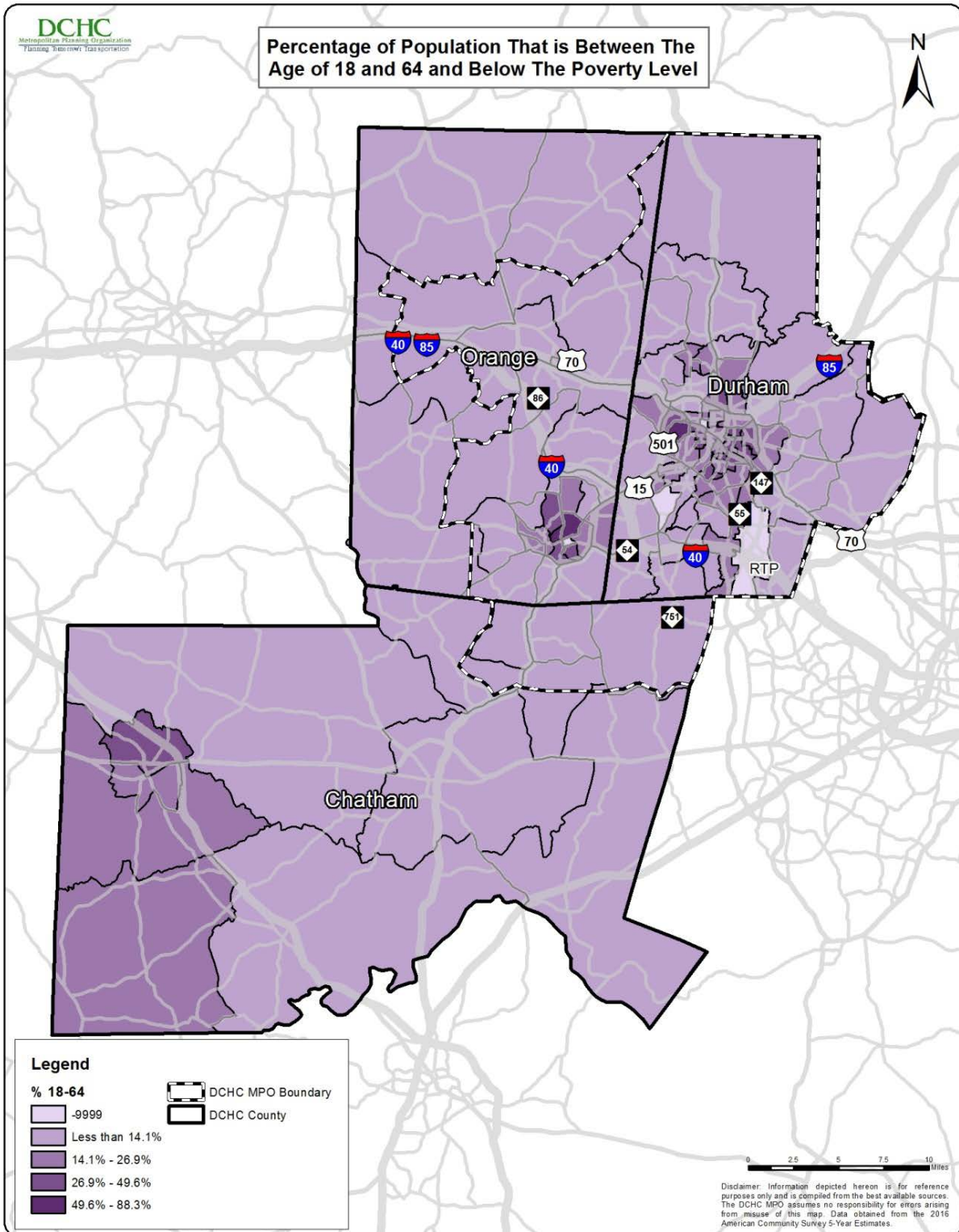
Poverty

The following maps display the percentages of various demographics for whom poverty is determined..

