



DCHC MPO Board Meeting Agenda

Wednesday, June 10, 2020

9:00 AM

Meeting to be held by teleconference.

Watch on Facebook Live at <https://www.facebook.com/MPOforDCHC/>

Any member of the general public who wishes to make public comment should send an email to aaron.cain@durhamnc.gov and the comment will be read to the Board during the public comment portion of the meeting.

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

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

3. Adjustments to the Agenda**4. Public Comments****5. Directives to Staff**[20-100](#)

Attachments: [2020-06-10 \(20-100\) MPO Board Directives to Staff.pdf](#)

CONSENT AGENDA**6. May 13, 2020 Board Meeting Minutes**[20-142](#)

A copy of the May 13, 2020 Board Meeting minutes is enclosed.

Board Action: Approve the minutes of the May 13, 2020 Board Meeting.

Attachments: [2020-06-10 \(20-142\) MPO 05.13.20 MINUTES LPA2.pdf](#)

ACTION ITEMS**7. Resolution Honoring Commissioner Ellen Reckhow**[20-140](#)

Wendy Jacobs, Board Chair

After more than three decades of public service, including serving on the DCHC MPO Board, Commissioner Ellen Reckhow will be leaving the MPO Board this month. A resolution has been prepared honoring her service to the MPO and the community.

Board Action: Adopt the resolution honoring Commissioner Ellen Reckhow.

Attachments: [2020-06-10 \(20-140\) Resolution Honoring Ellen Reckhow.pdf](#)

8. Proposed Installation of Gas Pipeline Along American Tobacco Trail[20-147](#)**Right-of-Way (20 minutes)****Dale McKeel, LPA Staff****Jason Orthner, PE, Director, NCDOT Rail Division (invited)**

The American Tobacco Trail (ATT) is a 22-mile-long trail located in Wake, Chatham, and Durham counties that is primarily built on right-of-way of the former Durham and South Carolina railroad. In the mid to late 1990s, NCDOT acquired much of the former railroad right-of-way in order to preserve it intact for future railroad use. Since that time, NCDOT has entered into agreements with local governments allowing interim use of the railroad right of way for the ATT.

At its meeting on May 7, the N.C. Board of Transportation approved a resolution granting Dominion Energy an easement to build a 12-inch gas pipeline in a portion of the railroad right-of-way where the ATT is located, for a one-time payment of \$3 million. The resolution authorizes NCDOT's Manager of the Right-of-Way Unit to "execute the appropriate instrument" for a gas pipeline easement in the NCDOT right-of-way.

On June 2, it was announced that Dominion Energy has rescinded its request to utilize NCDOT right of way along the American Tobacco Trail for a pipeline.

Jason Orthner, Director of the NCDOT Rail Division, has been invited to the MPO Board meeting to discuss the gas pipeline. Attachments include the resolution approved by the Board of Transportation, a presentation on the proposed gas pipeline, and an article from the The News & Observer. NC Policy Watch also published an article that can be viewed on-line at <https://bit.ly/2U5Fb9m>.

TC Action: None**Board Action:** Receive information about the gas pipeline proposal.**Attachments:**[2020-06-10 \(20-147\) ATT Gas Pipeline Presentation.pdf](#)[2020-06-10 \(20-147\) Excerpt from May 2020 Board of Transportation Agenda.p](#)[2020-06-10 \(20-147\) News and Observer Article.pdf](#)

9. 2050 MTP -- Public Engagement Plan (10 minutes)[20-144](#)**Andy Henry, LPA Staff**

The DCHC adopted the 2045 Metropolitan Transportation Plan (MTP) in March 2018, and thus federal rules require the MPO to adopt an updated plan within four years, i.e., by March 2022. Staff and local planners have already begun to update the demographic data and modeling networks that the 2050 MTP will require. The first step in developing the updated MTP is to identify the schedule and public engagement process, release those documents for public comment, and approve them for implementation. The DCHC MPO Public Involvement Policy requires that the schedule and Public Engagement Plan, which are attached, be released for a minimum 42-day public comment period and be part of an extensive effort to solicit public comment. In addition, the demographic data that staff will collect during the public involvement process is attached in a draft format.

The proposed approval schedule for this item will be:

June - release the 2050 MTP schedule and Public Engagement Plan; and,
August - conduct public hearing and approve final schedule and public engagement process

TC Action: Recommended that the MPO Board release the 2050 MTP schedule and Public Engagement Plan for public comment.

Board Action: Review the schedule and public engagement plan, provides comments, and release these documents for public comment.

Attachments: [2020-06-10 \(20-144\) 2050 MTP Public Engagement Plan \(1\).pdf](#)
 [2020-06-10 \(20-144\) 2050 MTP Schedule.pdf](#)
 [2020-06-10 \(20-144\) Demographic Questions.pdf](#)

10. 2050 MTP -- Goals and Objectives (10 minutes)[20-145](#)**Andy Henry, LPA Staff**

The DCH MPO dedicated considerable effort to develop the Goals and Objectives for the 2045 Metropolitan Transportation Plan (MTP). Staff conducted a workshop with the MPO Board, administered an online survey, designed Goals and Objectives that were aligned with a set of performance measures, and coordinated the process to ensure that the DCHC MPO and Capital Area MPO (CAMPO) adopted the same set of Goals/Objectives and Performance Measures. Consideration of any updates to this set of Goals and Objectives is among the first steps in the development of the 2050 MTP.

Given the difficulty of conducting public workshops and other in-person meetings during the social distancing requirement for Covid-19, staff used a method that takes advantage of public input processes from previous plans and studies. Staff reviewed and compared the visions, goals and objectives from over two dozen transportation-related plans throughout the Triangle area that have been completed over the last few years. These plans included long-range transportation plans, comprehensive plans, modal implementation plans (e.g., bicycle and pedestrian), strategic plans for local governments, and corridor and small area studies. For the most part, the current 2045 MTP Goals and Objectives matched the most common and important themes found in these other plans. However, staff identified a few themes that would strengthen the MPO's Goals and Objectives and therefore is recommending minor changes to the 2050 MTP Goals and Objectives -- see the attachment.

The MPOs have conducted informative online surveys for previous MTPs to identify citizens' transportation values. Staff plan to conduct an online survey with the release of the Goals and Objectives but that survey is still under developed.

The proposed approval schedule for this item will be:

June - release the 2050 MTP Goals and Objectives; and,
August - conduct public hearing and approve final 2050 MTP Goals and Objectives

TC Action: Recommended that the MPO Board release the proposed Goals/Objectives for public comment.

Board Action: Review the proposed 2050 MTP Goals and Objectives, provide comments, and release it for public comment.

Attachments: [2020-06-10 \(20-145\) 2050 MTP Goals & Objectives.pdf](#)

11. Environmental Justice Draft Report (15 minutes)[20-143](#)**Anne Phillips, LPA Staff**

Every four years, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) review the planning processes of metropolitan areas with populations over 200,000. In 2019, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) underwent a certification review that found that the metropolitan transportation planning process substantially meets federal requirements.

Although DCHC MPO was commended for developing environmental justice (EJ) metrics and conducting detailed draft analyses, it was recommended that the MPO update its demographic profile before finalizing its EJ analyses to reflect potential changes in communities of concern. The draft Environmental Justice Report contains an updated demographic profile and analysis of the 2045 Metropolitan Transportation Plan, the FY 2018-27 Transportation Improvement Program, and the FY 19-20 Unified Planning Work Program.

TC Action: Recommended that the MPO Board release the draft Environmental Justice Report for a 45-day public comment period.

Board Action: Release the draft Environmental Justice Report for a 45-day public comment period.

Attachments:[2020-06-10\(20-143\)EnvironmentalJusticeDraftReport.pdf](#)[2020-06-10\(20-143\)EnvironmentalJusticeDraftReportPresentation.pdf](#)

12. Status of FY 21 TDM Funding -- (15 minutes)[20-141](#)

Dale McKeel, LPA Staff

John Hodges-Copple, TJCOG

For more than a decade, the Triangle TDM program has been supported by three funders: NCDOT, CAMPO, and DCHC MPO. The MPOs have used a portion of their CMAQ allocation from NCDOT for TDM. The anticipated funding from each source in FY 21 is \$554,851 from NCDOT, \$678,976 from CAMPO, and \$534,690 from DCHC. However, due to NCDOT's budget situation, none of the FY 21 funding has been approved by NCDOT.

Earlier this year, the TDM Oversight Committee met three times to review applications from local and regional TDM service providers and recommend the amount of funding to award to each applicant. TJCOG staff who administer the regional TDM program recently informed service providers that award notifications, typically sent in the spring, are not being sent until the funding issue is resolved.

The purpose of this item is to provide an update on the status of TDM funding, discuss steps being taken to address the funding issue, and discuss options if the MPO CMAQ and NCDOT funding does not become available by the start of the fiscal year. Attached is a document that provides the business case for moving forward on allocated funding for FY21 to prevent the loss of the Triangle TDM program.

TC Action: Recommended that the MPO Board receive the report.

Board Action: Receive the report and discuss options.

Attachments: [2020-06-10 \(20-141\) Triangle TDM Business Case 6-2-20.pdf](#)
[2020-06-10 \(20-141\) MPO Board TDM Resolution.pdf](#)

13. Durham and Orange Transit Plan Implementation FY20 Q3 Report (10 minutes)[20-148](#)

Jennifer Hayden, GoTriangle

The FY20 third quarter reports for implementation of the Durham and Orange transit plans will be presented. This item is for informational purposes only; no action is necessary at this time.

Board Action: Receive the reports.

Attachments: [2020-06-10 \(20-148\) FY20 Q3 Durham Transit Plan Implementation Report.pdf](#)
[2020-06-10 \(20-148\) FY20 Q3 Orange Transit Plan Implementation Report.pdf](#)

Minutes Recording Document

[20-106](#)**REPORTS:**

14. **Report from the Board Chair** [20-101](#)
Wendy Jacobs, Board Chair
Board Action: Receive the report from the Board Chair
15. **Report from the Technical Committee Chair** [20-102](#)
Nishith Trivedi, TC Chair
Board Action: Receive the report from the TC Chair.
16. **Report from LPA Staff** [20-103](#)
Felix Nwoko, LPA Manager
Board Action: Receive the report from LPA Staff.
Attachments: [2020-06-10 \(20-103\) LPA staff report.pdf](#)
17. **NCDOT Report** [20-104](#)
Joey Hopkins (David Keilson/Richard Hancock), Division 5 - NCDOT
Mike Mills (Pat Wilson, Stephen Robinson), Division 7 - NCDOT
Brandon Jones (Bryan Kluchar, Jen Britt), Division 8 - NCDOT
Julie Bogle, Transportation Planning Branch - NCDOT
John Grant, Traffic Operations - NCDOT
Board Action: Receive the reports from NCDOT.

Attachments: [2020-06-10 \(20-104\) NCDOT Progress Report.pdf](#)

INFORMATIONAL ITEMS

18. **Recent News Articles and Updates** [20-105](#)
Attachments: [2020-06-10 \(20-105\) news articles 6-10-2020.pdf](#)

Adjourn

Next meeting: August 12, 9 a.m., Committee Room

Dates of Upcoming Transportation-Related Meetings: None

MPO Board Directives to Staff

Active Directives (Complete/Pending/In Progress)

Meeting Date	Directive	Status
11-13-19	Chair Seils will set up a committee, including MPO staff, to address MPO resources and governance.	<u>Underway</u> . The committee will report back to the Board in June 2020.

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION BOARD**13 May 2020****MINUTES OF MEETING**

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board met on May 13, 2020, at 9:00 a.m. remotely via WebEx. The following people were in attendance:

Wendy Jacobs (Chair)	Durham County
Jenn Weaver (Vice Chair)	Town of Hillsborough
Renée Price (Member)	Orange County
Karen Howard (Member)	Chatham County
Ellen Reckhow (Member)	GoTriangle
Charlie Reece (Member)	City of Durham
Steve Schewel (Member)	City of Durham
Pam Hemminger (Member)	Town of Chapel Hill
Damon Seils (Member)	Town of Carrboro
Michael Parker (Alternate)	Town of Chapel Hill
Lydia Lavelle (Alternate)	Town of Carrboro
Heidi Carter (Alternate)	Durham County
Mike Fox (Alternate)	NC Board of Transportation
Joey Hopkins	NCDOT, Division 5
David Keilson	NCDOT, Division 5
Richard Hancock	NCDOT, Division 5
Patrick Wilson	NCDOT, Division 7
Stephen Robinson	NCDOT, Division 7
Tamara Njegovan	NCDOT, Division 7
Bryan Kluchar	NCDOT, Division 8
Julie Bogle	NCDOT, TPD
John Grant	NCDOT, Traffic Operations
Ellen Beckmann	City of Durham
Sean Egan	City of Durham
Bill Judge	City of Durham
Pierre Osei-Owusu	City of Durham
Evan Tenenbaum	City of Durham
Tasha Johnson	City of Durham Planning
Bergen Watterson	Chapel Hill Planning
Jomar Pastorelle	Chapel Hill Planning
Tina Moon	Town of Carrboro
Brooke Ganser	Durham County Planning
Zach Hallock	Durham County
Nish Trivedi	Orange County
Joe Geigle	FHWA
John Hodges-Copple	Triangle J Council of Governments
Meg Scully	GoTriangle

Jay Heikes	GoTriangle
Cha'ssem Anderson	University of North Carolina
Felix Nwoko	DCHC MPO
Andy Henry	DCHC MPO
Aaron Cain	DCHC MPO
Anne Phillips DCHC MPO	
Brian Rhodes	DCHC MPO
Robert Jahn	DCHC MPO
Yanping Zhang	DCHC MPO
Dale McKeel	City of Durham/DCHC MPO

Quorum Count: 10 of 10 Voting Members

Chair Wendy Jacobs called the meeting to order at 9:00 a.m. A roll call was performed of MPO Board Member and Alternates by Robert Jahn. The Voting Members and Alternate Members of the DCHC MPO Board were identified and are indicated above. Karen Howard noted that she had to leave the meeting at 10 a.m. due to a scheduling conflict. Chair Wendy Jacobs announced that for each action item requiring a vote, Robert Jahn would perform a roll-call vote. Aaron Cain stated that Vernetta Alston would no longer be serving on the MPO Board; Steve Schewel would serve as Member and Javiera Caballero as Alternate.

PRELIMINARIES:

2. Ethics Reminder

Chair Wendy Jacobs read the Ethics Reminder and asked if there were any known conflicts of interest with respect to matters coming before the MPO Board and requested that if there were any identified during the meeting for them to be announced. There were no known conflicts identified by the MPO Board Members.

3. Adjustments to the Agenda

Aaron Cain stated that there would be a presentation from Joey Hopkins about the current finances and budget of NCDOT, listed below as item #15A.

4. Public Comments

There were no comments from the public.

5. Directives to Staff

Renee Price and Aaron Cain discussed making changes to the Directives to Staff. Charlie Reece suggested deleting the completed items on the list. Aaron Cain agreed to remove the completed items. Chair Wendy Jacobs and Damon Seils discussed presenting an item related to the Directives to Staff at the next MPO Meeting on June 10, 2020.

CONSENT AGENDA:

6. March 11, 2020 MPO Board Meeting Minutes

There was no discussion of the March 11, 2020, MPO Board Meeting Minutes.

Ellen Reckhow made a motion to approve the Consent Agenda. Vice Chair Jenn Weaver seconded the motion. The motion passed unanimously.

ACTION ITEMS:

7. Material Changes to the 2017 Durham County Transit Plan
Aaron Cain, LPA Staff

Aaron Cain stated that the DCHC MPO, Durham Board of County Commissioners, and GoTriangle adopted the Durham County Transit Plan (Transit Plan). Aaron Cain added that expenditure increases of more than \$500,000 on bus services are considered “material changes” and must be approved by all three governing boards per the interlocal agreement (ILA). Aaron Cain noted that the projects in the draft Work Plan deemed to be material changes are the Fayetteville Street transit emphasis corridor, bus stop access improvements, bus speed and reliability, electric vehicle acquisition, and GoDurham Computer-Aided Dispatch/Automatic Vehicle Locator (CAD/AVL). Aaron Cain stated that the Durham County Board of Commissioners on May 11 voted to approve the changes to the Transit Plan and it is scheduled to go before the GoTriangle Board of Trustees at their meeting in either May or June of 2020.

Chair Wendy Jacobs noted that the public comment period for the Transit Plan was still ongoing. Charlie Reece emphasized that the changes in the Transit Plan would greatly benefit Durham's community.

Damon Seils made a motion to adopt the resolution to approve the material changes as described in the memo. Pam Hemminger seconded the motion. The motion passed unanimously.

8. Draft FY21 Durham and Orange Work Plans
Aaron Cain, LPA Staff

Aaron Cain stated that the Durham and Orange Staff Working Groups (SWG) released the Draft FY21 Work Plans for public comment on April 15, 2020. Aaron Cain indicated that the plans would be available for public comment until May 22, 2020. Aaron Cain added that the draft Durham Work Plan was reviewed by the Durham County Board of Commissioners on May 4. Aaron Cain listed the FY20 transit improvements as follows: bus stop improvements for GoDurham, Orange Public Transit, and Chapel Hill Transit; GoDurham service expansion; upgrades for the Southpoint transit center; design phase of the Hillsborough park-and-ride station; transit emphasis corridor design for Fayetteville Street, Holloway Street, and Chapel Hill Road; and capital funding supply for the North-South BRT. Aaron Cain added that, for FY21, the following implementations have been proposed: Chapel Hill Transit short-range transit plan; additional service frequency on selected GoDurham routes; continuation of the Fayetteville Street Transit Emphasis Corridor; vehicle purchases for GoTriangle and GoDurham; expansion of the Hillsborough circulator; bus speed and reliability improvements; repurposing of the previously envisioned Rougement service; and removal of some low-ridership routes. Aaron Cain presented a timeline for review by various boards, including the DCHC MPO Board, county boards of commissioners, and GoTriangle Board of Trustees.

Ellen Reckhow requested further review and oversight on costs related to Durham County overhead. Renee Price and Aaron Cain discussed that the Orange County Work Plan will be available for public comment though May 22. Aaron Cain added that rental fees are a major source of funding

for GoTriangle and those funds have dramatically decreased due to the COVID-19 pandemic. Ellen Reckhow suggested that the sales tax projections may have been made too high. Renee Price and Aaron Cain discussed carryover balances from FY20 to FY21, and the proper way to present the information in the transit plans. Renee Price asked if Aaron Cain was available to present information related to the Transit Plan at the Orange County Board of Commissioners meeting on May 19.

There was no further MPO Board action necessary for this item.

9. FFY20 Section 5307/5340 FULL Apportionment Split Letter
Felix Nwoko, LPA Staff

Aaron Cain stated that Section 5307/5340 funds are allocated to urbanized areas for transit capital and operating assistance, and for transportation-related planning. Aaron Cain continued that the DCHC MPO full apportionment for FFY20 was released by the Federal Transit Administration (FTA) to the LPA staff, and the funding amounts for each agency were made in consultation with the four fixed-route transit operators and MPO policy. Aaron Cain added that a split letter to FTA regarding the allocation of these funds among transit operators must be approved by the MPO Board to authorize the transit operators to seek applications for funding. Chair Wendy Jacobs requested further information about the funding. Aaron Cain responded that the funding is federal support for local transit agencies and can be used for operations and capital, and can be incorporated into the local budgets.

Ellen Reckhow made a motion to approve the distribution and endorse the attached FFY20 FULL apportionment split letter. Pam Hemminger seconded the motion. The motion passed unanimously.

10. FFY20 Section COVID-19 CARES ACT 5307/5340 FULL Apportionment Split Letter
Felix Nwoko, LPA Staff

Aaron Cain stated that, as part of the COVID-19 Stimulus packet called the Corona Virus Aid, Relief and Security (CARES) ACT, FTA received funding under the Section 5307/5340 program, which is

allocated to urbanized areas for transit capital and operating assistance ,and for transportation-related planning. Aaron Cain added that CARES funding differs from the traditional 5307 because it does not require local matching funds; expenses must be incurred on or after January 2020 and it does not have to be programmed in the Transportation Improvement Program (TIP) if used for operating expenses.

Aaron Cain added that DCHC MPO used the same formula for CARES funding as the 5307 formula. Aaron Cain continued that the CARES funding is intended to be used to support local transit agencies while revenues are anticipated to fall due to the COVID-19 pandemic. Damon Seils affirmed his support for additional transit funding due to, in part, NCDOT budget cuts of programs supporting local transit agencies.

Damon Seils made a motion to approve the distribution and endorse the attached FFY20 CARES Act full apportionment split letter. Ellen Reckhow seconded the motion. The motion passed unanimously.

11. FFY19 and FFY20 Section 5339 Full Apportionment Split Letter
Felix Nwoko, LPA Staff

Aaron Cain stated that the Section 5339 Buses and Bus Facilities program makes Federal resources available to states and designated recipients to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities. Aaron Cain noted that the DCHC MPO is the designated recipient for the Durham urbanized area (UZA). Aaron Cain added that DCHC MPO plans to use the same formula to distribute funding as in previous years.

Damon Seils made a motion to approve the FFY19 and FFY20 Section 5339 distribution and endorse the full apportionment split letter. Ellen Reckhow seconded the motion. The motion passed unanimously.

12. Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) Grant - FY19 and FY20 Call for Projects
Felix Nwoko, LPA Staff

Aaron Cain stated that Section 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities provides funds to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options, and the DCHC MPO is the designated recipient of these funds for the Durham urbanized area (UZA) and distributes the funds to eligible sub-recipients through a competitive selection process. Aaron Cain added that approximately \$500,000 was apportioned to the Durham UZA for FY2019 and FY2020. There was discussion about the types of projects that this funding would be allocated to, including the Chapel Hill Transit's Senior Shuttle and the EZ Rider program in Chapel Hill and Carrboro.

There was no further action necessary for the MPO Board.

13. Amendment #1 to the FY2020-2029 TIP

Anne Phillips, LPA Staff

Aaron Cain introduced Anne Phillips, as a Principal Planner for the DCHC MPO. Anne Phillips stated that, in March 2020, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) reconciled the DCHC MPO FY 2020-2029 Transportation Improvement Program (TIP) with the FY2020-2029 Statewide Transportation Improvement Program (STIP); therefore, additions and amendments to projects that differ from the initially adopted STIP can now added to the TIP. Anne Phillips added that Amendment #1 adds these projects to the TIP.

Pam Hemminger made a motion to approve Amendment #1 to the FY2020-29 TIP. Ellen Reckhow seconded the motion. The motion passed unanimously.

14. FHWA Highway Infrastructure Funding Swap

Aaron Cain, LPA Staff

Aaron Cain stated that the DCHC MPO is scheduled to receive \$414,806 in 2020 of Highway Infrastructure Program (Infra) funds from the Federal Highway Administration (FHWA). Aaron Cain continued that NCDOT has offered to swap Infra funds for an equal amount of Surface Transportation Block Grant (STBG) funds because Infra funds can only be used for highway projects for vehicular travel

benefit. Aaron Cain added STBG funds will allow the MPO more flexibility in allocating funding. Aaron Cain noted that MPO staff proposes to include the additional STBG funding in the upcoming call for projects for DCHC Surface Transportation Block Grant-Direct Attributable (STBGDA) and Transportation Alternatives Program-Direct Attributable (TAPDA) funds.

Chair Wendy Jacobs and Aaron Cain discussed that a formula for the distribution of funding has not been determined, but the MPO Board would receive recommendations. Renee Price and Aaron Cain discussed that the funding would include Durham, Orange, and Chatham counties. Aaron Cain added that he would present timely information to the MPO Board regarding the STBGDA call for projects in June or August of 2020.

Renee Price made a motion to approve the Infra fund swap with NCDOT. Ellen Reckhow seconded the motion. The motion passed unanimously.

15. Support Letter for Durham BUILD Grant and Resolution in Support of Acquisition of S-Line
Dale McKeel, LPA Staff

Dale McKeel stated that the City of Durham is submitting a Better Utilizing Investments to Leverage Development (BUILD) Grant application to the U.S. Department of Transportation for construction funding for the Durham Belt Line Trail, and has requested a letter of the support from the MPO Board. Dale McKeel added that NCDOT and Northline are pursuing grant funding from the Federal Railroad Administration to acquire S-line railroad right-of-way for future high speed rail. Dale McKeel continued that there was an additional request for right-of-way for a parallel trail to S-line. Dale McKeel stated that further amendments from the Technical Committee (TC) include adding language to expand right-of-way requests from CSX to areas that would be useful for the proposed Commuter Rail Transit (CRT).

Ellen Reckhow made a motion to approve the support letter for Durham BUILD Grant and Resolution in support of the acquisition of the S-line. Pam Hemminger seconded the motion. The motion passed unanimously.

15A. NCDOT Budget**Joey Hopkins**

Joey Hopkins indicated that the current situation at NCDOT is unprecedented and therefore requires patience and understanding. Joey Hopkins stated that, prior to the COVID-19 pandemic, there were budget issues at NCDOT due to the cost of storm response and recovery as well as legal costs resulting from the Map Act. Joey Hopkins elaborated on the cost of the storm response and recovery, noting that the resulting cost was historically high. Joey Hopkins continued that due to these existing issues, measures were taken to compensate for budget shortfalls, such as delaying project letting, rescheduling capital programs, and decreased and suspended routine maintenance.

Joey Hopkins stated that NCDOT is 100% receipt supported, and the COVID-19 pandemic has severely lowered its revenue. Joey Hopkins noted that currently NCDOT is operating below their cash floor and is legally mandated to not enter new agreements or contracts. Joey Hopkins noted that traffic volumes are down approximately 40% in March and April 2020. Joey Hopkins continued that revenues have declined and it is unclear how long it will last or how much the impact will be, however current estimates indicate that there will be a \$300M loss for FY20 and a \$370M loss for FY21.

Joey Hopkins stated that there are 62 active construction projects that are continuing because the cost of delay could be \$1.5M per day in claims. Joey Hopkins stated that NCDOT has moved approximately 250 projects out of the 12 month let list. Joey Hopkins added that NCDOT currently has a hiring freeze and there is currently a 33% vacancy rate. Joey Hopkins continued that NCDOT implemented a 50% cost reduction in temporary and contract employees. Joey Hopkins added that NCDOT is considering furloughs for its employees and reduction-in-force measures. Joey Hopkins listed projects that have been suspended including; the wildflower program, litter sweeps, training programs, summer internships, the passenger ferry between Hatteras and Ocracoke, state park road maintenance, school road reimbursement, mowing services, storm repair services, pothole repair, and highway sponsorship.

254 Joey Hopkins noted that recently the General Assembly passed Senate Bill 704, which allowed
255 NCDOT to delay the transfer of \$61M into the new transportation emergency reserve for future storms,
256 which will now count toward the cash balance. Joey Hopkins added that House Bill 1043 allows NCDOT
257 to use \$300M from the CARES Act for general maintenance and reserve, but that funding is subject to
258 federal legislation or change in rules, and currently cannot be used for continued operations due to
259 revenue loss.

260 Pam Hemminger asked about grant funded projects in Chapel Hill moving forward. Joey Hopkins
261 responded that he did not know the specifics of those particular projects, but many Local Agency
262 Program (LAP) projects are not able to move forward due to the financial mechanisms within North
263 Carolina due to COVID-19 related issues. Joey Hopkins added that, despite the restrictions, some
264 programs are proceeding on a case-by-case basis. Joey Hopkins continued that NCDOT might not be able
265 to refund certain monies to localities.

266 Vice Chair Jenn Weaver and Joey Hopkins discussed that the North Carolina State Budget and
267 Management Office is responsible for the CARES Act funding until the rules change or new legislation
268 that allows revenue replacement. Joey Hopkins and Mike Fox discussed the likelihood of federal
269 legislation that would make CARES Act funding more accessible for North Carolina.

270 Renee Price and Joey Hopkins discussed that there will be a case by case analysis for specific
271 projects that will be cut due to budgeting issues. Joey Hopkins added that there is the Move Forward List
272 at NCDOT.gov that records which projects are currently moving forward. Mike Fox added that there are
273 no projects on the Move Forward List within the DCHC MPO jurisdiction. Chair Wendy Jacobs asked how
274 determinations are made for projects to proceed. Joey Hopkins answered there are several variables to
275 a project moving forward including the type of funding allocated to the project and the state of the
276 project.

Damon Seils asked about if NCDOT has made any decisions concerning public transportation.

Joey Hopkins responded that those decisions have not yet been made, but there has been discussion.

Damon Seils asked about resurfacing projects in Chapel Hill and Carrboro. Joey Hopkins responded that the continuation of contract resurfacing has not yet been determined. Mike Fox added that it is uncertain when the economic downturn due to the COVID-19 pandemic will end, and there are projections currently being made with many variables. Joey Hopkins stated that he had to leave the conversation due to prior engagements.

Ellen Reckhow asked Mike Fox if NCDOT planners are looking into transportation behavior changes as a result of COVID-19. Mike Fox responded that NCDOT is looking into behavior changes and how that will impact telework and vehicle usage. Charlie Reece asked about how projects will be prioritized after the current disruption. Mike Fox responded that the NCDOT prioritization practices will be followed, prioritization will be considered for projects that are most ready to proceed, and input from local communities. Chair Wendy Jacobs asked about alternative models for funding and possible reduced projects costs. Mike Fox responded that in 2019 NCDOT established the NC First Commission to address alternative models to funding. Mike Fox added that reduced projects costs would be accessed after a six month period due to the project pipeline being full. Mike Fox continued that project costs may be lower for future projects due to increased competition.

REPORTS:

16. Report from the MPO Board Chair

Wendy Jacobs, Board Chair

Chair Wendy Jacobs stated that the next MPO Board Meeting will likely continue to be virtual.

17. Report from the Technical Committee Chair

Nish Trivedi, TC Chair

Nish Trivedi stated that the Burlington-Graham Metropolitan Planning Organization (BGMPO) is planning to release their 2045 Metropolitan Transportation Plan (MTP) in the near future for its 30-day public comment period, and it is scheduled to be voted for adoption in June 2020.

18. Report from LPA Staff

Felix Nwoko, Andy Henry, LPA Staff

Aaron Cain noted that there are a few planning project updates from Andy Henry located in the agenda packet. Chair Wendy Jacobs observed that there were some issues with the US 15-501 Corridor Study. Aaron Cain stated that the study is scheduled to be reviewed by the TC in July and presented to the MPO Board in August 2020.

19. NCDOT Report

David Keilson, Division 5, stated that Liberty Street is anticipated to be reopened by mid-June 2020 for the Alston Avenue project (U-3308). David Keilson added that the Old Chapel Hill/Old Durham Road project (EB-4707A) is ongoing. David Keilson noted that the Briggs Avenue onramp has reopened for the East End Connector project (U-0071).

Pat Wilson, Division 7, stated that Main Street and Franklin Street road diet plans in Chapel Hill and Carrboro were delayed until next year. Pam Hemminger and Pat Wilson discussed that Chapel Hill and Carrboro can submit changes to the configuration of the road diet until the end of 2020. Damon Seils and Pam Hemminger discussed meeting for a further review of the road diet plans.

Bryan Kluchar, Division 8, stated that Division 8 projects are not active.

Julie Bogle, Transportation Planning Division, stated that draft recommendations for the NC Moves 2050 plan will be released to the public following a presentation to the North Carolina Board of Transportation in June 2020.

John Grant, NCDOT Traffic Operations, stated that there was no additional report.

INFORMATIONAL ITEMS:

324 **16. Recent News, Articles, and Updates**

**RESOLUTION TO HONOR COMMISSIONER ELLEN RECKHOW FOR SERVICE TO THE
DURHAM-CHAPEL HILL-CARRBORO MPO**

June 10, 2020

A motion was made by Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) Board Member _____ and seconded by DCHC MPO Board Member _____ for the approval of the following resolution and upon being put to a vote, was duly adopted.

WHEREAS, Commissioner Ellen Reckhow has served the citizens of the County of Durham tirelessly since she was first elected to the Board of County Commissioners in 1988, and subsequently appointed to the DCHC MPO Board in 1989; and

WHEREAS, Commissioner Reckhow has represented Durham County and the GoTriangle Board of Trustees on the DCHC MPO Board and served with distinction and dedication, including as Chair of the MPO Board; and

WHEREAS, under Commissioner Reckhow's service and leadership, the MPO reached a major milestone by developing joint Metropolitan Transportation Plans in partnership with the Capital Area MPO, which are regional plans that advance multi-modal transportation and accommodate growth for the Triangle region; and

WHEREAS, during Commissioner Reckhow's service on the DCHC MPO Board she proactively addressed regional growth, environmental justice, environmental stewardship, and balanced and multi-modal transportation while enhancing the quality of life that defines the Triangle; and

WHEREAS, Commissioner Reckhow was instrumental in the development of the Durham Greenhouse Emission Reduction Plan; and

WHEREAS, Commissioner Reckhow championed the Durham County TDM program and spearheaded the development of the Durham County Trip Reduction Ordinance, the only such ordinance in North Carolina; and

WHEREAS, Commissioner Reckhow has been an experienced and dedicated leader, providing wisdom, guidance, and support for regional transportation programs, initiatives, and projects; and

WHEREAS, the contributions Commissioner Reckhow has made to the DCHC MPO and her passion for ensuring effective transportation for all citizens living and working throughout our region in order to improve their lives will be sorely missed.

NOW THEREFORE, BE IT RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board hereby sincerely thanks Commissioner Reckhow for her service and collaboration with the DCHC MPO Board over the past decade and wishes her the very best in the years to come, provided here on this, the 10th day of June, 2020.

Wendy Jacobs, MPO Board Chair

Durham County, North Carolina

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

Date: June 10, 2020

Frederick Brian Rhodes, Notary Public
My commission expires: May 10, 2025

American Tobacco Trail NCDOT Rail Corridor

Proposed 12"
Pipeline Installation



Project Purpose

- To provide safe and reliable Natural Gas service to existing customers as well as future customers due to the rapid residential and commercial development in the Triangle Area.
- Provide a safe and effective means to comply with current and pending state and federal regulations.
 - This new pipeline will provide sufficient capacity to allow PSNC Energy to downgrade or reduce the pressure of approximately 75 miles of existing high pressure transmission pipelines in Orange, Chatham, Lee, and Wake Counties.
 - Reducing the pressure in these pipelines will reduce the internal stress levels of the pipes and significantly improve the overall safety of the pipelines.

Project Purpose

- This reduction will eliminate the need for significant pipeline integrity measures that would otherwise be necessary to meet current Pipeline and Hazardous Materials Safety Administration (PHMSA) regulations.
 - The integrity measures that would be required on the existing transmission pipelines without this new proposed pipeline would include:
 - Installing multiple above ground facilities to regularly inspect the lines, thereby impacting private property owners and the general public every 7 years at a minimum.
 - Replacing 1,000's of feet of existing pipelines and fittings, many of which are located along or under existing roadways such as US-15/501 resulting in significant traffic impacts to the public at large along these major roadways.
 - Many of these existing pipelines and fittings are located in large population centers such as Chapel Hill, Pittsboro, Sanford, Apex, Holly Springs, and Fuquay Varina.
 - These integrity measures would only allow for us to inspect the pipelines for compliance with Transmission integrity standards, if it is discovered that these standards are not met then these impacts described above could be exponentially multiplied as the pipelines may need to be replaced completely.

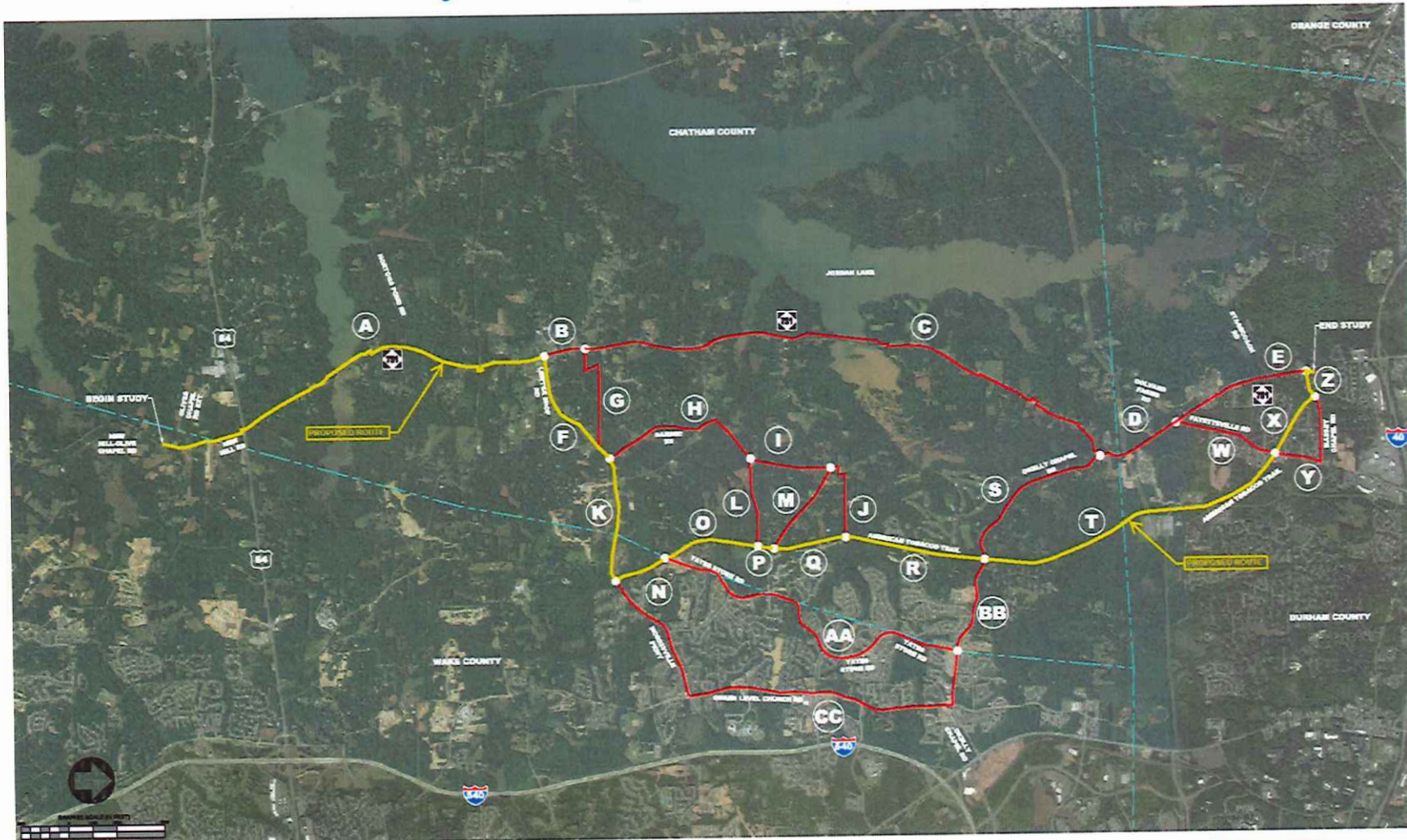
Background

- This is one section of a larger project to expand service from southern Wake County to Durham County.
- Original route evaluated was within NCDOT R/W along Hwy 751.
- That route required several crossings of Jordan Lake and other United States Army Corp of Engineers (USACE) land.
- The majority of land adjacent to Hwy 751 is not “pre-disturbed”.

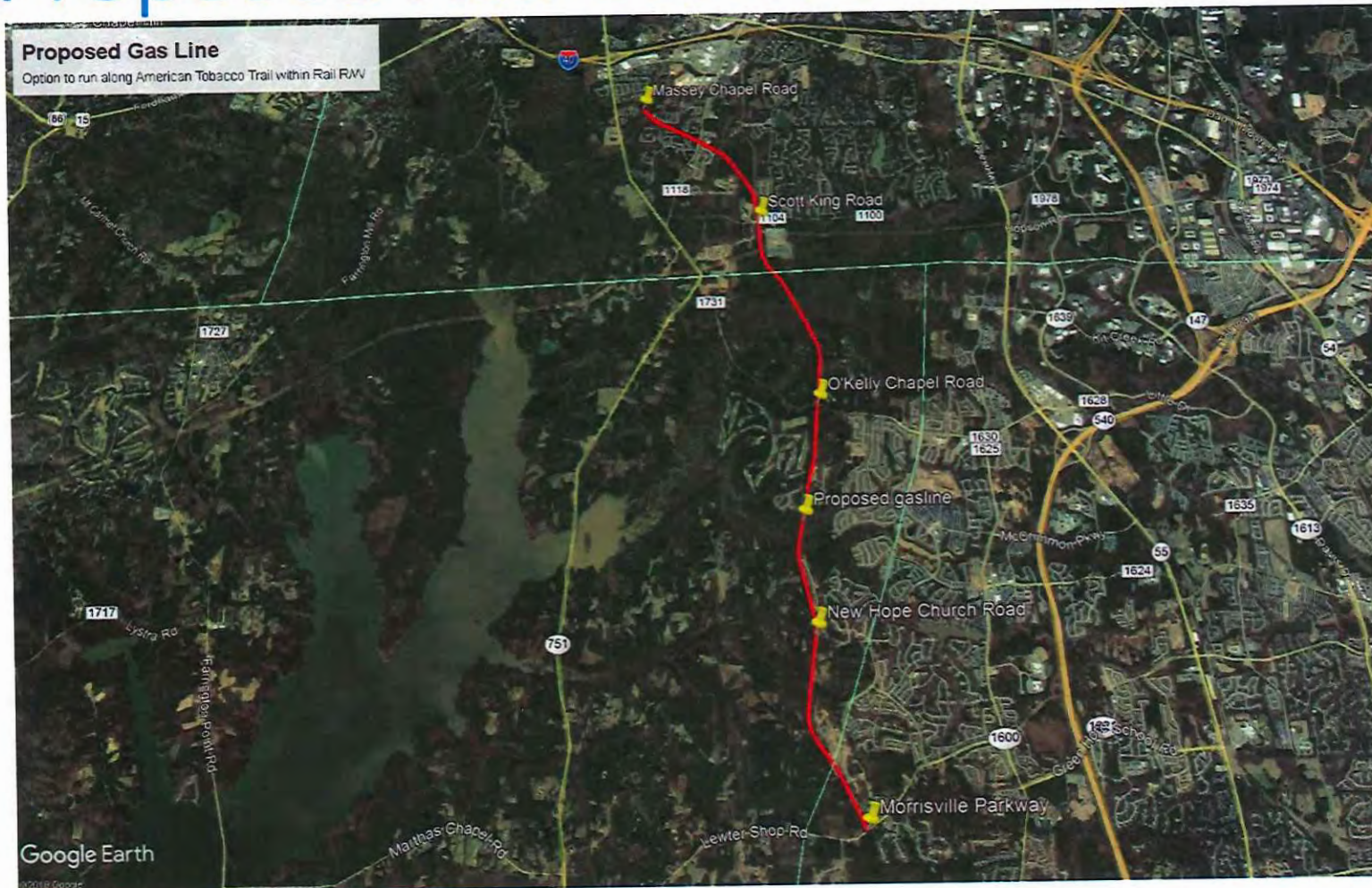
Background

- In order to minimize and/or avoid impacts to USACE land, more than 20 other routes were investigated, including those using other roadway rights-of-way, private easements, and combinations of both.
- Due to the availability of other identified routes, it is highly unlikely the USACE will allow the Jordan Lake crossings along Hwy 751.
- The American Tobacco Trail Rail Corridor was identified as a possible option.
 - It is an existing, pre-established right-of-way that has been there since the 1970's.
 - It is "pre-disturbed".

Route Study Map



Proposed Rail Corridor Route



Benefits of Using Rail Corridor

- **Uses pre-existing R/W, already “pre-disturbed”**
 - **Alleviates USACE issues**
 - **Environmentally sensitive**
- **Is not on the road shoulder**
 - **Avoids traffic control issues**
 - **Safer for public and crews during construction**
 - **Reduces construction duration**
 - **Work along DOT R/W restricted to 9 am - 4 pm**
 - **Eliminates future third-party dig-ins**

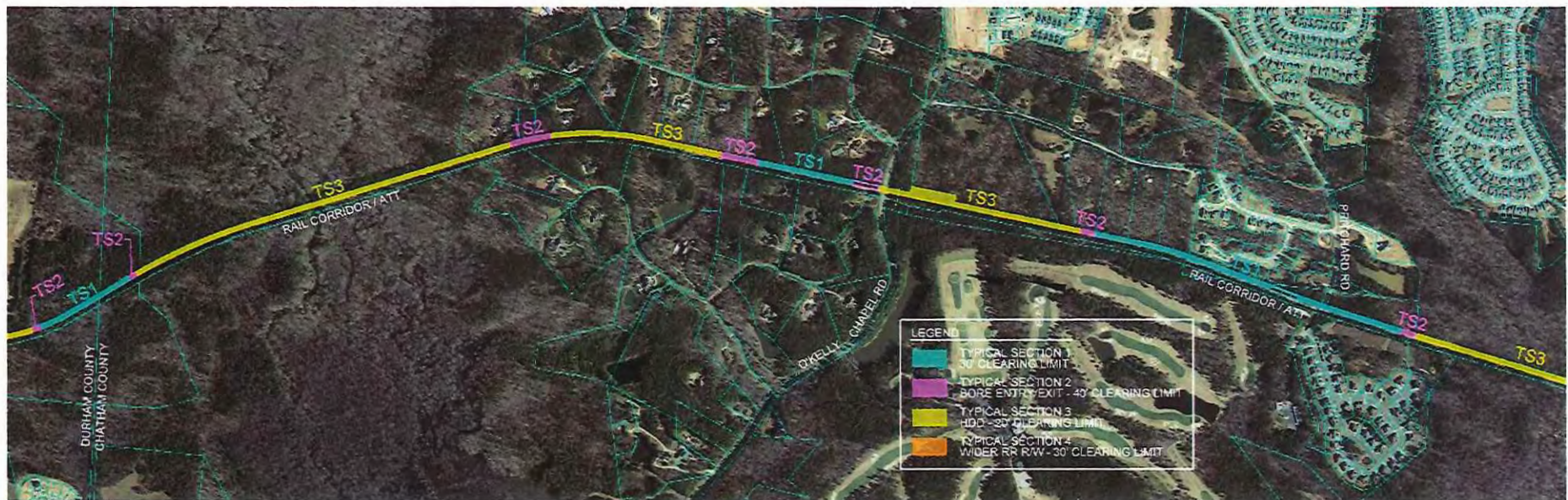
Benefits of Using Rail Corridor

- **Is not on other private R/W**
 - No additional, new R/W to be disturbed
 - New R/W would be 50' wide
 - Some additional temporary construction R/W would be necessary
 - Avoids landowner issues, potential litigation
- **Shorter route than other alternatives**
 - Shorter distance = less disturbance
 - Less invasive to the environment as a whole

Project Overview—Typical Sections



Project Overview—Typical Sections

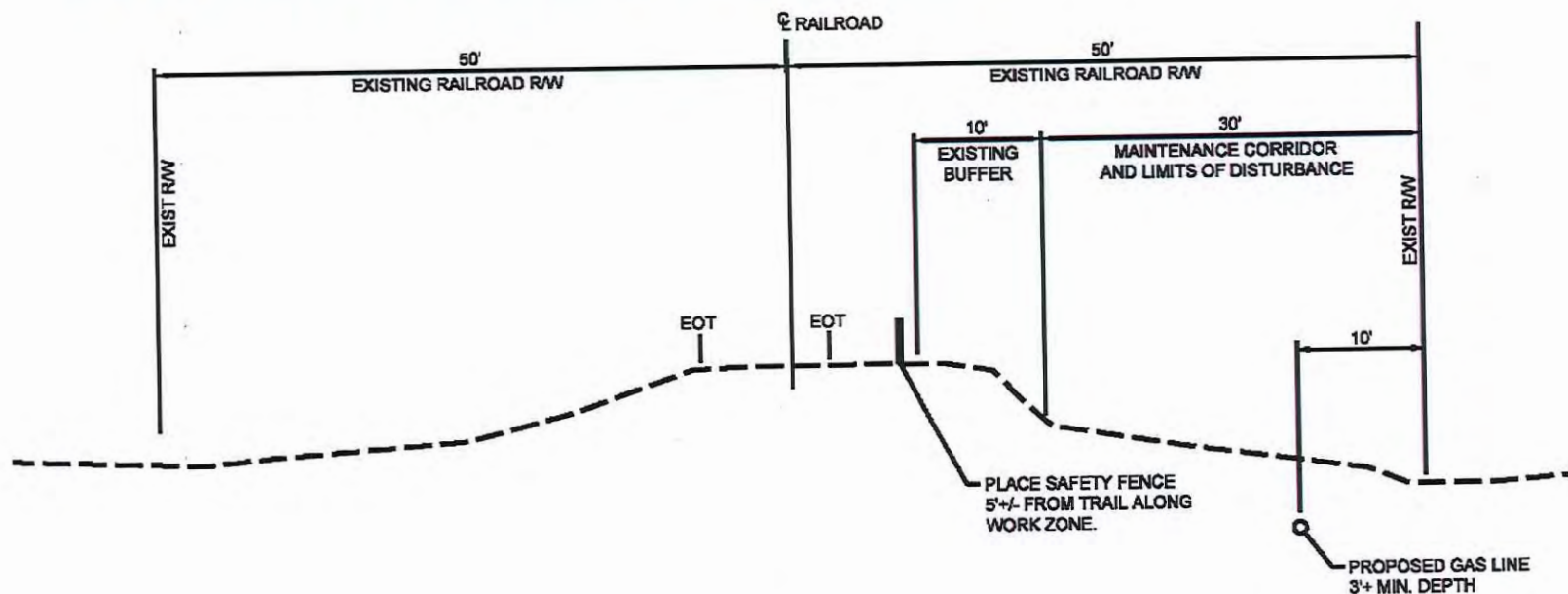


Project Overview—Typical Sections



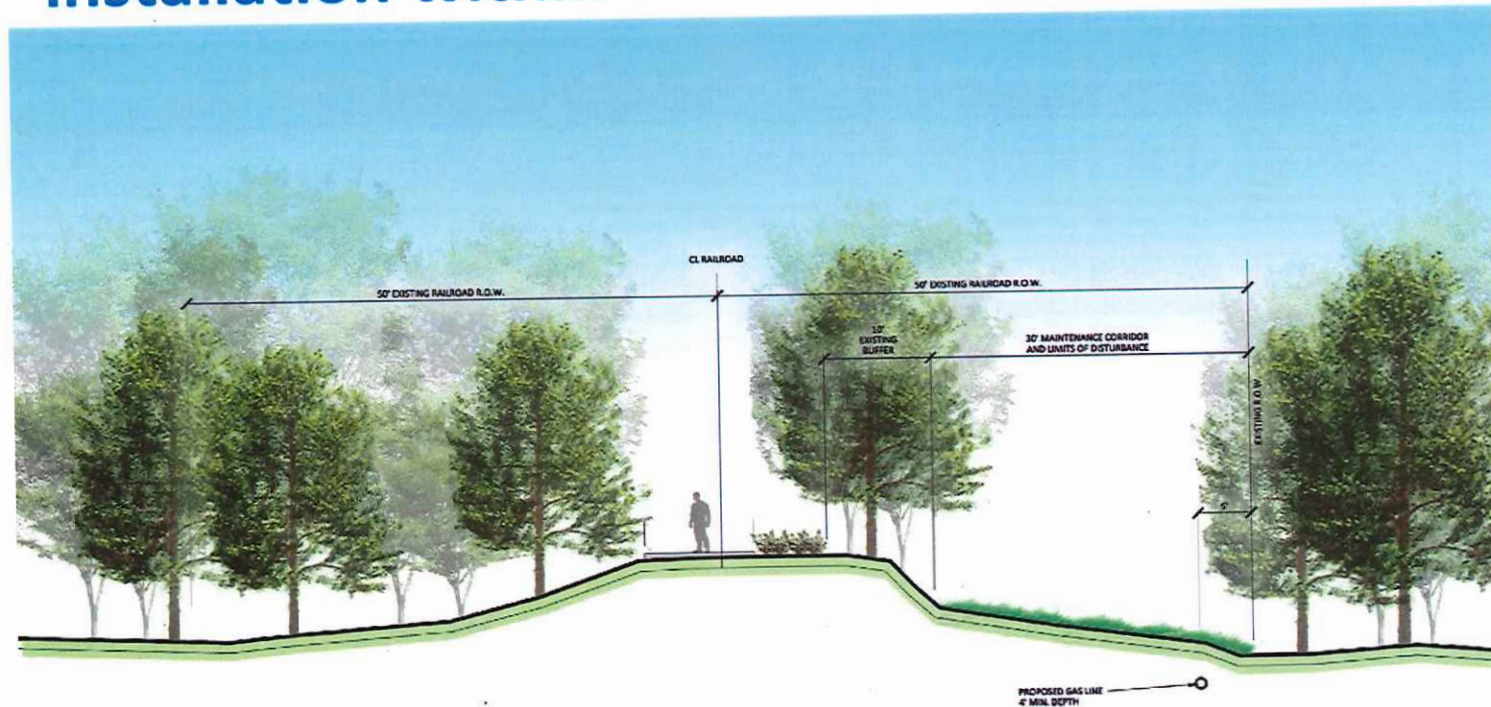
Open Cut Trench Typical Section 1

- Reflects trail in relation to typical open cut installation within 30' corridor.

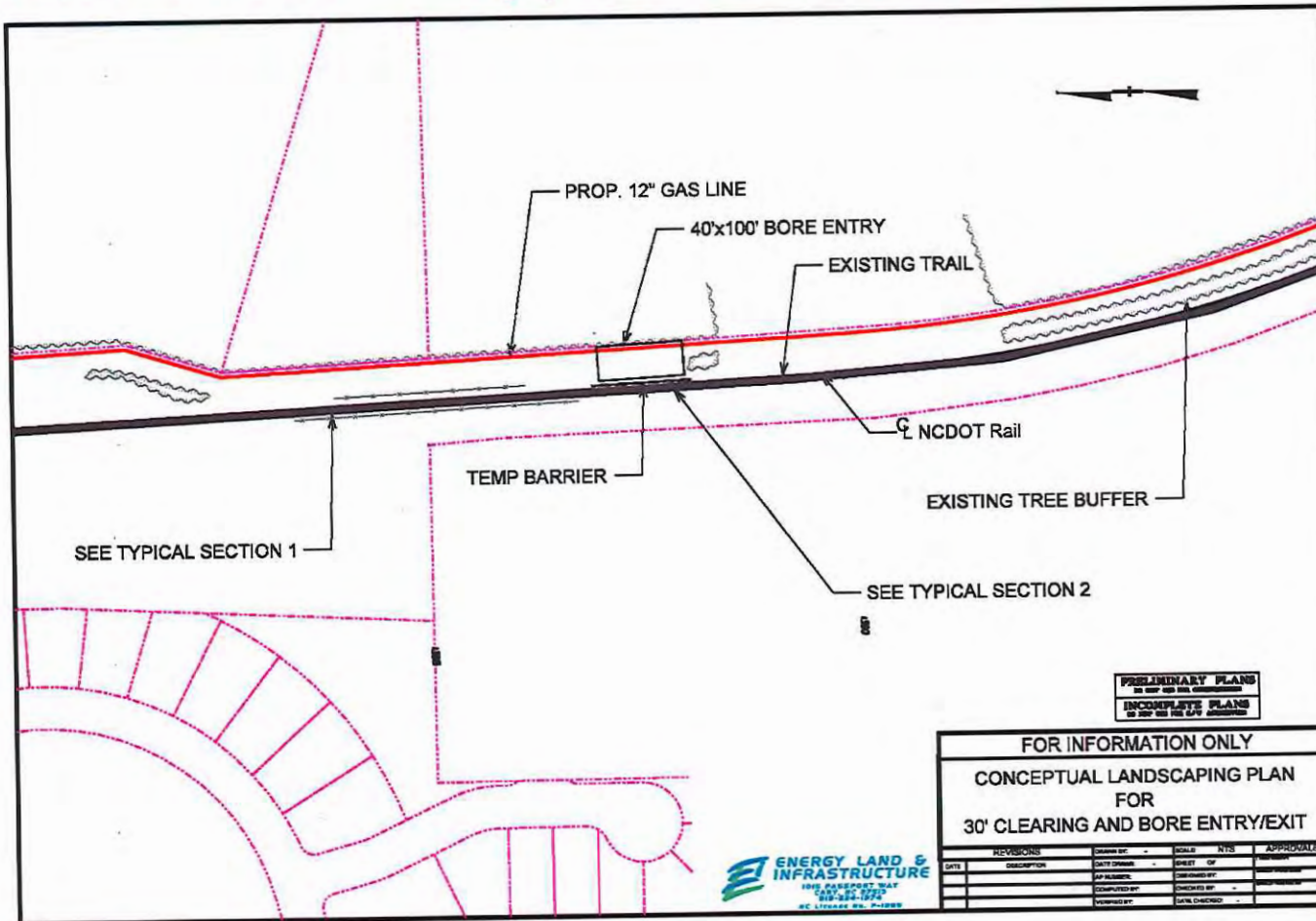


Open Cut Trench Restored Typical Section 1

- Reflects trail in relation to typical open cut installation within 30' corridor.

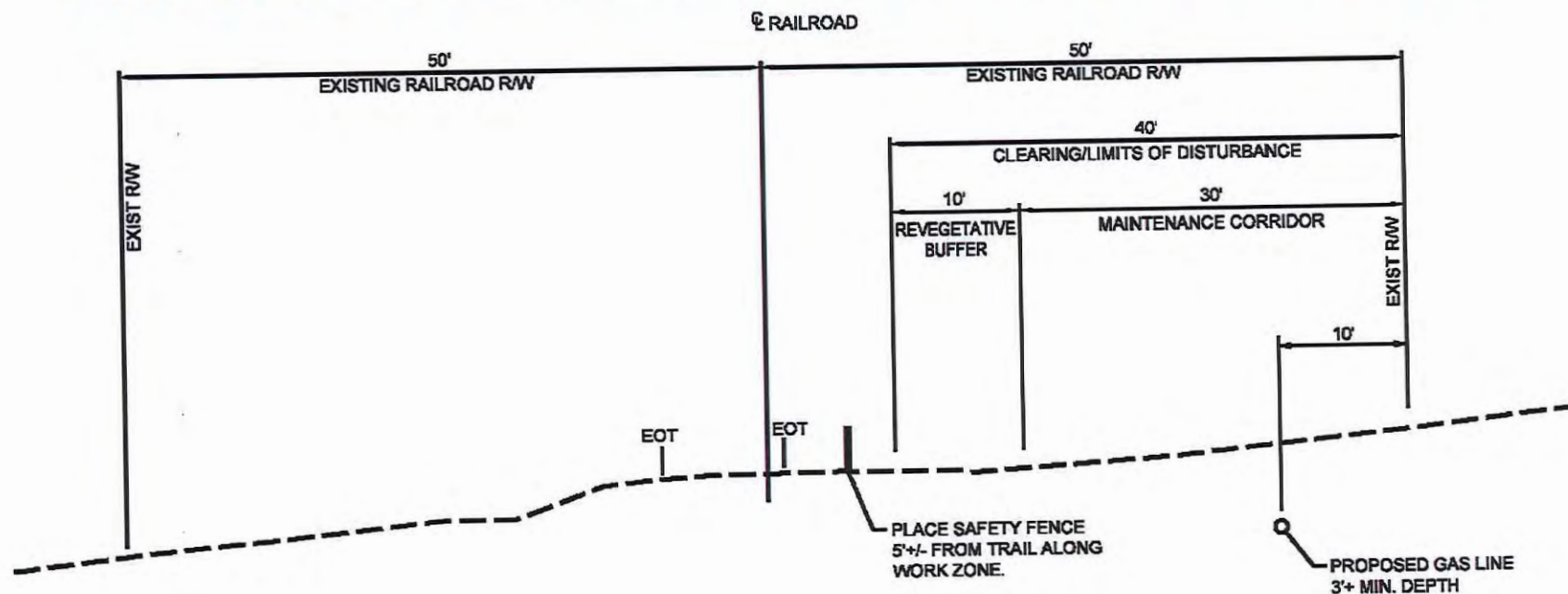


Open Cut Trench & Bore Entry/Exit Plan View – Typical Section 2



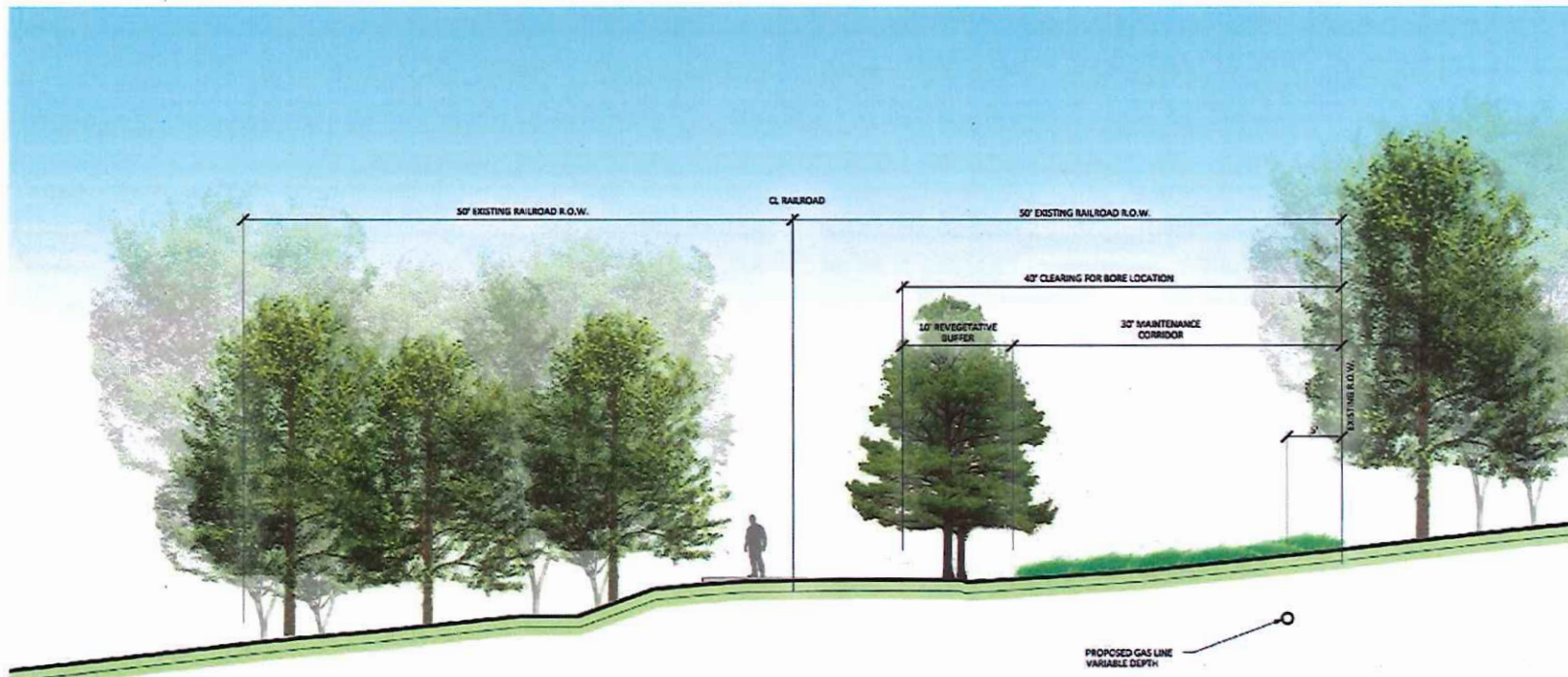
Open Cut Trench & Bore Entry/Exit Typical Section 2

- Reflects trail in relation to typical bore entry or exit point or for arduous open cut trench terrain.



Open Cut Trench & Bore Entry/Exit Restored Typical Section 2

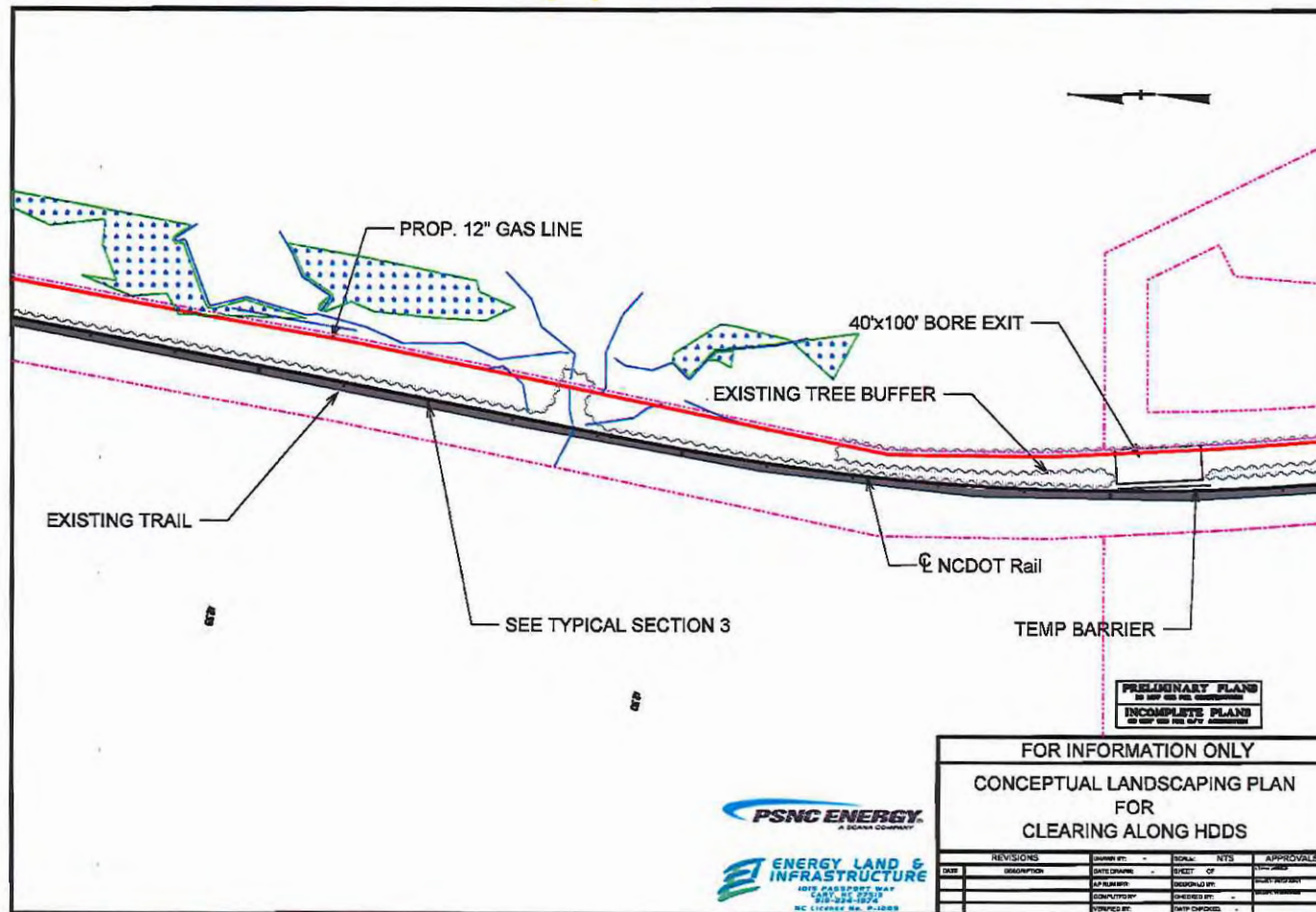
- Reflects trail in relation to typical bore entry or exit point or for arduous open cut trench terrain.



Open Cut Trench & Bore Entry/Exit Restored Typical Section 2

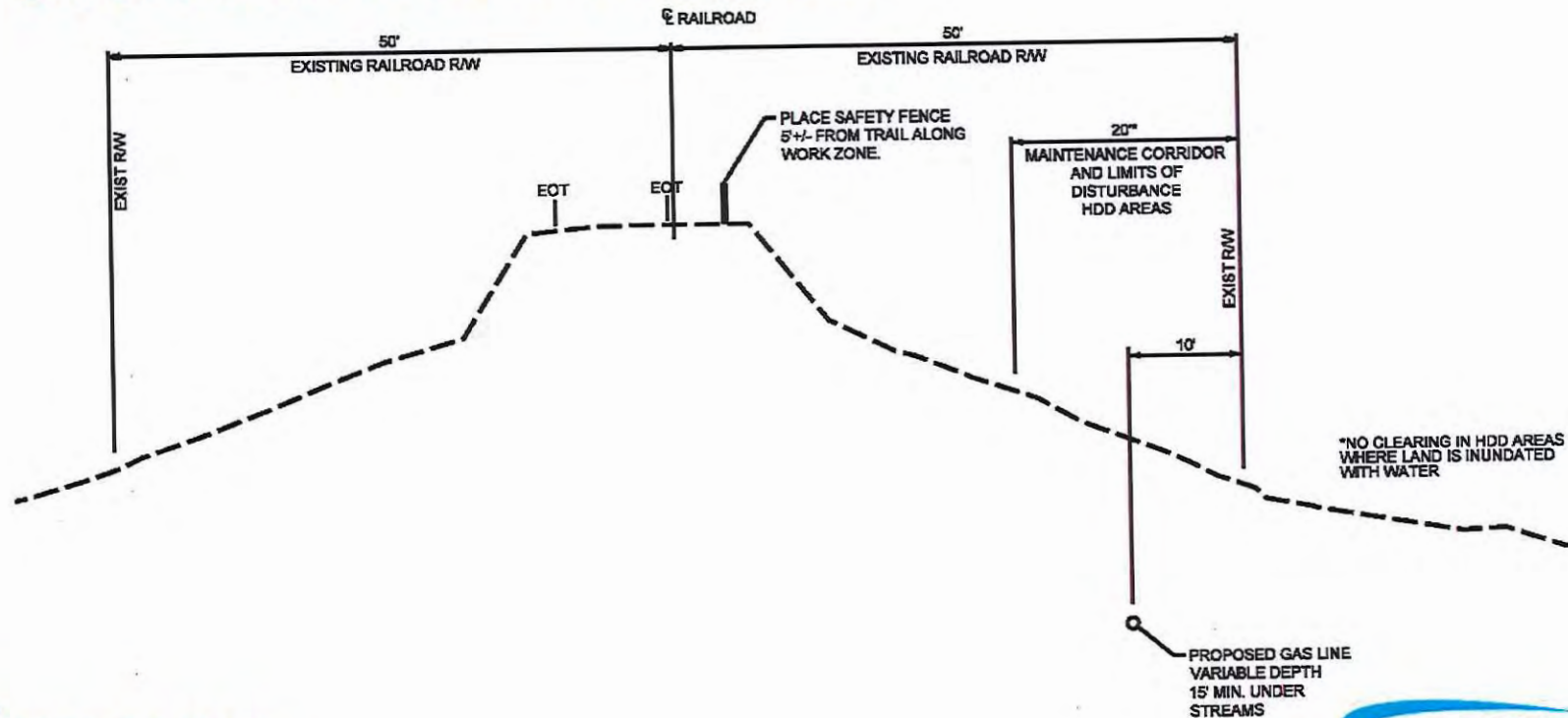


Corridor Over Bore Plan View – Typical Section 3



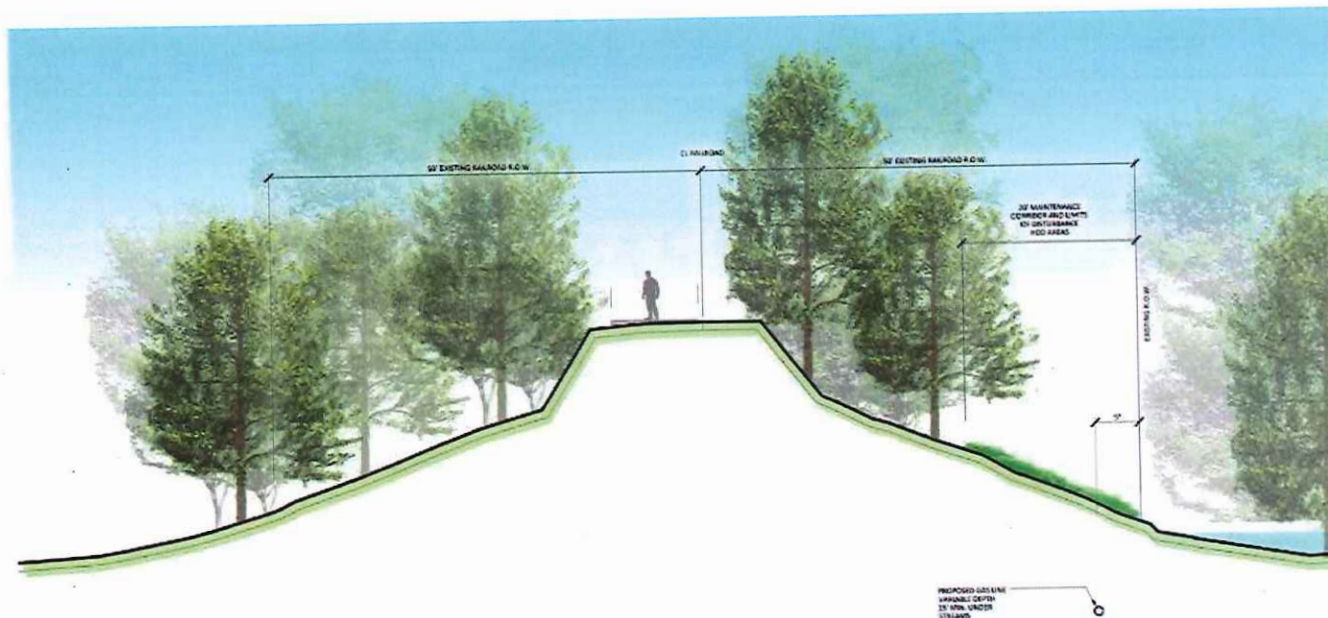
Corridor Over Bore Typical Section 3

- Reflects trail in relation to typical corridor over directional bore installation.