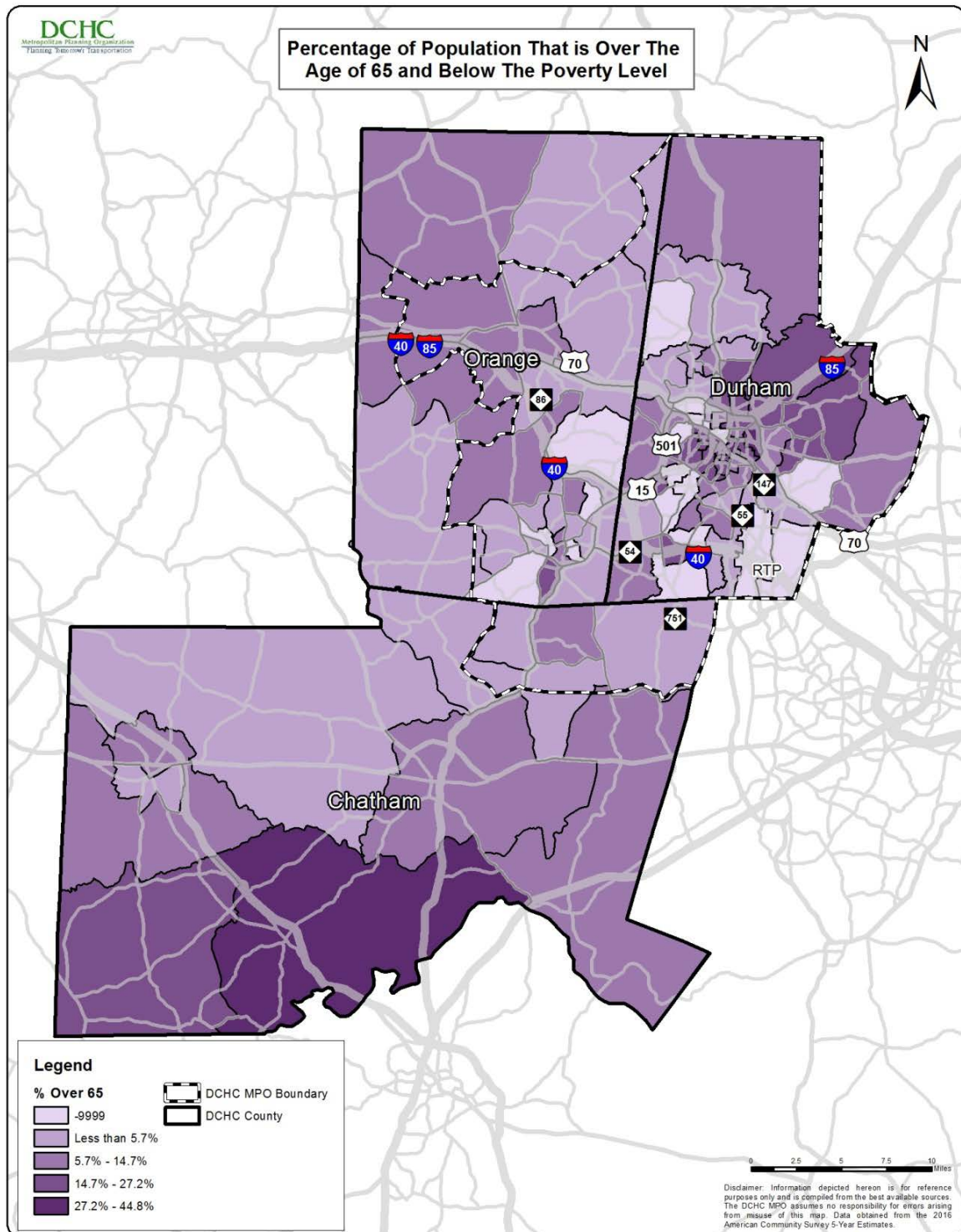
Under 18



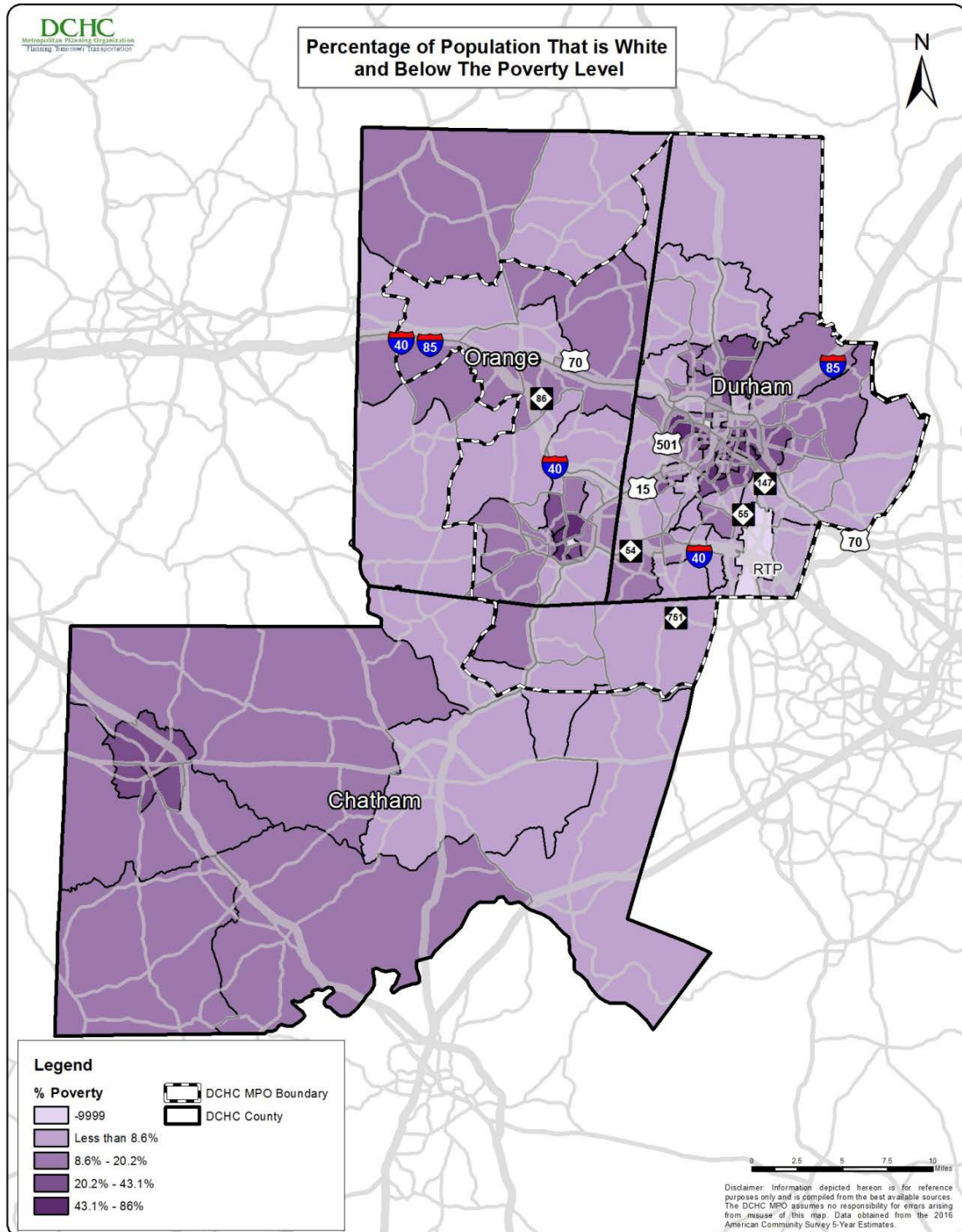
Ages 18-64



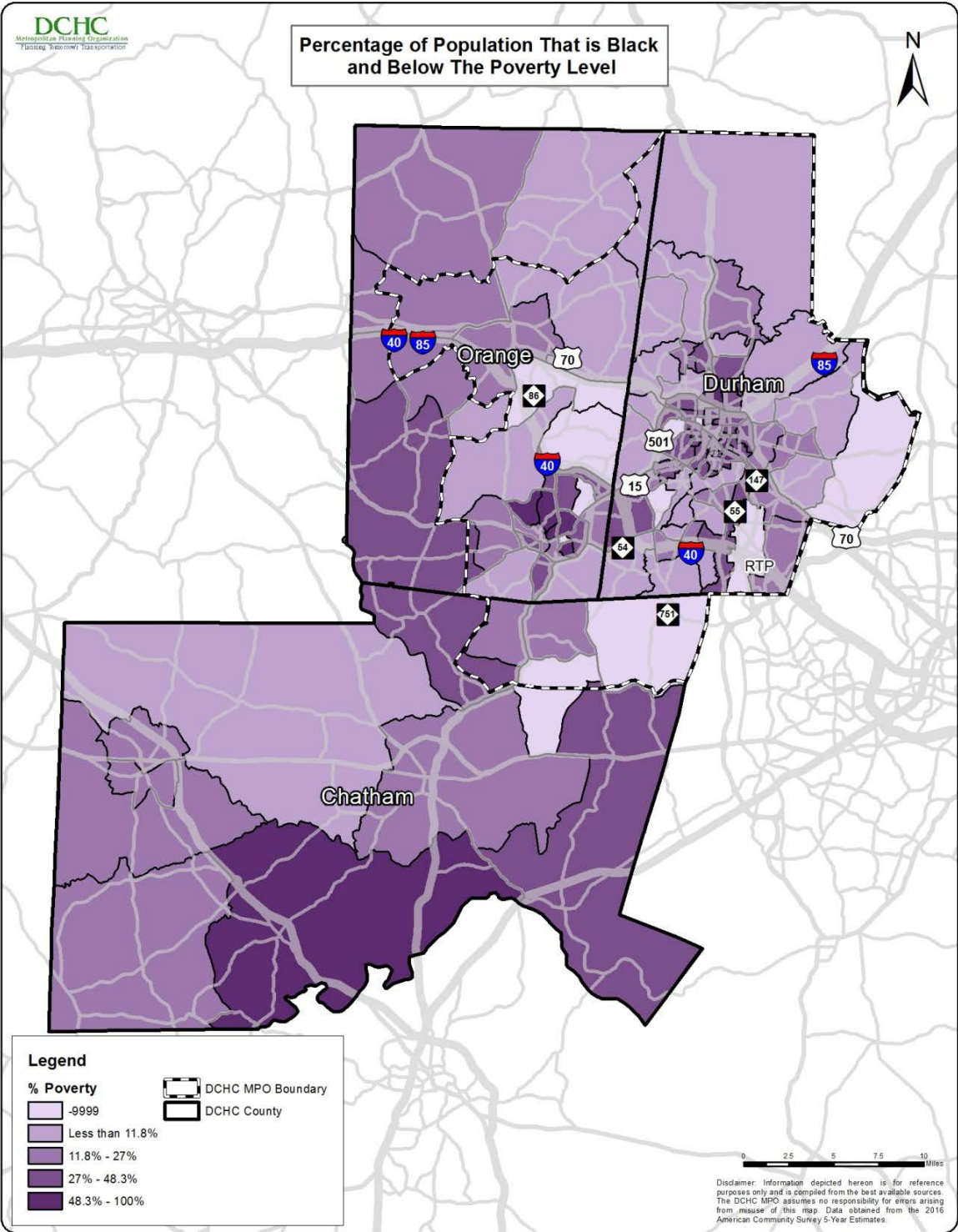
Ages 18-64



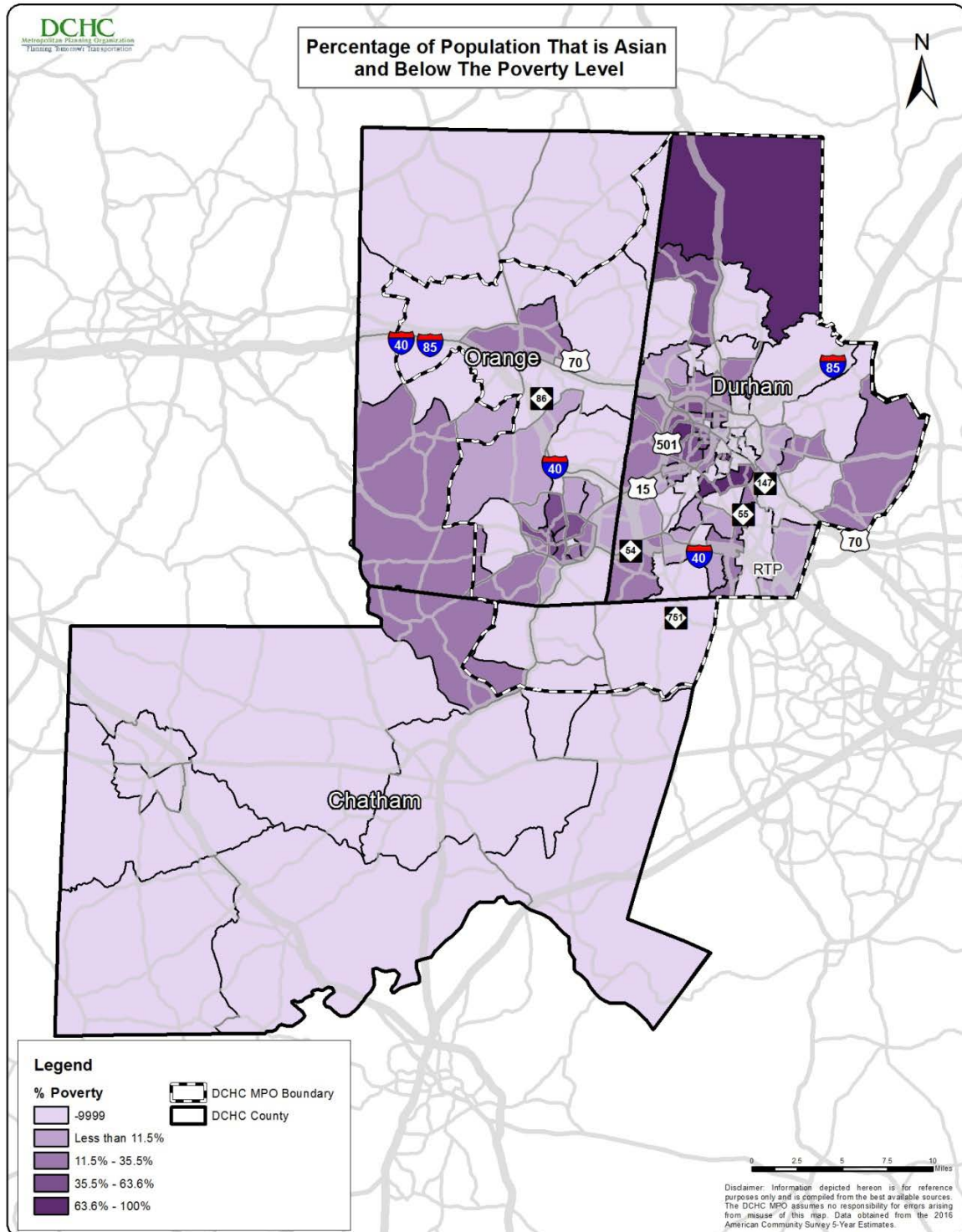
White



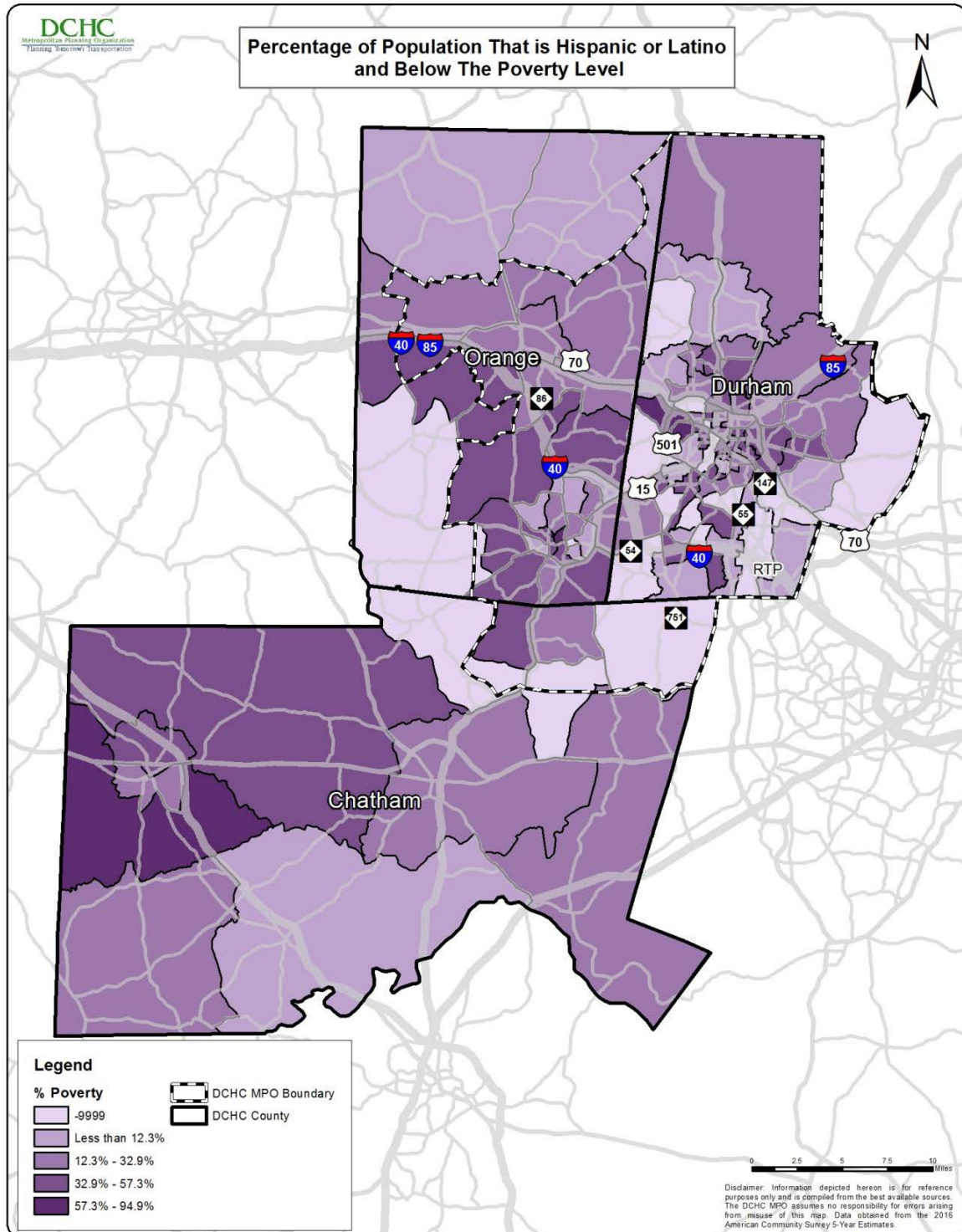
Black



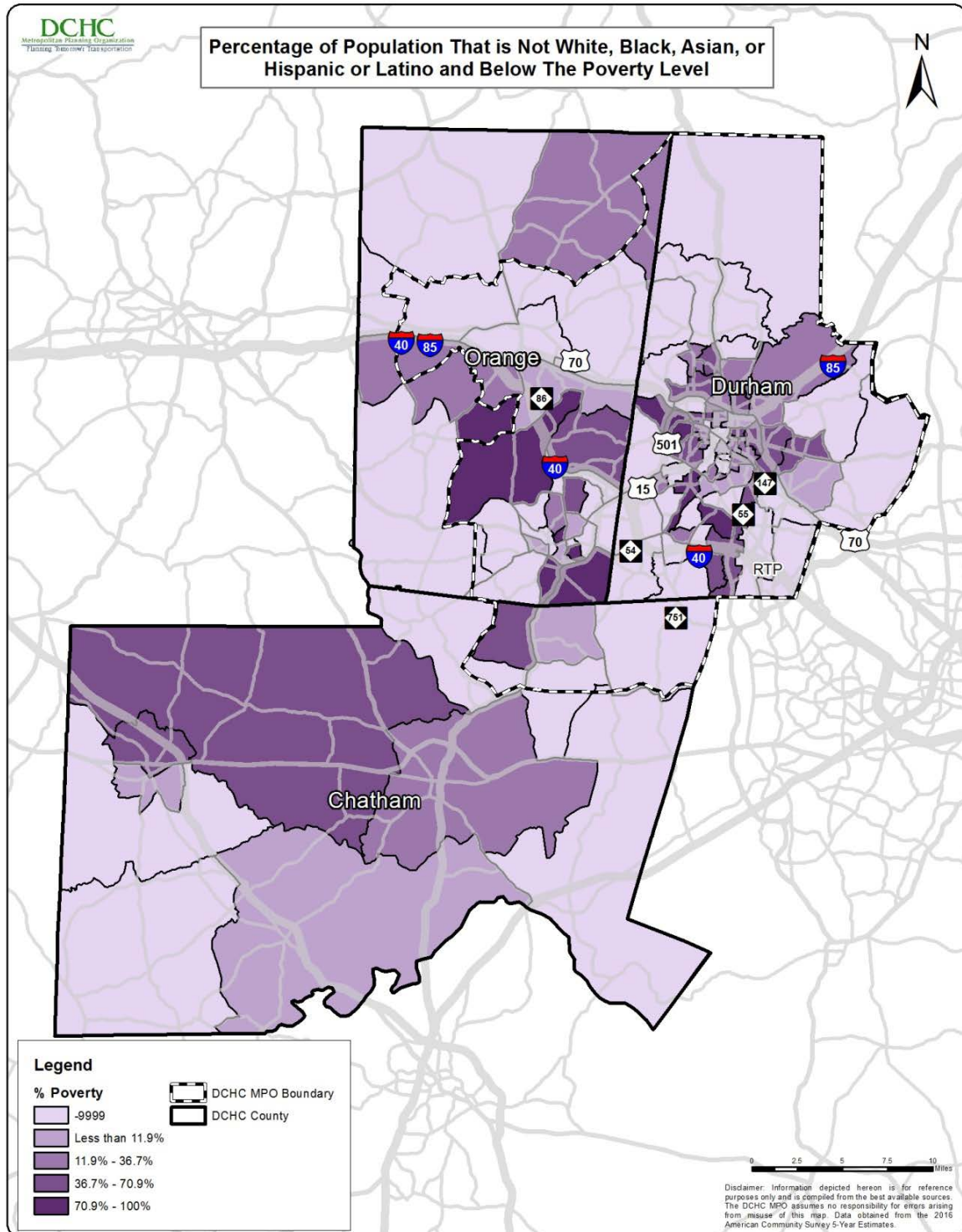
Asian



Hispanic or Latino

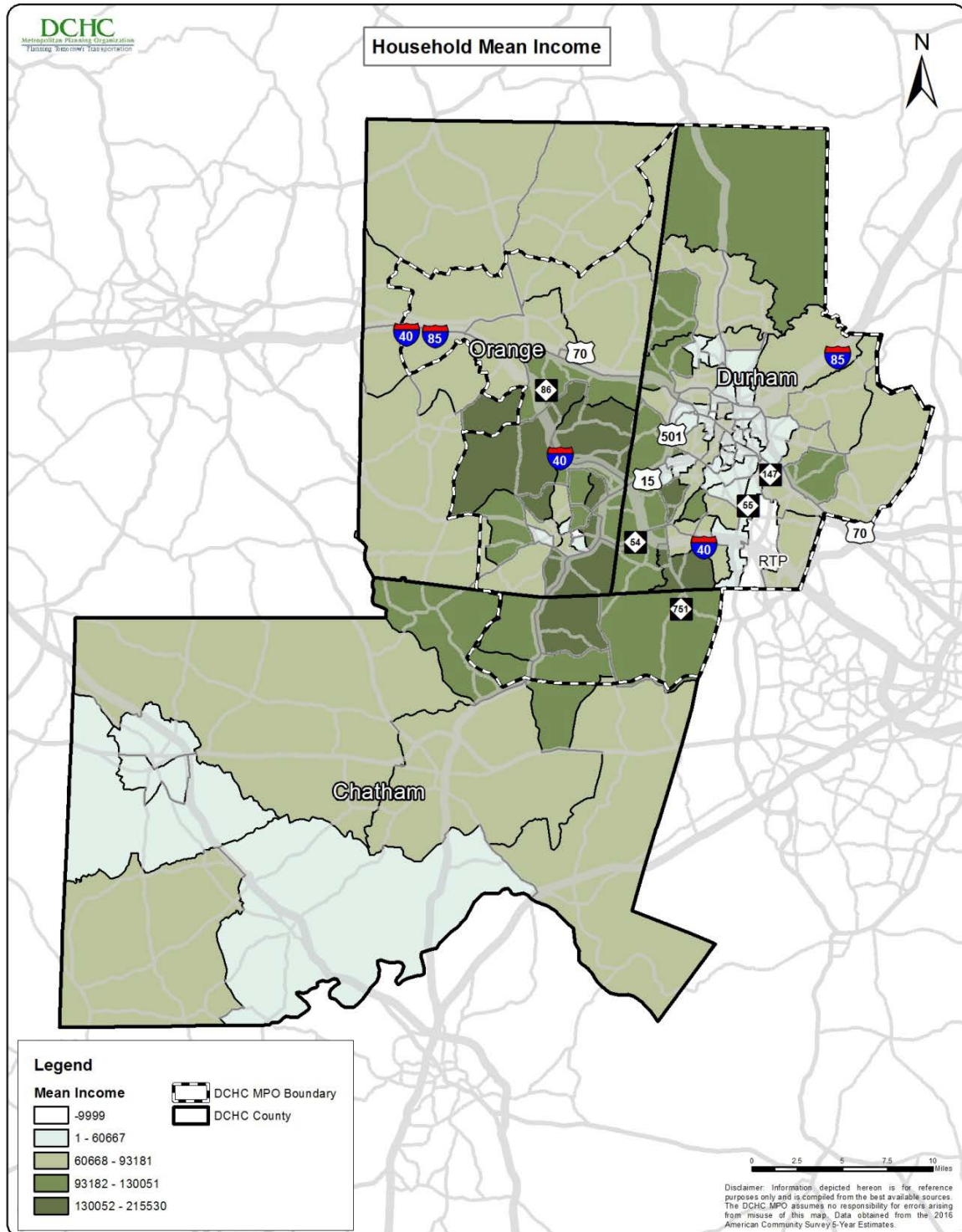


Other Race

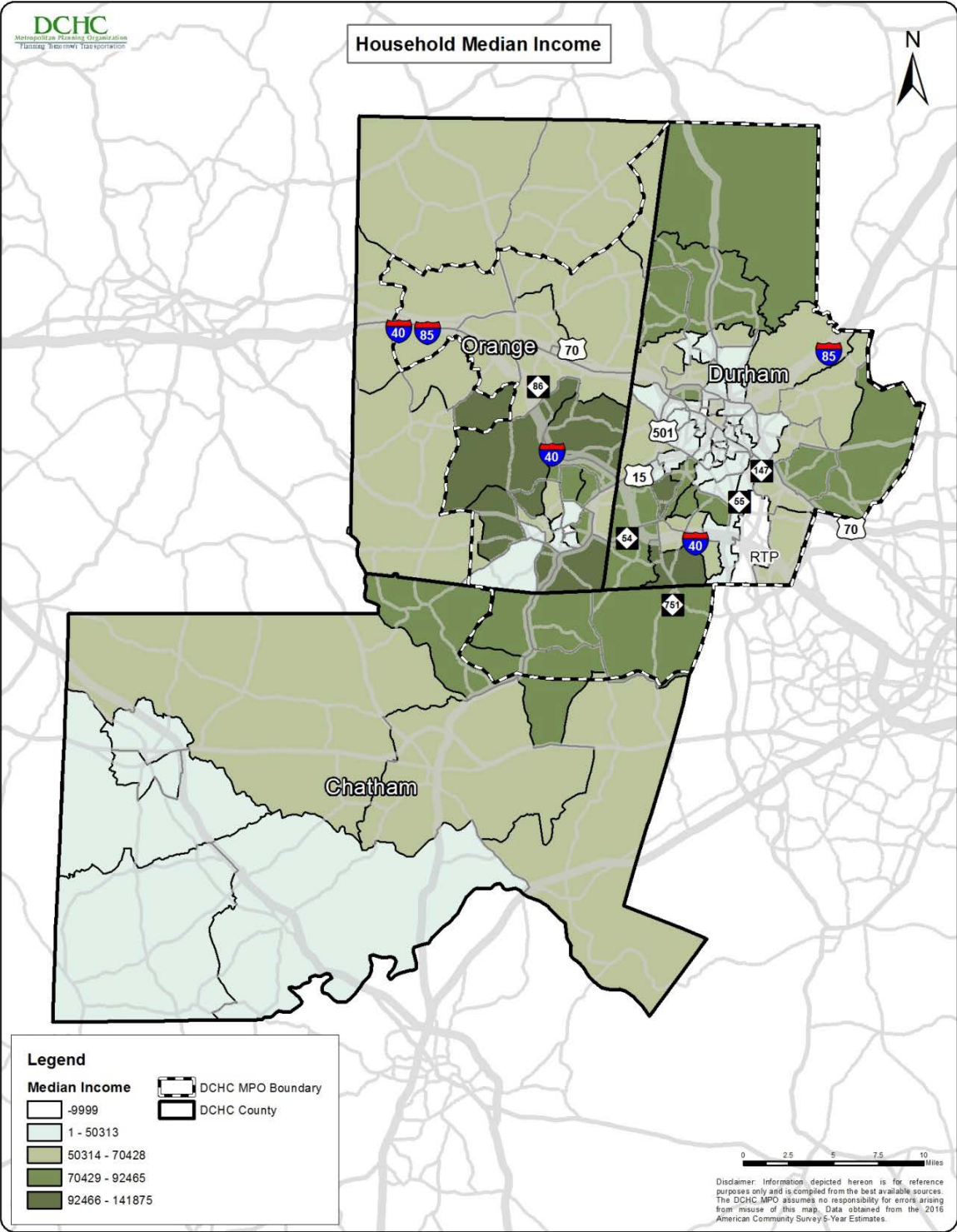


Household Income
The following maps display characteristics of household income.

Mean Income



Median Income



APPENDIX I

Investigation Guidance, Discrimination Complaint Form and Log

INVESTIGATIVE GUIDANCE

- A. Scope of Investigation** – An investigation should be confined to the issues and facts relevant to the allegations in the complaint, unless evidence shows the need to extend the issues.
- B. Developing an Investigative Plan** – It is recommended that the investigator (i.e., Title VI Coordinator or other official trained to conduct Title VI investigations) prepares an Investigative Plan (IP) to define the issues and lay out the blueprint to complete the investigation. The IP should follow the outline below:
1. Complainant(s) Name and Address (Attorney name and address if applicable)
 2. Respondent(s) Name and Address (Attorney for the Respondent(s) name and address, if applicable)
 3. Applicable Law(s)
 4. Basis/(es)
 5. Allegation(s)/Issue(s)
 6. Background
 7. Name of Persons to be interviewed
 - a. Questions for the complainant(s)
 - b. Questions for the respondent(s)
 - c. Questions for witness(es)
 8. Evidence to be obtained during the investigation
 - a. Issue – e.g., Complainant alleges his predominantly African American community was excluded from a meeting concerning a future project which could affect the community.
 - b. Documents needed – e.g., mailing list which shows all physical addresses, P.O. Box numbers, property owner names, and dates when the meeting notification was mailed; other methods used to advertise the meeting.
- C. Request for Information** – The investigator should gather data and information pertinent to the issues raised in the complaint.
- D. Interviews** – Interviews should be conducted with the complainant, respondent, and appropriate witnesses during the investigative process. Interviews are conducted to gain a better understanding of the situation outlined in the complaint of discrimination. The main objective during the interview is to obtain information that

will either support or refute the allegations.

E. Preparing an Investigative Report – The investigator should prepare an investigative report setting forth all relevant facts obtained during the investigation. The report should include a finding for each allegation. A sample outline for an investigative report is provided below.

Sample Investigative Report Template

VI. COMPLAINANT(S) NAME (or attorney for the complainant(s) – name and address if applicable Name, Address, Phone: 999-999-9999

VII. RESPONDENT(S) (or attorney for the respondent(s) – name and address if applicable) Name, Address, Phone: 999-999-9999

VIII. APPLICABLE LAW/REGULATION [For example, Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d); 49 CFR §21.11; 49 CFR §26.53)]

IX. COMPLAINT BASIS/(ES) [For example, Race, Color, National Origin, Limited English Proficiency, Sex, Age, Disability)]

X. ALLEGATIONS [Describe in logical sequence, each allegation including the prohibited basis for the alleged discriminatory conduct, (e.g., race, color, national origin, sex, age, or disability) and the specific statutory or regulatory provision the allegation would violate, if proven to be true.]

Issue #1 – Complainant alleges that transit system failed to inform minority communities of rate increases.

Issue #2 – Complainant alleges that transit system has not sufficiently publicized or held public meetings to share information regarding fare increases and route changes that impacts low-income and minority citizens.

XI. BACKGROUND [Provide detailed information regarding the complaint, including a historical overview of the case, including any activities or actions taken prior to accepting the complaint for investigation.]

XII. INVESTIGATIVE PROCEDURE [Describe in detail, methods used to conduct the investigation, such as document requests, interviews and site visits. Include witnesses' names and addresses, documents received and/or reviewed, emails sent and received.]

XIII. FINDINGS OF FACT [Provide a detailed description of the investigator's analysis of each allegation, based on clear and factual findings. Include specific evidence used to support your findings.]

XIV. CONCLUSION