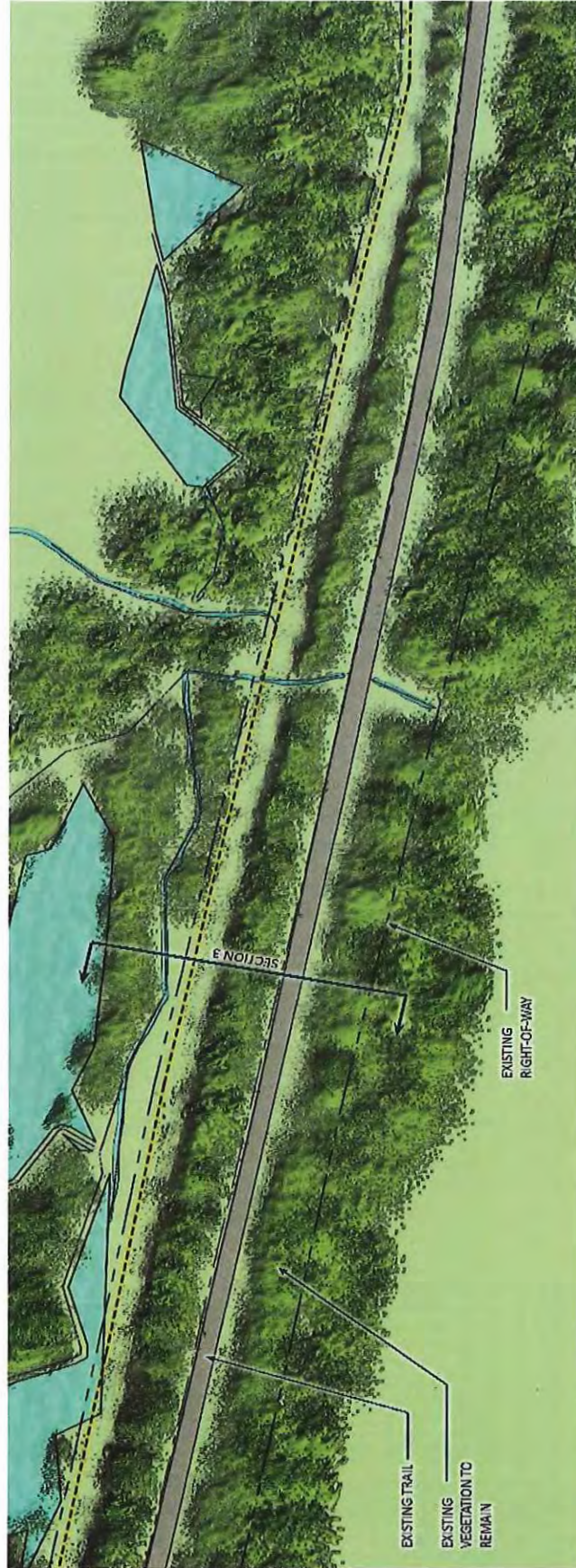


Corridor Over Bore Restored Typical Section 3

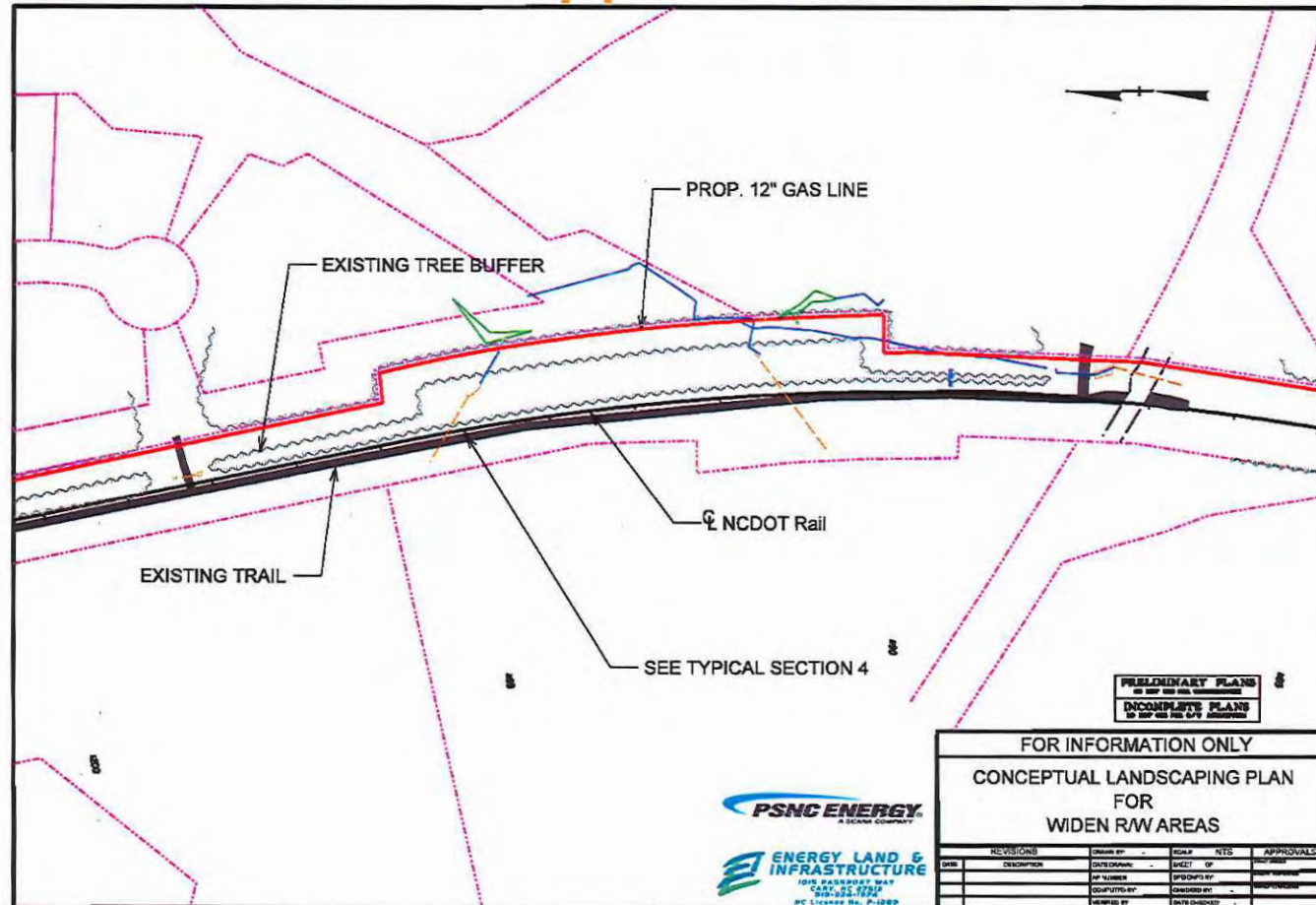
- Reflects trail in relation to typical corridor over directional bore installation.



Corridor Over Bore Restored Typical Section 3

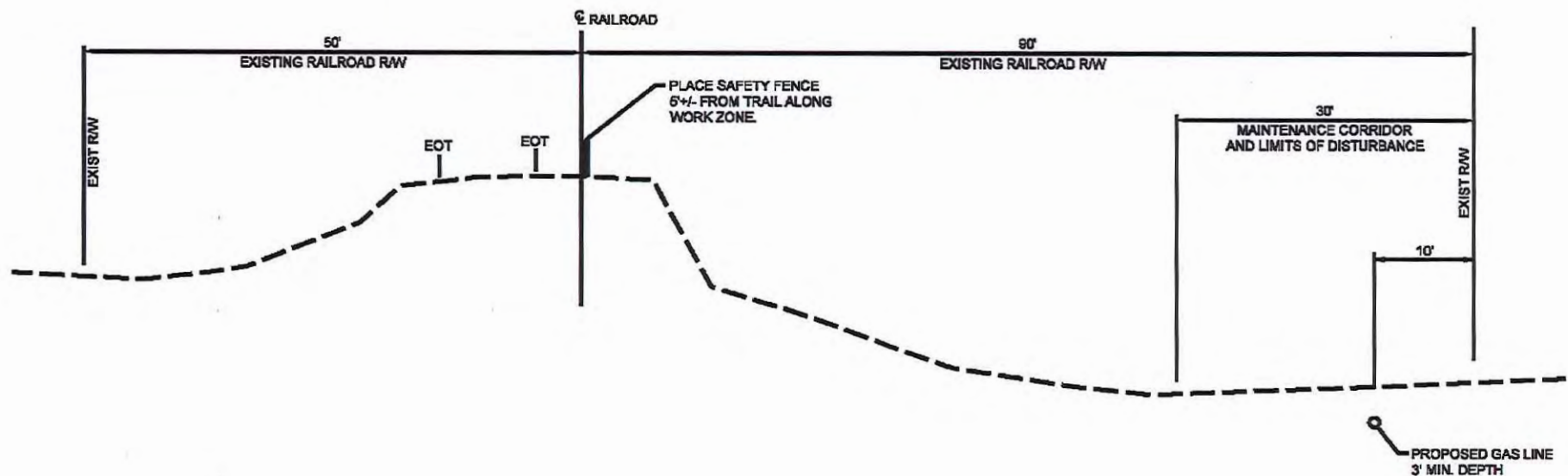


Widened R/W Area Plan View – Typical Section 4



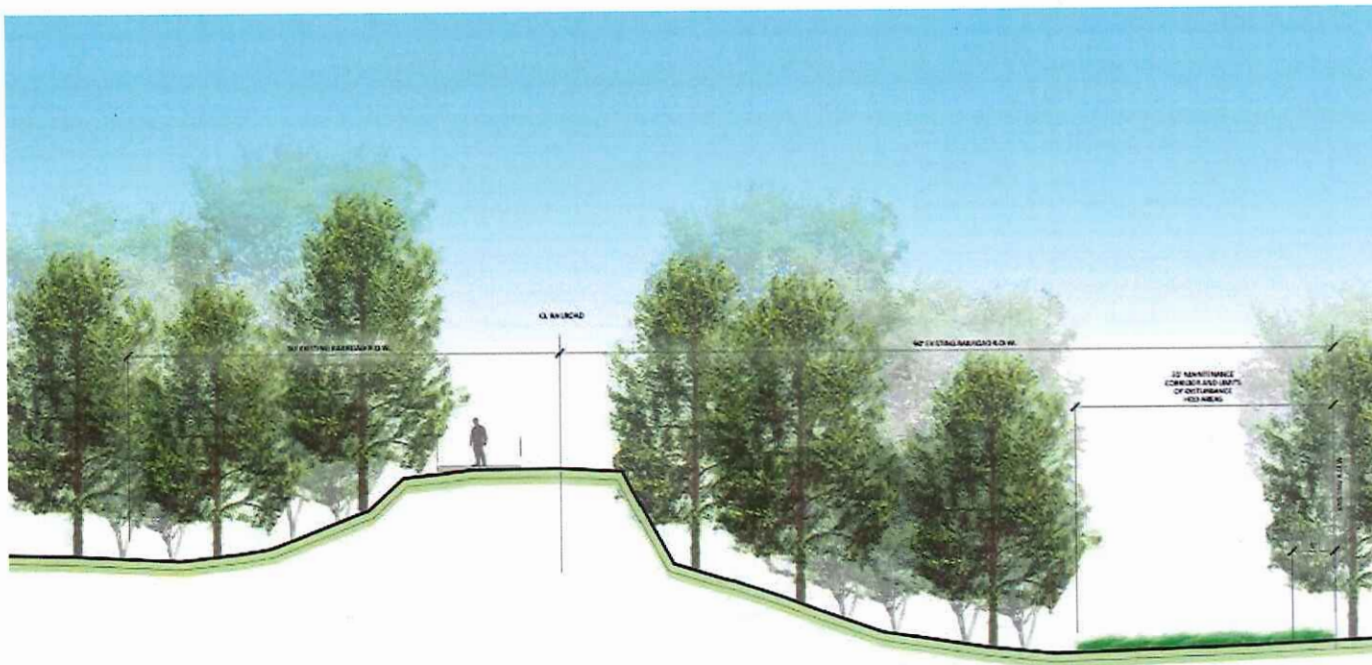
Widened R/W Area Typical Section 4

- Reflects trail in relation to typical corridor where railroad R/W is greater than 50' standard.



Widened R/W Area Restored Typical Section 4

- Reflects trail in relation to typical corridor where railroad R/W is greater than 50' standard.



Widened R/W Area Restored Typical Section 4



Street View



BEFORE



AFTER

Rail Corridor Work

- Replant native trees and shrubs.
- Bore entire length of USACE lands.
- No clearing above directional bores when in area of land inundated with water.
- Install safety fence when needed.
- Keep the American Tobacco Trail open during construction as much as possible.

Rail Corridor Work

- **Reasons for temporary closure**
 - Clearing and removal of trees
 - Mobilizing equipment
 - Other times when user safety may be an issue
- **Repair trail damage caused by construction**

Communication

- **Beginning of construction**
 - Stakeholder webpages
 - Signage along trail
 - Flyers
- **Planned trail closures**
 - Stakeholder webpages
 - Signage along trail
 - Flyers
- **Unplanned trail closures**
 - Stakeholder webpages
 - Signage along trail

Questions

Excerpt from May 2020 Board of Transportation Agenda

202005_Project_List.pdf 171 / 175

Approval of Easement Across property owned by the Department known as the American Tobacco Trail

It is hereby resolved, based upon the recommendation of the Manager of the Right of Way Unit that the following conveyance is approved:

(Divisions 5 & 8)

American Tobacco Trail in Wake, Durham, and Chatham Counties WBS 42888
Dominion Energy has requested to install, operate, and maintain a 12 inch Gas Line along a portion of the American Tobacco Trail on property owned by the Department of Transportation. Dominion Energy will compensate the Department of Transportation \$3,000,000 for granting of the Easement. The Department of Transportation's only responsibility is grant of the property interest. The cost to the Department is \$-0-. This is to request authority for Manager of Right of Way Unit to execute the appropriate instrument.

Dominion Energy plans to build a 13-mile natural gas pipeline from southwestern Wake County north toward Durham County, and much of the route could follow the American Tobacco Trail.

The state Board of Transportation agreed this month to grant [Dominion Energy](#) an easement to build the 12-inch pipeline in the former railroad corridor that is now [a cycling and walking trail known as the ATT](#). For a one-time payment of \$3 million the utility can build and operate the pipeline parallel to the trail from Morrisville Parkway in Cary about 6 miles north through Chatham County to Scott King Road in Durham.

Dominion Energy spokeswoman Persida Montanez says the company has not chosen a final route for the pipeline, which would help provide gas to growing parts of Wake, Chatham and Durham counties. Montanez said the pipeline will run generally from west of Apex to an area southwest of Research Triangle Park.

But in a presentation to Cary officials last year, the company said building the pipeline along the American Tobacco Trail makes sense, because it is the shortest route on land that is “pre-disturbed” and doesn’t involve acquiring new right-of-way from numerous landowners.

NCDOT owns the former railroad corridor, which ranges from 100 to 200 feet wide with the trail down the middle. Dominion Energy would bury the pipeline 40 to 45 feet from the center of the trail, in a 30-foot-wide clearing, Montanez said.

The company would replant native trees and shrubs to create a natural buffer between the trail and the pipeline, she said.

“We understand and value that the American Tobacco Trail is enjoyed by many for recreational purposes and its natural beauty,” Montanez wrote in an email. “As with any Dominion Energy construction project, if this is the route selected, we would work with the utmost respect and care.”

That may be, but construction of the pipeline will surely disrupt use of the trail and destroy a significant amount of the tree canopy that shades it, says Curt

Devereux, president of the [Triangle Rails to Trails Conservancy](#), which worked to create the American Tobacco Trail.

“What you’ll have is kind of a skinny canopy along the trail, rather than trees that go back 9 or 10 deep,” Devereux said in an interview. “It’s going to change the character of the trail markedly for a while during construction, and then the long-term change to the canopy will not be a plus.”

Devereux learned of the potential use of the trail corridor for the pipeline only last week and posted an item about it on the conservancy’s Facebook page Tuesday afternoon. Dave Connelly, a long-time trail advocate and user in Durham, soon sent an email to several Triangle government officials asking how such a potentially disruptive project could have gotten this far unnoticed.

“It’s incredible that neither NCDOT nor the Board of Transportation thought to mention this to people who use the ATT,” Connelly wrote. “If someone wanted to plant a pipeline on the North Carolina Railroad corridor, do you think NCRR would not mention it to Norfolk Southern?”

Devereux thinks approval of the easement on land NCDOT owns means the project will go forward. But he thinks those concerned about the trail may be able to influence details of construction and the planned buffer as Dominion Energy seeks permits in the coming months.

Montanez says the company will need permits from the state Department of Environmental Quality and the U.S. Army Corps of Engineers. She said none of those permits would require a public hearing but that if the trail route is chosen the company “would be committed to outreach with local stakeholders and park visitors to educate them about the project, the construction process and measures we would take to ensure the well-being and enjoyment of the trail.”

Dominion Energy hopes to have permits in hand so construction can begin in late September or early October, she said.

The easement agreement between NCDOT and Dominion Energy won’t become final until the company develops its plan and gets the needed permits, said Katie Trout, spokeswoman for NCDOT’s Rail Division. Trout said NCDOT will do what it

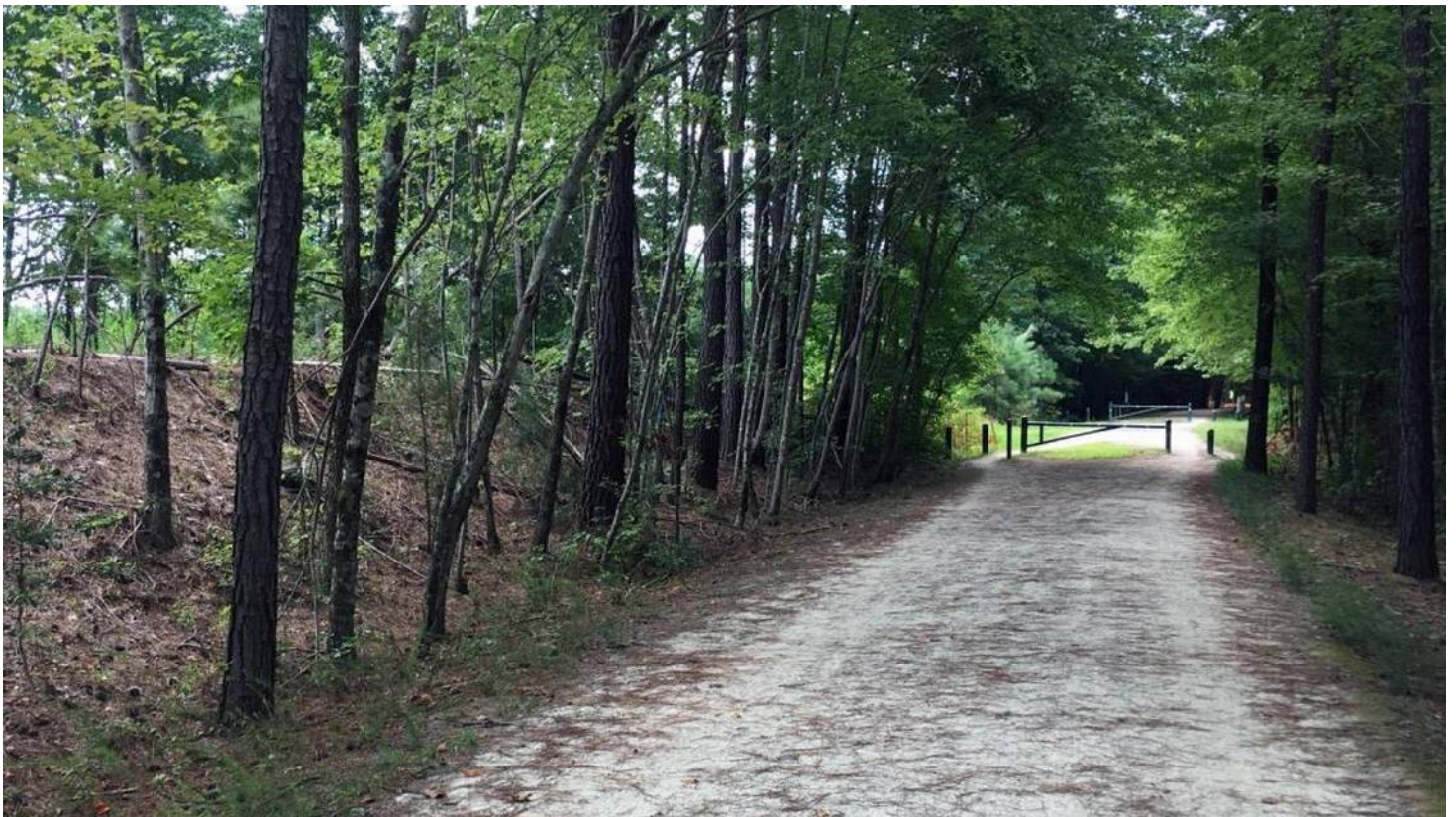


LOCAL

American Tobacco Trail is potential route for gas pipeline between Cary and Durham

BY RICHARD STRADLING

MAY 20, 2020 05:30 AM , UPDATED MAY 20, 2020 01:41 PM



The American Tobacco Trail stretches 22 miles through Durham, Chatham and Wake counties. Dominion Energy is considering building a gas pipeline along a six-mile stretch of the trail from Cary to Durham.

TOWN OF CARY *CONTRIBUTED*



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03:40

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curfew start and who can go out? We answer your questions.

BY BROOKE CAIN AND ANNA JOHNSON

JUNE 01, 2020 11:30 AM ,

UPDATED 2 HOURS 57 MINUTES AGO



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UPDATED MAY 30, 2020 06:09 PM

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CORONAVIRUS

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UPDATED 3 HOURS 22 MINUTES AGO



LOCAL

Raleigh mayor imposes citywide curfew starting at 8 pm Monday

UPDATED 4 HOURS 39 MINUTES AGO



NORTH CAROLINA

North Carolina cities saw a weekend of George Floyd protests. Here's what to know

UPDATED 6 HOURS 6 MINUTES AGO



LOCAL

Arrests downtown, at North Hills, at Triangle Town Center in Raleigh's night of chaos

JUNE 01, 2020 9:12 AM



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can to ensure the trail remains open during construction and that the feel of the trail is preserved.

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MAY 05, 2020 2:43 PM



RICHARD STRADLING

   919-829-4739

Richard Stradling covers transportation for The News & Observer. Planes, trains and automobiles, plus ferries, bicycles, scooters and just plain walking. Also, hospitals during the coronavirus outbreak. He's been a reporter or editor for 33 years, including the last 20 at The N&O. 919-829-4739, rstradling@newsobserver.com.

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UPDATED MAY 31, 2020 01:04 PM

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UPDATED MAY 31, 2020 07:24 PM

2050 MTP Development Public Engagement Plan

**Capital Area MPO
Durham-Chapel Hill-Carrboro MPO**

June 2, 2020

Contents

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6. Respond to Comments.....	7

DRAFT

Introduction

The Metropolitan Transportation Plan (MTP) is the long-range regional transportation plan for the greater Research Triangle region. The Capital Area and the Durham Chapel-Hill Carrboro MPOs coordinate to develop the MTP for the region. The 2050 MTP will provide a framework for the investment of anticipated federal, state and local funds, based on anticipated needs and regional goals and objectives over a 30-year timeframe. It will include transportation projects, programs, and policies across modes (roadway, transit, rail, bicycle, and pedestrian).

Public engagement is a significant component of the MTP development process. Decisions cannot be based solely on numbers and the interpretation of goals and objectives by the MPOs' staff and Policy Boards. Public engagement provides an opportunity to build trust and credibility for the MTP by engaging with a variety of stakeholders and residents to provide information and elicit input. The development of the 2050 MTP will include a comprehensive public engagement process that uses input from residents, municipal and agency partners, key community stakeholders and interest groups to provide a critical evaluation of the products for each stage of developing the plan.

The purpose of the following Public Engagement Plan ("PE Plan") is to outline the goals and methods to be deployed to promote meaningful participation and ensure that the public is not only informed, but also involved in the creation of ideas, identification of problems and issues, and the development of solutions. The intent is to provide the overarching engagement goals and the range of tools that will be used to engage members of the public, when they will be used during the overall development of the 2050 MTP, and a schedule of independent and overlapping activities. This PE Plan focuses on inclusive and authentic public outreach tools and tactics that will reach the region's numerous and diverse stakeholders and residents early and consistently. Engagement methods will focus on educating the general public on the MTP development to build awareness while obtaining the necessary input for the technical team to progress.

In addition to this PE Plan, which is customized for public engagement related to the 2050 MTP, both MPOs have a Public Participation Plan available on their respective websites (www.campo-nc.us or www.dchcmpo.org). Those plans detail the requirements for public comment periods, notifications of public hearings, and more especially related to MPO Policy Board actions.

Key 2050 MTP Development Milestones

There are five milestones in the development of the 2050 MTP that will involve public engagement:

- I. Vision – Goals & Objectives
- II. Travel Model and SE Data
 - a. Socio-Economic Data (SE Data) to be used for 2050 MTP
 - b. Triangle Regional Model (TRM) to be used for 2050 MTP
- III. Alternatives Selection and Analysis
- IV. Preferred Option Review
- V. 2050 MTP Adoption

Public Engagement Goals

The strategies and methods outlined in this PE Plan reflect one or more of the following goals:

Meaningful: Multiple engagement efforts will take place during the 2050 MTP development process (18+ months). They will be customized to each development milestone.

Ensure Access (1): “Go to them where they are approach.” Deploy a range of methods to reach all populations, including targeted efforts toward traditionally underengaged populations

- Involve minority, low-income, limited English proficiency, and disabled populations in the transportation decision-making.
- Coordinate with ongoing planning and outreach efforts of MPOs and partners (i.e. local municipalities and NCDOT) for opportunities to engage broader public and avoid "engagement fatigue".
- Utilize community ambassadors and traditionally underengaged population representatives to gain input from targeted communities of concern

Ensure Access (2): All materials will be crafted in a manner that is easily understood by the general population and ensure that participation is both welcomed and encouraged.

• **Ensure Access (3):** Increase access to participation by utilizing both in-person and online methods.

• **Increase Participation:** Leverage recent engagement efforts by MPOs as well as municipal partners for outreach mechanisms (eg. contacts lists) to broaden reach to both general public and targeted groups

○ **Documentation:** Target and measure engagement gaps and successes. Document public engagement activities and inputs for review by the public, administrators and decision makers.

○ **Build Trust:** Close the loop; ensure all participants receive follow-up information about outcomes.

Public Engagement Activities

The following table depicts the intended public engagement activities for the development of the 2050 MTP. These activities are also described further below. Through these methods, staff from both MPOs will strive to create opportunities to engage with diverse stakeholder groups and residents early and consistently. Other tools and materials may be developed if circumstances suggest they will enhance effectiveness.¹

Activity	2050 MTP Development Milestone				
	I. Goals & Objectives	II. SE Data and TRM	III. Alternatives	IV. Preferred Option	V. Adopt Plan
Written Materials					
Reports	✓	✓	✓	✓	✓
Maps	--	✓	✓	✓	✓
In-Person Engagement					
In-person events	--	--	✓	✓	--
Public hearing	✓	✓	✓	✓	✓
Presentations	--	--	✓	✓	--
Virtual Engagement					
Website	✓	✓	✓	✓	✓
Social media	✓	✓	✓	✓	✓
Videos	--	✓	✓	✓	✓
Online survey & map	✓	✓	✓	✓	--
Mailing list	✓	✓	✓	✓	✓
Newsletters/Brochures	✓	--	✓	✓	--
Media and Ads					
Press releases	✓	✓	✓	✓	✓
Ads	✓	--	✓	✓	✓
Diverse Engagement	✓	✓	✓	✓	✓
Respond to Comments	✓	✓	✓	✓	✓

¹ It should be noted that in-person events will take place as permitted by Covid-19 social distancing restrictions.

Activity Descriptions

1. Written Materials

Reports – The MPOs will produce easy-to-read plan reports that make extensive use of visuals such as charts, tables and graphs to present the materials. Long reports will have a summary.

Maps – The MPOs will produce easy-to-read printed and electronic maps (e.g., PDFs), and interactive, online maps that allows the user to zoom-in and zoom-out.

Mailing List – The MPOs will create an electronic and postal mailing list of people and agencies and send engagement opportunity notices to that list.

2. In-Person Engagement

In-person engagement will be held at various locations throughout the region to ensure the MPOs receive feedback from a variety of locales and socioeconomic groups. To the extent possible, the MPOs will coordinate with the public engagement activities of other planning efforts in the area. The MPOs' activities will be held at locations that are accessible to persons with disabilities and which are located on a transit route, to the extent feasible (some parts of the planning areas do not have fixed-route transit service). If notified within 48 hours of an event, special provisions will be made, e.g., sign language, translator, etc.

In-person events – These events can have a variety of formats, including, but not limited to:

- Workshops in which community members are able to talk one-on-one with staff;
- Focus groups in which a facilitator helps to produce feedback;
- Charrettes that allow citizens to make hands-on contributions to design elements; and,
- Pop-up events conducted at popular locations for targeted groups.

Public hearings – People can directly address the MPO Board.

Presentations – As appropriate, the MPOs will make presentations and solicit feedback from the elected officials and advisory commissions and committees of partner agencies and municipalities, and those identified among the target groups.

3. Virtual Engagement

Website – The MPOs will develop Web sites that provide the public: easy ways to provide feedback; background on the MTP federal requirements; MPO public engagement plan and schedule; public opportunities to participate and sign-up for notices; all MTP documents, maps, presentations and surveys; and staff contact information. Currently, the MPOs are investigating the possibility of creating a single 2050 MTP Web site for both MPOs.

Social Media – The MPOs will publish public engagement opportunities through social media such as Twitter, Facebook and Instagram.

Videos & Audio Files – The MPO will develop and publish explanatory videos to present products from the development of the 2050 MTP. The MPOs will also explore the utility of a monthly podcast, or presentations with audio for distribution.

Online Survey and Maps – As appropriate, the MPO will administer written and online surveys, and crowdsource maps.

E-Newsletters and Brochures – The MPO will publish newsletters or brochures for major milestones.

Call in meetings and/or Virtual Town Halls – The MPOs will host virtual meetings and endeavor to replicate in-person activities online at key milestones, as appropriate. Such meetings would be interactive to engage participants via meeting polling, and similar tactics. Online meetings (at a minimum the staff presentations) will be recorded and posted on the website

4. Media and Ads

Press Releases – The MPOs will provide press releases to the local governments in their planning area for release to the public.

Ads - The MPOs will publish a notice in major newspapers, and other local, minority, or alternative language newspapers, as appropriate, to notify the public of engagement opportunities.

5. Diverse Engagement




The MPOs will endeavor to engage people from all member jurisdictions, multi-modal transportation groups, neighborhood and community groups, and local and State agencies responsible for environmental protection, conservation, land use management, natural resources and historic preservation. The MPOs will realize more equitable engagement by including people from the environmental justice communities including minority, low-income, limited English proficient, and elderly persons.

6. Respond to Comments

The MPOs will document both oral and written public comments received during the course of public engagement and make those comments available to the MPO Executive Board and the public. As needed, staff will summarize comments, and in some cases directly responded to significant or popular comments.

2050 MTP Schedule

Task ID#	Plan Tasks	2020 Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	2021 Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	2022 Jan	Feb	Mar
2050 MTP																										
1	Goals and Objectives -- draft, use for scenario evaluation, adopt with final 2050 MTP						public hearing																			
2	Socio-economic Data (SE Data) -- <u>Base Year</u> - CO and/or ACS for for populatin and complete Employment Analyst	collect employment	collect employment	collect employment	clean employment	clean employment	clean employment	clean employment															public hearing			
3	Socio-economic Data (SE Data) -- <u>2050</u> horizon year -- develop guide totals																						public hearing			
4	Land Use Model (CommViz) -- update land use model, create scenarios, approve for use in 2050 MTP, adopt with final 2050 MTP										public hearing												public hearing			
5	Triangle Regional Model (TRM) -- update model, verify network, and approve for use in 2050 MTP										public hearing												public hearing			
6	Deficiency Analysis and Needs Assessment -- generate deficiency analysis, develop needs assessment, and Board review and comment																									
7	Financial Plan -- cost and revenue estimates for Preferred Option based on cost models																						public hearing			
8	Alternatives Analysis -- generate and evaluate alternatives, extensive public engagement and public hearing, select Preferred Option																		public hearing							
9	Adoption of 2050 MTP -- release fiscally-constrained Preferred Option for comment, conduct hearing, receive local and agency review, and approve Plan for AQ analysis																					public hearing				
10	Air Quality Conformity -- release Air Quality Conformity Determination Report (AQ CDR) for comment, conduct hearing, receive local and agency review, and adopt 2050 MTP and AQ CDR																								public hearing	public hearing

MPO Board and Staff Actions	
	(bold/blue block) = Board action
	(light/blue crosshatch) = 1st Bd review/action
	(light grey block) = staff work

Note: MPO executive boards do not meet in **July**

This schedule was last updated on : 6/2/2020

2050 MTP – Demographic Questions (6/3/20)

Durham-Chapel Hill-Carrboro MPO

Background

A public engagement goal of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) is to use a range of methods to reach all populations, including targeted efforts toward traditionally under-engaged populations. In an effort to help the MPO determine to what extent that goal is being met, the MPO will request demographic data from people who complete surveys, provide comments, or otherwise participate in the engagement process. An outline of the proposed demographic questions follows below. Note that the outline provides the text of the questions but does not depict final formatting of the questionnaire or form, which will be completed when the questions are finalized.

Questions

Introduction

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) is working to improve engagement and ensure that everyone has the opportunity to be heard during decision making regardless of their identity. Filling out the following demographic questions is optional, but they will be extremely helpful in ensuring the fairness and equity of our engagement. All data reporting will be summarized and strictly confidential.

Questions

- A. In what year were you born?
- B. What is your race or ethnicity? Select any that may apply: American Indian or Alaska Native; Asian; Black or African American; Hispanic or Latino; Native Hawaiian or Pacific Islander; White; prefer to self identify; prefer not to answer.
- C. What is the zip code of your home? Of your work place?
- D. Do you consider yourself a person with a disability? Yes/No/Other _____
- E. How many cars are available for drivers in your household?
- F. Which of the following range does your total annual household income fall into? Less than \$20,000; \$20,000 to \$34,999; \$35,000 to \$49,999; \$50,000 to \$74,999; \$75,000 to \$100,000; \$101,000 to \$124,999; \$125,000 or more; prefer not want to answer.

Note: Staff is still developing the set of income ranges to use for this question.

G. How did you hear about this engagement session? Social media; electronic newsletter; flyer; neighborhood listserve; local government website; word-of-mouth; news/print media; other _____

H. In which language do you prefer to receive information?

Note: Staff will list the five most common languages used in the Triangle.

I. Are you a: student; employed; unemployed; retired?

Note: Staff is still developing and discussing this question.

2050 MTP Goals and Objectives

Bold Font = Proposed Update Regular Font = 2045 MTP version ~~Strikeout Font~~ = Remove

Goals	Objectives
Protect the Human and Natural Environment and Minimize Climate Change	A. Reduce mobile source emissions, GHG, and energy consumption
Protect the Environment & Minimize Climate Change	B. Reduce negative impacts on natural and cultural environment
Connect People & Places	A. Connect people to jobs, education and other important destinations using all modes
Connect People	B. Ensure transportation needs are met for all populations (especially the aging and youth, economically disadvantaged, mobility impaired, and minorities)
Promote and Expand Multimodal & Affordable Choices	A. Enhance transit services, amenities and facilities
Promote Multimodal & Affordable Choices	B. Improve bicycle and pedestrian facilities
	C. Increase utilization of affordable non-auto travel modes
Manage Congestion & System Reliability	A. Allow people and goods to move with greater reliability. Allow people and goods to move with minimal congestion and time delay, and greater predictability.
	B. Promote Travel Demand Management (TDM, such as carpool, vanpool, telecommuting and park-and-ride)
	C. Enhance Intelligent Transportation Systems (ITS, such as ramp metering, dynamic signal phasing and vehicle detection systems)
Improve Infrastructure Condition & Resilience	A. Increase proportion of highways and highway assets in 'Good' condition
Improve Infrastructure Condition	B. Maintain transit vehicles, facilities and amenities in the best operating condition.

Goals	Objectives
	C. Improve the condition of bicycle and pedestrian facilities and amenities
	Promote resilience planning and practices. Improve response time to infrastructure repairs
Ensure Equity & Participation	A. Ensure that transportation investments do not create a disproportionate burden for any community
	B. Promote equitable public participation among all communities
	B. Enhance public participation among all communities
Promote Safety and Health	A. Increase safety of travelers and residents
	B. Promote public health through transportation choices
Stimulate Economic Vitality	A. Improve freight movement
	B. Coordinate land use and transportation
	B. Link land use and transportation
	C. Target funding to the most cost-effective solutions
	D. Improve project delivery for all modes



ENVIRONMENTAL JUSTICE REPORT

FOR THE DURHAM-CHAPEL HILL- CARRBORO
METROPOLITAN PLANNING ORGANIZATION

2019

DURHAM - CHAPEL HILL - CARRBORO

DCHC

Metropolitan Planning Organization
Planning Tomorrow's Transportation

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EXECUTIVE SUMMARY

The Durham- Chapel Hill - Carrboro Metropolitan Planning Organization (DCHC MPO) is the regional organization responsible for transportation planning and project selection for the western part of the Research Triangle area in North Carolina. In response to federal statutes, the DCHC MPO incorporates Environmental Justice (EJ) into all relevant aspects of the transportation planning process. The scope of this document covers EJ threshold evaluation of 2045 Metropolitan Transportation Plan (MTP) of DCHC MPO and 2018-27 Transportation Improvement Program (TIP) and overview of Unified Planning Work Program (UPWP) for FY 2019-20.

EJ “communities of concern” (CoC) are defined as any geographic area where the percentage of any EJ population is greater than the regional threshold for that particular EJ population. Total population numbers for each EJ population in the Census Block Groups within the DCHC MPO were found and then compared to the total population of the MPO to determine the percent of total population for each EJ population. Each regional threshold was then used during the analysis and identification of EJ communities of concern.

The next step in evaluating EJ in the DCHC MPO area was to compile the percent of the total Block Groups for each of the five EJ populations. These five percentages were then averaged to determine the overall average percent of total Block Groups, the resultant average was 37%. This means that 37% of all Block Groups in the DCHC MPO area were considered an EJ CoC and that was used as a threshold for the evaluation of long-range transportation projects.

The final step in the evaluation was to identify which Block Groups had overlapping EJ CoCs. There were 128 Block Groups with overlapping CoCs. Since 37% was the threshold established in the study, it was determined that for each mode in the aforementioned long range transportation plans, more than 37% of the projects’ location and projects’ combined funding be within or adjacent

to Block Groups with overlapping EJ CoCs for the plan (and the mode) to be considered above the established threshold.

Ideally, an equitable distribution of funding and projects will allow all populations to equally enjoy the benefits and burdens related to transportation projects. Detailed GIS analysis was carried out for projects in the MTP and TIP across all major modes to determine whether or not they cross the 37% threshold. For MTP, all measures of interchange, highway and transit investments in communities of concern exceeded the 37% threshold. All measures of the different modes of TIP projects show that investments in communities of concern exceeded the 37% threshold except for interstate project funding which is 27%.

At the analysis of this report, it cannot be determined whether communities of concern experience an overall benefit or burden from this imbalance of transportation investments. Therefore, the DCHC MPO should continue to assess and consider potential benefits and burdens related to the projects that are proposed for inclusion in long-range planning efforts such as MTP and TIP. The MPO should also make exceptional efforts to include populations from the communities of concern in the public involvement activities of the MTP and TIP to ensure that the MPO has a clear understanding of the project benefits and burdens to those communities.

INTRODUCTION

Environmental Justice (EJ) refers to 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.¹ EJ is a federal requirement of all federal, state, and local agencies and has legal basis in Title VI of the Civil Rights Act of 1964, Executive Order 12898 of 1994, and the National Environmental Policy Act (NEPA). These regulations require that all agencies receiving federal assistance demonstrate compliance with related laws so that all the populations in the agency's study area enjoy the same benefits of the federal investments, bear the same burdens resulted from the federal projects, and have equal participation in local and state issues.

In response to these federal statutes, the Durham-Chapel Hill - Carrboro Metropolitan Planning Organization (DCHC MPO) incorporates EJ into all relevant aspects of the transportation planning process. The DCHC MPO's policy is based on the three core principles of EJ set forth by the Federal Highway Administration and Federal Transit Administration:

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

After taking into consideration the federal definition of Environmental Justice, the DCHC MPO determined that there may be other variables that should be reviewed. This is because the United States Department of Transportation's (US DOT) planning regulations

1

BACKGROUND AND OVERVIEW

CHAPTER CONTENTS

- 1.1 Introduction
- 1.2 DCHC MPO
- 1.3 MPO Duties and Responsibilities
- 1.4 Map of DCHC MPO Urbanized Area

transportation-related materials and provides technical recommendations to the MPO Board.

DCHC MPO DUTIES AND RESPONSIBILITIES

The primary responsibility of the DCHC MPO is to fulfill the requirements of the Federal Highway Act of 1962. These regulations require those urban areas with a population of 50,000 or more to conduct a Continuing, Comprehensive, and Cooperative (3-C) transportation planning process. An integral element of this 3-C process is the development of long-range transportation related plans and programs.

The DCHC MPO develops and maintains the area's long-range Metropolitan Transportation Plan (MTP), which addresses the region's projects, programs and policies for at least a 25-year period. The DCHC MPO also produces and maintains the metropolitan Transportation Improvement Program (TIP), which is a ten-year state and federal funding program for transportation projects to be implemented within the MPO planning area for at least a 20-year period.

Annually, the DCHC MPO is required by federal regulations to prepare a Unified Planning Work Program (UPWP) that describes and guides the urban area transportation planning activities and programs for the year.

In addition to the MTP, TIP, and UPWP, the DCHC MPO prepares special planning documents such as the Comprehensive Transportation Plan (CTP), transit plans, safety plans, bicycle, pedestrian, and trails plans, and congestion management plans.³

Chapter 2 of this EJ report presents a summary of the federal laws, regulations, statutes, and orders that establish the requirements for non-discrimination during all DCHC MPO transportation-related planning and programming initiatives. An analysis of EJ populations is included in Chapter 3, followed by an assessment of the DCHC MPO's major planning activities in Chapter 4.

require MPOs to "seek out and consider the needs of those traditionally under-served by existing transportation systems, including, but not limited to, low-income and minority households."

It is for that reason that the discussion has been broadened in this EJ report to consider the Limited English Proficiency (LEP) population, low access to vehicle populations, and senior populations.

This document details the DCHC MPO's approach to EJ in the DCHC MPO planning area.

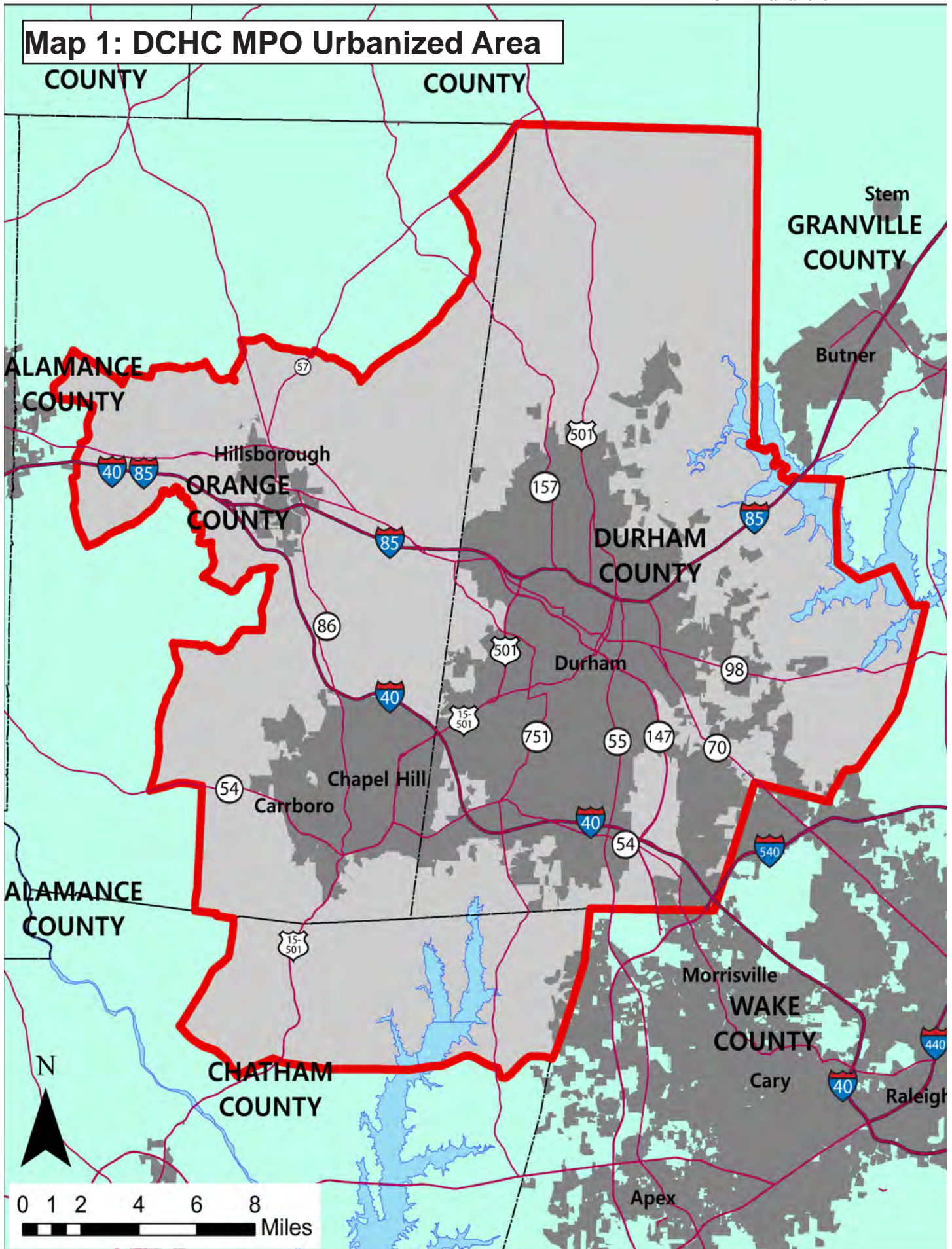
DCHC MPO

The DCHC MPO is the regional organization responsible for transportation planning and project selection for the western part of the Research Triangle area in North Carolina.

The DCHC MPO region, first designated by the 1980 Census, covers all of Durham County, a portion of Orange County including the towns of Chapel Hill, Carrboro, and Hillsborough, and the northeastern section of Chatham County. The DCHC MPO area is one of the ten urban areas in North Carolina designated as a Transportation Management Area (TMA). TMA's are urban areas with a population of over 200,000 people.

Map 1 on page 1-7 presents the DCHC MPO planning area boundary.² The DCHC MPO is an umbrella organization led by the MPO Board and the Technical Committee (TC), local governments, transit agencies, and the State of North Carolina. The MPO Board is a policy body comprised of elected officials from the member jurisdictions that coordinates and makes decisions on transportation planning issues.

The TC is composed of staff members from the units of local and county governments, NCDOT, GoTriangle, Research Triangle Foundation, Triangle J Council of Governments, Raleigh-Durham Airport Authority, North Carolina Central University, the University of North Carolina at Chapel Hill, and Duke University. The TC reviews data, information, reports, and other

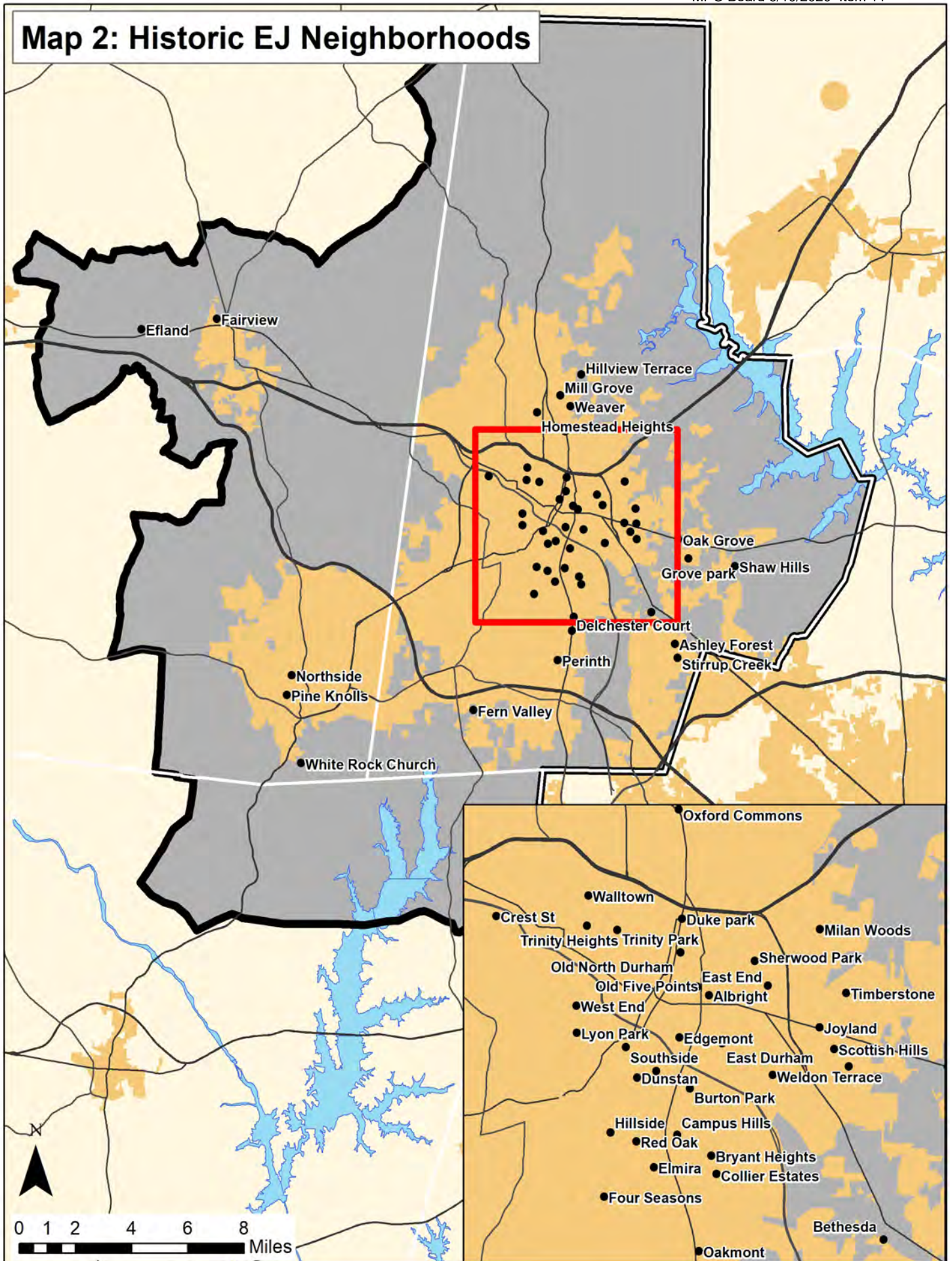


NEIGHBORHOODS WITHIN DCHC MPO

Generally, EJ Analysis is carried out using Census Block Groups. The MPO realized that a key drawback of this means of representation is that people identify themselves as residents of a neighborhood, rather than a Census Block Group. Providing names and locations of neighborhoods in this report creates an opportunity for the residents of these neighborhoods to identify whether or not a project will impact their community.

There are certain neighborhoods in the DCHC MPO which have historically been home to certain disadvantaged communities. Identifying these neighborhoods at the beginning of this document will make it easier to locate them during the EJ analysis carried out in subsequent chapters. The neighborhoods were identified based on prior knowledge of the region and by consulting with MPO and local jurisdiction staff. These neighborhoods are shown in Map 2 on page 1-5.

Map 2: Historic EJ Neighborhoods



Endnotes

1. "Environmental Justice." *EPA*, Environmental Protection Agency, 20 Nov. 2019, <https://www.epa.gov/environmentaljustice>.
2. "Overview." *DCHC MPO - Overview*, <http://www.dhcmpo.org/about/overview.asp>.
3. "Programs & Plans." *DCHC MPO - Programs & Plans*, <http://www.dhcmpo.org/programs/default.asp>.

TITLE VI OF THE CIVIL RIGHTS ACT AND ENVIRONMENTAL JUSTICE

Two key federal actions provide the basis for the civil protections addressed in this EJ report:

1. The 1964 Civil Rights Act and Title VI of the Act (nondiscrimination)
2. Executive Order No. 12898 signed by President Clinton in 1994 (Environmental Justice)

The Civil Rights Act, and specifically Title VI of the Act, establishes the prohibition of discrimination “on the basis of race, color or national origin” in any “program or activity receiving federal financial assistance.” Subsequent legislation has extended the protection to include gender, disability, age, and income, and has broadened the application of the protection to all activities of federal aid recipients, sub-recipients, and contractors regardless of whether a particular activity is receiving federal funding.

The 1994 Executive Order 12898 focused attention on Title VI of the Civil Rights Act by providing that “each federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.”

See Appendix 1 for more details about the executive order.

2

LAWS AND REGULATIONS PERTAINING TO ENVIRONMENTAL JUSTICE

CHAPTER CONTENTS

- 2.1 Title VI of the Civil Rights Act and Environmental Justice
- 2.2 Federal Statutes and Regulations
- 2.3 DCHC MPO’s commitment to Environmental Justice

FEDERAL STATUTES AND REGULATIONS

This section contains the regulations, statutes, and orders that establish the requirements for non-discrimination for the DCHC MPO. United States Code (USC) and Code of Federal Regulations (CFR) citations are provided.¹

Title VI of the Civil Rights Act of 1964 mandates “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 subjected to discrimination under any program or activity receiving Federal financial assistance.” (23 CFR 2009 and 49 CFR Part 21)

As the designated Metropolitan Planning Organization for the urbanized areas of Durham, Orange, and Chatham Counties, the DCHC MPO is responsible for planning and implementing transportation projects, and is thus required to comply with this law. Appendix 2 expands on the authority, requirements, and standards of the 1964 Act:

USDOT Planning Assistance and Standards for Metropolitan Planning require MPOs to seek out and consider “the needs of those traditionally underserved by existing transportation systems, such as low income and minority households, who may face challenges accessing employment and other services” (23 CFR 450.316). Additional staff guidance from FHWA and FTA provides direction for assessing an MPO’s level of compliance with Title VI, and establishes a corrective process that can affect federal funding.

DCHC MPO’S COMMITMENT TO ENVIRONMENTAL JUSTICE

The DCHC MPO carries out a comprehensive and thorough set of activities to ensure that disadvantaged persons, as characterized in the federal statutes and regulations listed in this chapter, do not suffer discrimination in the transportation planning and implementation processes. These activities have been in the areas of public participation and outreach, equitable distribution of programming and project funding, and plan analysis. Each long range planning initiative and special study prepared by the DCHC MPO includes a presentation of EJ analyses and activities performed during the planning process.²

OVERVIEW

The DCHC MPO considers the impact its programs may have on communities protected by Title VI/ environmental justice, also referred to as “environmental justice communities”. Federal statutes and regulations require that all EJ analyses consider the needs of minority and low income communities, however, neither Title VI of the Civil Rights Act nor Executive Order 12898 provide specific instructions for a preferred methodology or approach to EJ analyses. Therefore, MPOs are granted the latitude to devise their own methods for ensuring that EJ and non-EJ population groups and their needs are appropriately represented in transportation decision-making processes.

The ability to effectively communicate and share ideas with all communities within the DCHC MPO area strengthens regional and local planning efforts. Innovative ideas exist within EJ communities, as they exist within non-EJ communities. Too often, however, avenues for communicating and sharing local knowledge are poorly established. For immigrants, language can be a barrier. Other social and cultural barriers limiting knowledge in the planning process or comfort levels in the ability to engage local leaders may exist, resulting in a consistent lack of participation and engagement.

Why does this matter to long-range planning?

The best community and long-range planning efforts are able to fully tap into their most important resource: people. People know the strengths and weaknesses of their community and the improvements that can catalyze resilient prosperity. Not unlike the scientific method, human daily routines are the product of much trial and error; developing presumptions, exploring options, and uncovering successful strategies in daily routines serves to inform longer-term planning efforts. By more thoroughly and effectively connecting to all groups – hence including a more diverse pool of citizens and ideas – innovative community solutions can be revealed and encouraged to flourish. This makes planning outputs more valuable, more

3

DEMOGRAPHIC PROFILES

CHAPTER CONTENTS

3.1 Overview

3.2 Analysis of Environmental Justice Communities of Concern

meaningful, and ultimately more successful.

As previously mentioned, federal requirements for EJ mandate that an MPO identify and analyze the needs of minority and low-income communities. The DCHC MPO broadened the scope of the traditional EJ approach to include a review and consideration of additional EJ communities that exist in the DCHC MPO area. The five EJ communities considered in this EJ report are:

1. Minority race populations
 - a. All Minority race populations
 - b. Hispanic/Latino Ethnicity Origin populations
 - c. Black populations
2. Elderly populations
3. Low-income households
4. Limited English Proficiency (LEP)
5. Zero-car households

Appendix 3 contains detailed definitions of EJ communities. This chapter describes the DCHC MPO's methodology for evaluating EJ communities and serves as a resource for local and regional transportation planning by providing recent and statistically reliable information about areas of identified communities and population demographics using US Census Bureau American Community Survey (ACS) data sets.

The demographic analyses presented in the remainder of this chapter assist in assessing the needs of, and analyzing the potential impacts on and benefits to, the five identified EJ communities.

ANALYSIS OF EJ COMMUNITIES OF CONCERN

EJ "communities of concern" (CoC) are defined as any geographic area where the percentage of any EJ population (defined on pages 3-2 and 3-3) is greater than the regional threshold for that particular EJ population. US Census Block Group level data were used as the geographic area of comparison for each EJ population.

Determining Regional Thresholds

Regional thresholds for each EJ population group were developed and used as benchmarks for comparison. Total population numbers for each EJ population in the Census Block Groups within the DCHC MPO were found and then compared to the total population of the MPO to determine the percent of total population for each EJ population. Each regional threshold was then used during the analysis and identification of EJ communities of concern. Regional thresholds are presented in Table 3.1.

Table 3.1: Regional Thresholds for EJ Population Groups

EJ Communities of Concern	Count	%
Total Population	455,813	
Total Households	182,810	
Racial Minority Population	218,877	48%
Hispanic/Latino Population	53,434	12%
Black Population	126,910	28%
Elderly Population	59,095	13%
Limited English Proficiency Households	7,687	4.2%
Low Income Limit for Households	\$38,920	
Zero-Car Households	12,722	7%

COMPARING US CENSUS BLOCK GROUPS TO REGIONAL THRESHOLDS

Each EJ population in the DCHC MPO area was mapped by US Census Block Group (Block Group). Any Block Group with a concentration of an EJ population that exceeded the regional threshold for that population was identified as an EJ community of concern. This comparative analysis was performed for each EJ population group to determine the locations of concentrated EJ communities of concern.

For example, Table 3.1 indicates that 48 percent of the total population of the DCHC area, is an EJ racial minority population. Thus, 48 percent is used as the regional threshold for racial minority population. Any Block Group with a racial minority population representing greater than 48 percent of the total population in that Block Group is considered an EJ community of concern for racial minority population.

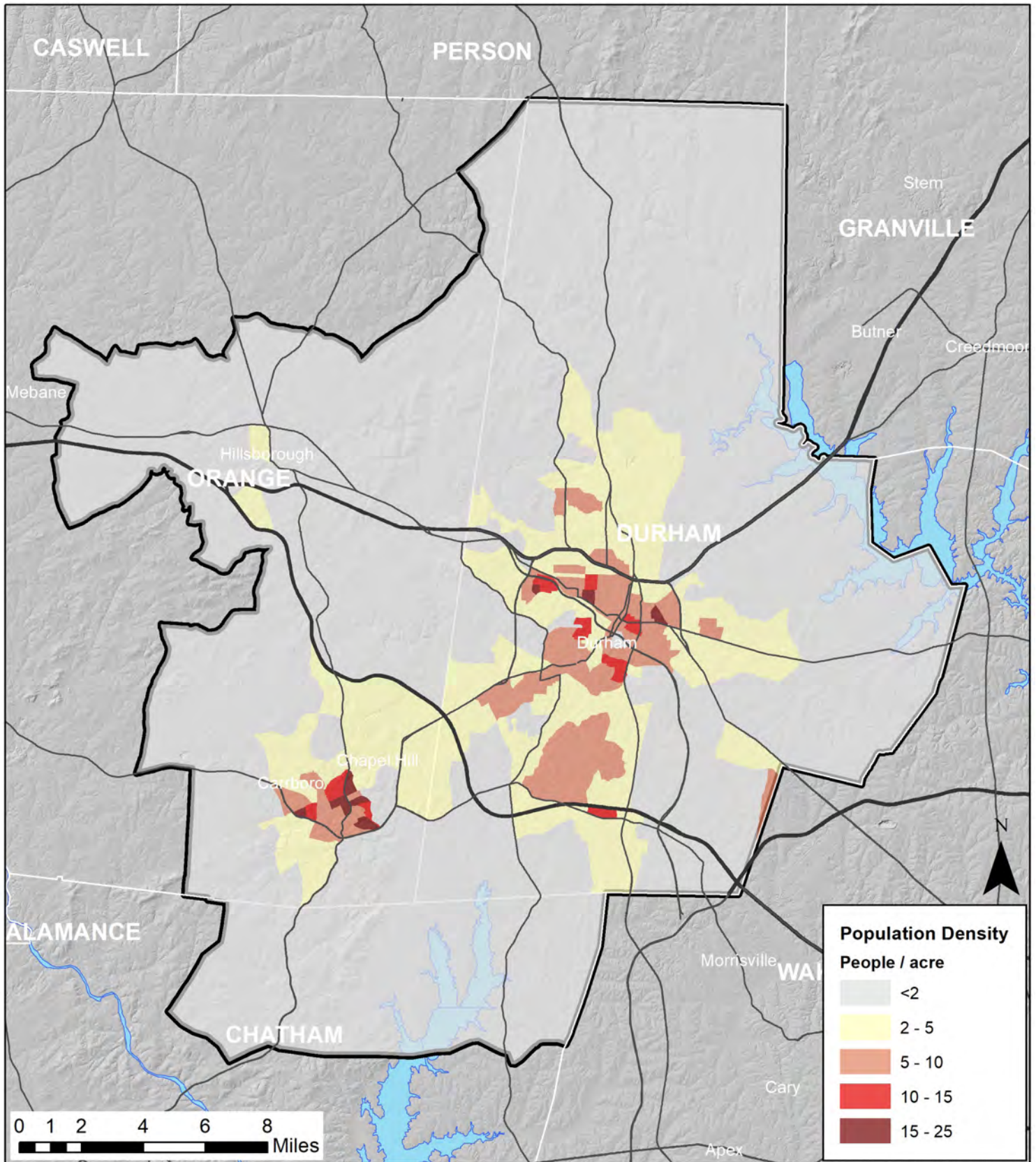
The determination of what is “disproportionately high and adverse human health or environmental effect” as discussed by E.O. 12898 is context dependent. The approach used in the development of this EJ report to identify communities of concern is only based on available Block Group data and the proportion of protected populations that they contain. All future project development processes should include additional efforts to utilize local knowledge of individual neighborhoods to identify potential populations that might have been missed during this Census-based analysis.

Population Density (Map 3.1)

Map 3.1 on page 3-4 depicts population density by Block Group in the DCHC MPO area. The most densely populated areas with density ranging from 15 to 25 persons per acre are mostly concentrated in Chapel Hill near University of North Carolina Chapel Hill Campus and the historic districts of Franklin-Rosemary and Cameron-McCauley; Duke East Campus, Albright and Crest Street neighborhoods in Durham; and the neighborhood between Jones Ferry Road and NC-54 west of Barnes Street in Carrboro.

Another set of high density areas with 10 to 15 persons per acre are scattered in different parts of Durham, like Walltown, Trinity Heights, North Carolina Central University, West End and Lyon Park. Northside neighborhood in Chapel Hill also falls within this density category.

Providing safe access between highly populated areas and destinations such as commercial centers and downtown areas should be considered a high priority for the DCHC MPO.



Map 3.1: Population Density

People within each Census Block Group / Area of the Census Block Group in Acres

Total population = 455,813

Total area = 482,010 acres

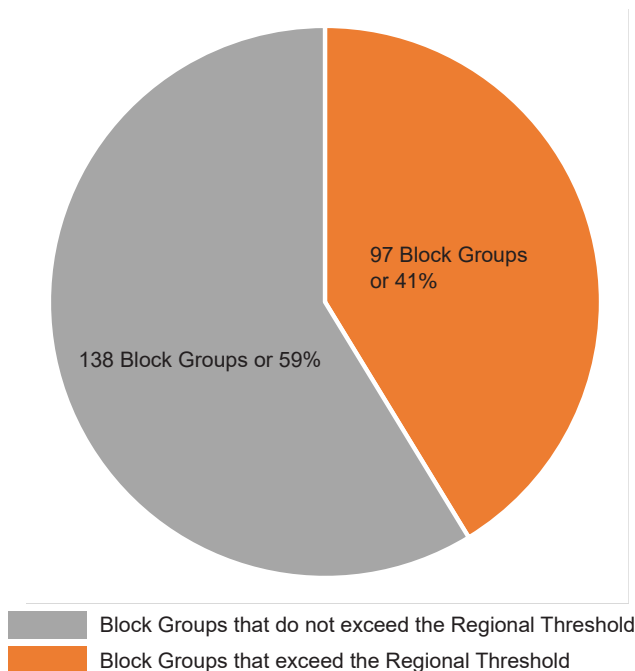
Source: 2013-2017 NCDOT 2019 Demographic Snapshot Tool

Racial Minority (Map 3.2)

Racial minority population consists of people from all racial groups except non-Hispanic White. The regional threshold for racial minority populations is 48 percent. Detailed analysis of Block Groups in the DCHC MPO area identified 97 of the total 235 Block Groups with racial minority populations representing greater than 48 percent of the total population, thus these Block Groups were considered communities of concern. The most highly concentrated areas of racial minority communities of concern were located in the City of Durham.

Of the 97 Census Block Groups, 25 block groups had racial minority populations that exceeded 75 percent of the total population. They were mostly located in Durham between Angier Ave to the north, MLK Jr Parkway to the south, Briggs and Alston Avenues to the east and Roxboro street to the west. Other areas include Albright, East Durham, LaSalle Street, West End and areas north of Colonial Village.

Chart 1: Block Groups that Exceed the Regional Threshold for Racial Minority Populations



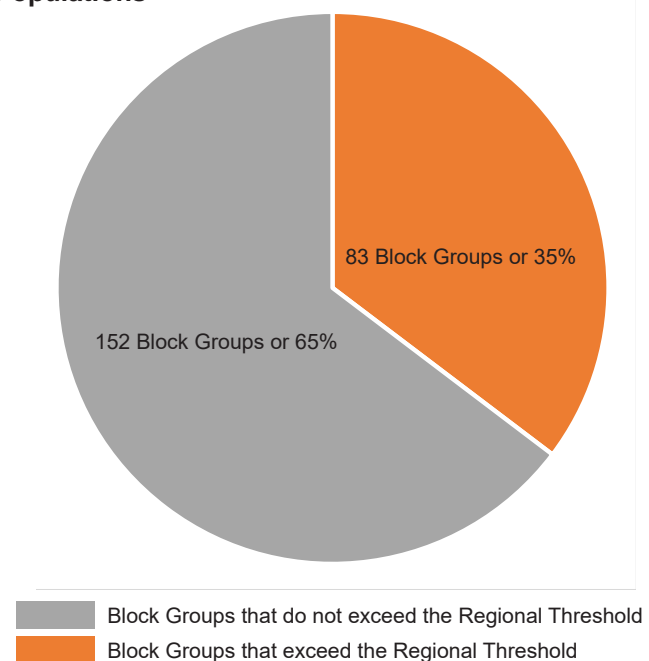
Hispanic (Map 3.3)

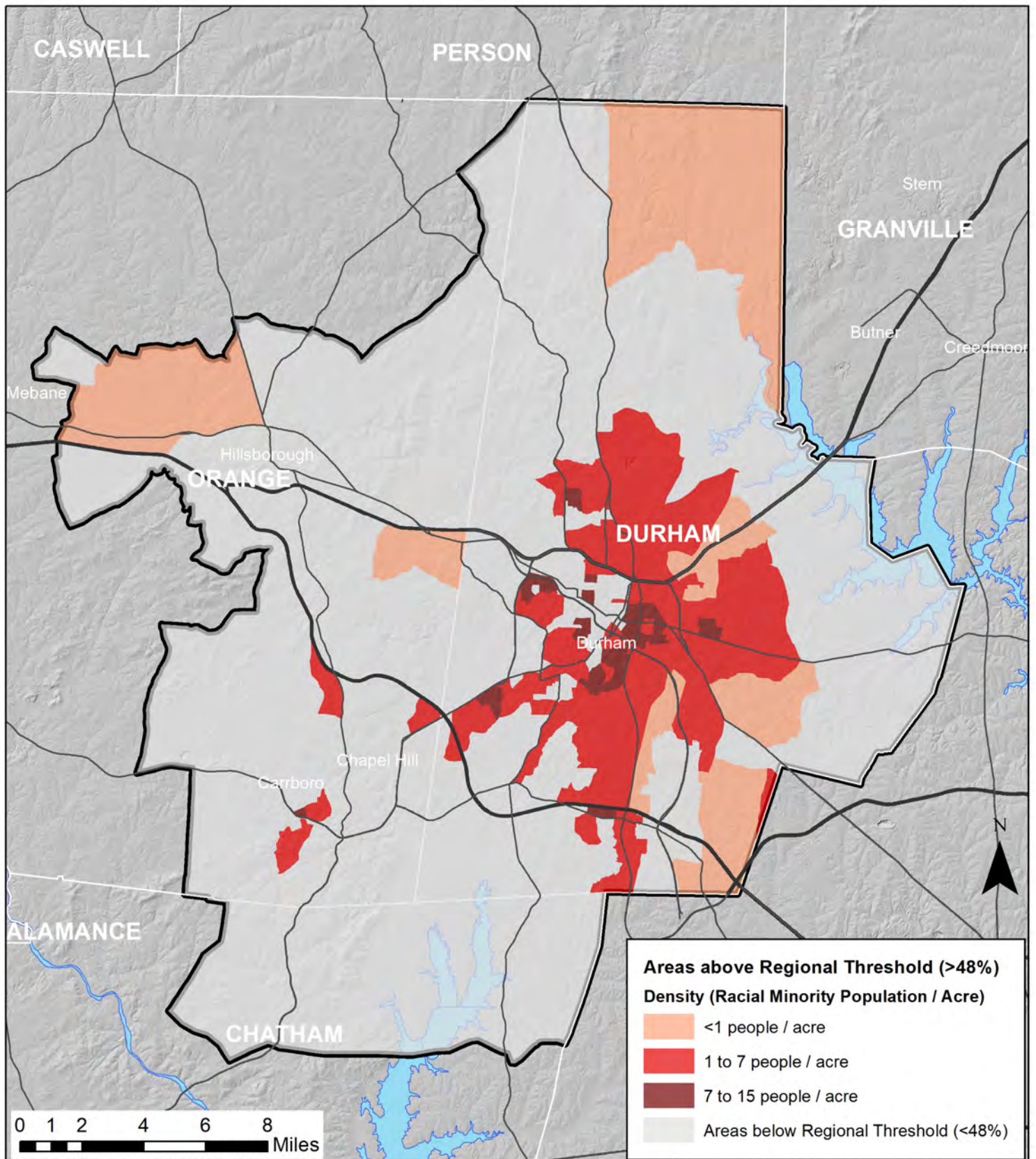
The regional threshold for Hispanic/Latino Ethnicity Origin populations is 12 percent. Eighty-three out of the total 235 Census Block Groups in the DCHC MPO area have Hispanic/Latino Ethnicity Origin populations that represent greater than 12 percent of the total population and are considered communities of concern.

Of the 83 Census Block Groups five block groups had Hispanic/Latino Ethnicity Origin Populations that exceeded 40 percent of the total population. These Census Block Groups are located in Orange County between Eno and Mt Sinai Road and in East Durham near CR Woods Park and Wellons Village.

To help identify the most dense minority areas, a 3 people per acre threshold was set. Ten out of 83 Census Block Groups had 3 or more people per acre from Hispanic/Latino Ethnicity Origin Populations. In Durham, these Census Block Groups are concentrated around East Durham, Timberstone, Sherwood Park, Wellons Village, Albright, Crest St, Lyon Park, and few locations along US15 Business.

Chart 2: Block Groups that Exceed the Regional Threshold for Hispanic/Latino Ethnicity Origin Populations





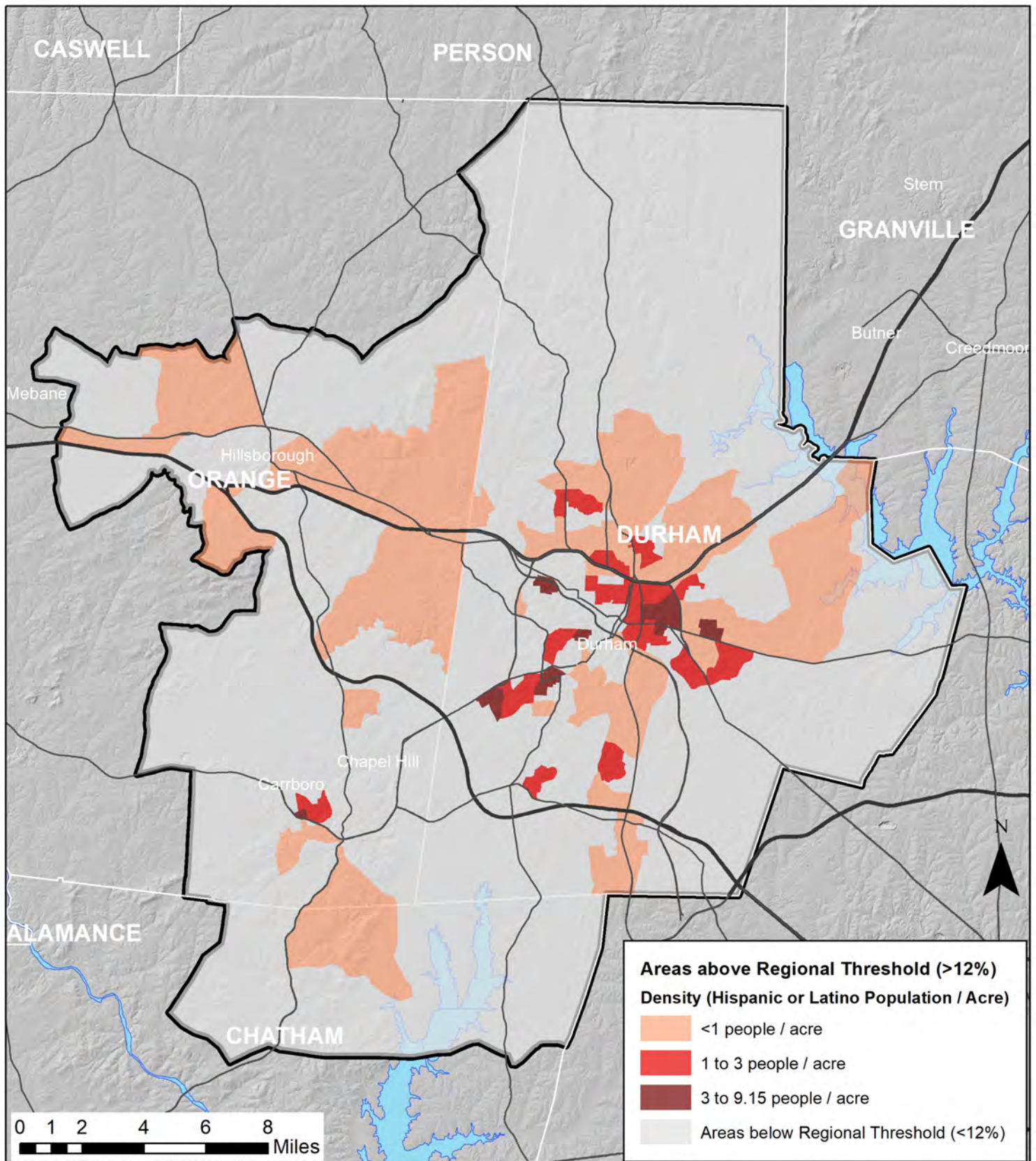
Map 3.2: Percent of Population: Racial Minority

Census Block Groups where percentage of racial minority population is higher than the regional threshold of 48%.