[State whether discrimination did or did not occur. Conclusions must be evidence-based and defensible. Test conclusions by considering all possible rebuttal arguments from the respondent and complainant. Both respondent and the complainant should be given an opportunity to confirm or rebut the assertions of the other party and your findings, but all the evidence you've presented should speak for itself.]

XV. RECOMMENDED ACTIONS [Outline what should be done to remedy the findings or, if necessary, provide justice for the complainant.]

APPENDIX

[Include in the Appendix any supplemental materials that support your findings and conclusion.]



Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO)

DISCRIMINATION COMPLAINT FORM

Any person who believes that he/she has been subjected to discrimination based upon race, color, national origin, sex, age, or disability may file a written complaint with DCHC MPO, within 180 days after the discrimination occurred.			
Last Name:	First Name:	<input type="checkbox"/> Male <input type="checkbox"/> Female	
Mailing Address:	City	State	Zip
Home Telephone:	Work Telephone:	E-mail Address	
Identify the Category of Discrimination: <input type="checkbox"/> RACE <input type="checkbox"/> COLOR <input type="checkbox"/> NATIONAL ORIGIN <input type="checkbox"/> AGE <input type="checkbox"/> SEX <input type="checkbox"/> DISABILITY <input type="checkbox"/> LIMITED ENGLISH PROFICIENCY			
Identify the Race of the Complainant <input type="checkbox"/> Black <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> Asian American <input type="checkbox"/> American Indian <input type="checkbox"/> Alaskan Native <input type="checkbox"/> Pacific Islander <input type="checkbox"/> Other _____			
Date and place of alleged discriminatory action(s). Please include earliest date of discrimination and most recent date of discrimination.			
Names of individuals responsible for the discriminatory action(s):			
How were you discriminated against? Describe the nature of the action, decision, or conditions of the alleged discrimination. Explain as clearly as possible what happened and why you believe your protected status (basis) was a factor in the discrimination. Include how other persons were treated differently from you. (Attach additional page(s), if necessary).			
<i>The law prohibits intimidation or retaliation against anyone because he/she has either taken action, or participated in action, to secure rights protected by these laws. If you feel that you have been retaliated against, separate from the discrimination alleged above, please explain the circumstances below. Explain what action you took which you believe was the cause for the alleged retaliation.</i>			
Names of persons (witnesses, fellow employees, supervisors, or others) whom we may contact for additional information to support or clarify your complaint: (Attached additional page(s), if necessary).			
Name Address Telephone 1. 2. 3. 4.			

DISCRIMINATION COMPLAINT FORM

Have you filed, or intend to file, a complaint regarding the matter raised with any of the following? If yes, please provide the filing dates. Check all that apply.

- ☐ **NC Department of Transportation** _____
☐ **Federal Highway Administration** _____
☐ **US Department of Transportation** _____
☐ **Federal or State Court** _____
☐ **Other** _____

Have you discussed the complaint with any DCHC MPO representative? If yes, provide the name, position, and date of discussion.

Please provide any additional information that you believe would assist with an investigation.

Briefly explain what remedy, or action, are you seeking for the alleged discrimination.

****WE CANNOT ACCEPT AN UNSIGNED COMPLAINT. PLEASE SIGN AND DATE THE COMPLAINT FORM BELOW.**

COMPLAINANT'S SIGNATURE

DATE

MAIL COMPLAINT FORM TO:

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO)
 101 City Hall Plaza -4th Floor Transportation
 CITY, NC 27701
 919-560-4366 exr. 36424

FOR OFFICE USE ONLY

Date Complaint Received: _____

Processed by: _____

Case #: _____

Referred to: 0NCDOT 0FHWA

Date Referred: _____

DISCRIMINATION COMPLAINTS LOG

Log Year(s):

<i>CASE NO.</i>	<i>COM-</i>	<i>RACE/ GENDER</i>	<i>RE- SPON- DENT NAME</i>	<i>BASIS</i>	<i>DATE FILED</i>	<i>DATE RE- CEIVED</i>	<i>ACTION TAKEN</i>	<i>DATE INVES- TIG. COM- PLETED</i>	<i>DISPO- SITION</i>
		<i>H/F</i>		<i>Disabil- ity</i>					

No Complaints or Lawsuits 0

I certify that to the best of my knowledge, the above described complaints or lawsuits alleging discrimination, or no complaints or lawsuits alleging discrimination, have been filed with or against Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) since the previous Title VI Program submission to NCDOT.

Signature of Title VI Coordinator or Other Authorized Official

Date

Print Name and Title of Authorized Official

APPENDIX J
Compliance Review Checklist for FHWA Subrecipients

General Requirements	Completed
<i>1. A copy of the recipient's signed USDOT Title VI Assurances</i>	
<i>2. Title VI Policy Statement (signed)</i>	
<i>3. Title VI Notice to Public, including a list of locations where the notice is posted</i>	
<i>4. Name and official title of Title VI Coordinator and a list of their Title VI duties</i>	
<i>5. Title VI Complaint Procedures (i.e., instructions to the public regarding how to file a Title VI discrimination complaint)</i>	
<i>6. Title VI Complaint Form</i>	
<i>7. List of Title VI complaints, investigations, or lawsuits (i.e., Title VI Complaint Log)</i>	
<i>8. Public Participation Plan, including information about outreach methods to engage traditionally underserved constituencies (e.g., minorities, low-income, disabled), as well as a summary of outreach efforts</i>	
<i>9. Language Assistance Plan for providing language assistance to persons with limited English proficiency (LEP), based on the DOT LEP Guidance, which requires conducting four-factor analyses</i>	
<i>10. A table depicting the membership of any non-elected committees and councils, broken down by race and gender, and a description of the process the MPO uses to encourage minorities and women to participate on such committees</i>	
<i>11. A copy of board meeting minutes, resolution, or other appropriate documentation showing the board of directors or appropriate governing entity or official(s) responsible for policy decisions reviewed and approved the Title VI Program</i>	
<i>12. Compliance and enforcement procedures to ensure nondiscriminatory administration of programs and services</i>	
<i>13. A demographic profile of your planning area that includes identification of the locations of minority, low-income, LEP, and/or other underserved populations</i>	
<i>14. Information regarding how consultants and/or subrecipients are monitored for compliance with Title VI</i>	
<i>15. Any environmental justice analysis conducted in the past three years and, if necessary, a description of the measures used to address any disproportionately high and adverse impacts to minority or low-income communities</i>	
<i>16. Documentation from any Title VI compliance reviews or investigations conducted by any agency other than NCDOT-OCR in the last three years</i>	

TITLE VI PLAN

Technical Committee 9/25/2019 Item 8

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO)



September 11, 2019 Board Meeting

Civil Rights Act of 1964

No person in the United States of America shall be

- Excluded from participation
- Denied benefits
- Subjected to discrimination

*...on the ground of race,
color or national origin,*



Background

Title VI applies to NCDOT and any entities receiving federal financial assistance through NCDOT.

Taken together with Executive Orders 12898 (**Environmental Justice**) and 13166 (**Limited English Proficiency**), these requirements define an overarching Title VI Nondiscrimination Program that applies to everyone and is not limited to U.S. citizens.

Title VI now protects against discrimination based on age, sex, limited English proficiency (LEP), income-level, and disability;

Current Title VI Plan

The Title VI Plan includes an updated:

- *Title VI Policy Statement and Notice of Nondiscrimination.*
- *Standard USDOT Title VI Assurances*, which will be approved the DCHC MPO Board as part of the annual self-certification process.



FHWA/NCDOT Requirements for MPOs

- Policy Statement
- Signed Assurances
- Designate Title VI Liaison & organizational structure
- Data collection
- Training
- Complaint procedures, complaint form and Complaint Log
- Public Participation Plan
- Limited English Proficiency Plan (LEP)
- Environmental Justice

FTA Requirements for MPOs

- Notice of Rights under Title VI
- How to file a complaint; copy of complaint form
- List of Title VI investigations, complaints, or lawsuits
- Public Participation Plan
- LEP Plan
- Racial breakdown of non-elected advisory councils
- Narrative describing subrecipient monitoring
- Resolution or meeting minutes demonstrating the MPO Board approved the Title VI Program
- Title VI Equity Analysis if recipient has constructed a new maintenance facility or operation center (if applicable)

Next Steps

- September 11 -- *Board release Title VI plan*
- September 11 through October 1 -- *21-day public comment period*
- October 9 -- *Board conduct public hearing and adopt Title VI plan*



DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION 2021 UNIFIED PLANNING WORK PROGRAM (UPWP) DEVELOPMENT SCHEDULE

The tentative development schedule for the 2021UPWP is presented below. The work program will contain new initiatives for FY2021 and a continuation of select initiatives and emphasis areas. The schedule provides for the coordination of the UPWP development with the local government budget process and NCDOT deadlines.

DATES	DCHC MPO ACTIVITY DESCRIPTION
Oct - Dec 2019	Development of draft 2021 UPWP and coordination with local agencies.
1-Nov-19	Deadline for funding request and supplemental documents to be submitted to MPO by member agencies.
18-Dec-19	TC reviews draft 2021 UPWP and recommends Board release draft for public comment.
8-Jan-20	MPO Board reviews draft of 2021 UPWP and releases draft for public comment.
22-Jan-20	TC receives draft 2021 UPWP and recommends Board hold public hearing and approve draft at February Board meeting.
31-Jan-20	Draft 2021 UPWP submitted to NCDOT/PTD
12-Feb-20	MPO Board holds public hearing and approves draft 2021 UPWP including approval of self certification process and local share.
31-March-20	Deadline for final FY2021 UPWP to be submitted to NCDOT and FHWA for approval. NCDOT/PTD will submit UPWP to FTA for approval.

**DCHC MPO FY21 Allocation of Federal Surface Transportation Block Grant -Direct
Attributable (STBG-DA) and Transportation Alternative Program (TAP) Funds Per
Distribution Policy approved by MPO Board on October 14, 2015**

Jurisdiction/Agency	STBG-DA Allocation (Federal Funds)	TAP Allocation (Federal Funds)	Totals
LPA Routine Planning	\$1,400,000		
LPA Extra Planning	\$0		\$1,400,000
TJCOG Planning	\$55,000		\$55,000
Transit			
GoTriangle	\$144,675		
GoDurham	\$406,920		
Chapel Hill Transit	\$334,645		
Orange Public Transit	\$19,919		\$906,159
Local Discretionary (#)			
City of Durham	\$1,116,663		
Town of Chapel Hill	\$332,356		
Town of Carrboro	\$159,764		
Town of Hillsborough	\$97,903		
Durham County	\$44,836		
Orange County	\$43,300		
Chatham County	\$17,498		\$1,812,320
Regional Bicycle and Pedestrian Projects (*)	\$542,841	\$363,318	\$906,159
Total Allocation	\$4,716,318	\$363,318	\$5,079,636

Notes

Allocations represent federal funds only. Local match is required for projects.

(*) Call for Regional Bicycle and Pedestrian projects to be conducted in near future for the FY21 allocation.

(#) Funds may be flexed to Section 5307 for transit agencies. Call for STBG-DA Local Discretionary projects to be conducted in near future for the FY21 allocation and unprogrammed funds from FY19 and FY20.

Transit agencies must work with MPO and NCDOT/PTD to flex funds to FTA/5307.



Durham - Chapel Hill - Carrboro
Metropolitan Planning Organization Technical Committee
September 25, 2019

FY 2018-2027 TIP Amendment #15 Summary Sheet

See full report for additional information on each project.

- **B-5674 Bridge Replacement 310080 (Cornwallis Road):** Delay ROW from FY19 to FY20 and Construction from FY21 to FY22.
- **EB-6037 Rails to Trails:** Add new statewide project.
- **W-5805DIV Highway Safety Improvements:** Add ROW and Construction funding FY20 to FY22.
- **W-5805REG Highway Safety Improvements:** Add ROW and Construction funding FY20 to FY22.
- **W-5805SW Highway Safety Improvements:** Add ROW and Construction funding FY20 to FY22.
- **W-5807DIV Highway Safety Improvements:** Add ROW and Construction funding FY20 to FY22.
- **W-5807REG Highway Safety Improvements:** Add ROW and Construction funding FY20 to FY22.
- **W-5807SW Highway Safety Improvements:** Add ROW and Construction funding FY20 to FY22.
- **W-5808DIV Highway Safety Improvements:** Add ROW and Construction funding FY20 to FY22.
- **W-5808REG Highway Safety Improvements:** Add ROW and Construction funding FY20 to FY22.
- **W-5808SW Highway Safety Improvements:** Add ROW and Construction funding FY20 to FY22.
- **W-5715DIV Highway Safety Improvements:** Add new project for signal retiming.
- **W-5715REG Highway Safety Improvements:** Add new project for signal retiming.
- **W-5715SW Highway Safety Improvements:** Add new project for signal retiming.
- **W-5716DIV Highway Safety Improvements:** Add new project for safety management.

- **W-5716REG Highway Safety Improvements:** Add new project for safety management.
- **W-5716SW Highway Safety Improvements:** Add new project for safety management.
- **W-5717DIV Highway Safety Improvements:** Add new project for highway system data collection.
- **W-5717REG Highway Safety Improvements:** Add new project for highway system data collection.
- **W-5717SW Highway Safety Improvements:** Add new project for highway system data collection.

**ITEM N
(HANDOUT)**

**REVISIONS TO THE 2018-2027 STIP
HIGHWAY PROGRAM**

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

* B-5674	- DURHAM-CHAPEL HILL-CARRBORO	US 15 / US 501 NORTHBOUND, REPLACE BRIDGE	RIGHT-OF-WAY	FY 2020 -	\$110,000	(NHPB)
DURHAM	METROPOLITAN PLANNING ORGANIZATION	310080 OVER SR 1308 (CORNWALLIS ROAD) IN	CONSTRUCTION	FY 2022 -	\$2,209,000	(NHPB)
PROJ.CATEGORY		DURHAM.			\$2,319,000	
REGIONAL		<u>TO ALLOW ADDITIONAL TIME TO COMPLETE PLANNING AND DESIGN, DELAY RIGHT-OF-WAY FROM FY 19 TO FY 20 AND CONSTRUCTION FROM FY 21 TO FY 22.</u>				

* INDICATES FEDERAL AMENDMENT

Thursday, August 8, 2019

**ITEM N
(HANDOUT)**

**REVISIONS TO THE 2018-2027 STIP
HIGHWAY PROGRAM**

STATEWIDE PROJECT

STIP ADDITIONS

* EB-6037 - STATEWIDE PROJECT
STATEWIDE
PROJ.CATEGORY
DIVISION

VARIOUS, RAILS TO TRAILS PROGRAM
PROJECT ADDED TO REFLECT NEW PROGRAM.

RIGHT-OF-WAY	FY 2019 -	\$8,000,000	(TALT5)
	FY 2019 -	\$2,000,000	(L)
	FY 2020 -	\$2,000,000	(TALT5)
	FY 2020 -	\$500,000	(L)
CONSTRUCTION	FY 2024 -	\$10,000,000	(L)
		<u>\$22,500,000</u>	

* INDICATES FEDERAL AMENDMENT

Thursday, August 8, 2019

**ITEM N
(HANDOUT)**

**REVISIONS TO THE 2018-2027 AND 2020-2029 STIPS
HIGHWAY PROGRAM**

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

STIP ADDITIONS

* W-5805DIV DURHAM FRANKLIN GRANVILLE PERSON VANCE WAKE WARREN PROJ.CATEGORY DIVISION	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION - CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION - KERR TAR RURAL PLANNING ORGANIZATION	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS IN DIVISION 5. <u>ADD RIGHT-OF-WAY AND CONSTRUCTION NOT PREVIOUSLY PROGRAMMED.</u>	RIGHT-OF-WAY CONSTRUCTION	FY 2020 - FY 2021 - FY 2022 - FY 2020 - FY 2021 - FY 2022 -	\$30,000 \$30,000 \$30,000 \$180,000 \$180,000 \$180,000	(HSIP) (HSIP) (HSIP) (HSIP) (HSIP) (HSIP)
					\$630,000	

* W-5805REG DURHAM FRANKLIN GRANVILLE PERSON VANCE WAKE WARREN PROJ.CATEGORY REGIONAL	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION - CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION - KERR TAR RURAL PLANNING ORGANIZATION	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS IN DIVISION 5. <u>ADD RIGHT-OF-WAY AND CONSTRUCTION NOT PREVIOUSLY PROGRAMMED.</u>	RIGHT-OF-WAY CONSTRUCTION	FY 2020 - FY 2021 - FY 2022 - FY 2020 - FY 2021 - FY 2022 -	\$30,000 \$30,000 \$30,000 \$180,000 \$180,000 \$180,000	(HSIP) (HSIP) (HSIP) (HSIP) (HSIP) (HSIP)
					\$630,000	