Map gradient is based on the density of racial minority population.

Regional Threshold for DCHC MPO = Racial Minority population (218,877) / Total population (455,813) = 48%

Source: 2013-2017 NCDOT 2019 Demographic Snapshot Tool



Map 3.3: Percent of Population: Hispanic or Latino Ethnicity Origin

Census Block Groups where percentage of Hispanic or Latino population is higher than the regional threshold of 12%.

Map gradient is based on the density of Hispanic or Latino population.

Regional Threshold for DCHC MPO = Hispanic or Latino population (53,434) / Total population (455,813) = 12%

Source: 2013-2017 NCDOT 2019 Demographic Snapshot Tool

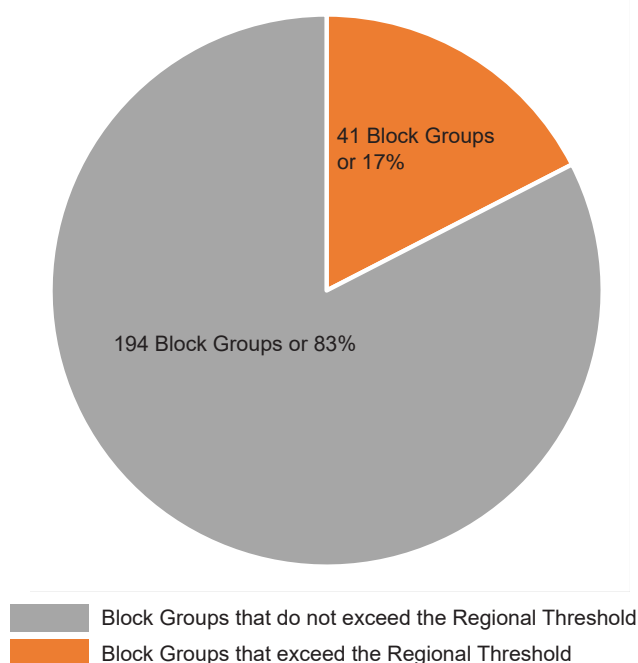
Black (Map 3.4)

The regional threshold for Black populations is 28 percent. Eighty-one out of the total 235 Census Block Groups in the DCHC MPO area have Black populations that represent greater than 28 percent of the total population and are considered communities of concern.

Of the 81 Census Block Groups, 41 block groups had Black populations that exceeded 50 percent of the total population. These 41 block groups encompass major parts of eastern and southern Durham City and a few neighborhoods in north and east Durham.

Fourteen out of 81 Census Block Groups had 5 or more people per acre from Black populations. These Census Block Groups are located in Durham County concentrated around eastern and southern sections of Durham City. The neighborhoods encompassed by these Census Block Groups are Hillside, Red Oak, Dunstan and Lincoln Hospital in south Durham; East End, East Durham, Timberstone in east Durham; Walltown in north Durham and West End and Lyon Park in west Durham.

Chart 3: Block Groups that Exceed the Regional Threshold for Black Populations



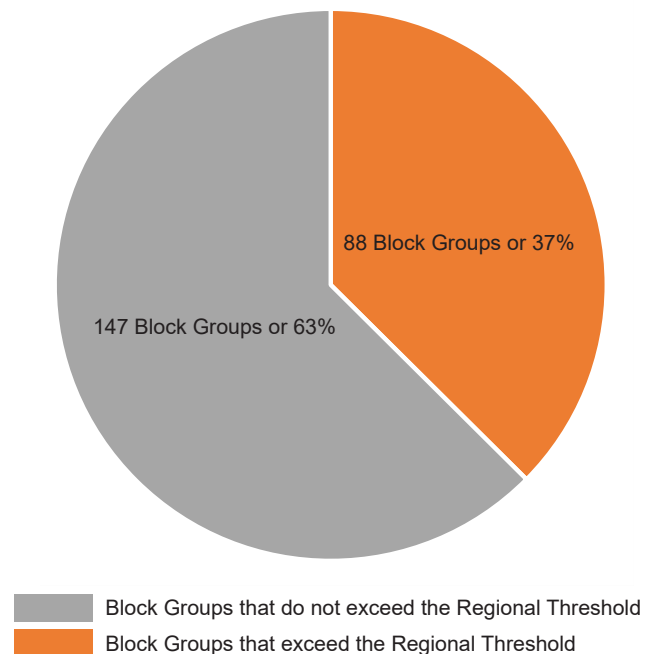
Elderly (Map 3.5)

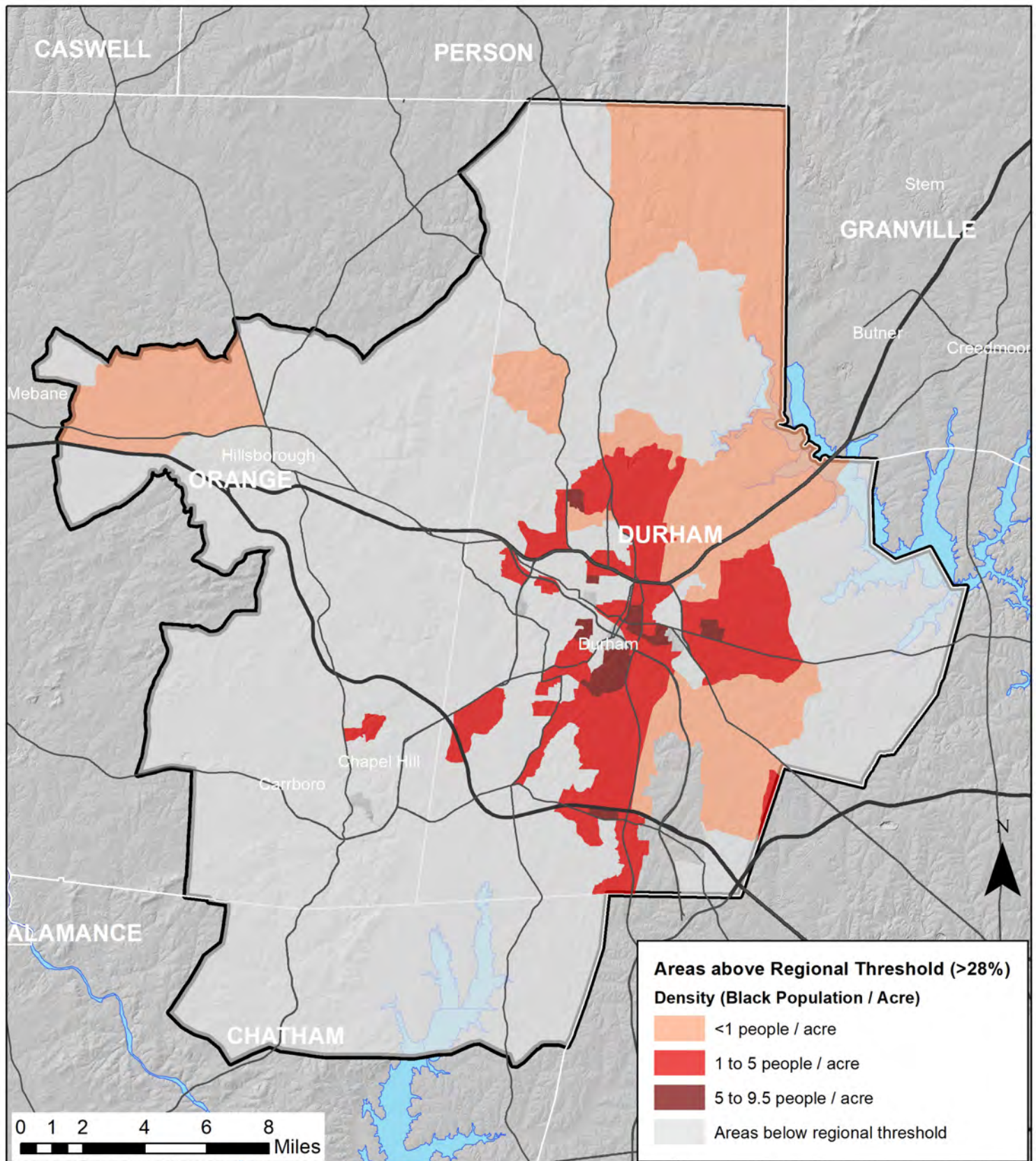
The regional threshold for elderly populations is 13 percent. Eighty-eight out of the total 235 Census Block Groups in the DCHC MPO area have elderly populations that represent greater than 13 percent of the total population and are considered communities of concern.

Elderly population communities of concern were dispersed throughout the DCHC MPO area, mostly outside the urban centers. Almost all Census Block Groups in Chatham county that are within DCHC MPO region are elderly communities of concern. Similarly, large parts of rural Orange county and northern Durham county are also elderly communities of concern.

Of the 88 Census Block Groups, 7 block groups had elderly populations that exceeded 40 percent of the total population. Five out of seven Census Block Groups are located in Chatham county, and the remaining two are located in Durham county. The ones in Durham county are located in the area between South Square Mall and Academy Road, and the area north of Crossdaile Country Club.

Chart 4: Block Groups that Exceed the Regional Threshold for Elderly Populations





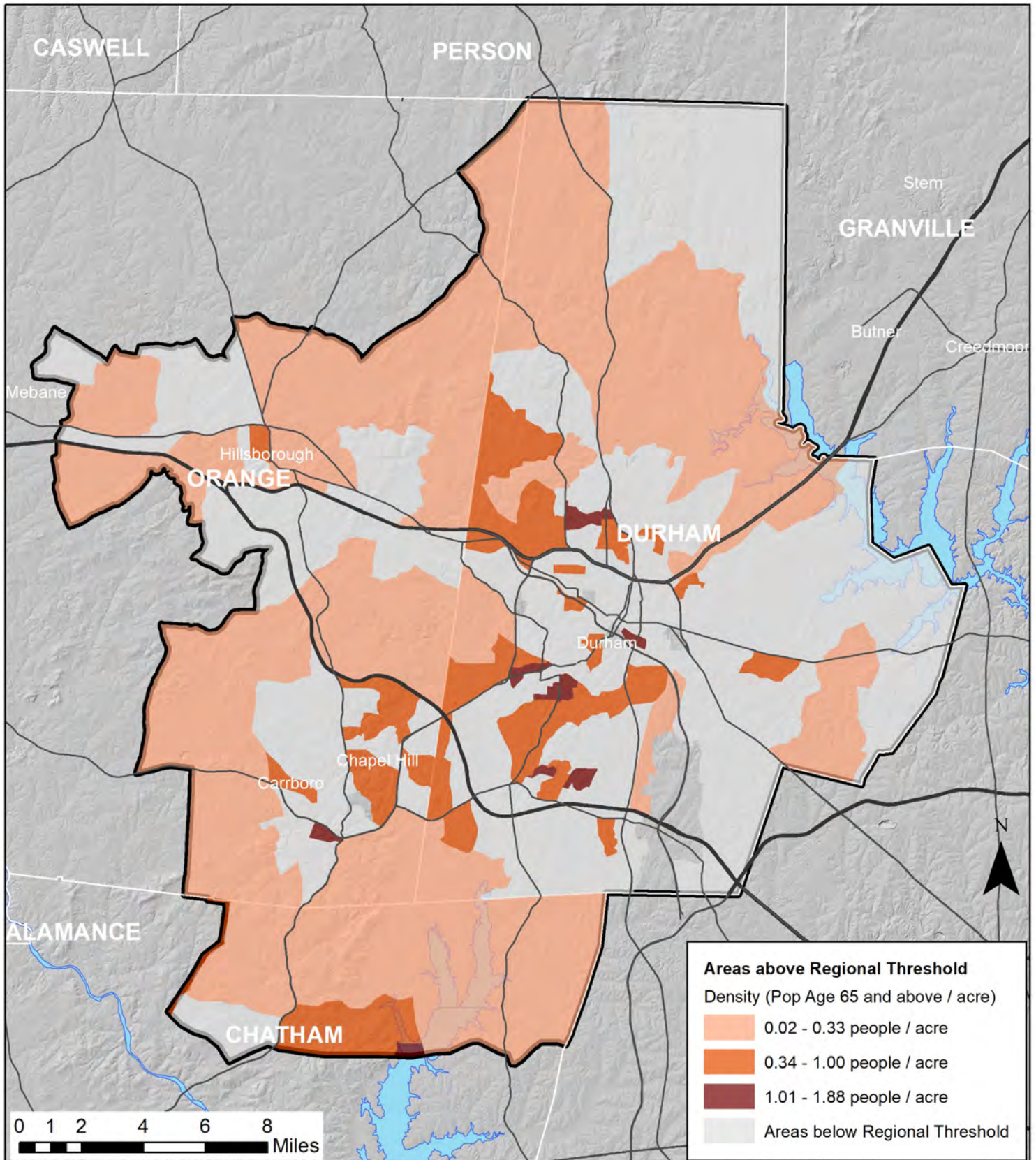
Map 3.4: Percent of Population: Black or African American

Census Block Groups where Percentage of Black population is higher than the regional threshold of 28%.

Map gradient is based on the density of Black population.

Regional Threshold for DCHC MPO = Black population (126,910) / Total population (455,813) = 28%

Source: 2013-2017 NCDOT 2019 Demographic Snapshot Tool



Map 3.5: Percent of Population: Elderly (65 Years of Age or Older)

Census Block Groups where percentage of population of age 65 years and above is greater than 13.3%.

Map gradient is based on the density of population of age 65 years and above.

Regional Threshold for DCHC MPO = Population over 65 years of age (67,939) / Total Population (511,041) = 13.3%

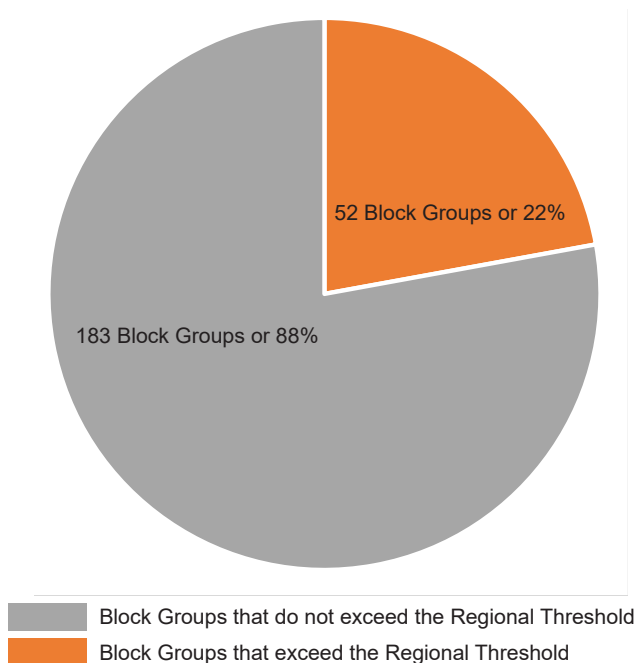
Source: 2013-2017 American Community Survey 5-Year Estimates Table: B01001

Low Income (Map 3.6)

A Census Block Group whose annual median household income is less than the low-income limit is considered a low-income household community of concern. The low-income limit for DCHC MPO region is \$38,920 and is established as the regional threshold. For DCHC MPO, any Block Group with a median household income less than \$38,920 was considered a low-income community of concern.

Fifty two of the total 235 Census Block Groups in the DCHC MPO area were considered low-income communities of concern. These communities were clustered primarily in Durham City and parts of Chapel Hill and Carrboro in Orange County. The neighborhoods of Crest St, West End, Lyon Park, Hillside Park, Forestview Heights, Campus Hills, Bryant Heights, Burton Park, parts of University Dr, eastern Durham, and neighborhoods along I-85 between Jeffries Road to Broad Street largely encompass communities of concern in Durham. Areas with high student population in Chapel Hill and Carrboro are also included as communities of concern.

Chart 5: Block Groups that are Low-Income Communities of Concern



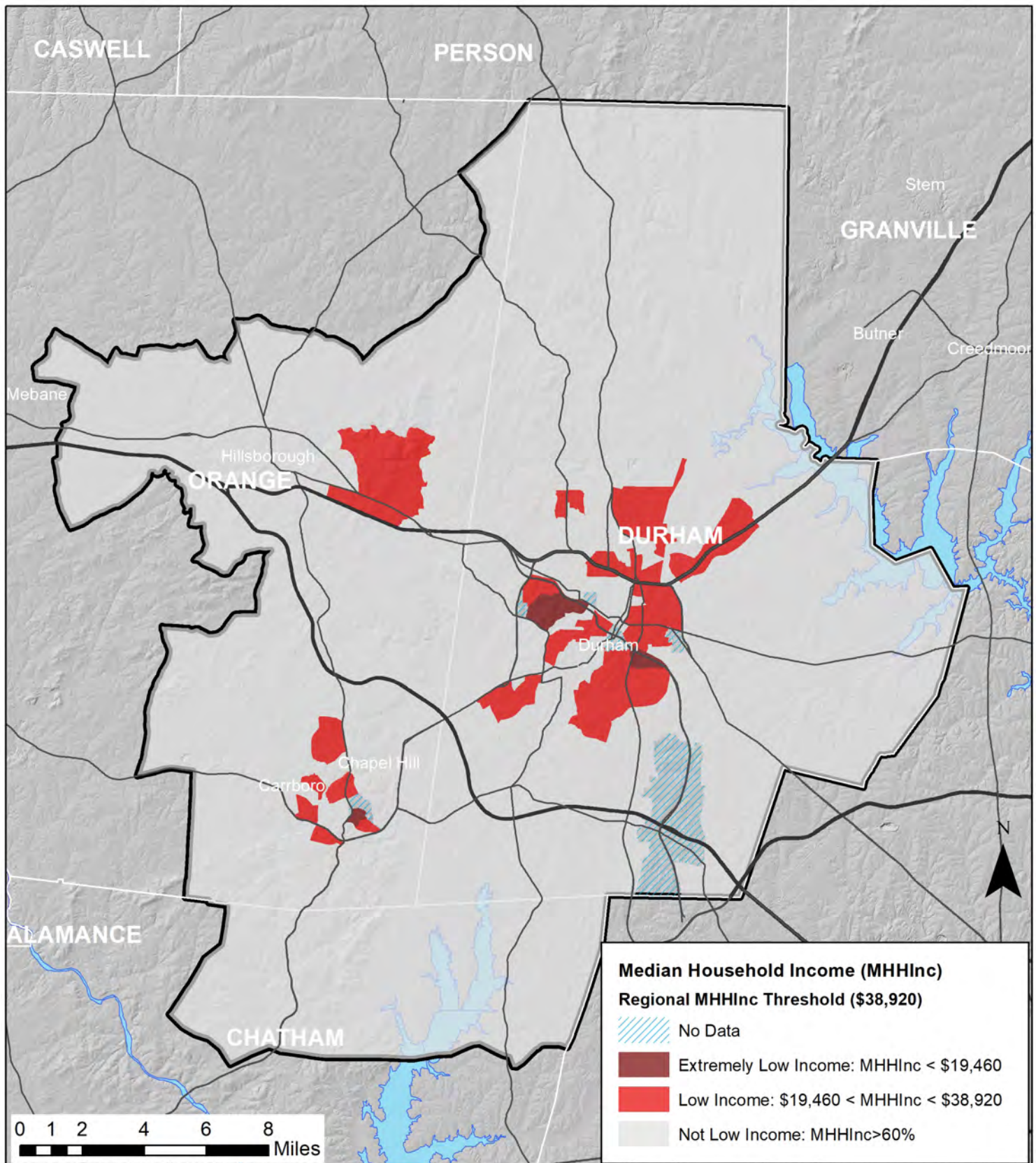
Extremely Low-Income Households (also Map 3.6)

To fully consider the needs of lower-income populations and recognizing that HUD uses more than one low-income limit to analyze lower income populations, the DCHC MPO reviewed a second low-income limit called extremely low income. The term extremely low-income refers to households whose incomes do not exceed 30 percent of the median household income for the area. **Thirty percent of median household income in DCHC MPO (\$64,865) is \$19,460.**

Any Block Group with a median household income less than \$19,460 is illustrated on Map 3.6 on page 3-12 by dark red color. Four of the total 235 Block Groups in the DCHC MPO area were considered extremely low-income.

One of the four extremely low income Block Groups with the median income of \$9,205 is located in Chapel Hill within UNC Chapel Hill campus. This area contains many student housing facilities which may have resulted in the low median income of this Census Block Group.

Two of the 4 extremely low income Block Groups with median household incomes of \$11,250 and \$16,000 are located at the sites of Duke University Campus, again owing to the high concentration of student population in that area. The last extremely low income Block Group with median household income of \$13,688 is located at Burton Park and Durham Tech.



Map 3.6: Low Income and Extremely Low Income Households

Census Block Groups where Median Annual Household Income is lower than the regional threshold of \$38,920.

Regional Threshold for DCHC MPO = 60% of Average Median Household Income
 of all Census Block Groups within DCHC = \$64,865 x 60% = \$38,920

Source: 2013-2017 American Community Survey 5-Year Estimates Table: B19013

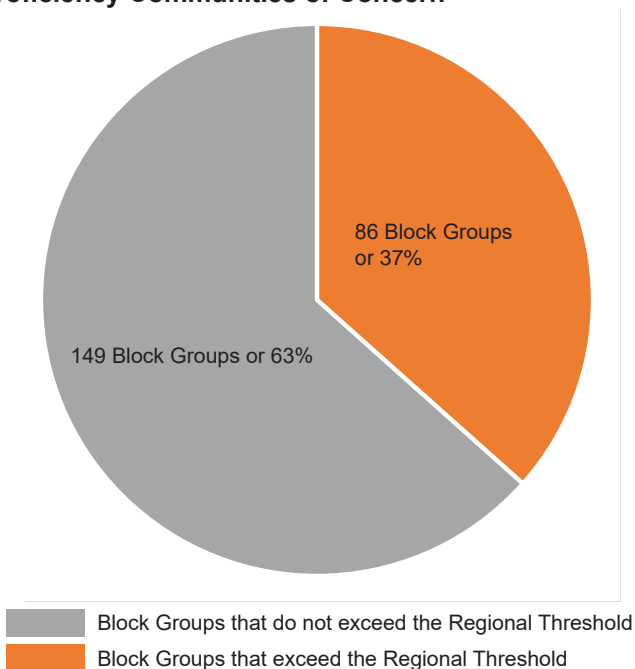
LEP (Map 3.7)

The regional threshold for LEP populations by household is 4.2 percent. 86 out of the total 235 Census Block Groups in the DCHC MPO area exceeded the regional threshold for LEP populations and were considered LEP communities of concern.

As depicted on Map 3.7, the LEP communities of concern (CoC) were dispersed throughout the DCHC MPO area. There were 64 LEP CoC Block Groups located in Durham county, mostly concentrated in east and southwest Durham; and 21 in Orange county, spread throughout the county with minor concentrations in parts of Chapel Hill. The remaining LEP CoC Block Group is located in Chatham County.

Nine of the 86 Census Block Groups had Limited English Proficiency households that exceeded 20 percent of the total number of households. These Census Block Groups are concentrated primarily in east Durham, between Eno River State Park and I-85, between Garrett Road and University Dr, and on UNC-Chapel Hill campus.

Chart 6: Block Groups that are Limited English Proficiency Communities of Concern

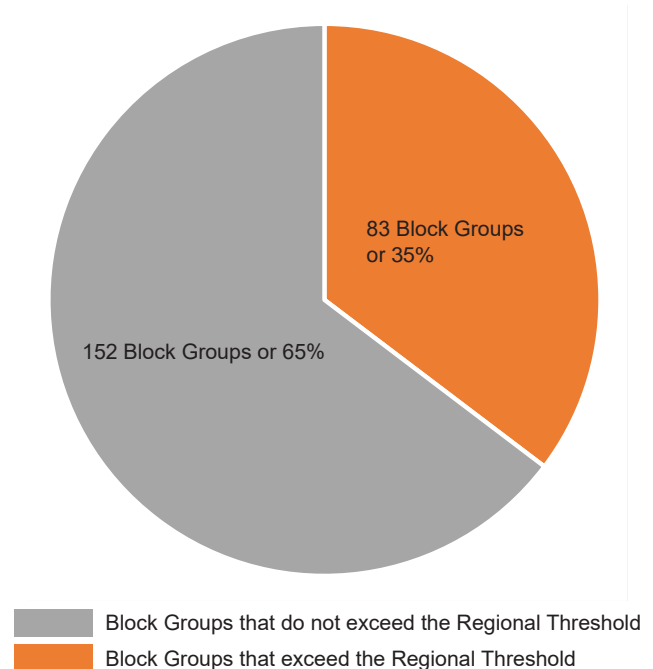


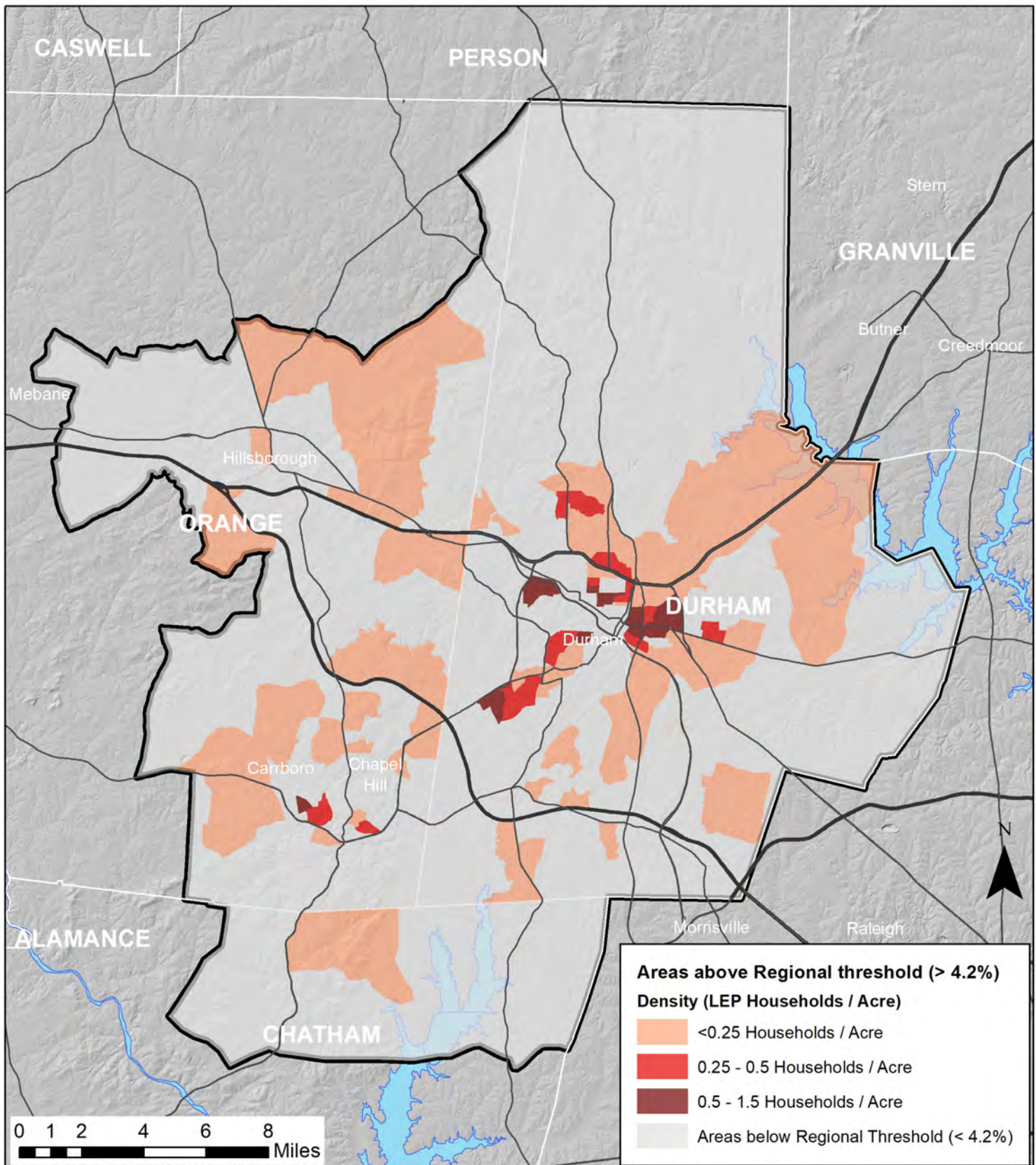
Zero Car Households (Map 3.8)

Households that do not have access to a vehicle are often referred to as “zero-car households”. These residents primarily rely on walking, another form of non-motorized transportation, or public transit. The regional threshold for zero-car households is seven percent. Eighty-three out of the total 235 Census Block Groups in the DCHC MPO area had zero-car household populations that represented greater than seven percent and are considered zero-car household CoC Block Groups. These 83 Block Groups were located throughout downtown Durham, downtown Chapel Hill, and northwest of Hillsborough.

Out of 83 Census Block Groups above regional threshold of zero-car households, there were 18 Census Block Groups where more than 25 percent of the total households were zero-car households. These were mostly concentrated in Durham City encompassing neighborhoods like Timberstone, Sherwood Park, Wellons Village, East End, Edgemont, East Durham, Burton Park, Red Oak, Elmira, Hillside, West End and Morehead Hill.

Chart 7: Block Groups that Exceed the Regional Threshold for Zero-Car Households





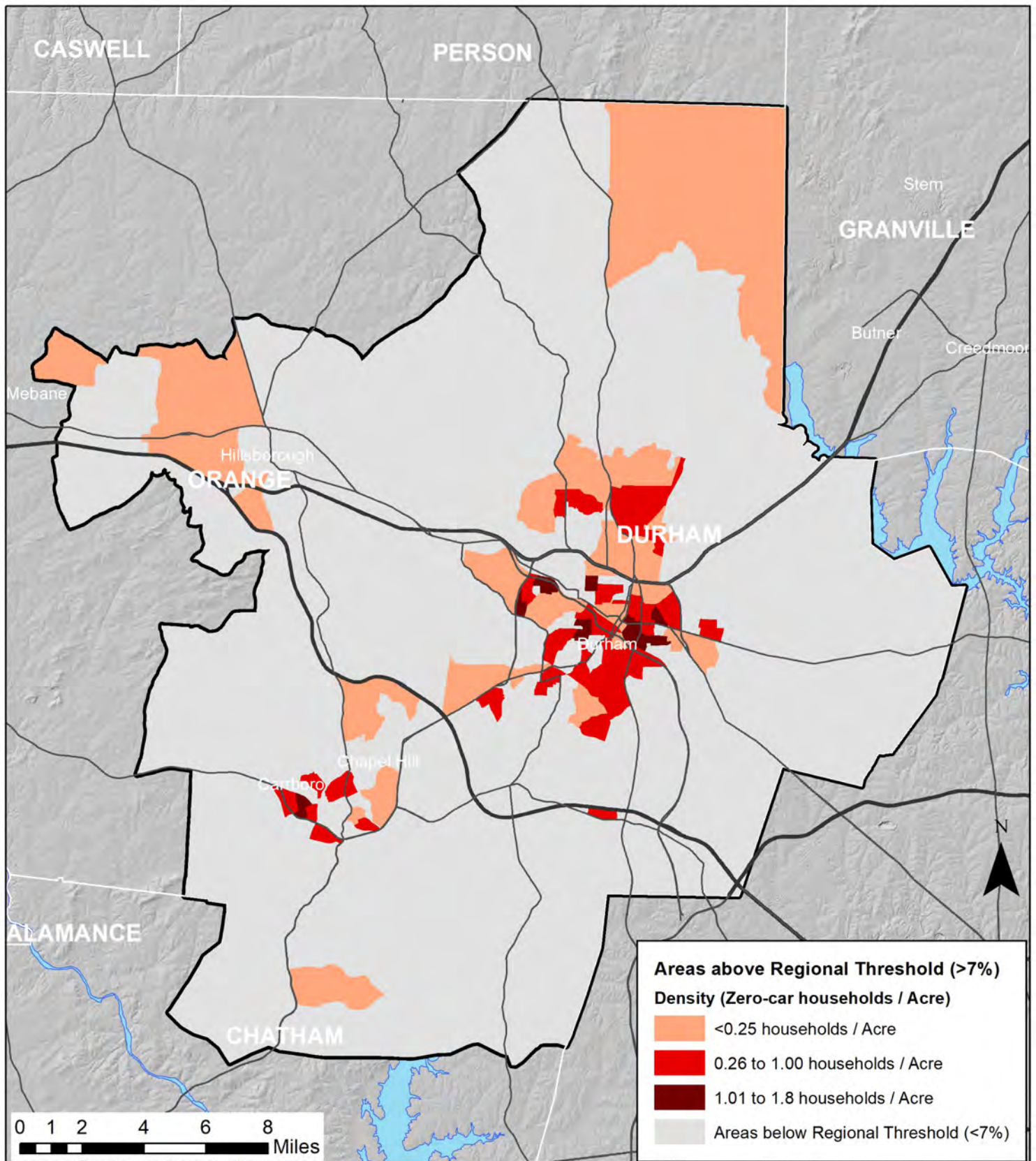
Map 3.7: Limited English Proficiency (LEP) Households

Census Block Groups where percentage of LEP households is greater than 4.2%.

Map gradient is based on the density of LEP households

Regional Threshold for DCHC MPO = $\text{Number of LEP households (7,687)} / \text{Total households (182,810)} = 4.2\%$

Source: 2013-2017 American Community Survey 5-Year Estimates Table: C16002



Map 3.8: Zero-Car Households

Census Block Groups where percentage of zero-car households is greater than 7%.

Map gradient is based on the density of zero-car households

Regional Threshold for DCHC MPO = $\text{Number of zero-car households (12,722)} / \text{Total households (182,810)} = 7\%$

Source: 2013-2017 NCDOT 2019 Demographic Snapshot Tool

Summary of all Communities of Concern Block Groups

The next step in evaluating EJ in the DCHC MPO area was to compile the percent of the total Block Groups for each of the five EJ populations previously presented as the pie charts in this chapter. The five percentages are shown in column D of table 3.2 below. The five main percentages were then averaged to determine the overall average percent of total Block Groups (see bottom row). The overall averaged percent of total Block Groups was 37 percent. This means that 37 percent of all Block Groups in the DCHC MPO area were considered an EJ community of concern. 37 percent was used as a threshold for the evaluation of long-range transportation projects included in Chapter 4.

Table 3.2: Summary of CoC Block Groups

Row #	EJ Populations	Total number of CoC Block Groups	Percent of total Block Groups
1	Any of the three Racial Minority characteristic (a, b or c)	125	53%
1a	Racial Minority Populations (total only)	97	41%
1b	Hispanic/Latino Ethnicity Origins Populations Only	83	35%
1c	Black Populations Only	41	17%
2	Elderly Populations	88	37%
3	Limited English Proficiency Households	86	37%
4	Low-Income Households	52	22%
5	Zero Car Households	83	35%
Averaged Percent of Total Block Groups (sum of Col D (1,2,3,4 and 5) / 5)			37%

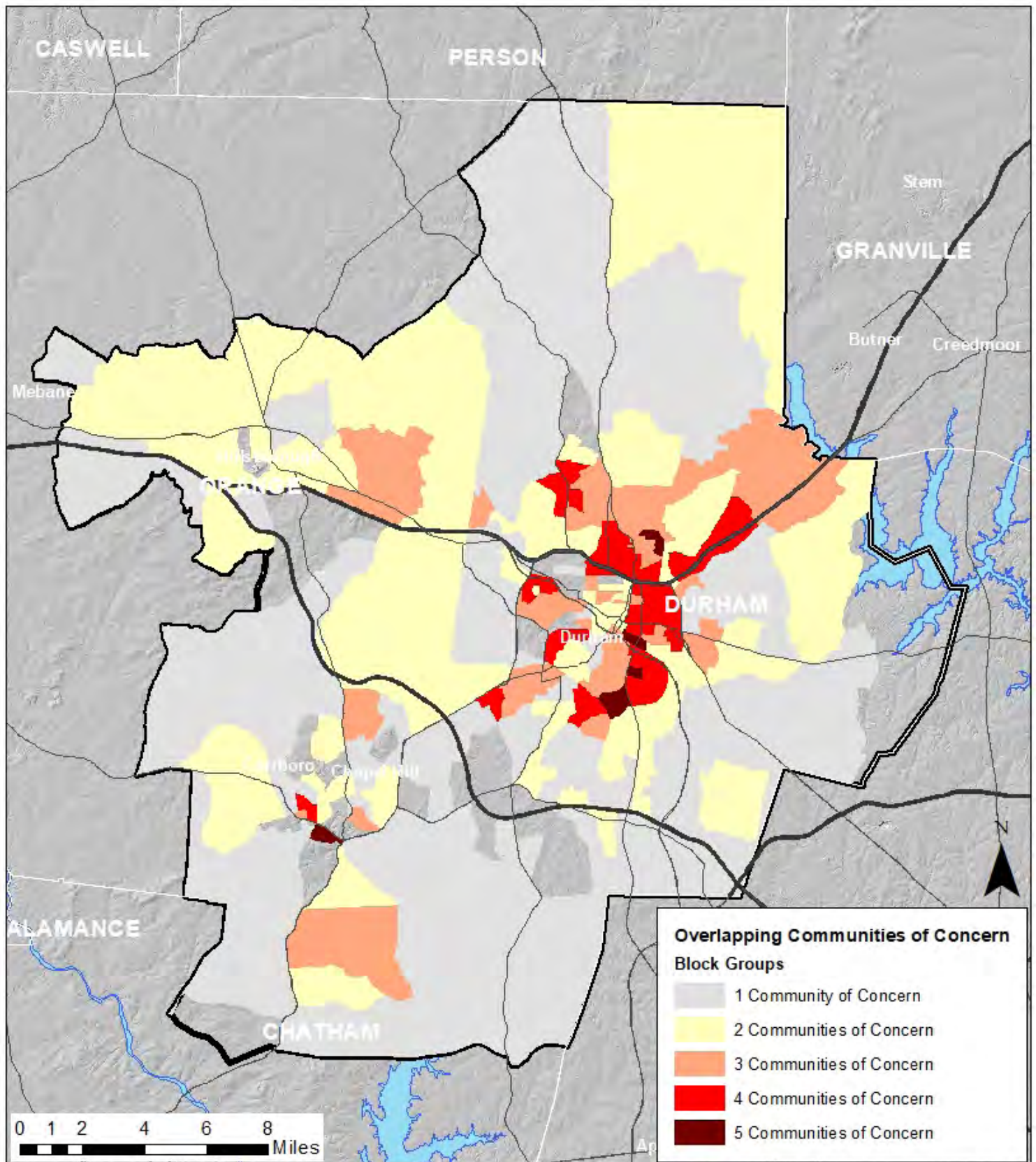
Overlapping Communities of Concern Block Groups (Map 3.9)

The final step in the evaluation was to identify which Block Groups had overlapping communities of concern. This evaluation, often referred to as density mapping or heat mapping, makes it possible to quickly and easily identify where higher concentrations of EJ communities of concern exist. The existence of higher concentrations of EJ communities of concern within the same Block Group indicates that additional attention should be given to this area during the DCHC MPO's planning processes.