* INDICATES FEDERAL AMENDMENT

Thursday, September 5, 2019

**ITEM N
(HANDOUT)**

**REVISIONS TO THE 2018-2027 AND 2020-2029 STIPS
HIGHWAY PROGRAM**

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

STIP ADDITIONS

* W-5805SW DURHAM FRANKLIN GRANVILLE PERSON VANCE WAKE WARREN PROJ.CATEGORY STATEWIDE	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION - CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION - KERR TAR RURAL PLANNING ORGANIZATION	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS IN DIVISION 5. <u>ADD RIGHT-OF-WAY AND CONSTRUCTION NOT PREVIOUSLY PROGRAMMED.</u>	RIGHT-OF-WAY CONSTRUCTION	FY 2020 - FY 2021 - FY 2022 - FY 2020 - FY 2021 - FY 2022 -	\$30,000 \$30,000 \$30,000 \$180,000 \$180,000 \$180,000	(HSIP) (HSIP) (HSIP) (HSIP) (HSIP) (HSIP)
					\$630,000	
* W-5807DIV ALAMANCE CASWELL GUILFORD ORANGE ROCKINGHAM PROJ.CATEGORY DIVISION	- GREENSBORO URBAN AREA METROPOLITAN PLANNING ORGANIZATION - HIGH POINT URBAN AREA METROPOLITAN PLANNING ORGANIZATION - DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION - BURLINGTON-GRAHAM URBAN AREA METROPOLITAN PLANNING ORGANIZATION - TRIANGLE AREA RURAL PLANNING ORGANIZATION - PIEDMONT TRIAD RURAL PLANNING ORGANIZATION	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS IN DIVISION 7. <u>ADD RIGHT-OF-WAY AND CONSTRUCTION NOT PREVIOUSLY PROGRAMMED.</u>	RIGHT-OF-WAY CONSTRUCTION	FY 2020 - FY 2021 - FY 2022 - FY 2020 - FY 2021 - FY 2022 -	\$30,000 \$30,000 \$30,000 \$180,000 \$180,000 \$180,000	(HSIP) (HSIP) (HSIP) (HSIP) (HSIP) (HSIP)
					\$630,000	

* INDICATES FEDERAL AMENDMENT

Thursday, September 5, 2019

**ITEM N
(HANDOUT)**

**REVISIONS TO THE 2018-2027 AND 2020-2029 STIPS
HIGHWAY PROGRAM**

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

STIP ADDITIONS

* W-5807REG ALAMANCE CASWELL GUILFORD ORANGE ROCKINGHAM PROJ.CATEGORY REGIONAL	- GREENSBORO URBAN AREA METROPOLITAN PLANNING ORGANIZATION - HIGH POINT URBAN AREA METROPOLITAN PLANNING ORGANIZATION - DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION - BURLINGTON-GRAHAM URBAN AREA METROPOLITAN PLANNING ORGANIZATION - TRIANGLE AREA RURAL PLANNING ORGANIZATION - PIEDMONT TRIAD RURAL PLANNING ORGANIZATION	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS IN DIVISION 7. <u>ADD RIGHT-OF-WAY AND CONSTRUCTION NOT PREVIOUSLY PROGRAMMED.</u>	RIGHT-OF-WAY CONSTRUCTION	FY 2020 - FY 2021 - FY 2022 - FY 2020 - FY 2021 - FY 2022 -	\$30,000 \$30,000 \$30,000 \$180,000 \$180,000 \$180,000	(HSIP) (HSIP) (HSIP) (HSIP) (HSIP) (HSIP)
					\$630,000	

* W-5807SW ALAMANCE CASWELL GUILFORD ORANGE ROCKINGHAM PROJ.CATEGORY STATEWIDE	- GREENSBORO URBAN AREA METROPOLITAN PLANNING ORGANIZATION - HIGH POINT URBAN AREA METROPOLITAN PLANNING ORGANIZATION - DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION - BURLINGTON-GRAHAM URBAN AREA METROPOLITAN PLANNING ORGANIZATION - TRIANGLE AREA RURAL PLANNING ORGANIZATION - PIEDMONT TRIAD RURAL PLANNING ORGANIZATION	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS IN DIVISION 7. <u>ADD RIGHT-OF-WAY AND CONSTRUCTION NOT PREVIOUSLY PROGRAMMED.</u>	RIGHT-OF-WAY CONSTRUCTION	FY 2020 - FY 2021 - FY 2022 - FY 2020 - FY 2021 - FY 2022 -	\$30,000 \$30,000 \$30,000 \$180,000 \$180,000 \$180,000	(HSIP) (HSIP) (HSIP) (HSIP) (HSIP) (HSIP)
					\$630,000	

* INDICATES FEDERAL AMENDMENT

Thursday, September 5, 2019

**ITEM N
(HANDOUT)**

**REVISIONS TO THE 2018-2027 AND 2020-2029 STIPS
HIGHWAY PROGRAM**

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

STIP ADDITIONS

* W-5808DIV CHATHAM HOKE LEE MONTGOMERY MOORE RANDOLPH RICHMOND SCOTLAND PROJ.CATEGORY DIVISION	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION - HIGH POINT URBAN AREA METROPOLITAN PLANNING ORGANIZATION - PIEDMONT TRIAD RURAL PLANNING ORGANIZATION - TRIANGLE AREA RURAL PLANNING ORGANIZATION - LUMBER RIVER RURAL PLANNING ORGANIZATION	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS IN DIVISION 8. <u>ADD RIGHT-OF-WAY AND CONSTRUCTION NOT PREVIOUSLY PROGRAMMED.</u>	RIGHT-OF-WAY CONSTRUCTION	FY 2020 - FY 2021 - FY 2022 - FY 2020 - FY 2021 - FY 2022 -	\$30,000 \$30,000 \$30,000 \$180,000 \$180,000 \$180,000 \$630,000	(HSIP) (HSIP) (HSIP) (HSIP) (HSIP) (HSIP)
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* W-5808REG CHATHAM HOKE LEE MONTGOMERY MOORE RANDOLPH RICHMOND SCOTLAND PROJ.CATEGORY REGIONAL	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION - HIGH POINT URBAN AREA METROPOLITAN PLANNING ORGANIZATION - PIEDMONT TRIAD RURAL PLANNING ORGANIZATION - TRIANGLE AREA RURAL PLANNING ORGANIZATION - LUMBER RIVER RURAL PLANNING ORGANIZATION	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS IN DIVISION 8. <u>ADD RIGHT-OF-WAY AND CONSTRUCTION NOT PREVIOUSLY PROGRAMMED.</u>	RIGHT-OF-WAY CONSTRUCTION	FY 2020 - FY 2021 - FY 2022 - FY 2020 - FY 2021 - FY 2022 -	\$30,000 \$30,000 \$30,000 \$180,000 \$180,000 \$180,000 \$630,000	(HSIP) (HSIP) (HSIP) (HSIP) (HSIP) (HSIP)
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* INDICATES FEDERAL AMENDMENT

Thursday, September 5, 2019

**ITEM N
(HANDOUT)**

**REVISIONS TO THE 2018-2027 AND 2020-2029 STIPS
HIGHWAY PROGRAM**

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

STIP ADDITIONS

* W-5808SW	- DURHAM-CHAPEL HILL-CARRBORO	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS IN	RIGHT-OF-WAY	FY 2020 -	\$30,000	(HSIP)
CHATHAM	METROPOLITAN PLANNING ORGANIZATION	DIVISION 8.		FY 2021 -	\$30,000	(HSIP)
HOKE	- HIGH POINT URBAN AREA METROPOLITAN	<u>ADD RIGHT-OF-WAY AND CONSTRUCTION NOT</u>		FY 2022 -	\$30,000	(HSIP)
LEE	PLANNING ORGANIZATION	<u>PREVIOUSLY PROGRAMMED.</u>	CONSTRUCTION	FY 2020 -	\$180,000	(HSIP)
MONTGOMERY	- PIEDMONT TRIAD RURAL PLANNING			FY 2021 -	\$180,000	(HSIP)
MOORE	ORGANIZATION			FY 2022 -	\$180,000	(HSIP)
RANDOLPH	- TRIANGLE AREA RURAL PLANNING				\$630,000	
RICHMOND	ORGANIZATION					
SCOTLAND	- LUMBER RIVER RURAL PLANNING					
PROJ.CATEGORY	ORGANIZATION					
STATEWIDE						

* INDICATES FEDERAL AMENDMENT

Thursday, September 5, 2019

**ITEM N
(HANDOUT)**

**REVISIONS TO THE 2018-2027 AND 2020-2029 STIPS
HIGHWAY PROGRAM**

STATEWIDE PROJECT

STIP ADDITIONS

* W-5715DIV STATEWIDE PROJ.CATEGORY DIVISION	- STATEWIDE PROJECT	VARIOUS, SIGNAL RETIMING TO IMPROVE SAFETY. <u>PROJECT ADDED AT REQUEST OF TRANSPORTATION</u> <u>MOBILITY AND SAFETY DIVISION.</u>	CONSTRUCTION	FY 2020 -	\$450,000	(HSIP)
				FY 2021 -	\$450,000	(HSIP)
				FY 2022 -	\$450,000	(HSIP)
				FY 2023 -	\$450,000	(HSIP)
				FY 2024 -	\$450,000	(HSIP)
				FY 2025 -	\$450,000	(HSIP)
				FY 2026 -	\$450,000	(HSIP)
				FY 2027 -	\$450,000	(HSIP)
				FY 2028 -	\$450,000	(HSIP)
				FY 2029 -	\$450,000	(HSIP)
					\$4,500,000	
* W-5715REG STATEWIDE PROJ.CATEGORY REGIONAL	- STATEWIDE PROJECT	VARIOUS, SIGNAL RETIMING TO IMPROVE SAFETY. <u>PROJECT ADDED AT REQUEST OF TRANSPORTATION</u> <u>MOBILITY AND SAFETY DIVISION.</u>	CONSTRUCTION	FY 2020 -	\$450,000	(HSIP)
				FY 2021 -	\$450,000	(HSIP)
				FY 2022 -	\$450,000	(HSIP)
				FY 2023 -	\$450,000	(HSIP)
				FY 2024 -	\$450,000	(HSIP)
				FY 2025 -	\$450,000	(HSIP)
				FY 2026 -	\$450,000	(HSIP)
				FY 2027 -	\$450,000	(HSIP)
				FY 2028 -	\$450,000	(HSIP)
				FY 2029 -	\$450,000	(HSIP)
					\$4,500,000	
* W-5715SW STATEWIDE PROJ.CATEGORY STATEWIDE	- STATEWIDE PROJECT	VARIOUS, SIGNAL RETIMING TO IMPROVE SAFETY. <u>PROJECT ADDED AT REQUEST OF TRANSPORTATION</u> <u>MOBILITY AND SAFETY DIVISION.</u>	CONSTRUCTION	FY 2020 -	\$600,000	(HSIP)
				FY 2021 -	\$600,000	(HSIP)
				FY 2022 -	\$600,000	(HSIP)
				FY 2023 -	\$600,000	(HSIP)
				FY 2024 -	\$600,000	(HSIP)
				FY 2025 -	\$600,000	(HSIP)
				FY 2026 -	\$600,000	(HSIP)
				FY 2027 -	\$600,000	(HSIP)
				FY 2028 -	\$600,000	(HSIP)
				FY 2029 -	\$600,000	(HSIP)
					\$6,000,000	

* INDICATES FEDERAL AMENDMENT

Thursday, September 5, 2019

**ITEM N
(HANDOUT)**

**REVISIONS TO THE 2018-2027 AND 2020-2029 STIPS
HIGHWAY PROGRAM**

STATEWIDE PROJECT

STIP ADDITIONS

* W-5716DIV STATEWIDE PROJ.CATEGORY DIVISION	- STATEWIDE PROJECT	VARIOUS, SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING. <u>PROJECT ADDED AT REQUEST OF TRANSPORTATION MOBILITY AND SAFETY DIVISION.</u>	ENGINEERING	FY 2020 - \$1,650,000 (HSIP) FY 2021 - \$1,650,000 (HSIP) FY 2022 - \$1,650,000 (HSIP) FY 2023 - \$1,650,000 (HSIP) FY 2024 - \$1,650,000 (HSIP) FY 2025 - \$1,650,000 (HSIP) FY 2026 - \$1,650,000 (HSIP) FY 2027 - \$1,650,000 (HSIP) FY 2028 - \$1,650,000 (HSIP) FY 2029 - \$1,650,000 (HSIP) \$16,500,000
* W-5716REG STATEWIDE PROJ.CATEGORY REGIONAL	- STATEWIDE PROJECT	VARIOUS, SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING. <u>PROJECT ADDED AT REQUEST OF TRANSPORTATION MOBILITY AND SAFETY DIVISION.</u>	ENGINEERING	FY 2020 - \$1,650,000 (HSIP) FY 2021 - \$1,650,000 (HSIP) FY 2022 - \$1,650,000 (HSIP) FY 2023 - \$1,650,000 (HSIP) FY 2024 - \$1,650,000 (HSIP) FY 2025 - \$1,650,000 (HSIP) FY 2026 - \$1,650,000 (HSIP) FY 2027 - \$1,650,000 (HSIP) FY 2028 - \$1,650,000 (HSIP) FY 2029 - \$1,650,000 (HSIP) \$16,500,000
* W-5716SW STATEWIDE PROJ.CATEGORY STATEWIDE	- STATEWIDE PROJECT	VARIOUS, SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING. <u>PROJECT ADDED AT REQUEST OF TRANSPORTATION MOBILITY AND SAFETY DIVISION.</u>	ENGINEERING	FY 2020 - \$2,200,000 (HSIP) FY 2021 - \$2,200,000 (HSIP) FY 2022 - \$2,200,000 (HSIP) FY 2023 - \$2,200,000 (HSIP) FY 2024 - \$2,200,000 (HSIP) FY 2025 - \$2,200,000 (HSIP) FY 2026 - \$2,200,000 (HSIP) FY 2027 - \$2,200,000 (HSIP) FY 2028 - \$2,200,000 (HSIP) FY 2029 - \$2,200,000 (HSIP) \$22,000,000

* INDICATES FEDERAL AMENDMENT

Thursday, September 5, 2019

**ITEM N
(HANDOUT)**

**REVISIONS TO THE 2018-2027 AND 2020-2029 STIPS
HIGHWAY PROGRAM**

STATEWIDE PROJECT

STIP ADDITIONS

* W-5717DIV STATEWIDE PROJ.CATEGORY DIVISION	- STATEWIDE PROJECT	VARIOUS, HIGHWAY SYSTEM DATA COLLECTION. <u>PROJECT ADDED AT REQUEST OF TRANSPORTATION</u> <u>MOBILITY AND SAFETY DIVISION.</u>	ENGINEERING	FY 2020 -	\$150,000	(HSIP)
				FY 2021 -	\$150,000	(HSIP)
				FY 2022 -	\$150,000	(HSIP)
				FY 2023 -	\$150,000	(HSIP)
				FY 2024 -	\$150,000	(HSIP)
				FY 2025 -	\$150,000	(HSIP)
				FY 2026 -	\$150,000	(HSIP)
				FY 2027 -	\$150,000	(HSIP)
				FY 2028 -	\$150,000	(HSIP)
				FY 2029 -	\$150,000	(HSIP)
					\$1,500,000	
* W-5717REG STATEWIDE PROJ.CATEGORY REGIONAL	- STATEWIDE PROJECT	VARIOUS, HIGHWAY SYSTEM DATA COLLECTION. <u>PROJECT ADDED AT REQUEST OF TRANSPORTATION</u> <u>MOBILITY AND SAFETY DIVISION.</u>	ENGINEERING	FY 2020 -	\$150,000	(HSIP)
				FY 2021 -	\$150,000	(HSIP)
				FY 2022 -	\$150,000	(HSIP)
				FY 2023 -	\$150,000	(HSIP)
				FY 2024 -	\$150,000	(HSIP)
				FY 2025 -	\$150,000	(HSIP)
				FY 2026 -	\$150,000	(HSIP)
				FY 2027 -	\$150,000	(HSIP)
				FY 2028 -	\$150,000	(HSIP)
				FY 2029 -	\$150,000	(HSIP)
					\$1,500,000	
* W-5717SW STATEWIDE PROJ.CATEGORY STATEWIDE	- STATEWIDE PROJECT	VARIOUS, HIGHWAY SYSTEM DATA COLLECTION. <u>PROJECT ADDED AT REQUEST OF TRANSPORTATION</u> <u>MOBILITY AND SAFETY DIVISION.</u>	ENGINEERING	FY 2020 -	\$200,000	(HSIP)
				FY 2021 -	\$200,000	(HSIP)
				FY 2022 -	\$200,000	(HSIP)
				FY 2023 -	\$200,000	(HSIP)
				FY 2024 -	\$200,000	(HSIP)
				FY 2025 -	\$200,000	(HSIP)
				FY 2026 -	\$200,000	(HSIP)
				FY 2027 -	\$200,000	(HSIP)
				FY 2028 -	\$200,000	(HSIP)
				FY 2029 -	\$200,000	(HSIP)
					\$2,000,000	

* INDICATES FEDERAL AMENDMENT

Thursday, September 5, 2019

**RESOLUTION TO MODIFY THE 2018-2027 TRANSPORTATION
IMPROVEMENT PROGRAM FOR THE DURHAM-CHAPEL HILL-CARRBORO
METROPOLITAN PLANNING AREA**

**AMENDMENT #15
October 9, 2019**

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, the United States Environmental Protection Agency Designated the DCHC MPO from nonattainment to attainment under the prior 1997 Ozone Standard on December 26, 2007; 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

WHEREAS, in accordance with 23 CFR 450.326 (d), the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets; and

BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board hereby approves Amendment #15 to the FY 2018-2027 Transportation Improvement Program of the Durham-Chapel Hill-Carrboro Urban Area, as approved by the Board on October 9, 2019, and as described in the “FY 2018-2027 TIP Amendment #15 Summary Sheet” on this, the 9th day of October, 2019.

Damon Seils, MPO Board Chair

Durham County, North Carolina

I certify that Damon Seils personally appeared before me this day acknowledging to me that he signed the forgoing document.

Date: October 9, 2019

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

MEMORANDUM

To: DCHC MPO Board

From: DCHC MPO Lead Planning Agency

Date: October 9, 2019

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
- ✓ Farrington Road Amendment adopted

2045 Metropolitan Transportation Plan (MTP)

- 2045 MTP amendment related to Air Quality Conformity Determination will be released for public comment– September 2018
- Adopt 2045 MTP Amendment #1 – November 2018
- Adopt 2045 MTP Amendment #2 – November 2019

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
- Rolling Household Survey – nearing completion

Prioritization 6.0 - FY 2023-2032 TIP Development

- ✓ LPA Staff develops initial project list – March-April 2019
- ✓ TC reviews initial project list – May 2019

- ✓ Board reviews initial project list (including deletions of previously submitted projects) – June 2019
- SPOT On!ine opens for entering/amending projects – October 2019
- MPO submits carryover project deletions and modifications – December 2019
- Board releases draft SPOT 6 project list for public comment – February 2020
- Board holds public hearing and approves new projects to be submitted for SPOT 6 – March 2020
- MPO submits projects to NCDOT – April 2020
- LPA updates local ranking methodology – Summer 2020
- Board approves local ranking methodology – Fall 2020
- MPO applies local ranking methodology for Regional projects – Winter 2021
- Board releases MPO initial Regional points list for local input/public comments – March 2021
- Approval of Regional Impact points – April 2021
- MPO applies local ranking methodology for Division projects – Summer 2021
- Board releases MPO initial Division points list for local input/public comments – September 2021
- Approval of Division Needs points – October 2021
- Draft STIP Released – February 2022
- Board of Transportation adopts FY2023-2032 STIP – June 2022
- MPO Board adopts FY2023-2032 MTIP – September 2022

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
- ✓ Forecasts of future demands (2035 and 2045)
- ✓ Evaluation of future conditions
- ✓ Strategic freight corridors and zones
- ✓ Recommendation & implementation strategies
- ✓ Final report and presentation – September 2018
- ✓ Release formal report for public comment – September 2018
- ✓ Approve final report – May 2019

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) – May 2018
- ✓ Draft plan, phase one – September 2018
- ✓ Public input – October-November 2018
- ✓ Revisions and additional data collection – March-May 2019
- ✓ Presentations to TC and Board – August-September 2019
- Public input – October-November 2019

- Final draft – November-December 2019

US 15-501 Corridor Study

- ✓ Funding approved by NCDOT
- ✓ Project Management Plan
- ✓ Public engagement plan
- ✓ Technical Kick-off meeting
- ✓ Development of corridor vision goals and performance measures
- ✓ Development of corridor profile
- ✓ Prepare summary of existing plans
- ✓ Prepare community profile report
- ✓ Develop and forecast travel profile/multi modal analysis
- ✓ ITS Screening
- ✓ Accessibility evaluation
- ✓ Project on hold until decision on how to move forward with transit
- Evaluation of alternative strategies
- Implementation plan and final report
- Plan adoption
- SPOT submittal

Regional Intelligent Transportation System

- ✓ Project management plan
- ✓ Development of public involvement strategy and communication plan
- ✓ Conduct stakeholder workshops
- Analysis of existing conditions
- Assessment of need and gaps
- Review existing deployments and evaluate technologies
- Identification of ITS strategies
- Update Triangle Regional Architecture
- Develop Regional Architecture Use and maintenance
- Develop project prioritization methodology
- Prepare Regional ITS Deployment Plan and Recommendation

Regional Toll Study

- ✓ Prepare project management and coordination plan
- ✓ Project initiation
- ✓ Survey and questionnaire/education
- ✓ Data preparation /data collection/screening
- ✓ Review state of the practice
- ✓ Screening and presentation to MPO Boards at joint MPO Board Meeting – October 2018
- ✓ Complete Tier 2 corridor screening and present to MPO Board – June 2019
- Public input
- Final report

Project Development/NEPA

- US 70 Freeway Conversion
- NC 54 Widening
- NC 147 Interchange Reconstruction
- I-85

- I-40

Safety Performance Measures Target Setting

- ✓ Data mining and analysis
- ✓ Development of rolling averages and baseline
- ✓ Development of targets setting framework
- ✓ Estimates of achievements
- Forecast of data and measures

Upcoming Projects

- Mobility Report Card
- Congestion Management Process (CMP)
- State of Systems Report

Contract Number: C202581 Division: 5 TIP Number: EB-4707A Length: 0.96 miles NCDOT Contact: James M. Nordan, PE Location Description: SR-1838/SR-2220 FROM US-15/501 IN ORANGE COUNTY TO SR-1113 IN DURHAM COUNTY. Contractor Name: S T WOOTEN CORPORATION Contract Amount: \$0.00 Work Began: 05/28/2019 Original Completion Date: 02/15/2021 Latest Payment Thru: Latest Payment Date:		Route: - County: Durham Federal Aid Number: STPDA-0537(2) NCDOT Contact No: (919)220-4680 Cost Overrun/Underrun: 0% Letting Date: 04/16/2019 Revised Completion Date: Scheduled Progress: 0% Actual Progress: 0%	
Contract Number: C203394 Division: 5 TIP Number: U-0071 Length: 4.009 miles NCDOT Contact: Cameron D. Richards 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 Work Began: 02/26/2015 Original Completion Date: 05/10/2020 Latest Payment Thru: 08/22/2019 Latest Payment Date:		Route: I-885, NC-147, NC-98 US-70 County: Durham Federal Aid Number: NCDOT Contact No: (919)835-8200 Cost Overrun/Underrun: 10.96% Letting Date: 11/18/2014 Revised Completion Date: 07/02/2020 Scheduled Progress: 92% Actual Progress: 82.76%	
Contract Number: C203567 Division: 5 TIP Number: U-3308 Length: 1.134 miles NCDOT Contact: James M. Nordan, PE 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 Work Began: 10/05/2016 Original Completion Date: 03/30/2020 Latest Payment Thru: 08/15/2019 Latest Payment Date:		Route: NC-55 County: Durham Federal Aid Number: STP-55(20) NCDOT Contact No: (919)220-4680 Cost Overrun/Underrun: 35.38% Letting Date: 07/19/2016 Revised Completion Date: 02/11/2021 Scheduled Progress: 60% Actual Progress: 58.35%	
Contract Number: C204167 Division: 5 TIP Number: Length: 24.77 miles NCDOT Contact: James M. Nordan, PE Location Description: 51 SECTIONS OF SECONDARY ROADS. Contractor Name: CAROLINA SUNROCK LLC Contract Amount: \$4,355,108.47 Work Began: 08/01/2018 Original Completion Date: 11/30/2019 Latest Payment Thru: 08/31/2019 Latest Payment Date:		Route: SR-1118, SR-1407, SR-1648 SR-1794, SR-1811, SR-1906 SR-1966, SR-1973, SR-2095 County: Durham Federal Aid Number: STATE FUNDED NCDOT Contact No: (919)220-4680 Cost Overrun/Underrun: 0.49% Letting Date: 05/15/2018 Revised Completion Date: Scheduled Progress: 45% Actual Progress: 33.04%	
Contract Number: C204168 Division: 5 TIP Number: Length: 15.188 miles NCDOT Contact: Cameron D. Richards Location Description: 14 SECTIONS OF SECONDARY ROADS. Contractor Name: CAROLINA SUNROCK LLC Contract Amount: \$5,334,770.46 Work Began: 07/02/2018 Original Completion Date: 11/30/2019		Route: - County: Durham Federal Aid Number: STATE FUNDED NCDOT Contact No: (919)835-8200 Cost Overrun/Underrun: 27.08% Letting Date: 05/15/2018 Revised Completion Date:	

Latest Payment Thru: 09/01/2019 Latest Payment Date:		Scheduled Progress: 68% Actual Progress: 67.16%
Contract Number: C204211 Division: 5 TIP Number: U-5968 Length: 0.163 miles NCDOT Contact: James M. Nordan, PE Location Description: CITY OF DURHAM. Contractor Name: BROOKS BERRY HAYNIE & ASSOCIATES, INC. Contract Amount: \$0.00 Work Began: 05/28/2019 Original Completion Date: 08/01/2024 Latest Payment Thru: Latest Payment Date:		Route: I-40, I-85, NC-55 NC-98, US-15, US-501 US-70 County: Durham Federal Aid Number: STBG-0505(084) NCDOT Contact No: (919)220-4680 Cost Overrun/Underrun: 0% Letting Date: 04/16/2019 Revised Completion Date: Scheduled Progress: 0% Actual Progress: 0%
Contract Number: C204256 Division: 5 TIP Number: Length: 15.89 miles NCDOT Contact: James M. Nordan, PE Location Description: 1 SECTION OF US-70, 1 SECTION OF NC-98, AND 3 SECTIONS OF SECONDARY ROADS. Contractor Name: CAROLINA SUNROCK LLC Contract Amount: \$0.00 Work Began: 03/15/2019 Original Completion Date: 11/30/2019 Latest Payment Thru: Latest Payment Date:		Route: -, NC-98, SR-1811 US-70 County: Durham Federal Aid Number: STATE FUNDED NCDOT Contact No: (919)220-4680 Cost Overrun/Underrun: 0% Letting Date: 10/16/2018 Revised Completion Date: 07/04/2020 Scheduled Progress: 0% Actual Progress: 0%
Contract Number: C204270 Division: 5 TIP Number: U-5745 Length: 0.142 miles NCDOT Contact: James M. Nordan, PE Location Description: INTERSECTION IMPROVEMENTS (ROUNDAABOUT) AT NC-751 HOPE VALLEY ROAD AND SR-1183 UNIVERSITY DRIVE IN DURHAM. Contractor Name: CAROLINA SUNROCK LLC Contract Amount: \$2,271,302.32 Work Began: 02/28/2019 Original Completion Date: 05/01/2020 Latest Payment Thru: 08/07/2019 Latest Payment Date: 08/23/2019		Route: NC-751, SR-1183 County: Durham Federal Aid Number: NCDOT Contact No: (919)220-4680 Cost Overrun/Underrun: 4.06% Letting Date: 01/15/2019 Revised Completion Date: Scheduled Progress: 49% Actual Progress: 46.15%
Contract Number: C204294 Division: 5 TIP Number: R-5785C, R-5785D Length: 1 miles NCDOT Contact: James M. Nordan, PE Location Description: VARIOUS LOCATIONS. Contractor Name: BROWE CONSTRUCTION COMPANY Contract Amount: \$704,600.00 Work Began: 04/01/2019 Original Completion Date: 11/01/2019 Latest Payment Thru: 08/22/2019 Latest Payment Date:		Route: SR-1926 County: Durham Federal Aid Number: TAP-0505(051) NCDOT Contact No: (919)220-4680 Cost Overrun/Underrun: 19.66% Letting Date: 02/19/2019 Revised Completion Date: Scheduled Progress: 70% Actual Progress: 50.73%
Contract Number: DE00255 Division: 5 TIP Number: W-5705C Length: 0 miles NCDOT Contact: James M. Nordan, PE Location Description: US 15-501 AT SR 1116 (GARRETT RD) US 15-501 BUS AT WESTGATE DR Contractor Name: ALS OF NORTH CAROLINA LLC Contract Amount: \$540,904.71 Work Began: 08/06/2018		Route: US-501 County: Durham Federal Aid Number: HSIP-0501(046) NCDOT Contact No: (919)220-4680 Cost Overrun/Underrun: 10.46% Letting Date: 05/23/2018