Table 3.3 presents a summary of the overlapping communities of concern and Map 3.9 on page 3-17 depicts the locations where two or more EJ communities of concern overlap. There were five Block Groups that exhibited all five EJ communities of concern. This is depicted using the darkest red in Map 3.9. The communities of Edgemont, Plum Street, Elmira and Dearborn Drive in Durham, and the area between Culbreth Road and NC-54 in Chapel Hill exhibited all five EJ communities of concern characteristics.

Table 3.3: Summary of Overlapping CoC Block Groups

Number of Overlapping Communities of Concern (CoC)	Number of Block groups that contain the number of overlaps in Column A
0 overlap (1 CoC)	81
1 overlap (2 CoCs)	58
2 overlaps (3 CoCs)	39
3 overlaps (4 CoCs)	26
4 overlaps (5 CoCs)	5
Total	209



Map 3.9: Overlapping Communities of Concern in the DCHC MPO Area

Census Block Groups with one or more Communities of Concern.

Map gradient is based on the number of overlaps between different Communities of Concern.

Overlap between any combination of Minority, Black or Hispanic (or Latino) populations above regional thresholds are considered as 1 community of concern (0 overlap) for the purpose of this map.

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4

ENVIRONMENTAL JUSTICE IN DCHC MPO'S MAJOR PLANNING ACTIVITIES

CHAPTER CONTENTS

- 4.1 Introduction
- 4.2 Public Involvement Policy (PIP)
- 4.3 Metropolitan Transportation Plan
- 4.4 Transportation Improvement Program
- 4.5 Unified Planning Work Program
- 4.6 Findings for DCHC MPO's Long Range Planning
- 4.7 Conclusions and next steps

INTRODUCTION

The DCHC MPO is responsible for all major transportation planning projects, plans, and services for the DCHC MPO area. This chapter provides a review of environmental justice considerations and activities undertaken during each of the DCHC MPO's major planning activities.

DCHC MPO PUBLIC INVOLVEMENT POLICY (PIP)

The Public Involvement Policy for the DCHC MPO covers the development and approval process for all the principal MPO plans and programs. The policy guides how citizens are notified about programs and plans, what opportunities are available for citizens to provide input into the process, and how long the input period will be. The policy states that the decision making body, the MPO Board (formerly known as the Transportation Advisory Committee, or TAC) will have a standing public input opportunity as part of its monthly meetings.

The policy will be consistent with the requirements of the Fixing America's Surface Transportation Act (FAST ACT), or subsequent updates of this comprehensive federal transportation legislation, and contains a review component to assess the value of the MPO programs on a triennial basis.

The purpose of the DCHC MPO Public Involvement Policy is to create an open decision making process whereby citizens have the opportunity to be involved in all stages of the transportation planning process. This Policy is designed to ensure that transportation decisions will reflect public priorities.

PIP OBJECTIVES

1. Bring a broad cross-section of the public into the public policy and transportation planning decision-making process.
2. Undertake a special emphasis on Environmental Justice (EJ), Limited English Proficiency (LEP) and Title VI populations, and any community that might be directly affected by a particular plan or project.
3. Maintain public involvement from the early stages of the planning process through detailed project development.
4. Provide complete information to citizens and elected officials in order to increase their understanding of transportation issues.
5. Determine citizens' and elected officials' values and attitudes concerning transportation and establish a channel for an effective feedback loop.
6. Use different combinations of public involvement techniques to meet the diverse needs of the public (examples include: social media, web pages, Facebook, Twitter, YouTube, workshops, community events, and mailing lists).
7. Employ visualization techniques to MPO metropolitan transportation plans, TIPs and other project planning activities.
8. Make adopted plans and policies, and technical information easily available to the public using the MPO web site and other electronic means.
9. Consult with federal and State agencies responsible for land management, natural resources, environmental protection, conservation, historic preservation and economic development in the development of transportation plans, TIPs and project planning.
10. Consult with officials and agencies responsible for other planning activities, such as private providers of intercity operators and employer based commuting, vanpool/carpool, parking cash-out shuttle or telework programs, as appropriate.

11. Evaluate the public involvement process and procedures to assess their success at meeting requirements specified in the FAST ACT (or, subsequent updates to this comprehensive federal transportation legislation), NEPA and other applicable federal regulations and Rules on Public Participation.

The PIP framework includes details on the plans and programs that will require public involvement activities. It lays out ways to engage the general public and specific stakeholders depending on the project. Through the PIP framework, the MPO board identifies appropriate methods to notify the public of upcoming and ongoing opportunities for public involvement and designates reasonable time period for public review and comments for key program and plan decision points. PIP mandates documentation of public comments and summary of responses and means of communicating the outcomes of the public involvement.

Projects with a significant regional impact such as Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP), etc. have their specified outreach methodology detailed in the MPO's Public Involvement Policy document.

2045 METROPOLITAN TRANSPORTATION PLAN

The MTP serves as the official long-range transportation plan for the DCHC MPO region and guides the transportation decision-making for at least a projected 20- year planning horizon. It is updated periodically and was recently updated to plan for the years through 2045. The primary goals and objectives of the updated MTP are identified in Table 4.0.

The 2045 MTP contains an overview of environmental justice issues and identifies the location of particular communities of concern (low-income, minority, and LEP populations).

Public involvement was an essential component in developing the 2045 MTP. The MTP's public involvement process, as directed by the DCHC MPO's PIP, was instituted to ensure early and timely input from a wide range of participants, particularly at critical milestones in the plan development process. For future updates and

Table 4.0: 2045 MTP Goals and Objectives

GOALS	OBJECTIVES
Protect Environment and Minimize Climate Change	Enhance transit services, amenities and facilities Improve bicycle and pedestrian facilities Increase utilization of affordable non-auto travel modes
Connect People	Allow people and goods to move with minimal congestion and time delay, and greater predictability. Promote Travel Demand Management (TDM) such as carpool, vanpool and park-and-ride. Enhance Intelligent Transportation Systems (ITS) such as ramp metering, dynamic signal phasing and vehicle detection systems.
Promote Multimodal and Affordable Travel Choices	Enhance transit services, amenities and facilities Improve bicycle and pedestrian facilities Increase utilization of affordable non-auto travel modes
Manage Congestion & System Reliability	Allow people and goods to move with minimal congestion and time delay, and greater predictability. Promote Travel Demand Management (TDM) such as carpool, vanpool and park-and-ride. Enhance Intelligent Transportation Systems (ITS) such as ramp metering, dynamic signal phasing and vehicle detection systems.
Improve Infrastructure Condition	Increase proportion of highways and highway assets in 'Good' condition Maintain transit vehicles, facilities and amenities in the best operating condition. Improve the condition of bicycle and pedestrian facilities and amenities Improve response time to infrastructure repairs
Ensure Equity and Participation	Ensure that transportation investments do not create a disproportionate burden for any community Enhance public participation among all communities
Promote Safety and Health	Increase safety of travelers and residents Promote public health through transportation choices
Stimulate Economic Vitality	Improve freight movement Link land use and transportation Target funding to the most cost-effective solutions Improve project delivery for all modes

MEASURING 2045 MTP PROJECTS AGAINST THE THRESHOLD

MTP development, the DCHC MPO will refer to this EJ report for information on the locations and potential impacts on EJ populations. It is important to ensure that all groups in the DCHC MPO region understand and have access to the MTP process, including representatives from low income, LEP, elderly, and minority communities.

2045 MTP PROJECT EVALUATION

By analyzing the geographic and funding distribution of projects included in the 2045 MTP, it can be determined if the MTP complies with Title VI, Executive Orders 12898 and 13166, and USDOT Orders related to EJ. Project cost estimates included in the 2045 MTP are estimates of perceived costs for future transportation projects. This analysis is based on the adopted 2045 MTP and does not account for any amendments that have been approved since its adoption in February 2018. This analysis will be updated based on the updated 2050 MTP.

DETERMINING THE THRESHOLD

There are 235 total Block Groups in the DCHC MPO region. The evaluation of EJ communities of concern in Chapter 3 identified a total of 434 instances in which a Block Group exceeded at least one of the regional thresholds for EJ populations. In many cases, two or more communities of concern existed in the same Block Group and were considered overlapping communities of concern. These overlaps represented more highly concentrated areas of EJ communities of concern. There were 128 instances where two or more communities of concern overlapped and existed in the same Block Group.

The evaluation of communities of concern in Chapter 3 determined that 37 percent of all Block Groups in the DCHC MPO area were considered an EJ community of concern (see table 3.2). 37 percent was set as the threshold for measuring the distribution of MTP projects. It is reasonable to assume that 37 percent of all MTP projects and MTP project funding fall within, adjacent to, or impact an EJ community of concern Block Group.

Maps 4.1 and 4.2 on pages 4-6 and 4-7 respectively display the relationship between locations of MTP projects and overlapping community of concern Block Groups. There were approximately 100 highway and fixed guideway projects in the adopted 2045 MTP. These 100 projects were mapped by segments to more concisely determine the portion or portions of a project that impact an overlapping community of concern Block Group. If a project segment was located partially or completely within a community of concern Block Group, it was assumed to impact those populations living there.

The MTP included seven interchange projects totaling \$299 million in project funding. Of the seven projects, five projects (71 percent) were located within, partially within, or connected directly to an overlapping community of concern Block Group. Of the \$299 million in total interchange funding, \$158 million, or 53 percent was within, partially within, or connected directly to an overlapping community of concern Block Group.

The MTP included 211 miles of highway project segments totaling \$3.05 billion in project funding. Of the 211 miles of project segments, 118 miles of project segments (56 percent) were located within, partially within, or connected directly to, an area of overlapping CoC Block Groups. Of the \$3.05 billion in total funding, \$1.28 billion, or 42 percent was within, partially within, or connected directly to an overlapping community of concern Block Group. This was calculated under the assumption that the cost of each project is consistent for every part that project.

The MTP included 49 miles of fixed guideway transit route projects segments. Of the 49 project miles, 28 miles or 58 percent were located within, partially within, or connected directly to an area of overlapping CoC Block Groups. Projected costs for transit route projects and service in 2045 were calculated as part of the 2045 MTP, Table 4.1 on page 4-5 presents the percentage

of MTP projects (or miles) and MTP project funding relative to overlapping EJ CoC Block Groups. The percentages of MTP projects and MTP project funding for interchange projects and transit route projects were above the 37 percent threshold. The percentage of highway

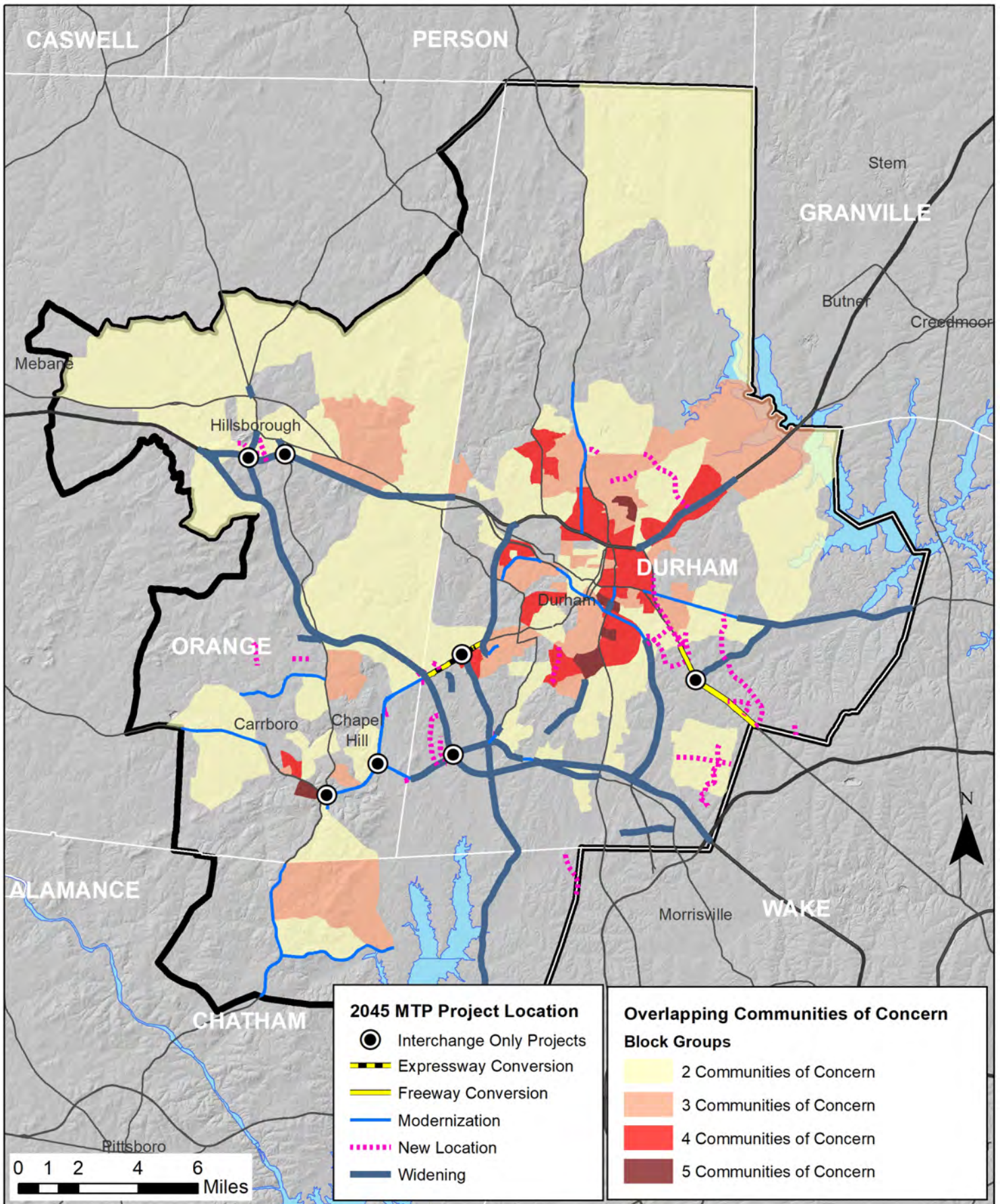
project miles located within or near overlapping EJ CoC Block Groups segments was 56 percent, and funding for the same highway project miles accounted for 42 percent of total funding for highway projects, which is higher than the 37 percent threshold.

Table 4.1: 2045 MTP Project Distribution

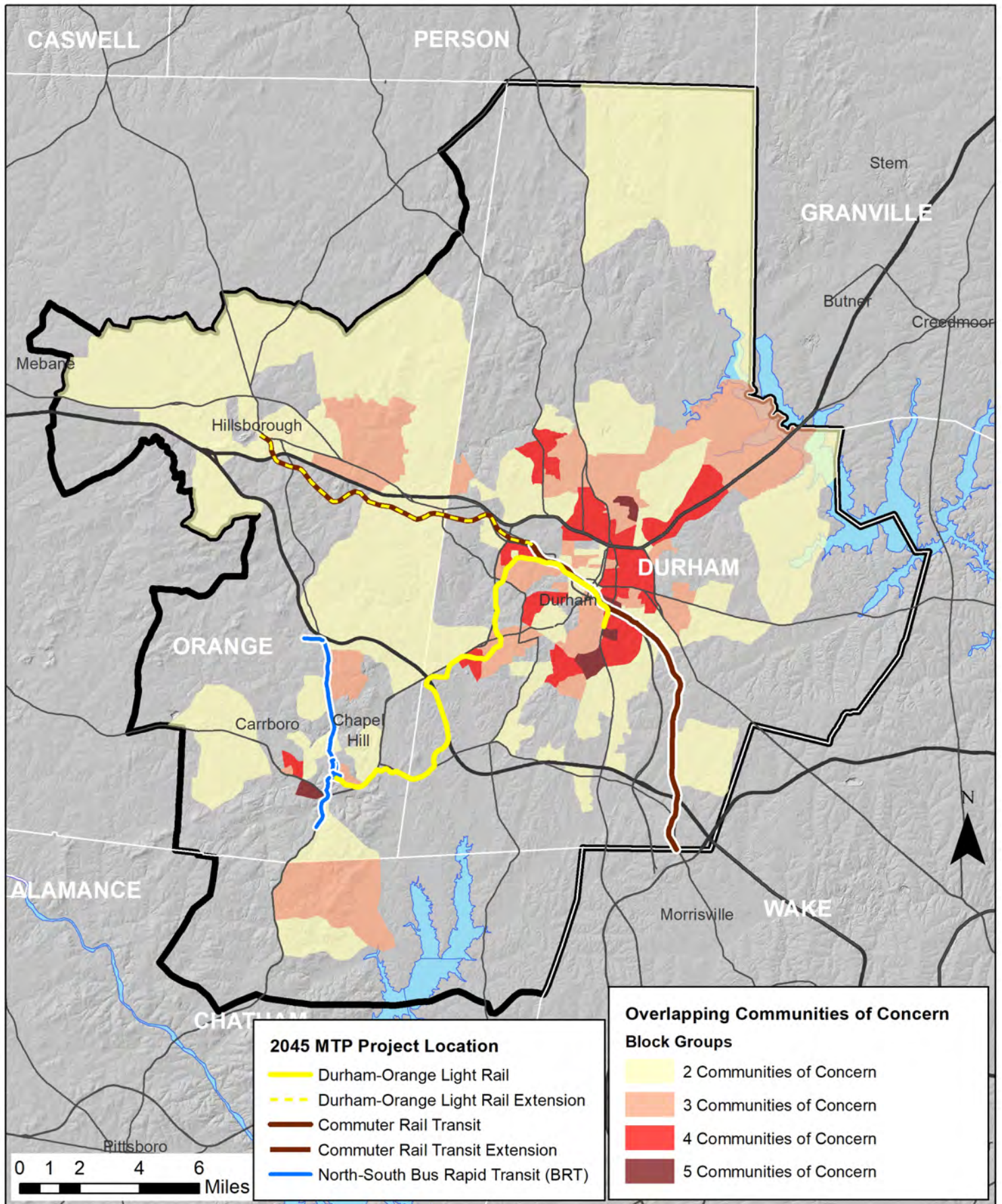
Type of MTP Project	Located within Overlapping CoC Block Groups	Total number of project segments or total Project Funding in DCHC MPO Area	Percent of Total (Threshold for measuring projects is 37%)
Interchange Projects	5	7	71%
Interchange Project Funding	\$158 million	\$299 million	53%
Highway Project Miles	118	211	56%
Highway Project Funding	\$1.28 billion	\$3.05 billion	42%
Transit Project Miles*	28	49	58%

*A methodology for geographic distribution of transit route project costs was not included as part of the 2045 MTP. Thus, the geographic distribution of funding for transit route service projects could not be compared to locations of EJ communities of concern as part of this EJ report.

All measures of interchange, highway and transit investments in communities of concern exceeded the 37% threshold.



Map 4.1: Location of MTP Highway Projects
Relative to Overlapping Communities of Concern Block Groups



Map 4.2: Location of MTP Fixed Guideway Transit Projects
Relative to Overlapping Communities of Concern Block Groups

TRANSPORTATION IMPROVEMENT PROGRAM

The TIP reflects the transportation capital improvement priorities of the DCHC MPO region and serves as the link between the transportation planning process implementation. It includes a list of transportation projects and programs, scheduled for implementation over a ten-year period, which must be consistent with the goals and the policies in the MTP. While inclusion in the TIP does not guarantee funding, it is an essential step in the authorization of funding for a project, and it is critical to the successful implementation of the project. It is important to ensure that all groups in the DCHC MPO region understand and have access to the TIP process, including representatives from low income, LEP, elderly, and minority communities.

FY2018-2027 TIP PROJECT EVALUATION

By analyzing the geographic and funding distribution of projects included in the TIP, it can be determined if the TIP complies with Title VI, Executive Orders 12898 and 13166, and USDOT Orders related to EJ. Project cost estimates included in the TIP were estimates of perceived costs for future transportation projects. Updated cost estimates for projects will be developed when the design/preliminary engineering for the project has been completed.

DETERMINING THE THRESHOLD

There are 235 total Block Groups in the DCHC MPO region. The evaluation of EJ CoCs in Chapter 3 identified a total of 434 instances in which a Block Group exceeded at least one of the regional thresholds for EJ populations. In many cases, two or more CoCs existed in the same Block Group and were considered overlapping communities of concern. These overlaps represented more highly concentrated areas of EJ CoCs. There were 128 instances where two or more CoCs overlapped and existed in the same Block Group.

The evaluation of CoCs in Chapter 3 determined that 37 percent of all Block Groups in the DCHC MPO area were considered an EJ community

of concern. 37 percent was set as the threshold for measuring the distribution of TIP projects. It is reasonable to assume that 37 percent of all TIP projects and TIP project funding fall within, adjacent to, or impact an overlapping EJ community of concern Block Group.

MEASURING TIP PROJECTS AGAINST THE THRESHOLD

The FY2018-2027 TIP was reviewed for projects that were considered to improve local safety, preserve the existing roadways, or enhance the local transportation system, and the projects that could possibly be mapped, were mapped. Projects were categorized as either a highway, bridge, rail intersection improvement, or a bicycle/pedestrian project. Maps 4.3 and 4.4 on pages 4-10 and 4-11 respectively, display the relationship between locations of TIP projects and overlapping CoC Block Groups.

Highway projects in the TIP were mapped by segments to more concisely determine the portion or portions of a project that impact an overlapping CoC Block Group. If a project segment was located partially or completely within a CoC Block Group, it was assumed to impact those populations living there.

The FY2018-2027 TIP included 16 bicycle and pedestrian projects of a combined length of 19 miles totaling approximately \$80 million in project funding. Of the 19 miles, 14 miles (77 percent) were located within, partially within, or connected directly to an area of overlapping EJ CoC Block Groups. Of the \$80 million in total project funding, \$67.5 million, or 84 percent was within, partially within, or connected directly to an overlapping EJ CoC Block Group.

The FY2018-2027 TIP included 10 interstate segment projects of a combined length of 37 miles, totaling about \$402 million dollars in project funding. Of the 37 miles of project segments, 29 miles of project segments (or 77 percent) were located within, partially within, or connected directly to an area of overlapping EJ CoC Block Groups. Of the \$402 million dollars in total project funding, only about \$110 million, or 27 percent was within, partially within, or connected directly to an overlapping

EJ community of concern Block Group. This is below the 37 percent threshold established for measuring the distribution of TIP projects. This is because I-40 managed lanes project which is the most capital intensive at \$274 million is not located within, partially within, or connected directly to an overlapping EJ community of concern Block Group.

The FY2018-2027 TIP included 24 roadway projects of a combined length of 36 miles totaling \$1.06 billion in project funding. Of those projects, 23 miles of projects were located within, partially within, or connected directly to an area of overlapping EJ CoC Block Groups. Of the \$1.06 billion in total project funding, \$697 million, or 65 percent was within, partially within, or connected directly to an overlapping EJ CoC Block Group.

The FY 2018-2027 TIP also included, within EJ CoC block group, 4 out of 5 passenger rail projects (\$78 million out of \$84 million in funding), 1 out of 2 bridge project (\$2 million out of \$4.46 million in funding), and 4 out of 6

highway intersection projects (\$79.5 million out of \$122 million in funding). The geographic and funding distribution for these modes is higher than the 37 percent threshold established for measuring the distribution of TIP projects.

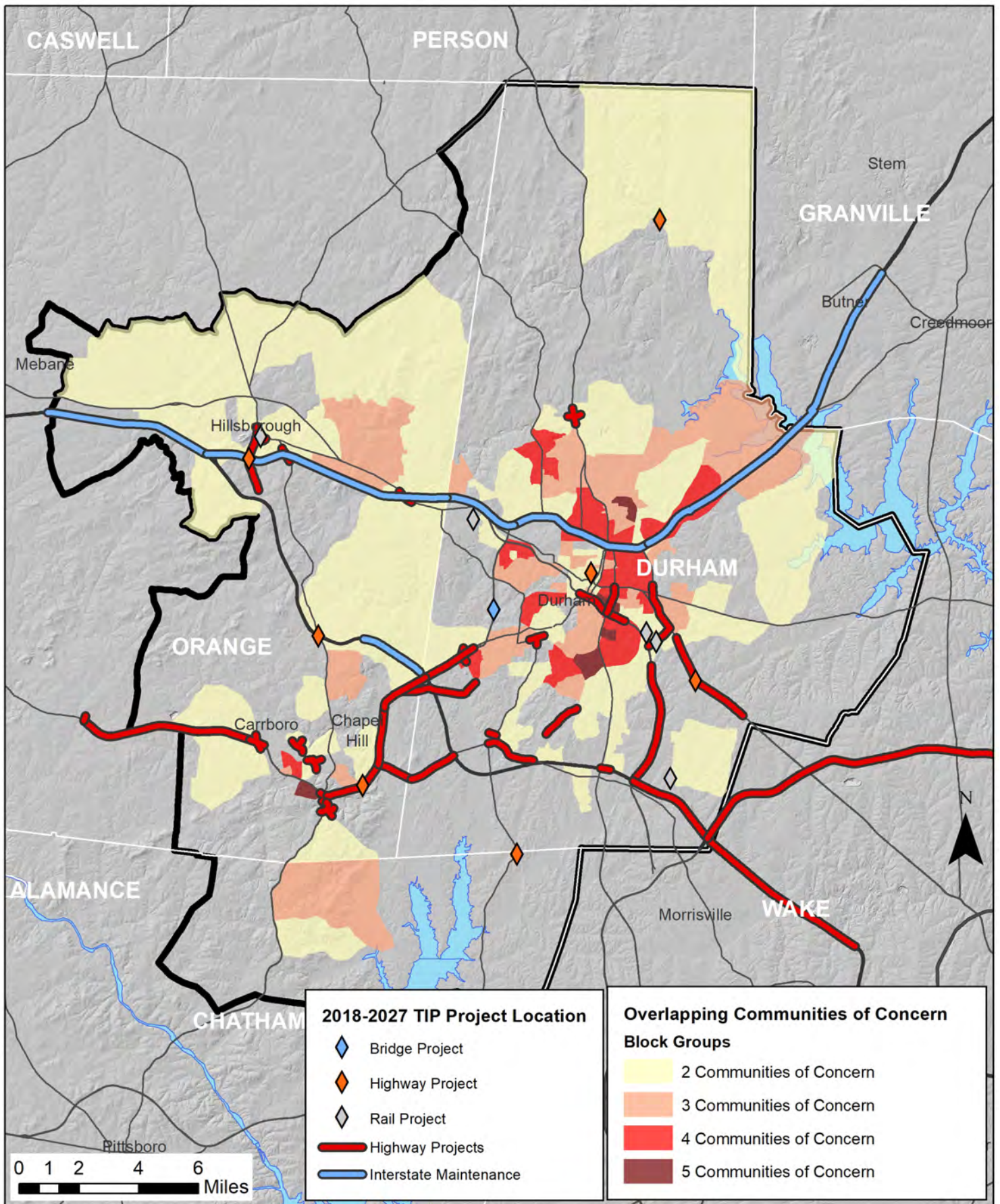
Out of 7 transit projects in the FY2018-2027, 5 projects are geographically based and 2 projects include purchasing new vehicles for express bus routes to Raleigh, which pass through several overlapping EJ CoC Block Groups. Hence it can be said that 5 out of 7 projects are located within overlapping EJ CoC Block Group and these projects represent \$8 million out of a total of \$19.6 million in funding, which is approximately 41 percent of total funding.

Table 4.2 on page 4-9 presents the percentage of TIP projects, project segments, and TIP project funding relative to overlapping EJ CoC Block Groups. The percentages of TIP project segments and the percentages of TIP project funding were above the 37 percent threshold for each project type except for the funding in interstate segment projects.

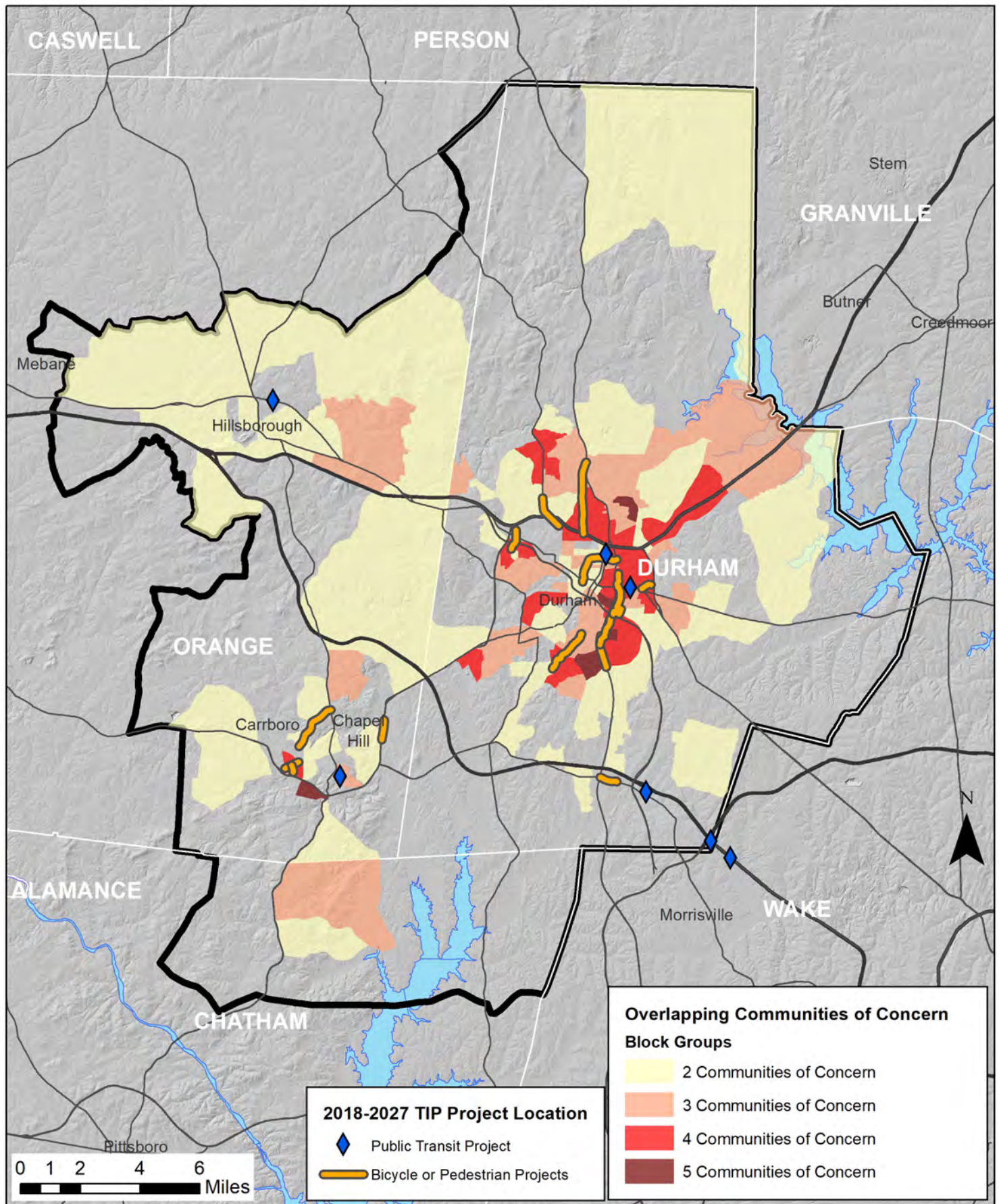
Table 4.2: 2018-2027 TIP Project Distribution

Type of TIP Project	Located within Overlapping CoC Block Groups	Total number of project segments or total Project Funding in DCHC MPO Area	Percent of Total (Threshold for measuring projects is 37%)
Bicycle-Pedestrian Project Miles	15	19	77%
Bicycle-Pedestrian Project Funding	\$67.5 million	\$80 million	84%
Interstate Project Miles	29	37	77%
Interstate Project Funding	\$110 million	\$402 million	27%
Roadway Project Miles	23	36	63%
Roadway Project Funding	\$697 million	\$1.06 billion	66%
Passenger Rail Project Numbers	4	5	80%
Passenger Rail Project Funding	\$78 million	\$84 million	93%
Bridge Project Numbers	1	2	50%
Bridge Project Funding	\$2 million	\$4.46 million	45%
Intersection Project Numbers	4	6	67%
Intersection Project Funding	\$79.5 million	\$122 million	65%
Transit Project Numbers	5	7	71%
Transit Project Funding	\$8 million	\$19.6 million	41%

All measures of the different modes show that investments in communities of concern exceeded the 37% threshold except for interstate project funding which is 27%.



Map 4.3: Location of TIP Highway, Bridge, and Rail Projects
Relative to Overlapping Communities of Concern Block Groups



Map 4.4: Location of TIP Bicycle, Pedestrian and Transit Projects Relative to Overlapping Communities of Concern Block Groups

UNIFIED PLANNING WORK PROGRAM (UPWP)

Each year, the DCHC MPO, in cooperation with member agencies, prepares a Unified Planning Work Program (UPWP). The UPWP includes documentation of planning activities to be performed with funds provided to the DCHC MPO by the FHWA and FTA. All transportation planning activities of member agencies and consultants, as well as the work done directly by the DCHC MPO staff are included in the UPWP.

PUBLIC INVOLVEMENT

Public involvement is important to the development of the UPWP. From the outset, citizens are given an opportunity to suggest projects and other activities for consideration. Moreover, the DCHC MPO staff solicits comments from the public, stakeholders, members of the DCHC MPO Technical Committee (TC) and Executive Board.

The draft UPWP is made available for a 21-day public review and comment period. Once comments have been received and addressed, the final UPWP document is presented to the DCHC MPO TC and the Board. The MPO Board holds a public hearing prior to voting on adoption of the final UPWP document. Once adopted, the UPWP is made available on the DCHC MPO website with hard copies available by request.

FY2019-2020 UPWP PROGRAM OF FUNDING

\$3.85 million in federal state and local funding was programmed for use in the FY2019-2020 UPWP. Of these funds, approximately \$2.63 million was programmed to support activities of the DCHC MPO lead planning agency staff. Over \$1 million was programmed for other municipal and county transportation planning activities and about \$80,000 was programmed for Triangle J Council of Governments.

While a majority of this funding is needed for mandatory regional planning activities (such as the MTP and this EJ report), and staff support to carry them out, a notable amount of money is available to conduct other studies and fund planning projects. Table 4.3 on page 4-13

presents a summary of the FY2019-2020 UPWP funding program.

UPWP FUNDING RELATIVE TO EJ POPULATIONS

As there continues to be funding available through the UPWP to fund local studies and projects, it is critical for the DCHC MPO to carefully review this EJ report to ensure EJ populations in the DCHC MPO benefits from federal investments, bear the same burdens resulting from the project impacts, and have equal participation in the public involvement activities.

Public outreach efforts must be strategic and diverse, as the different populations that live within the DCHC MPO area have diverse interests, needs, and abilities. Each agency that receives this federal funding must ensure public access to, and public engagement during the development of federally funded programs and planning activities. These agencies should continue to work strategically to connect with, and engage traditionally underrepresented populations in the DCHC MPO area.