Original Completion Date: 12/21/2018
Latest Payment Thru: 08/07/2019
Latest Payment Date: 08/26/2019

Revised Completion Date: 06/19/2019
Scheduled Progress: 100%
Actual Progress: 91.92%

DURHAM PROJECT LIST
NCDOT DIVISION 5 - FIVE-YEAR PROGRAM
 September 2019

Project ID	Description	R/W Acq Begins	Let Type	P Let Date	Let Date	Project Manager	ROW \$	CONST \$	COMMENTS
17BP.5.R.133	BRIDGE 49 OVER ENO RIVER ON SR 1401 (COLE MILL ROAD)		Division POC Let (DPOC)		1/22/2025	Lisa Gilchrist			
17BP.5.R.134	BRIDGE 82 OVER LICK CREEK ON SR 1815 (N MINERAL SPRINGS ROAD)		Division POC Let (DPOC)		1/22/2025	Lisa Gilchrist			
17BP.5.R.126	BRIDGE 262 OVER A CREEK ON SR 1607 (BAHAMA ROAD)		Division POC Let (DPOC)		2/28/2024	Lisa Gilchrist			
17BP.5.R.116	BRIDGE 96 OVER BURDENS CREEK ON SR 1945		Division POC Let (DPOC)		2/22/2023	Lisa Gilchrist			
17BP.5.R.117	BRIDGE 110 OVER LITTLE CREEK ON SR 1110		Division POC Let (DPOC)		2/22/2023	Lisa Gilchrist			
17BP.5.R.84	BRIDGE 61 OVER MOUNTAIN CREEK ON SR 1464		Division POC Let (DPOC)		2/9/2022	Lisa Gilchrist			
17BP.5.R.83	BRIDGE 84 OVER CHUNKY PIE CREEK ON SR 1815		Division POC Let (DPOC)		4/14/2021	Lisa Gilchrist			
47709.3.1			Division POC Let (DPOC)		12/11/2019	Stephen Davidson			Utility relocations in progress
17BP.5.R.97	BRIDGE 89 OVER LICK CREEK ON SR 1902		Division POC Let (DPOC)		10/15/2019	Lisa Gilchrist			
2021CPT.05.01	Resurfacing in Durham County		Division Design Raleigh Let (DDRL)		2/19/2019	Christopher A Hoffman			
U-5774F	NC 54 FROM I-40/NC 54 INTERCHANGE	10/18/2024	Raleigh Letting (LET)	10/20/2026	10/17/2028	PAM R. WILLIAMS	\$54,800,000.00	\$39,300,000.00	
U-6067	US 15/US 501 DURHAM COUNTY FROM I-40 TO US 15/US 501 BUSINESS IN DURHAM UPGRADE CORRIDOR TO EXPRESSWAY.	2/21/2025	Raleigh Letting (LET)	2/16/2027	7/18/2028	PAM R. WILLIAMS	\$55,000,000.00	\$140,300,000.00	
U-5720A	US 70 (MIAMI BLVD) FROM LYNN ROAD TO SR 1959 (SOUTH MIAMI BOULEVARD/SR 1811 (SHERRON ROAD)	12/15/2023	Raleigh Letting (LET)	3/19/2024	10/20/2026	PAM R. WILLIAMS	\$35,800,000.00	\$57,000,000.00	

DURHAM PROJECT LIST
NCDOT DIVISION 5 - FIVE-YEAR PROGRAM
September 2019

Project ID	Description	R/W Acq Begins	Let Type	P Let Date	Let Date	Project Manager	ROW \$	CONST \$	COMMENTS
U-5720B	US 70 (MIAMI BLVD) AT SR 1959 (SOUTH MIAMI BOULEVARD)/SR 1811 (SHERRON ROAD)INTERSECTION	12/15/2023	Raleigh Letting (LET)	3/19/2024	10/20/2026	PAM R. WILLIAMS	\$17,321,000.00	\$25,300,000.00	
U-5937	NC 147 DURHAM FREEWAY, DURHAM COUNTY FROM SR 1127 (WEST CHAPEL HILL STREET) TO BRIGGS AVENUE IN DURHAM. CONSTRUCT AUXILIARY LANES AND OPERATIONAL IMPROVEMENTS.	10/14/2022	Raleigh Letting (LET)	3/21/2023	10/20/2026	PAM R. WILLIAMS	\$10,202,000.00	\$47,001,000.00	
I-6006	I-40 DURHAM/WAKE COUNTIES FROM NC 54 (EXIT 273) TO SR 1728 (WADE AVENUE). CONVERT FACILITY TO A MANAGED FREEWAY WITH RAMP METERING AND OTHER ATM / ITS COMPONENTS.	1/21/2025	Design Build Let (DBL)		1/21/2025	PAM R. WILLIAMS	\$20,000.00	\$54,530,000.00	
P-5706	NORFOLK SOUTHERN H LINE, EAST DURHAM RAILROAD SAFETY PROJECT. PROJECT WILL STRAIGHTEN EXISTING RAILROAD CURVATURE BETWEEN CP NELSON AND CP EAST DURHAM AND INCLUDES A COMBINATION OFGRADE SEPARATIONS AND CLOSURES AT ELLIS ROAD SOUTH END CROSSING (734737A), GLOVER ROAD (734735L), AND WRENN ROAD (734736	6/30/2020	Raleigh Letting (LET)		1/21/2025	MATTHEW SIMMON	\$9,000,000.00	\$42,400,000.00	

DURHAM PROJECT LIST
NCDOT DIVISION 5 - FIVE-YEAR PROGRAM
September 2019

Project ID	Description	R/W Acq Begins	Let Type	P Let Date	Let Date	Project Manager	ROW \$	CONST \$	COMMENTS
I-5942	I-85 /US 15 FROM NORTH OF SR 1827 (MIDLAND TERRACE) IN DURHAM COUNTY TO NORTH OF NC 56 IN GRANVILLE COUNTY PAVEMENT REHABILITATION		Division Design Raleigh Let (DDRL)	12/19/2023	12/17/2024	CHRISTOPHER A. HOFFMAN		\$8,357,000.00	
U-5774B	NC 54 FROM US 15/US 501 IN ORANGE COUNTY TO SR 1110 (BARBEECHAPEL ROAD) IN DURHAM COUNTY	6/16/2022	Raleigh Letting (LET)	6/18/2024	10/15/2024	PAM R. WILLIAMS	\$11,000,000.00	\$30,900,000.00	
U-5774C	NC 54 FROM SR 1110 (BARBEE CHAPEL ROAD) TO I-40	6/16/2022	Raleigh Letting (LET)	6/18/2024	10/15/2024	PAM R. WILLIAMS	\$3,000,000.00	\$23,700,000.00	
I-5941	I-85 FROM ORANGE COUNTY LINE TO US 15 /US 501 IN DURHAM PAVEMENT REHABILITATION		Division Design Raleigh Let (DDRL)		12/19/2023	CHRISTOPHER A. HOFFMAN		\$2,973,000.00	
U-5934	NC 147 FROM I-40 TO FUTURE I-885(EAST END CONNECTOR)IN DURHAM ADD LANES AND REHABILITATE PAVEMENT	10/17/2023	Design Build Let (DBL	2/15/2022	10/17/2023	PAM R. WILLIAMS	\$2,148,000.00	\$177,100,000.00	
I-5707	I-40 - FROM NC 55 (ALSTON AVENUE) TO NC 147 (DURHAM FREEWAY/TRIANGLE EXPRESSWAY) IN DURHAM	10/16/2020	Raleigh Letting (LET)	6/16/2020	6/20/2023	PAM R. WILLIAMS	\$323,000.00	\$7,600,000.00	
U-5516	AT US 501 (ROXBORO ROAD) TO SR 1448 (LATTA ROAD) / SR 1639 (INFINITY ROAD) INTERSECTION IN DURHAM. INTERSECTION IMPROVEMENTS.	4/16/2021	Division Design Raleigh Let (DDRL)	9/15/2020	5/16/2023	JOHN W. BRAXTON JR	\$6,501,430.00	\$8,200,000.00	ROW acquisition will be delayed to match new STIP schedule.

DURHAM PROJECT LIST
NCDOT DIVISION 5 - FIVE-YEAR PROGRAM
September 2019

Project ID	Description	R/W Acq Begins	Let Type	P Let Date	Let Date	Project Manager	ROW \$	CONST \$	COMMENTS
U-5717	US 15 / US 501 DURHAM CHAPEL-HILL BOULEVARD AND SR 1116 (GARRETT ROAD) CONVERTING THE AT-GRADE INTERSECTION TO AN INTERCHANGE	4/23/2019	Division Design Raleigh Let (DDRL)	4/21/2020	4/18/2023	JOHN W. BRAXTON JR	\$53,500,000.00	\$32,000,000.00	ROW acquisition will be delayed to match new STIP schedule.
U-6021	SR 1118 (FAYETTEVILLE ROAD),FROM WOODCROFT PARKWAY TO BARBEE ROAD IN DURHAM. WIDEN TO 4-LANE DIVIDED FACILITY WITH BICYCLE / PEDESTRIAN ACCOMMODATIONS.	2/19/2021	Division Design Raleigh Let (DDRL)		2/21/2023	BENJAMIN J. UPSHAW	\$5,769,000.00	\$13,770,000.00	Second public meeting will be planned for late 2019 or early 2020 as NCDOT cash budgeting allows.
I-5998	I-540 - DURHAM/WAKE COUNTIES FROM I-40 IN DURHAM TO US 70 IN RALEIGH. PAVEMENT REHABILITATION. COORDINATE WITH I-5999 & I-6000.		Division POC Let (DPOC)		1/25/2023	CHRISTOPHER A. HOFFMAN		\$3,800,000.00	
W-5705AI	US 501 BUSINESS (ROXBORO STREET) AT SR 1443 (HORTON ROAD) /SR 1641 (DENFIELD STREET)	1/30/2021	Division POC Let (DPOC)		3/23/2022	STEPHEN REID DAVIDSON	\$210,000.00	\$630,000.00	Surveys in progress
I-6000	I-540 - DURHAM/WAKE COUNTIES FROM I-40 IN DURHAM TO US 1 IN RALEIGH. BRIDGE PRESERVATION/REHABILITATION. COORDINATE WITH I-5998 & I-5999.		Division POC Let (DPOC)		1/26/2022	CHRISTOPHER A. HOFFMAN		\$4,541,000.00	
B-5674	REPLACE BRIDGE 80 OVER SR 1308 IN DURHAM ON US 15-501 NORTHBOUND	9/16/2020	Raleigh Letting (LET)		12/21/2021	KEVIN FISCHER	\$110,000.00	\$2,209,000.00	

DURHAM PROJECT LIST
NCDOT DIVISION 5 - FIVE-YEAR PROGRAM
 September 2019

Project ID	Description	R/W Acq Begins	Let Type	P Let Date	Let Date	Project Manager	ROW \$	CONST \$	COMMENTS
P-5717	NORFOLK SOUTHER H LINE CROSSING 734742W AT SR 1121 (CORNWALLIS ROAD) IN DURHAM. CONSTRUCT GRADE SEPARATION.	12/12/2019	Raleigh Letting (LET)		6/15/2021	KUMAR TRIVEDI	\$4,378,000.00	\$16,100,000.00	
W-5705T	SR 1815 / SR 1917 (SOUTH MINERAL SPRINGS ROAD) AT SR 1815 (PLEASANT DRIVE)	4/1/2020	Division POC Let (DPOC)		4/21/2021	STEPHEN REID DAVIDSON	\$85,000.00	\$800,000.00	Hydraulic design underway.
I-5995	I-40 - DURHAM/WAKE COUNTIES FROM EAST OF NC 147 TO SR 3015 (AIRPORT BOULEVARD). PAVEMENT REHABILITATION.		Division Design Raleigh Let (DDRL)		1/19/2021	CHRISTOPHER A. HOFFMAN		\$5,272,000.00	
W-5705AM	DURHAM TRAFFIC SIGNAL REVISIONS TO INSTALL "NO TURN ON RED" BLANK OUT SIGNS AT SIX LOCATIONS		Division POC Let (DPOC)		12/9/2020	CHRISTOPHER A. HOFFMAN		\$62,000.00	
W-5705S	US 15/501 AT NC 751 SOUTHBOUND ON RAMP - EXTEND RAMP		Division POC Let (DPOC)		9/23/2020	STEPHEN REID DAVIDSON		\$460,000.00	Revisions to 65% design in progress.
I-5993	I-40 - DURHAM COUNTY FROM US 15/US 501 TO EAST OF NC 147.		Division Design Raleigh Let (DDRL)		1/21/2020	CHRISTOPHER A. HOFFMAN		\$17,700,000.00	
I-5994	I-40 - DURHAM COUNTY FROM US 15/US 501 TO EAST OF NC 147.		Division Design Raleigh Let (DDRL)		1/21/2020	CHRISTOPHER A. HOFFMAN		\$6,652,000.00	
W-5601EM	SR 1118 (FAYETTEVILLE ROAD) AT PILOT STREET AND CECIL STREET IN DURHAM		Division POC Let (DPOC)		12/4/2019	JOHN EDWARD SANDOR		\$14,000.00	Deleting project, will be absorbed by U-5968
W-5705M	I-40 WESTBOUND AT NC 147 SAFETY IMPROVEMENTS (MP: 9.359 - 9.359)		Division POC Let (DPOC)		10/2/2019	JOHN EDWARD SANDOR		\$80,000.00	Deleting project, will be absorbed by U-5968