Table 4.3: FY 2019-2020 UPWP Funding Distribution

Receiving Agency	Funding Source	STBGP		Section 104(f)		Section 5303		
		Sec. 133(b)(3)(7)		PL		Highway/Transit		
		Local	FHWA	Local	FHWA	Local	NCDOT	FTA
		20%	80%	20%	80%	10%	10%	80%
LPA		\$350,000	\$1,400,000	\$176,573	\$706,293	\$0	\$0	\$0
Carrboro		\$6,420	\$25,680	\$0	\$0	\$0	\$0	\$0
Chapel Hill/CHT		\$23,983	\$95,929	\$0	\$0	\$17,150	\$17,150	\$137,200
Chatham County		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Durham/DATA		\$53,964	\$215,856	\$0	\$0	\$17,850	\$17,850	\$142,800
Durham County		\$11,658	\$46,630	\$0	\$0	\$0	\$0	\$0
Hillsborough		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Orange County		\$0	\$0	\$0	\$0	\$0	\$0	\$0
TJCOG		\$16,250	\$65,000	\$0	\$0	\$0	\$0	\$0
GoTriangle		\$0	\$0	\$0	\$0	\$0	\$0	\$0
NCDOT		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total		\$462,275	\$1,849,095	\$176,573	\$706,293	\$35,000	\$35,000	\$280,000

Receiving Agency	Funding Source	Section 5307			Funding Summary			
		Transit						
		Local	NCDOT	FTA	Local	NCDOT	Federal	Total
		20%	0%	80%				
LPA		\$0	\$0	\$0	\$526,573	\$0	\$2,106,293	\$2,632,866
Carrboro		\$0	\$0	\$0	\$6,420	\$0	\$25,680	\$32,100
Chapel Hill/CHT		\$0	\$0	\$0	\$41,133	\$17,150	\$233,129	\$291,411
Chatham County		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Durham/DATA		\$61,964	\$0	\$247,856	\$133,778	\$17,850	\$606,512	\$758,140
Durham County		\$0	\$0	\$0	\$11,658	\$0	\$46,630	\$58,288
Hillsborough		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Orange County		\$0	\$0	\$0	\$0	\$0	\$0	\$0
TJCOG		\$0	\$0	\$0	\$16,250	\$0	\$65,000	\$81,250
GoTriangle		\$0	\$0	\$0	\$0	\$0	\$0	\$0
NCDOT		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total		\$61,964	\$0	\$247,856	\$735,812	\$35,000	\$3,083,244	\$3,854,055

FINDINGS FOR DCHC MPO'S LONG RANGE PLANNING ACTIVITIES

A comparison of the ratio of total 2045 MTP and FY2018-2027 TIP projects with those projects located in CoC Block Groups, indicates that the DCHC MPO has unevenly distributed projects and funding across the region.

2045 MTP FINDINGS

The evaluation of 2045 MTP projects and project segments indicates that 71% of interchange projects, 56% of highway project miles, 58% of transit project miles 53% of funding for interchange projects and 42% of funding for highway project segments were located within or adjacent to CoC Block Groups. These percentages exceed the regional threshold of 37% for measuring distribution of MTP projects.

FY2018-2027 TIP FINDINGS

The evaluation of FY2018-2027 TIP projects indicates that 77% of miles and 84% of funding for bicycle and pedestrian projects, 77% of miles and 27% of funding of interstate projects, 63% of miles and 66% of funding for roadway projects, 80% of projects and 93% of funding for passenger rail, 50% of projects and 45% of funding for bridges, 67% of projects and 65% of funding for intersections, 71% of projects and 41% of funding for transit were located within or adjacent to CoC Block Groups. With the exception of interstate project funding, these percentages exceed the regional threshold of 37 percent for measuring the distribution of TIP projects.

SUMMARY

Ideally, an equitable distribution of funding and projects will allow all populations to equally enjoy the benefits and burdens related to transportation projects. However, in the case of the DCHC MPO, that distribution is not equitable. Project funding and the number of projects in

the 2045 MTP and FY2019-2027 TIP that were located within or adjacent to EJ communities of concern Block Groups exceeded regional thresholds identified in this EJ report, with the exception of TIP interstate project funding.

At the analysis of this report, it cannot be determined whether communities of concern experience an overall benefit or burden from this imbalance of transportation investments. Therefore, the DCHC MPO should continue to assess and consider potential benefits and burdens related to the projects that are proposed for inclusion in long-range planning efforts such as MTP and TIP. The MPO should also make exceptional efforts to include populations from the communities of concern in the public involvement activities of the MTP and TIP to ensure that the MPO has a clear understanding of the project benefits and burdens to those communities.

CONCLUSIONS AND NEXT STEPS

CONSIDERING THE PLANNING PROCESS AND IMPACTS

EJ analysis is a type of equity analysis that is performed as part of the DCHC MPO's long range planning process and also as a component of the planning phase for a specific project. For specific projects, the emphasis is not just to consider potential impacts of project alternatives on the affected community, but also whether the community participated in project inputs and project meetings.¹ An appropriate public outreach and engagement strategy must be developed early in the planning process or in the project development phase and must include opportunities for community input and feedback at all key milestones or decision-making points.

PUBLIC INVOLVEMENT STRATEGIES

The DCHC MPO Public Involvement Policy (PIP) provides effective guidance on public outreach and engagement methods, techniques, strategies, and time lines. However, as the demographic population profiles of the DCHC MPO area evolve over time, so should the PIP. Each time the *Environmental Justice Report for the DCHC MPO* is updated based on more recent US Census Bureau American Community Survey data sets, the DCHC MPO should revisit the PIP to verify that the methods, techniques, strategies, and timelines for public involvement are still relevant and successful. If recent public outreach and engagement efforts have not been successful, the DCHC MPO should re-evaluate the PIP and update it as appropriate.

UPDATING THE PUBLIC INVOLVEMENT POLICY

During any update to the PIP, a specific EJ-related outreach policy statement should be incorporated. It is also important to identify and consider the unique communities that live in the DCHC MPO area. The DCHC MPO should refer to the MPO's EJ report to identify any highly concentrated areas of EJ populations. It is critical that updates to the PIP do not exclude

the consideration of non-EJ populations that live in the DCHC MPO area. The DCHC MPO should learn and understand the values, traditions, and histories of all communities and populations that exist in the DCHC MPO area and tailor outreach strategies appropriately. A few key questions that the DCHC MPO should ask during an update to the PIP are:

- Historically, what populations or communities have been underrepresented during transportation planning activities?
- Is there a local community leader that would be willing to serve as a liaison?
- Where do members of these communities work?
- Where do members of these communities recreate or congregate?
- Where do members of these communities access basic needs, in particular, food and retail goods?
- What languages do members of these communities speak at home?
- How do members of these communities seek out and share information within their communities?
- What obstacles such as physical ability, transportation, employment, or family responsibilities would prevent members of these communities from participating in public meetings or workshops?

For public outreach in the DCHC MPO area to be successful, an update to the PIP should reflect answers or solutions to the questions listed above.

BENEFITS AND BURDENS

Not every project can be beneficial to the communities that it directly impacts. There are benefits and burdens related

to every transportation-related project and both must be considered for each specific project during the project identification and prioritization phases of long-range planning activities such as the MTP and the TIP.

POTENTIAL BURDENS

When considering potential burdens of transportation-related projects, all reasonably foreseeable adverse social, economic, and environmental effects on minority, LEP, elderly, and low-income populations must be identified and addressed. For the purposes of this EJ report, burdens are impacts related to the transportation process that have an adverse impact or effect on the surrounding communities.

The USDOT update to the Final Environmental Justice Order 56102 states that adverse effects include, but are not limited to:

- Bodily impairment, infirmity, illness, or death;
- Air, noise, and water pollution and soil contamination;
- Destruction or disruption of man-made or natural resources;
- Destruction or diminution of aesthetic values;
- Destruction or disruption of community cohesion or a community's economic vitality;
- Destruction or disruption of the availability of public and private facilities and services;
- Vibration;
- Adverse employment effects;
- Displacement of persons, businesses, farms, or nonprofit organizations;
- Increased traffic congestion, isolation, exclusion, or separation of minority or low income individuals within a given community or from the broader community; and
- Denial of, reduction in, or significant delay in the receipt of benefits of USDOT programs, policies, or activities.²

As stated on page 4-14, the DCHC MPO should carefully assess potential burdens related to projects that are proposed for inclusion in long range planning efforts such as the MTP and TIP.

POTENTIAL BENEFITS

Benefits of a transportation investment are the direct, positive effects of that project; that is to say, the desirable things we obtain by directly investing in the project.³ Example benefits include but are not limited to:

- Reduction of travel time;
- Reduced vehicle-related costs (costs of owning and operating a vehicle);
- Reduction in the number or severity of crashes;
- Increase in economic development;
- Reduction in circuitry of travel (provide a shorter route); and
- Reduction of costs related to emission reductions.

The DCHC MPO should consider anticipated benefits related to projects that are proposed for inclusion in long-range planning efforts such as the MTP and TIP. Not all proposed projects will be beneficial to all populations that exist in close proximity to the projects

BENEFITS AND BURDENS COMPARISON TABLE

The Environmental Justice Report of the Coastal Region Metropolitan Planning Organization (Savannah, GA; 2012) provides an excellent comparison of benefits and burdens. Chapter 2 of the report presents a summary table of benefits and burdens related to transportation projects and includes potential mitigation strategies that were identified by the CORE MPO.⁴

The summary table (below) has been included in this EJ report because it provides a wealth of excellent information in an easy to read and condensed format. The DCHC MPO will refer to Table 4.4 during future planning process and will also update the table as needed to reflect EJ goals of the DCHC MPO area.

Table 4.4: Example Table of Potential Benefits and Burdens of Transportation Projects

Proposed Project Type	Possible Benefits	Possible Burdens	Possible Mitigation Strategies
HIGHWAY SYSTEM			
New Road	Enhance accessibility and mobility; Promote economic development; Improve safety; Improve operational efficiency.	Benefits limited to populations with motor vehicles; Increase in noise and air pollution; Might impact existing neighborhoods.	Signal synchronization, pedestrian crosswalks, bike lanes, bus route addition, etc; Select ROW for minimum impacts; Try to incorporate context-sensitive design to maintain the neighborhoods.
Resurface/ Upgrade of existing roadways/ Operational improvements	Promote system preservation; Improve safety; Improve operational efficiency.	Expansion of shoulder width impinges on residential property; Diverted traffic during project construction causes heavy traffic and dangerous conditions on city streets; Noise and air pollution during construction.	Build curbing and sidewalks rather than shoulders; Close large section of roadways on weekends to increase resurfacing productivity; Reroute traffic to major streets if possible.
PUBLIC TRANSIT			
Fixed Route Bus Service	Enhance accessibility by transit to EJ populations; Reduce reliance on motor vehicles and improve air quality; Increase mobility to EJ populations.	Buses are sometimes smelly and noisy; Bus headways in certain routes might be too long; Possible capacity problems with ferry boat; Some bus shelters are not wheelchair accessible.	Try to create a comfortable environment for the bus and ferry boat riders; Improve transit frequency if possible; Bus routes should be within walking distance of EJ populations; Install bus shelters accessible by wheelchairs.
BICYCLE AND PEDESTRIAN FEATURES			
Addition of Pedestrian Amenities and / or Safety Provisions	Improve quality of life, health and environment by encouraging people to use the bike/pedestrian facilities.	"Bump-outs" and traffic calming measures make commercial deliveries difficult.	Need to come up with some original improvement plans to accommodate both motor vehicle traffic and bike/pedestrian usage.
Addition of Bike Routes/Lanes to Existing Roads	Improve safety to pedestrians and bike riders; Provide an alternative to motor vehicles.	Bike routes takes space for passing turning cars at intersections and reduce on-street parking.	Develop standardized design guidelines that accommodate both motor vehicle traffic and bike/pedestrian usage.
OTHER TRANSPORTATION PROJECTS			
Multi-modal connections	Enhance mobility and accessibility.	Some ITS projects might be expensive to implement.	Multi-modal incorporates transit stations and other modes.
ITS improvements	Improve safety.		Have a comprehensive design before any ITS projects are implemented.
CMP strategies	Enhance system preservation and operational efficiency.		

planning activities, the MPO will:

NEXT STEPS: USING & UPDATING THIS EJ REPORT

This EJ report can help local, regional, and state agencies or organizations identify the locations and concentrations of EJ populations. Additionally, it can be of assistance during long-range planning processes to avoid disproportionately high and adverse impacts of plans and policies on EJ populations and ensure that EJ populations benefit from transportation investments. This report should be used in conjunction with a more detailed EJ analysis conducted during long-range planning activities such as the MTP and TIP, and again during individual project planning phases, such as the NEPA phase. As the DCHC MPO region continues to grow and change demographically, the methodology developed for this EJ report to evaluate EJ communities of concern should be reassessed for consistency with current best practices.

As was done in this document with the inclusion of the LEP, elderly, and zero-car household analyses, future analyses may include the evaluation of additional EJ populations. The DCHC MPO may consider the creation of a project-specific EJ Advisory Committee, coordination with other MPOs involved in similar processes, receipt of input from stakeholders, individual citizens or community groups, and research and updating of data sources that may prove useful to the analysis. The DCHC MPO should also consider including a review and evaluation of past projects or recently completed projects in a future update to this EJ report. The inclusion of such an evaluation would ensure there are no systematic or cumulative impacts to any one EJ or non-EJ population in the DCHC MPO area.

Additionally, the DCHC MPO will continue to implement EJ activities as part of its annual UPWP, fulfillment of federal certification requirements, and completion of regional goals related to EJ. The EJ program at DCHC MPO is constantly evolving, becoming more effective and inclusive over time. To ensure EJ compliance and considerations are implemented in all major

- Remain informed of legal developments related to Title VI and other nondiscrimination statutes;
- Continue to update the Table 4.4 of potential benefits and burdens related to transportation projects in the DCHC MPO area and include evaluation of additional EJ measures such as accessibility, mobility, safety, displacement, equity, environmental, social, and aesthetics;
- Evaluate the potential impacts of DCHC MPO transportation projects on EJ communities of concern and strive to mitigate or reduce the level of burden associated with a project;
- Assess DCHC MPO studies and programs to identify the regional benefits and burdens of different populations groups;
- Determine strategic outreach efforts to LEP populations and strengthen efforts to include all population groups in the DCHC MPO area in the regional planning process;
- Provide EJ education and training for DCHC MPO staff to heighten the awareness of EJ in the planning process;
- Maintain and update the Title VI Compliance, Public Involvement Policy, LEP Plan, and Environmental Justice Report as necessary;
- Refer to this EJ report often during planning processes for guidance on the locations and concentrations of EJ communities of concern in the DCHC MPO area; and
- Update this EJ report following, or in conjunction with the adoption of future MTPs.

Endnotes

1. Federal Highway Administration. "FHWA Guidebook for State, Regional, and Local Governments on Addressing Potential Equity Impacts of Road Pricing." *US Department of Transportation*. April 2013. <https://ops.fhwa.dot.gov/publications/fhwahop13033/fhwahop13033.pdf>.
2. Federal Highway Administration. "Update to the Final Environmental Justice Order 56102." *US Department of Transportation*. May 2012. http://www.fhwa.dot.gov/environment/environmental_justice/ej_at_dot/orders/order_56102a/.
3. Minnesota Department of Transportation, "Benefit-Cost Analysis for Transportation Projects". *Planning & Programming*. <http://www.dot.state.mn.us/planning/program/benefitcost.html>.
4. Coastal Region Metropolitan Planning Organization, The Chatham County-Savannah Metropolitan Planning Commission. "Environmental Justice Report of the Coastal Region Metropolitan Planning Organization." 2015. <https://www.thempc.org/docs/lit/corempo/draft/titlevi/environmentaljustice.pdf>.

1994 EXECUTIVE ORDER 12898

The three fundamental principals of environmental justice set forth by Title VI and Executive Order 12898 are:

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

Environmental justice must be considered in all phases of planning. Areas of focus and particular concern are public participation – to ensure that protected populations have real and equitable opportunity to influence decisions – and analysis – to assess the distribution of benefits and impacts on protected populations.

AUTHORITY, REQUIREMENTS, AND STANDARDS OF THE 1964 ACT

The following notations expand on the authority, requirements, and standards of the 1964 Act:

- The Federal Aid Highway Act of 1973 (23 USC 324) established the prohibition of discrimination based on gender.
- The Civil Rights Act of 1987 broadened the scope of Title VI coverage by expanding the definitions of “programs or activities” to include all programs or activities of Federal Aid recipients, sub-recipients and contractors, regardless of whether the programs and

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APPENDICES

CONTENTS

1. 1994 Executive Order 12898
2. Authority, requirements, and standards of the 1964 Act
- 3 EJ population definitions

activities are federally assisted (Public Law 100259 {S. 557}, March 22, 1988).

- The Americans with Disabilities Act of 1990 (42 USC 12101 et seq. and 49 CFR Parts 27, 37 and 38) and The Rehabilitation Act of 1973, Section 504, (29 USC 794) extended the protections under Title VI of the Civil Rights Act of 1964 to prohibit discrimination of persons with disabilities; and in Title II requires that public transit be accessible to persons with disabilities. The Act states that all new transit vehicles must be made accessible to persons with disabilities, and that para-transit can be used to complement existing fixed-route service.
- The Age Discrimination Act of 1975 prohibits discrimination based on age (42 USC 6101).
- Executive Order 12250 (28 CFR Part 41) requires consistent and effective implementation of various laws prohibiting discriminatory practices in programs receiving federal funding assistance, including Title VI of the Civil Rights Act of 1964.
- Executive Order 12898 (28 CFR 50) from 1994 directs federal agencies to evaluate impacts on low-income and minority populations and ensure that there are not disproportionate adverse environmental, social, and economic impacts on communities, specifically low income and minority populations. This order also directs federal agencies to provide enhanced public participation where programs may affect such populations.
- USDOT Order on Environmental Justice (DOT Order 5610.2) from 1997 describes how the principles in the Executive Order are to be incorporated into programs and activities. The Order states that the USDOT will not carry out any program, policy or activity that will have a disproportionately high and adverse effect on minority or low-income populations unless mitigation measures or alternatives that would avoid the adverse impacts are not practicable.
- FHWA Order 6640.23 from 1998 contains policies and procedures for the FHWA to use

in complying with Executive Order 12898.

- Executive Order 13166 intends to improve access to federally conducted and assisted programs and activities for those who because of national origin have limited English language proficiency (LEP). The Order requires federal agencies to review services, identify any needed services and develop and implement a program so that LEP populations have meaningful access. LEP guidance from the US Department of Justice sets compliance standards that federal fund recipients must follow to ensure that programs and services provided in English are accessible to LEP individuals, and thereby do not discriminate on the basis of national origin (protection afforded under the 1964 Civil Rights Act, Title VI). US Department of Transportation Policy Guidance: Federal Register, Vol. 70, No. 239, pages 74087-74100, Dec. 14, 2005.
- FHWA and FTA Memorandum on Title VI Requirements (October 7, 1999) clarifies Title VI requirements in metropolitan and statewide planning. The memorandum provides division FHWA and FTA staff a list of proposed review questions to assess Title VI capability and provides guidance in assessing Title VI capability. Failure to comply can lead to a corrective action being issued by FTA and/or FHWA, and failure to address the corrective action can affect continued federal funding.
- Administrative Regulations, 23 CFR 200 and 49 CFR 21 from Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) set requirements for state transportation departments to implement Title VI policies and procedures at the state and local levels.

EJ POPULATION DEFINITIONS

The approach to environmental justice developed by the DCHC MPO in this EJ report strives to be a people- and place-based approach that locates selected EJ population groups in the region and determines how the regional transportation system and the DCHC MPO's programs, policies, and investments impact these groups.

ACS five-year estimates from the US Census Bureau were used to conduct the demographic analyses. The ACS is conducted every year to provide current information about the social and economic needs of the country. ACS data is organized in one-year, three-year, and five-year estimates. The five-year data estimates were chosen because they include data for all areas and provide information at the block group level. The five EJ communities evaluated in the development of this EJ report are defined in this section.

Racial Minority Populations:

Racial minority population includes any non-white individual, inclusive of the populations designated in the Department of Transportation's Order on Environmental Justice in Minority Populations and Low-Income Households, as described on this page.

Black: a person having origins in any of the black racial groups of Africa;

Hispanic or Latino: a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race;

Asian American: a person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent;

American Indian and Alaskan Native: a person having origins in any of the original people of North America, South America (including Central America), and who maintains cultural identification through tribal affiliation or community recognition; or

Native Hawaiian and Other Pacific Islander: people having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.

Elderly Populations:

Elderly population includes any individual age 65 and over. This metric was determined based on a reading of *An Aging Nation: The Older Population in the United States*, published by the US Census Bureau.¹

Limited English Proficiency Households:

As per the US Census Bureau definition a "limited English speaking household" is one in which no member 14 years old and over (1) speaks only English or (2) speaks a non-English language and speaks English "very well." In other words, all members 14 years old and over have at least some difficulty with English.

Low-Income Households:

A household whose annual median household income was less than 60% of the average median household income level of all the Census Block Groups within the DCHC MPO area. The average median household income of the DCHC MPO area as reported in US Census' 2013-2017 Five Year Estimates was \$64,865. Applying the 60% income limit factor to \$64,865 results in a low-income limit of \$38,920 for households in the DCHC MPO area.

The Town of Chapel Hill uses 80% of Median Income as the low-income limit, as defined by the US Department of Housing and Urban Development (HUD), for the Town's inclusionary zoning/affordable housing policy.

The Town of Carrboro uses 80% of Median Income as the low-income limit, as defined by HUD, for the Town's affordable housing density bonus program.

The County and City of Durham each passed a resolution in 2014 that set their low-income limit as 60% of Median Income.

Based on the review of each local jurisdiction's policy for setting low-income limits, 60% of Median Household Income was used as the low-income limit for households.

Additional analysis of lower income populations was also performed to consider the location and concentrations of extremely low-income populations. The extremely low-income limit was determined by applying HUD's standard for extremely low-income limit, which is 30 percent of Median Household Income.²

Zero-Car Households:

The data on vehicles available were obtained from the housing questions in the ACS. These data show the number of passenger cars, vans, and pickup or panel trucks of one-ton capacity or less kept at home and available for the use of household members. Vehicles rented or leased for one month or more, company vehicles, and police and government vehicles are included if kept at home and used for non-business purposes. Dismantled or immobile vehicles are excluded. Vehicles kept at home but used only for business purposes are also excluded.

Endnotes

1. "Title VI & Environmental Justice Plan." *Rogue Valley Metropolitan Planning Organization*, RVMPO, Oct. 2014, http://www.rvmopo.org/images/EJ_Plan_FINAL_Oct_2014.pdf.
2. "Public Involvement Policy." *Durham-Chapel Hill-Carrboro Metropolitan Planning Organization*, DCHC MPO, 14 Nov. 2012, <http://www.dchcmpo.org/civicax/filebank/blobdload.aspx?BlobID=28369>.



Draft Environmental Justice Report

Anne Phillips, LPA Staff



Statutory Framework for EJ Report

Title VI of the Civil Rights
Act of 1964

Executive Order 12898 of
1994: Federal Actions to
Address Environmental
Justice in Minority
Populations and Low-
Income Populations

USDOT Planning
Requirements

Key Terms

Environmental Justice

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

Communities of Concern

A geographic area where the percentage of any EJ population is greater than the regional threshold for that EJ population



EJ Populations

1. Minority
Populations

2. Low-Income
Households

3. Elderly
Populations

4. Limited
English
Proficiency (LEP)

5. Zero-car
Households

Methodology

- Census block groups analysis
- Regional thresholds were identified for each EJ population based on the percentage of that population in the DCHC region
- Each block group was compared to the threshold for each EJ population
- If a block group exceeded the threshold for that EJ population, it is considered a community of concern

Table 3.1: Regional Thresholds for EJ Population Groups

EJ Communities of Concern	Count	%
Total Population	455,813	
Total Households	182,810	
Racial Minority Population	218,877	48%
Hispanic/Latino Population	53,434	12%
Black Population	126,910	28%
Elderly Population	59,095	13%
Limited English Proficiency Households	7,687	4.2%
Low Income Limit for Households	\$38,920	
Zero-Car Households	12,722	7%

Communities of Concern Summary

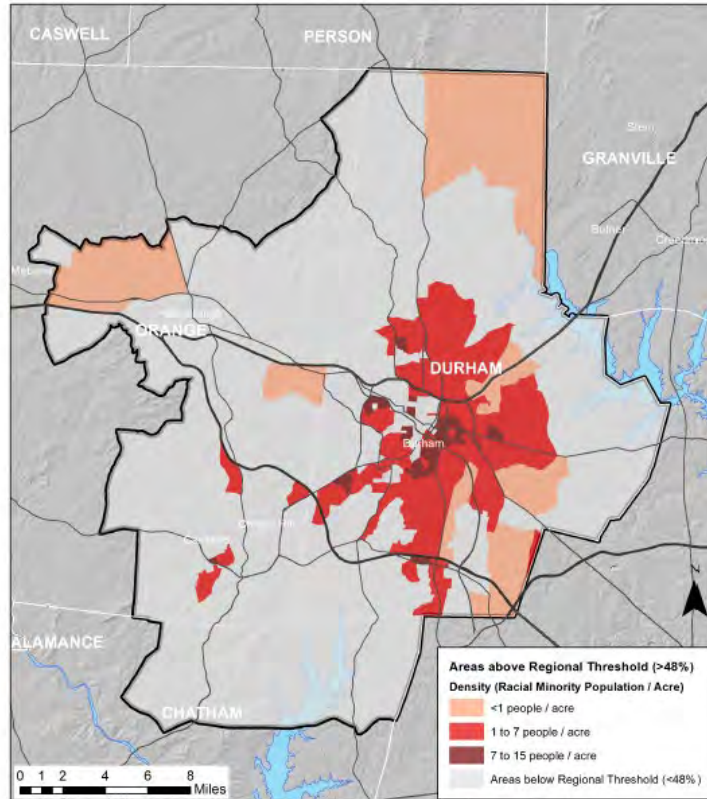
MPO Board 1/17/2020 Item 11

Table 3.2: Summary of CoC Block Groups

Row #	EJ Populations	Total number of CoC Block Groups	Percent of total Block Groups
1	Any of the three Racial Minority characteristic (a, b or c)	125	53%
1a	Racial Minority Populations (total only)	97	41%
1b	Hispanic/Latino Ethnicity Origins Populations Only	83	35%
1c	Black Populations Only	41	17%
2	Elderly Populations	88	37%
3	Limited English Proficiency Households	86	37%
4	Low-Income Households	52	22%
5	Zero Car Households	83	35%
Averaged Percent of Total Block Groups (sum of Col D (1,2,3,4 and 5) / 5)			37%

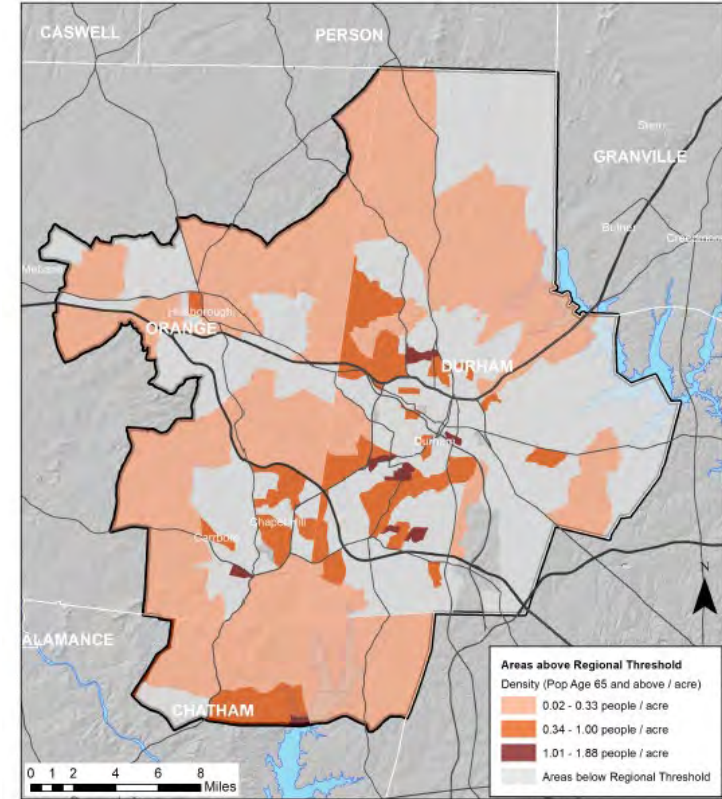
Table 3.3: Summary of Overlapping CoC Block Groups

Number of Overlapping Communities of Concern (CoC)	Number of Block groups that contain the number of overlaps in Column A
0 overlap (1 CoC)	81
1 overlap (2 CoCs)	58
2 overlaps (3 CoCs)	39
3 overlaps (4 CoCs)	28
4 overlaps (5 CoCs)	5
Total	209



Map 3.2: Percent of Population: Racial Minority

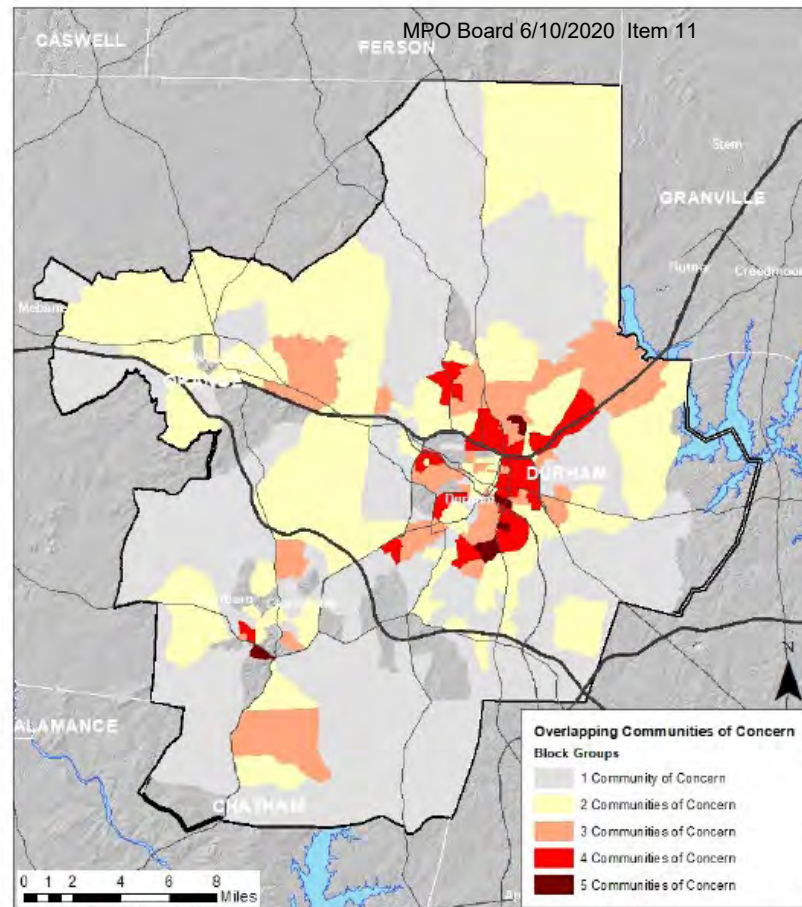
Census Block Groups where percentage of racial minority population is higher than the regional threshold of 48%.



Map 3.5: Percent of Population: Elderly (65 Years of Age or Older)

Census Block Groups where percentage of population of age 65 years and above is greater than 13.3%.

Overlapping Communities of Concern

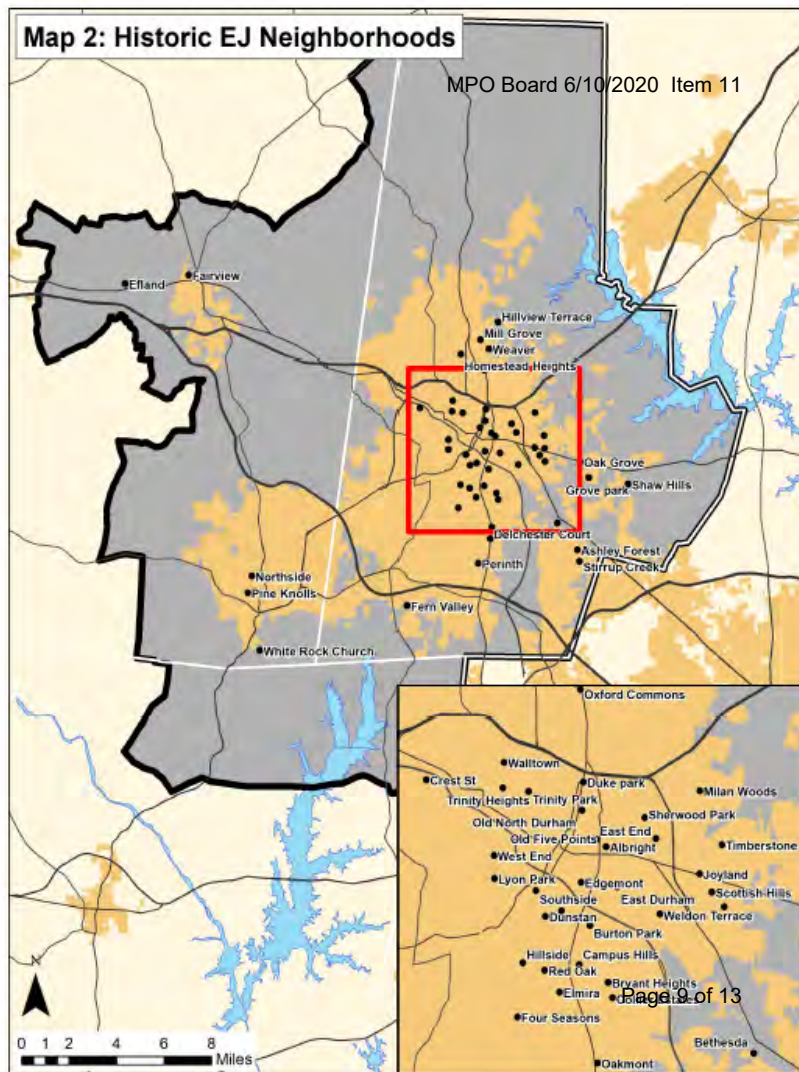


Map 3.9: Overlapping Communities of Concern in the DCHC MPO Area
Census Block Groups with one or more Communities of Concern.

Historic EJ Neighborhoods

Map 2: Historic EJ Neighborhoods

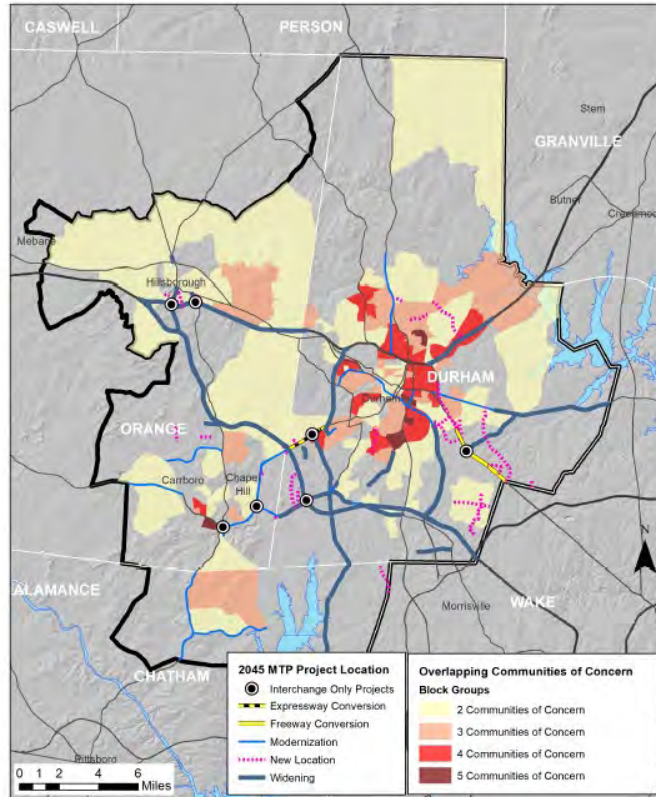
MPO Board 6/10/2020 Item 11



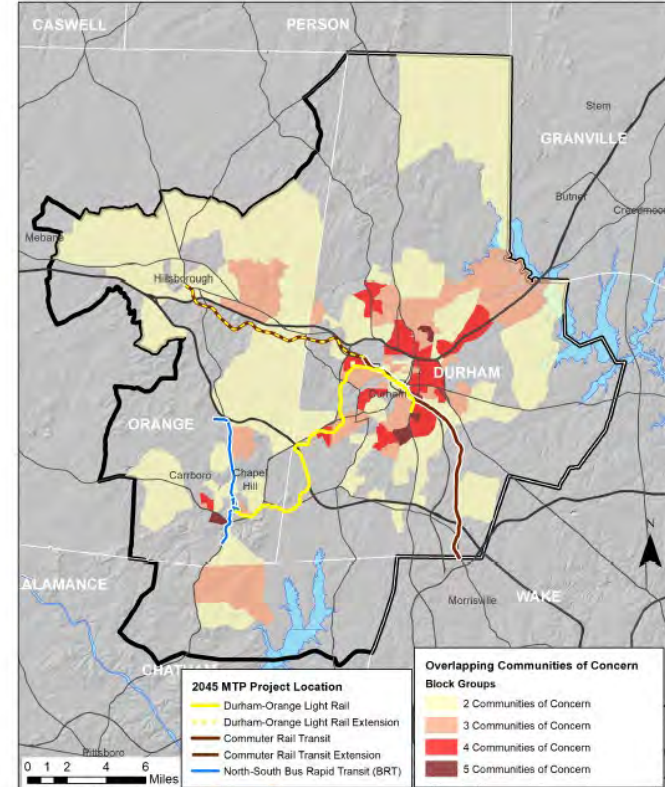
Analysis of DCHC's Major Planning Activities

Analysis of geographic distribution of projects and funding:

- 2045 Metropolitan Transportation Plan
- FY 2018-2027 Transportation Improvement Program
- FY 2019-2020 Unified Planning Work Program



Map 4.1: Location of MTP Highway Projects
Relative to Overlapping Communities of Concern Block Groups



Map 4.2: Location of MTP Fixed Guideway Transit Projects
Relative to Overlapping Communities of Concern Block Groups

Table 4.1: 2045 MTP Project Distribution

Type of MTP Project	Located within Overlapping CoC Block Groups	Total number of project segments or total Project Funding in DCHC MPO Area	Percent of Total (Threshold for measuring projects is 37%)
Interchange Projects	5	7	71%
Interchange Project Funding	\$158 million	\$299 million	53%
Highway Project Miles	118	211	56%
Highway Project Funding	\$1.28 billion	\$3.05 billion	42%
Transit Project Miles*	28	49	58%

*A methodology for geographic distribution of transit route project costs was not included as part of the 2045 MTP. Thus, the geographic distribution of funding for transit route service projects could not be compared to locations of EJ communities of concern as part of this EJ report.