DURHAM PROJECT LIST
 NCDOT DIVISION 5 - FIVE-YEAR PROGRAM
 September 2019

Project ID	Description	R/W Acq Begins	Let Type	P Let Date	Let Date	Project Manager	ROW \$	CONST \$	COMMENTS
W-5705U	US 70 BUSINESS (MORGAN STREET) AT CAROLINA THREATRE		Division POC Let (DPOC)		9/4/2019	JOHN EDWARD SANDOR		\$20,000.00	Anticipated Let in January, 2019
W-5705V	NC 54 AT HUNTINGRIDGE ROAD		Division POC Let (DPOC)		9/4/2019	JOHN EDWARD SANDOR		\$80,000.00	Anticipated Let in January, 2019

NCDOT DIV 7 PROJECTS LOCATED IN DCHCMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
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	Jul. 2019	\$40,500 R/W \$43,200 CON	Construction underway, Tentatively schedule to flash signal 6/14/19	Dawn McPherson
47798	Increase length of existing turn lane / slip ramp and improve existing radius in the SE quadrant of US 70 Business/ NC 86 at US 70 Bypass in Hillsborough	1/17/2019	Jul. 2019	\$189,000	Construction underway - 90% complete, final pavement markings pending	Derek Dixon
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 .	5/2/2019	3/1/2022	\$3,375,611	Project let and contract awarded to Fred Smith Company	Chad Reimakoski
B-4962 40174.1.1 40174.2.1 40174.3.1	Replace Bridge #46 over Eno river on US 70 Bypass	4/16/2019	12/28/2021	\$4,863,757	Project let and contract awarded to Conti Enterprises, Inc.	Kevin Fischer
W-5707K 48283	Remove and replace existing curb & gutter and sidewalk, add pedestrian signals, concrete island, and signal modifications on SR 1010 (E. Main St / W. Franklin St) from Brewer Ln to Graham St. in Chapel Hill and Carrboro	5/31/2019	Sept. 2019	\$350,000	ROW acquisition underway, construction underway in areas of existing ROW	Chris Smitherman Derek Dixon
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 .	5/31/2019	Sept. 2019	\$775,000	Planning and design activities underway, bike/ped improvements to be completed under project 48283	Chris Smitherman

NCDOT DIV 7 PROJECTS LOCATED IN DCHCMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
SS-4907CD 47936.1.1 47936.2.1 47936.3.1	Horizontal curve improvements on SR 1710 (Old NC 10) west of SR 1561/SR 1709 (Lawrence Road) east of Hillsborough. Improvements consist of wedging pavement and grading shoulders.	12/5/2019	Spring 2020	\$261,000	Planning and design activities underway, ROW activities June/July 2019	Chad Reimakoski
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	12/19/2019	Apr. 2020	\$395,000	No bids on most recent letting, Project on hold until further notice	Chad Reimakoski
I-3306A 34178.1.3 34718.2.2 34178.3.3	Widening I-40 from I-85 in Orange Co. to Durham Co. line (US 15/501 Interchange)	TBD	TBD	\$88,100,000	Planning and design activities underway, Public meeting 1/24/19, No schedule at this time other than CE document scheduled for 3/29/19, Combined w/I-3306AC	Laura Sutton
P-5701 46395.1.1 46395.3.1	Construct Platform, Passenger Rail Station Building at Milepost 41.7 Norfolk Southern H-line in Hillsborough	6/30/2021	FY2022	\$7,200,000	PE funding scheduled 7/1/2020, Coordinate with U-5848	Matthew Simmons
I-3306AC 34178.1.6 34178.2.5 434178.3.9	Interchange improvements at I-40 and NC86 in Chapel Hill	10/19/2021	FY 2023	\$16,500,000	Planning and Design activities underway, Combined w/I-3306A	Laura Sutton
R-5821A 47093.1.2 47093.2.2 47093.3.2	Construct operational improvements including Bicycle/Pedestrian accommodations on NC 54 from SR 1006 (Orange Grove Road) to SR 1107 /SR 1937 (Old Fayetteville Road).	6/21/2022	FY2024	\$3,924,000	Planning and design activities underway, coordinating with NC54 West Corridor Study	Chris Smitherman
U-5848 50237.1.1 50237.2.1 50237.3.1	Extend SR 1006 (Orange Grove Road) on new location with Sidewalks and bike lanes from existing SR 1006 (Orange Grove Road) to US 70 Business in Hillsborough .	3/21/2023	FY 2025	\$5,326,000	Planning and Design activities underway, Coordinate with P-5701 and U-5845	Laura Sutton

NCDOT DIV 7 PROJECTS LOCATED IN DCHCMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
I-5959 45911.1.1 45911.3.1	Pavement Rehabilitation on I-85 from West of SR 1006 (Orange Grove Road) to Durham County line	11/21/2023	FY 2025	\$11,155,000	Funding approved 10/10/17, Coordinate with I-5967, I-5984 and I-0305	Chris Smitherman
I-5967 45917.1.1 45917.2.1 45917.3.1	Interchange improvements at I-85 and SR 1009 (South Churton Street) in Hillsborough	1/16/2024	FY 2027	\$20,700,000	Planning and Design activities underway, Coordinate with I-0305 and U-5845	Laura Sutton
U-5845 50235.1.1 50235.2.1 50235.3.1	Widen SR 1009 (South Churton Street) to multi-lanes from I-40 to Eno River in Hillsborough	1/16/2024	FY 2027	\$49,751,000	Planning and Design activities underway, Coordinate with U-5848 and I-5967	Laura Sutton
I-5984 47530.1.1 47530.2.1 47530.3.1	Interchange improvements at I-85 and NC 86 in Hillsborough	11/18/2025	FY 2027	\$16,488,000	Funding approved 10/10/17, Coordinate with I-0305 and I-5959	Laura Sutton
U-6071 47496.1.1 47496.2.1 47496.3.1	Intersection improvements at NC 54 and SR 1007 (Old Fayetteville Rd) in Carrboro	1/15/2026	FY 2027	\$1,216,000	Project deleted per Draft 2020-2029 STIP (unfunded project)	Chris Smitherman
I-5983 47529.1.1 47529.2.1 47529.3.1	Widen I-85 in Orange Co. from west of SR1713 (Mt. Hermon Church Rd) to Durham Co. line	10/20/2026	FY2029	\$53,460,000	Project deleted per Draft 2020-2029 STIP and reinstate project I-0305	Laura Sutton
I-0305 34142.1.2 34142.2.2 34142.3.2	Widening of I-85 from west of SR1006 (Orange Grove Road) in Orange Co. to west of SR 1400 (Sparger Road) in Orange Co.	1/19/2027	FY2029	\$133,400,000	Planning and design activities underway, Project reinstated per Draft 2020-2029 STIP (funded project) and delete project I-5983	Laura Sutton



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>Completion Date</u>	<u>Work Start Date</u>	<u>Estimated Completion</u>	<u>Progress Schedule</u>	<u>Completion Percent</u>
C202581	EB-4707A	SR-1838/SR-2220 FROM US-15/501 IN ORANGE COUNTY TO SR-1113 IN DURHAM COUNTY.	S T WOOTEN CORPORATION	Nordan, PE, James M	\$4,614,460.00	05/28/2019	02/15/2021	05/28/2019			
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	11/01/2017	09/02/2015	04/29/2019	100.00	100.00
C203946	B-5348	BRIDGE #85 OVER PHIL'S CREEK ON SR-1005 (OLD GREENSBORO ROAD).	DANE CONSTRUCTION INC	Howell, Bobby J	\$984,596.98	02/01/2018	12/27/2018	02/01/2018	01/30/2019	99.00	92.33
C204025	I-5954	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	Howell, Bobby J	\$9,699,053.68	04/01/2018	06/29/2019	04/29/2019	06/29/2019	96.00	40.48
C204078	B-4962	BRIDGE #46 OVER ENO RIVER ON US-70 BYPASS.	CONTI ENTERPRISES, INC	Howell, Bobby J	\$4,863,757.00	05/28/2019	12/28/2021	06/19/2019			
DG00393		SR 1101, SR 1118, SR 1119, SR 1124, SR 1125, SR 1127, SR 1128 SR 1130, SR 1134, SR 1135, SR 1137, SR 1141, SR 1143, ETC.	RILEY PAVING INC	Howell, Bobby J	\$1,084,520.40	04/02/2018	10/12/2018	06/18/2018	12/07/2018	100.00	99.97
DG00395		BRIDGE #189 ON SR 1114 (BUCKHORN ROAD) OVER CANE CREEK	S T WOOTEN CORPORATION	Howell, Bobby J	\$723,924.13	04/01/2018	01/01/2019	05/07/2018	02/07/2019	97.00	99.75
DG00413		US 70 BUS, SR 1009, SR 1102, SR 1129, SR 1239, SR 1352, SR 1716 AND SR 1841	CAROLINA SUNROCK LLC	Howell, Bobby J	\$3,562,232.66	05/28/2018	11/01/2019	05/29/2018	11/01/2019	58.00	99.59
DG00419		NC 86, 17 SECONDARY ROADS	CAROLINA SUNROCK LLC	Howell, Bobby J	\$3,764,001.64	05/14/2018	11/01/2019	05/14/2018	11/01/2019	51.00	77.10
DG00435		22 SECONDARY ROADS	WHITEHURST PAVING CO INC	Howell, Bobby J	\$846,340.66	04/01/2019	10/11/2019				
DG00444	R-5821B	INTERSECTION IMPORVEMENTS AT THE INTERSECTION OF NC 54 AND SR 1006 (ORANGE GROVE ROAD)	FSC II LLC DBA FRED SMITH COMPANY	Howell, Bobby J	\$1,039,900.00	07/16/2018	05/16/2019	08/13/2018	05/16/2019	100.00	99.94
DG00445	R-5787BB	INSTALLATION OF ADA COMPLIANT CURB RAMPS AT VARIOUS INTERSECTIONS	LITTLE MOUNTAIN BUILDERS OF CATAWBA COUNTY INC	Howell, Bobby J	\$319,319.80	06/25/2018	02/15/2020	08/06/2018	02/15/2020	100.00	92.94
DG00445	W-5707A	INSTALLATION OF ADA COMPLIANT CURB RAMPS AT VARIOUS INTERSECTIONS	LITTLE MOUNTAIN BUILDERS OF CATAWBA COUNTY INC	Howell, Bobby J	\$319,319.80	06/25/2018	02/15/2020	08/06/2018	02/15/2020	100.00	92.94
DG00451	U-5854	SR 1008 (MT. CARMEL CHURCH ROAD) AND SR 1913 (BENNETT ROAD) ROUNDABOUT AND RELATED SAFETY IMPROVEMENTS	CAROLINA SUNROCK LLC	Howell, Bobby J	\$1,833,468.84	08/15/2018	04/30/2020	02/13/2019	11/30/2020	13.00	37.94
DG00461		BRIDGE #031 ON SR 1010 (E. FRANKLIN ST.) OVER BOLIN CREEK & BOLIN CREEK TRAIL	M & J CONSTRUCTION & CO OF PINELLAS COUNTY INC	Howell, Bobby J	\$2,456,272.12	11/12/2018	07/15/2019	03/15/2019	08/15/2019	54.00	19.64
DG00462		BRIDGES 264, 288, 260, 543 IN GUILFORD COUNTY AND BRIDGE 031 IN ORANGE COUNTY	ELITE INDUSTRIAL PAINTING INC	Snell, PE, William H	\$967,383.15	08/01/2019	01/01/2020				



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>Completion Date</u>	<u>Work Start Date</u>	<u>Estimated Completion</u>	<u>Progress Schedule</u>	<u>Completion Percent</u>
DG00485	U-5846	SR 1772 (GREENSBORO STREET) AT SR 1780 (ESTES DRIVE), CONSTRUCT ROUNDABOUT	FSC II LLC DBA FRED SMITH COMPANY	Howell, Bobby J	\$3,375,611.30	05/28/2019	03/01/2022				
DG00487	W-5707L	INSTALLATION OF 4' THERMOPLASTIC PAVEMENT MARKING LINES VARIOUS SECONDARY ROADS DIVISION WIDE	TRP CONSTRUCTION GROUP LLC	Snell, PE, William H	\$839,863.60	06/01/2019	09/28/2019				

Chatham County - DCHC MPO - Active Projects - Division 8--September 2019

Contract # or WBS # or TIP #	Route	Description	Let Date	Completion Date	Contractor	Project Admin.	Project Cost	Notes
Division	SR 1782 (Jeremiah Drive)	Increase elevation of roadway approx 5 feet for Jordan Lake impoundment	May-19	Fall /2019	Division	Matt Kitchen (336)-318-4000	TBD	Work underway - Stone Base added

Chatham County - DCHC MPO - Upcoming Projects - Division 8--September 2019

Contract # or WBS # or TIP #	Route	Description	Let Date	Completion Date	Contractor	Project Admin.	STIP Project Cost	Notes
U-6192	US 15-501	Add Reduced Conflict Intersections - from US 64 Pitts. Byp to SR 1919 (Smith Level Road) Orange Co	FY 2027	TBD	TBD	Greg Davis (910) 773-8022	\$45,640,000	Right of Way FY 2025
R-5825	NC 751 at SR 1731 (O'Kelly Chapel Road)	Upgrade and Realign Intersection	FY 2020	TBD	TBD	Greg Davis (910) 773-8022	\$759,000	