All measures of interchange, highway and transit investments in communities of concern exceeded the 37% threshold.

Conclusions and Recommendations

- Although projects may be equitably distributed, communities may not necessarily experience benefits and burdens equitably
 - Suggests more detailed benefit/burden analysis for future versions
- EJ Report is a reference for local, regional, and state agencies and organization
- Adjust methodology as DCHC region grows, changes demographically, and as best practices evolve
- Adjust Public Involvement Policy to address future demographic changes
- Tailor outreach strategies to the values, traditions, and histories of communities and populations that exist in the DCHC area

Triangle Transportation Demand Management (TDM) Program

The Business Case for Moving Forward on Allocated Funding for FY21 to Prevent Loss of the Program

The Ask: NCDOT determine that the Triangle TDM program is an on-going project, not a new project, and modify existing contracts to continue current work into Fiscal Year 2021, which starts July 1, 2020.

Program Overview and Structure: The Triangle Regional TDM program is an ongoing effort that has grown over the past 15 years to support a network of regional and local service provider partners who work directly with employers and universities to reduce congestion and VMT by making it easier, less costly and more convenient for commuters and students to cut travel or use transit and active transportation modes.

The Triangle program was developed as a cost-effective regional response to NCDOT's statewide TDM goal to reduce the growth in commute VMT. The program was revamped to align with NCDOT's *2018 Statewide TDM Strategic Plan* and support the Governor's 2018 Executive Order to reduce greenhouse gas emissions by 2025.

The program is jointly funded by the Triangle's two MPOs and NCDOT – MPOs use part of their CMAQ allocations and NCDOT uses funds through the Integrated Mobility Division. State and MPO funds are highly leveraged – a minimum cost share of 50% from local service providers and 20% from the regional service provider: GoTriangle.

Service provider funding for each year's activities is decided through an annual competitive application process managed by the program's administrator: The Triangle J Council of Governments. Decisions on awards are made by an Oversight Committee which includes staff from NCDOT, NCDEQ and the two MPOs.

Contracts for the program flow through NCDOT to TJCOG; TJCOG then contracts annually with each service provider chosen through the competitive process. Historically, the contracts for NCDOT funding have been annual – due to the annual nature of NCDOT's budget, while MPO funds have been combined into a single multi-year contract, which is amended from time to time as the MPOs allocate additional CMAQ funds. This approach was changed for FY20 to provide individual contracts for each MPO's CMAQ funding share, to enable better tracking of expenditures over time. As a result, there are currently four contracts between NCDOT and TJCOG to fund the program: i) the contract for TJCOG administration of the program (NCDOT \$), the contract for NCDOT's share of service provider partners (NCDOT \$), the contract for CAMPO's share of service provider partners (CAMPO CMAQ \$) and the contract for DCHC MPO's share of service provider partners (DCHCMPO CMAQ \$).

The Issue: NCDOT's fiscal status enables it to continue existing projects, but not start new ones. If TDM is interpreted as a "new" project, it would end June 30th. If recognized as a continuing project, funding can proceed.

- Triangle TDM is an **ongoing program**, not a new project.
- The program is **relationship-based**. If these relationships are severed, it will be difficult and time-consuming to re-establish them; it is very different from delaying the start of a road project phase.
- The program is especially **critical during the COVID response**: TDM website visits increased over 300% since COVID, with **access to the Telework Toolkit for employers and workers increasing almost 2,000%**.
- The program is **highly effective at leveraging NCDOT investment**; for every \$1 of NCDOT investment, the MPOs and service providers directly provide another \$4. If the program isn't funded, many municipal and anchor institution service provider funds could be reprogrammed to non-transportation uses. A funding hold could affect both NCDOT funds and MPO-allocated CMAQ funds.
- The TDM program consistently **scores at the top for CMAQ effectiveness** in MPO and FHWA scoring, based on metrics that are measured and documented annually for the program.
- The program funds the equivalent of **25 FTE positions** across more than a dozen private, public and non-profit organizations. If NCDOT and MPO funding is withheld, current jobs are at substantial risk.
- The program addresses **travel across 2 MPOs and 6 counties**, focusing on the biggest bang for the buck.

Triangle Transportation Demand Management (TDM) Program

IMPACTS OF TDM IN FY2019:



6.5 million vehicle trips avoided

That's nearly **111,000 days** not spent driving a car



2.9 million gallons of gas saved

It would take almost **346 tanker trucks** to hold that much gas



70 million commute miles reduced

That's roughly **24,000 trips** from San Francisco to New York



60,300 alternative transportation users supported

If all those users drove single-file, the traffic jam would stretch **171 miles**



58 million pounds of Carbon dioxide (CO₂) release prevented

That reduction would require **4,560 homes** not using electricity for a year



Annual VMT Reductions



2009
-to-
2019

Triangle TDM Service Providers Designated for FY21 Awards

- Wake County (staffed by GoTriangle)
- Research Triangle Foundation
- Town of Apex
- Duke University
- UNC-Chapel Hill
- City of Durham
- Wake Tech
- NC State University
- Orange County
- Best Workplaces for Commuters (staffed by Triangle J COG)
- City of Raleigh
- Towns of Chapel Hill & Carrboro
- NC Central University
- GoTriangle Regional TDM Program

RESOLUTION SEEKING NCDOT ACTION TO CONTINUE THE TRIANGLE
TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAM

WHEREAS, the Triangle TDM is an **ongoing program**, not a new project; and

WHEREAS, the TDM program is **relationship-based**, so that if these relationships are severed, it will be difficult and time-consuming to re-establish them, affecting the program very differently from delaying the start of a road project phase; and

WHEREAS, the TDM program is especially **critical during the COVID response**, as TDM website visits increased over 300% since COVID, with **access to the Telework Toolkit for employers and workers increasing almost 2,000%**; and

WHEREAS, the TDM program is **highly effective at leveraging NCDOT investment** -- for every \$1 of NCDOT investment, the MPOs and service providers directly provide another \$4 -- if the program isn't funded, many municipal and anchor institution service provider funds could be reprogrammed to non-transportation uses; and

WHEREAS, the TDM program consistently **scores at the top for CMAQ effectiveness** in MPO and FHWA scoring, based on metrics that are measured and documented annually for the program; and

WHEREAS, the program funds the equivalent of **25 FTE positions** across more than a dozen private, public and non-profit organizations, meaning that if NCDOT and MPO funding is withheld, current jobs are at substantial risk; and

WHEREAS, the program addresses **travel across 2 MPOs and 6 counties**, focusing on the biggest bang for the buck.

NOW, THEREFORE, BE IT RESOLVED by the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) Board that the Board urgently requests that NCDOT leadership determine that the Triangle TDM program is an on-going project, not a new project, and modify existing contracts to continue current work through Fiscal Year 2021, which starts July 1, 2020.

Wendy Jacobs, Board Chair
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

Durham County, North Carolina

I certify that Wendy Jacobs personally appeared before me this day acknowledging to me that she signed the forgoing document.

Date: June 10, 2020

Frederick Brian Rhodes, Notary Public
My commission expires: May 10, 2025

DURHAM TRANSIT PLAN IMPLEMENTATION



Fiscal Year 2020 Quarter 3 Report – Highlights

DURHAM REVENUES, CASH AND INVESTMENTS

From the beginning of Fiscal Year 2020 (July 2019) to the end of the third quarter (March 2020), Durham County Tax District earned revenues totalling \$25,503,280, which is 71.70% of the annual budget. During the same period during FY 2019, earned revenues were 69.63% of budget. March 2020 ½ cent sales tax revenue will not be reported until mid-June 2020. Due to the unknown effects of the COVID-19 pandemic on local sales taxes, the March 2020 ½ cent sales tax revenue was conservatively estimated at 50% of FY 2020's lowest monthly sales tax receipt.

At the end of Q3, Durham County Tax District had a cash balance of \$48,566,392. Cash balances fluctuate as revenues are received and expenses are paid. Moreover, cash balances carried over from prior years are generally committed to or encumbered for ongoing projects.

DURHAM OPERATING

Transit Plan Administration

In the third quarter, transit plan administration and implementation staff from DCHC MPO and GoTriangle continued working on various Durham Transit projects and activities. These include transit planning, public engagement, administrative tasks, legal activities and miscellaneous investment/feasibility studies. Public engagement and marketing activities, which were led by GoTriangle in the third quarter, included radio spots and advertising on social media.

DCHC MPO filled the Staff Working Group Administrator position in December 2019. Prior to that, DCHC MPO staff completed required tasks normally assigned to this position, and relative expenses were submitted for reimbursement. Beginning with Q3, quarterly costs increased compared to Q1 and Q2, and will continue to do so through the end of the fiscal year.

The bus service performance data processing and visualization tool was added to the workplan as an amendment in Quarter 3.

After acquiring input from the Board of County Commissioners, Durham County has finalized the job description for the Durham Transit Plan Oversight Manager. The position is now being actively recruited.

DURHAM TRANSIT PLAN IMPLEMENTATION



Tax District Administration

GoTriangle, as the Tax District Administrator, continues to provide financial oversight of the Durham Tax District. FY2020 Quarter 3 activities included working with transit partners on the FY2021 Durham Transit Draft Work Plan and various other miscellaneous projects. The Tax District continues to work with financial consultants and auditors in support of the Transit plan.

Transit Operations

During the quarter, Durham County ACCESS continued transporting County residents for various reasons including but not limited to medical appointments, job interviews, and Human Service agency engagements. The Q3 status report indicating number of passengers had not been submitted as of publication of this report.

In FY20 Q3, the Northern Durham Vanpool service project will change sponsorship from GoTriangle to the City of Durham where it will be combined with larger transportation alternatives efforts in Durham County.

GoDurham and GoTriangle continue to operate new and enhanced services that were authorized for funding through previous adopted Durham Transit Work Plans. These services include:

Sponsor Agency	Project Name	Service Improvement
GoDurham	Route 5 - Frequent Service Corridor	System wide schedule and service adjustments were implemented on January 22, 2020. On March 23, 2020, all GoDurham service ended at 9:30 pm, and then on March 30, 2020, service levels were adjusted 9 on routes 4, 5K, 7, 10B, 11, 11B and 20 in response to the COVID-19 pandemic.
GoDurham	Route 10 - Frequent Service Corridor	System wide schedule and service adjustments were implemented on January 22, 2020. On March 23, 2020, all GoDurham service ended at 9:30 pm, and then on March 30, 2020, service levels were adjusted 9 on routes 4, 5K, 7, 10B, 11, 11B and 20 in response to the COVID-19 pandemic.

DURHAM TRANSIT PLAN IMPLEMENTATION



Sponsor Agency	Project Name	Service Improvement
GoDurham	Route 3 - Tripper for Crowding Relief	System wide schedule and service adjustments were implemented on January 22, 2020. On March 23, 2020, all GoDurham service ended at 9:30 pm in response to the COVID-19 pandemic.
GoDurham	Route 12 & 14 - Frequency Improvements	No update provided.
GoDurham	Route 15 - Span Improvements	System wide schedule and service adjustments were implemented on January 22, 2020. On March 23, 2020, all GoDurham service ended at 9:30 pmin response to the COVID-19 pandemic.
GoDurham	Route 20 - New Commuter Service	System wide schedule and service adjustments were implemented on January 22, 2020. On March 23, 2020, all GoDurham service ended at 9:30 pm, and then on March 30, 2020, service levels were adjusted 9 on routes 4, 5K, 7, 10B, 11, 11B and 20 in response to the COVID-19 pandemic.
GoDurham	System-Wide - Later Sunday Service	Service was extended to 9pm on Sundays and holidays on all GoDurham routes in 2016.
GoDurham	System-Wide - New Year's Eve Service	Service was extended to midnight on New Year's Eve on all GoDurham routes in 2016.
GoTriangle	Route 700 Improvements	Operated as normal; service reduced March 30 due to COVID-19 pandemic.
GoTriangle	Route 800 Improvements	Operated as normal; service reduced March 30 due to COVID-19 pandemic.

DURHAM TRANSIT PLAN IMPLEMENTATION



Sponsor Agency	Project Name	Service Improvement
GoTriangle	Route 400 Improvements	Operated as normal; service reduced March 30 due to COVID-19 pandemic.
GoTriangle	Route ODX - Orange-Durham Express	Operated as normal; service reduced March 30 due to COVID-19 pandemic.
GoTriangle	Route DRX Improvements	Operated as normal; service reduced March 30 due to COVID-19 pandemic.
GoTriangle	Route 405 Improvements	Operated as normal; service reduced March 30 due to COVID-19 pandemic.
GoTriangle	Paratransit costs associated with span increases	Operated as normal.

Other Operating

The GoTriangle Public Engagement Team coordinated presentations of the Community Survey results to the Durham Transit Team on February 25, 2020 and GoTriangle Board of Trustees on February 26, 2020. Staff supported ongoing execution of the survey contract including the distribution of 2019 Customer and Community survey results and raw data to partner agencies and governing boards. The consultant created the GoDurham 2019 Customer Survey report, and the GoTriangle 2019 Customer Survey report, which includes routes that go through Durham County.

DURHAM CAPITAL

Vehicle Purchase

In Q3, the vehicles Durham County Access had authorized by the FY2020 Durham County Work Plan were received.

In Q3, the vehicles GoDurham had authorized by the FY2020 Durham County Work Plan were received, but registration has been delayed due to COVID-19.

DURHAM TRANSIT PLAN IMPLEMENTATION



Transit Infrastructure

Sponsor Agency	Project Name	Project Status
City of Durham/GoDurham	Village Transit Center	Design scope of work in development.
City of Durham	Chapel Hill Transit Emphasis Corridor (TEC)	Design of sidewalk improvements is advancing.
City of Durham	Holloway St Transit Emphasis Corridor (TEC)	Design scope of work in development.
City of Durham	Fayetteville St Transit Emphasis Corridor (TEC)	Design scope of work in development.
City of Durham	GoDurham (Better) Bus Stop Improvements	Bus stop design and construction is advancing.
GoDurham	GoD (Better) Bus Stop Improvements	Construction was completed on a third package of six stops. Right-of-way acquisition activities were progressed for two additional stops, and procurement preparation was initiated for the Glenview Station Walmart stop.
GoDurham	Mobile Ticketing Validators	Procurement of equipment is underway.
GoTriangle	Southpoint Transit Center -1	No activity on the GoTriangle component of this project. Southpoint and City of Durham advanced construction activities for the bus stop and bus lane.
GoTriangle	Patterson Place Improvements - 1	Conceptual design was completed; coordination with the property owner is ongoing.

DURHAM TRANSIT PLAN IMPLEMENTATION



Sponsor Agency	Project Name	Project Status
GoTriangle	GoTriangle Bus Stop Improvements (Durham County)	During Q3, GoTriangle continued coordination with RTP on design concepts for bus stop improvements at Hub RTP.
GoTriangle	Durham-Wake Commuter Rail	The MIS is in close-out. The follow-on GTCR study is evaluating feasibility of a potential commuter rail service between Mebane and Selma within the existing North Carolina Railroad Company corridor. A first phase, which is substantially complete, evaluated operational requirements, infrastructure needs, capital and operating cost estimates, and ridership modeling. GoTriangle staff, consultants, and project partners are finalizing documentation of the initial phase of study. As of April 6, all parties to the Memorandum of Understanding in Support of Continued Development of the GTCR Project, including NCRR, NCDOT, CAMPO, DCHC MPO, Wake County, Durham County, and Johnston County, have voted to proceed with further study.

DURHAM TRANSIT PLAN IMPLEMENTATION



Sponsor Agency	Project Name	Project Status
GoTriangle	RTC Feasibility Study	Consultant and GoTriangle developed a public engagement plan, an online survey, and other engagement materials for web and social media presence. The survey is geared toward transit riders regarding their experiences at the regional transit center and their perceptions of possible improvements. GoTriangle developed and began initial preparations for a virtual engagement session in response to Covid-19. Consultant and GoTriangle prepared a site operations and search criteria memo which will aid in parcel search in addition to informing site design as a part of a future task. GoTriangle additionally identified and confirmed possible "partnership-driven sites" to also be evaluated. Consultant developed and GoTriangle reviewed a site search process memo and a site template to compare potential sites. Finalization of the existing conditions report and planning for additional stakeholder coordination was ongoing at the end of the quarter.
GoTriangle (GoD)	GoD (Better) Bus Stop Improvements	Construction drawings for the first package of 10 stops were approved by the City of Durham in early March. Design of the remaining stops is underway.
GoTriangle	Tactical Transit Amenities	Solar lights were installed at five locations Performance monitoring is underway.

DURHAM TRANSIT PLAN IMPLEMENTATION



Capital Planning

DCHC MPO has selected a consultant to assist developing the new Transit Plan, and the contract is under negotiation.

GoTriangle is continuing to implement its Enterprise Resource Planning system, and has been working with its vendor to refine reporting and configure budget planning for the Tax Districts.

GoTriangle received the second Microsoft OneVersion update of the Dynamics 365 system in January. The system is now on version 10.0.7. These regular system updates (roughly 2 – 3 per year) from Microsoft allow the Dynamics 365 system to receive added functionality and system enhancements, thus minimizing system end-of-life scenarios. The next update is scheduled for July 2020.

DOLRT WIND-DOWN

Final tenant relocations are completed, and the remaining eminent domain litigation is progressing.

Triangle Tax District - Durham County
For the Quarter Ending March 31, 2020 (Q3)
For the Fiscal Year Ending June 30, 2020

DURHAM	
Cash & Investments	\$ 48,566,391.88

REVENUES, BUDGET TO ACTUAL, ACCRUAL BASIS ¹

	Current Year	Prior Year	Difference
1/2 ¢ Sales Tax			
Budget & Transit Plan Alloc	\$ 31,710,219	\$ 30,664,248	\$ 1,045,971
Actual (Q1 - Q3) ^{1,2}	22,638,617	20,383,294	\$ 2,255,323
Percent of Budget Rec'd	71.39%	66.47%	
Percent Δ over Prior Year	11.06%		
Vehicle Rental Tax			
Budget & Transit Plan Alloc	\$ 1,393,091	\$ 1,305,693	\$ 87,398
Actual (Q1 - Q3) ¹	1,002,557	949,125	\$ 53,432
Percent of Budget Rec'd	71.97%	72.69%	
Percent Δ over Prior Year	5.63%		
\$7 Vehicle Registration Tax			
Budget & Transit Plan Alloc	\$ 1,727,124	\$ 1,701,600	\$ 25,524
Actual (Q1 - Q3) ¹	1,223,929	1,199,604	\$ 24,325
Percent of Budget Rec'd	70.87%	70.50%	
Percent Δ over Prior Year	2.03%		
\$3 Vehicle Registration Tax			
Budget & Transit Plan Alloc	\$ 740,156	\$ 729,218	\$ 10,938
Actual (Q1 - Q3) ¹	524,499	514,095	\$ 10,404
Percent of Budget Rec'd	70.86%	70.50%	
Percent Δ over Prior Year	2.02%		
Other Revenue³			
Budget	\$ -	\$ 272,005	\$ (272,005)
Actual (Q1 - Q3) ¹	113,679	1,096,748	\$ (983,069)
Percent of Budget Rec'd	0.00%	403.21%	
Total Revenue			
Budget	\$ 35,570,590	\$ 34,672,764	\$ 897,826
Actual (Q1 - Q3) ¹	25,503,280	24,142,866	\$ 1,360,415
Percent of Budget Rec'd	71.70%	69.63%	
Income Statement			
	FY20	FY19	Difference
Total Revenue Received (Q1 - Q3)	\$ 25,503,280	\$ 24,142,866	\$ 1,360,415
LESS: Total Operating Expense (Q1 - Q3)	\$ (4,791,313)	\$ (3,722,227)	\$ (1,069,086)
LESS: Total Capital Expense (Q1 - Q3)	\$ (2,011,422)	\$ (230,738)	\$ (1,780,684)
Total Net Revenue (Q1 - Q3)	\$ 18,700,545	\$ 20,189,901	\$ (1,489,355)

¹ July-February are actuals. March 2020 1/2 sales tax is a conservative estimate.

² Sales tax revenues are seasonal and do not follow a straight line trend.

³ Includes grant revenues received by GoTriangle only. Partner grant revenues are not included.

Triangle Tax District --- Durham Operating
For the Quarter Ending March 31, 2020 (Q3)
For the Fiscal Year Ending June 30, 2020

OPERATING EXPENDITURES, BUDGET TO ACTUAL, ACCRUAL BASIS *

























DURHAM COUNTY			Durham Budget + YTD Amendments	Durham Actuals Q1	Durham Actuals Q2	Durham Actuals Q3	Durham Actuals Q4	Durham YTD Total	Percent of Budget Spent YTD	Available Balance
Administration										
DCHCMPO	19MPO_AD1	.5 FTE for SWG Admin	\$ 55,364	\$ 6,203	\$ 11,017	\$ 20,821		\$ 38,040	69%	\$ 17,324
GoTriangle	19GOT_AD01/20GOT_AD01/20GOT_AD02	1.5 FTE for Financial Oversight and Support Services	\$ 339,153	\$ 23,273	\$ 18,466	\$ 18,903		\$ 60,642	18%	\$ 278,511
GoTriangle	20GOT_AD2	Support Services 8.3 FTEs	\$ 1,302,909	\$ 198,269	\$ 218,338	\$ 122,262		\$ 538,869	41%	\$ 764,040
GoTriangle	20GOT_AD3	Support - Consultant	\$ 111,250	\$ 6,999	\$ 7,356	\$ 49,022		\$ 63,377	57%	\$ 47,873
GoTriangle	20GOT_AD3	Bus Service Performance Data Processing and Visualization Tool	\$ 75,000	\$ -	\$ -	\$ -		\$ -	0%	\$ 75,000
Durham County	20DCO_AD1	1 FTE - Durham Transit Plan oversight/mgmt	\$ 196,000	\$ -	\$ -	\$ -		\$ -	0%	\$ 196,000
Total Administration			\$ 2,079,676	\$ 234,744	\$ 255,177	\$ 211,007	\$ -	\$ 700,928	34%	\$ 1,378,748
Transit Operations										
Durham County Access	19DCO_TS1	Durham County ACCESS POS	\$ 187,329	\$ 54,633	\$ 49,447	\$ 50,115		\$ 154,195	82%	\$ 33,134
GoDurham	18DCI_TS1	Route 5 - Frequent Service Corridor	\$ 680,049	\$ 172,579	\$ 173,286	\$ 192,970		\$ 538,834	79%	\$ 141,215
GoDurham	18DCI_TS2	Route 10 - Frequent Service Corridor	\$ 490,582	\$ 118,727	\$ 118,537	\$ 163,290		\$ 400,555	82%	\$ 90,027
GoDurham	18DCI_TS3	Route 3 - Tripper for Crowding Relief	\$ 37,400	\$ 19,970	\$ 17,612	\$ 5,910		\$ 43,493	116%	\$ (6,093)
GoDurham	18DCI_TS5	Route 15 - Span Improvements	\$ 184,025	\$ 100,360	\$ 99,008	\$ 26,520		\$ 225,888	123%	\$ (41,863)
GoDurham	18DCI_TS6	Route 20 - New Commuter Service	\$ 269,875	\$ 92,200	\$ 92,412	\$ 64,856		\$ 249,469	92%	\$ 20,406
GoDurham	18DCI_TS7	System-Wide - Later Sunday Service	\$ 170,510	\$ 52,884	\$ 49,358	\$ 49,452		\$ 151,694	89%	\$ 18,816
GoDurham	18DCI_TS8	System-Wide - New Year's Eve Service	\$ 7,480	\$ -	\$ 7,480	\$ -		\$ 7,480	100%	\$ 0
GoDurham	18DCI_TS9	Increasing Cost of Existing Services	\$ 815,217	\$ -	\$ 425,400	\$ 203,804		\$ 629,204	77%	\$ 186,013
GoDurham	20DCI_TS10	Food access for Seniors - Pilot Route	\$ 18,870	\$ -	\$ -	\$ -		\$ -	0%	\$ 18,870
GoDurham	20DCI_TS11	Transportation Alternatives for Durham County	\$ 66,960	\$ -	\$ -	\$ -		\$ -	0%	\$ 66,960
GoDurham	20DCI_TS4	Route 12B Improvements	\$ 324,785	\$ 82,643	\$ 82,643	\$ 108,859		\$ 274,144	84%	\$ 50,641
GoDurham	20DCI_TS12	Route 2 Improvements	\$ 140,420		\$ -	\$ 70,408		\$ 70,408	50%	\$ 70,012
GoTriangle	18GOT_TS1	Route 700 Improvements	\$ 365,577	\$ 98,885	\$ 96,275	\$ 96,308		\$ 291,468	80%	\$ 74,109
GoTriangle	18GOT_TS2	Route 800 Improvements	\$ 422,915	\$ 139,196	\$ 133,130	\$ 104,155		\$ 376,481	89%	\$ 46,434
GoTriangle	18GOT_TS3	Route 400 Improvements	\$ 349,452	\$ 97,767	\$ 92,853	\$ 86,385		\$ 277,004	79%	\$ 72,448
GoTriangle	18GOT_TS5	Route ODX - Orange-Durham Express	\$ 157,210	\$ 44,360	\$ 42,973	\$ 42,280		\$ 129,613	82%	\$ 27,596
GoTriangle	18GOT_TS7	Route DRX Improvements	\$ 181,117	\$ 53,203	\$ 51,477	\$ 49,138		\$ 153,818	85%	\$ 27,299
GoTriangle	18GOT_TS9	Route 405 Improvements**	\$ 27,472	\$ 7,698	\$ 6,857	\$ 6,666		\$ 21,220	77%	\$ 6,252
GoTriangle	19GOT_TS8	Paratransit costs associated with span increases	\$ 33,675	\$ 10,801	\$ 4,723	\$ 4,583		\$ 20,107	60%	\$ 13,568
Total Transit Operations			\$ 4,930,921	\$ 1,145,906	\$ 1,543,471	\$ 1,325,701	\$ -	\$ 4,015,077	81%	\$ 915,844
Other Operating										
GoTriangle	19GOT_OO2	Customer Surveys	\$ 74,235	\$ 4,761	\$ 57,255	\$ 13,291		\$ 75,307	101%	\$ (1,072)
Total Other Operating			\$ 74,235	\$ 4,761	\$ 57,255	\$ 13,291	\$ -	\$ 75,307	101%	\$ (1,072)
Total Operating Expenses			\$ 7,084,832	\$ 1,385,411	\$ 1,855,903	\$ 1,549,998	\$ -	\$ 4,791,313	68%	\$ 2,293,520

Less than 65% or more than 85% of Budget Spent

Between 65% and 85% of Budget Spent

Triangle Tax District --- Durham Capital
For the Quarter Ending March 31, 2020 (Q3)
For the Fiscal Year Ending June 30, 2020

CAPITAL EXPENDITURES, BUDGET TO ACTUAL, ACCRUAL BASIS *

DURHAM COUNTY			Durham Budget	Durham Actuals Q1	Durham Actuals Q2	Durham Actuals Q3	Durham Actuals Q4	Durham YTD Total	Percent of Budget Spent YTD	Reimbursement Pending Submittal	Progress Report
Vehicle Purchase											
GoDurham	20DCI_VP1	Vehicle Purchases	\$ 72,850	\$ -	\$ -	\$ -		\$ -	0%	\$ -	
Durham County Access	19DCO_VP1	Vehicle Purchases	\$ 191,333	\$ -	\$ -	\$ -		\$ -	0%	\$ -	
Durham County Access	20DCO_VP2	Vehicle Purchases	\$ 350,000	\$ -	\$ -	\$ 322,344		\$ 322,344	92%	\$ -	
Total Vehicle Purchase			\$ 614,183	\$ -	\$ -	\$ 322,344	\$ -	\$ 322,344	52%	\$ -	
Transit Infrastructure											
City of Durham/GoDurham	18DCI_CD5	Village Transit Center	\$ 201,502	\$ -	\$ 18,017	\$ -		\$ 18,017	9%	\$ -	
City of Durham	20DCI_CD1	Chapel Hill TEC	\$ 96,200	\$ 8,492	\$ 3,099	\$ 11,205		\$ 22,796	24%	\$ -	
City of Durham	18DCI_CD2	Holloway St Transit Emphasis Corridor	\$ 70,000	\$ -	\$ -	\$ -		\$ -	0%	\$ -	
City of Durham	18DCI_CD1	Fayetteville St Transit Emphasis Corridor	\$ 980,000	\$ -	\$ -	\$ -		\$ -	0%	\$ -	
City of Durham	20DCI_CD2	GoD (Better) Bus stop access improvement	\$ 125,000	\$ -	\$ -	\$ -		\$ -	0%	\$ -	
City of Durham	20DCI_CD4	Southpoint Transit Center -1 (City Share)	\$ 200,000	\$ -	\$ -	\$ -		\$ -	0%	\$ -	
City of Durham	20DCI_CD5	Bus Speed Reliability Improvement	\$ 500,000	\$ -	\$ -	\$ -		\$ -	0%	\$ -	
GoDurham	18DCI_CD4	GoD (Better) Bus Stop Improvements	\$ 783,570	\$ -	\$ -	\$ 536,968		\$ 536,968	69%	\$ -	
GoDurham	20DCI_CD3	Mobile Ticketing Validators	\$ 235,000	\$ -	\$ -	\$ -		\$ -	0%	\$ -	
GoTriangle	18GOT_CD2	Southpoint Transit Center -1	\$ 426,376	\$ -	\$ 7,063	\$ 9,563		\$ 16,626	4%	\$ -	
GoTriangle	18GOT_CD2	Patterson Place Improvements - 1	\$ 183,000	\$ -	\$ -	\$ 2,500		\$ 2,500	1%	\$ -	
GoTriangle	18GOT_CD4	GoT Bus Stop Improvements (Durham County)	\$ 257,000	\$ -	\$ -	\$ -		\$ -	0%	\$ -	
GoTriangle	19GOT_CO2	Durham-Wake Commuter Rail	\$ 3,065,373	\$ -	\$ 113,382	\$ 161,346		\$ 274,728	9%	\$ -	
GoTriangle	19GOT_CD1	RTC Feasibility Study	\$ 125,000	\$ -	\$ 12,113	\$ 19,986		\$ 32,100	26%	\$ -	
GoTriangle (GoD)	20GOT_CD2	GoD (Better) Bus Stop Improvements	\$ 1,529,000	\$ -	\$ -	\$ 53,768		\$ 53,768	4%	\$ -	
GoTriangle	20GOT_CD3	Tactical Transit Amenities	\$ 50,000	\$ -	\$ -	\$ -		\$ -	0%	\$ -	
GoTriangle	20GOT_CD4	Mobile Ticket Validators - Durham share	\$ 62,000	\$ -	\$ -	\$ -		\$ -	0%	\$ -	
GoTriangle	20GOT_CD5	Phase1 GoDurham bus stop closeout (GoTriangle)	\$ 250,000	\$ -	\$ -	\$ -		\$ -	0%	\$ -	
Total Transit Infrastructure			\$ 9,139,021	\$ 8,492	\$ 153,674	\$ 795,336	\$ -	\$ 957,502	10%	\$ -	
Capital - Other											
GoTriangle	19GOT_CO1	ERP - Phase 1 / Phase 2 / Phase 3 implementation	\$ 906,438	\$ 9,263	\$ 12,218	\$ 52,649		\$ 74,130	8%	\$ -	
DCHC MPO	20MPO_AD2	Planning for new Transit Plan	\$ 750,000	\$ -	\$ 3,000	\$ -		\$ 3,000	0%	\$ -	
Total Capital - Other			\$ 1,656,438	\$ 9,263	\$ 15,218	\$ 52,649	\$ -	\$ 77,130	5%	\$ -	
DOLRT Wind-Down											
GoTriangle	20GOT_CD1	DOLRT Wind-Down	\$ 2,347,472	\$ 163,498	\$ 94,901	\$ 396,047		\$ 654,446	28%	\$ -	
Total DOLRT Wind-Down			\$ 2,347,472	\$ 163,498	\$ 94,901	\$ 396,047	\$ -	\$ 654,446	28%	\$ -	
Total Capital Expenditures			\$ 13,757,113	\$ 181,253	\$ 263,793	\$ 1,566,377	\$ -	\$ 2,011,422	15%	\$ -	

* Represents expenditures reimbursed or accrued by End of Quarter unless otherwise footnoted

 Not Started  In Progress |  Completed

ORANGE TRANSIT PLAN IMPLEMENTATION



Fiscal Year 2020 Quarter 3 Report – Highlights

ORANGE REVENUES, CASH AND INVESTMENTS

From the beginning of Fiscal Year 2020 (July 2019) to the end of the third quarter (March 2020), Orange County Tax District earned revenues totalling \$6,023,235, which is 60.75% of the annual budget. During the same period during FY 2019, earned revenues were 75.69% of budget. There are two significant reasons the revenue trend has dropped. First, in January 2020, the State paid tax refunds to other Orange County tax recipients. This is an annual occurrence that usually results in one month with \$0 revenues. Unfortunately, this year the State required Orange County Tax District to pay back \$539,341.87 of ½ sales tax revenues already received. Secondly, March 2020 ½ cent sales tax revenue will not be reported until mid-June 2020. Due to the unknown effects of the COVID-19 pandemic on local sales taxes, the March 2020 ½ cent sales tax revenue was conservatively estimated at 50% of FY 2020's lowest monthly sales tax receipt.

At the end of Q3, Orange County Tax District had a cash balance of \$3,953,908. Cash balances fluctuate as revenues are received and expenses are paid. Moreover, cash balances carried over from prior years are generally committed to or encumbered for ongoing projects.

ORANGE OPERATING

Transit Plan Administration

In the third quarter, transit plan administration and implementation staff from DCHC MPO and GoTriangle continued working on various Orange Transit projects and activities. These include transit planning, public engagement, administrative tasks, legal activities and miscellaneous investment/feasibility studies. Public engagement and marketing activities, which were led by GoTriangle in the third quarter, included radio spots and advertising on social media.

DCHC MPO filled the Staff Working Group Administrator position in December 2019. Prior to that, DCHC MPO staff completed required tasks normally assigned to this position, and relative expenses were submitted for reimbursement. Beginning with Q3, quarterly costs increased compared to Q1 and Q2, and will continue to do so through the end of the fiscal year.

Tax District Administration

GoTriangle, as the Tax District Administrator, continues to provide financial oversight of the Orange Tax District. FY2020 Quarter 3 activities included working with transit partners on the FY2021 Orange Transit Draft Work Plan and various other miscellaneous projects. The Tax

ORANGE TRANSIT PLAN IMPLEMENTATION



District continues to work with PFM Financial Advisors in preparation of debt issuance for future capital projects, and the development of a financial model for Orange Transit needs.

Transit Operations

Chapel Hill Transit, Orange County Public Transit and GoTriangle continue to operate new and enhanced services that were authorized for funding through previous adopted Orange Transit Work Plans. These services include:

Sponsor Agency	Project Name	Service Improvement
Chapel Hill Transit	Service Expansion FY19	Service ongoing.
Chapel Hill Transit	Existing Service Expansion FY13-FY18	Service ongoing.
Chapel Hill Transit	Increasing Cost of Existing Services	Service ongoing.
Orange Public Transit	Continuation of Transit Services	Beginning March 23, 2020 due to COVID-19, there was no service on the 2 Midday Connectors.
Orange Public Transit	Alamance Health Connector	Currently in route designing phase.
Orange Public Transit	Cedar Grove-Durham Express	Currently in route designing phase.
Orange Public Transit	Hillsborough Circular Expansion	Currently mapping bus stops to launch Spring 2020.
Orange Public Transit	Hillsborough Circular II	Currently procuring vehicles to cover service.
Orange Public Transit	Mobility on Demand	Currently in implementation phase with Transloc.
Orange Public Transit	Increasing Cost of Existing Services	Increasing ridership on the Hillsborough Circulator.

ORANGE TRANSIT PLAN IMPLEMENTATION



Sponsor Agency	Project Name	Project Status
GoTriangle	Route 800 Improvements	Operated as normal; service reduced March 30.
GoTriangle	Route 400 Improvements	Operated as normal; service reduced March 30.
GoTriangle	Route ODX - Orange-Durham Express	Operated as normal; service reduced March 30.
GoTriangle	Route CRX Improvements	Operated as normal; service reduced March 30.
GoTriangle	Route 405 Improvements	Operated as normal; service reduced March 30.
GoTriangle	Paratransit costs associated with span increases	Operated as normal.

ORANGE CAPITAL

Vehicle Purchase

Three of the vehicle purchases for Chapel Hill Transit and Orange County Public Transit authorized by the FY2020 Orange County Work Plan have been received. One vehicle for Orange County Public Transit is on order and will be received in Quarter 3.

Transit Infrastructure

Sponsor Agency	Project Name	Project Status
Carrboro	Estes Drive Bike-Ped Improvements	NCDOT recommended that this project be put on hold due to funding concerns.
Carrboro	Estes Drive Transit Access/Corridor Study	Corridor study work paused to begin in conjunction with design.
Carrboro	Bus Stop improvements (Rogers Road)	Project almost completed; punch list items underway.

ORANGE TRANSIT PLAN IMPLEMENTATION



Sponsor Agency	Project Name	Project Status
Carrboro	Morgan Creek Greenway	The project was advertised in the summer; bids came in high. The Town is looking at opportunities to make some minor adjustments to the scope of the project and to seek additional funding.
Carrboro	South Greensboro St. Sidewalk	Engineering firm for design services under contract, anticipate beginning survey work in the near future.
Chapel Hill Transit	Lighting in bus shelters	Design and construction underway.
Chapel Hill Transit	ADA Bus Stop Upgrades	Design and construction underway.
Chapel Hill Transit	Bus Stop Sign Design and Replacement	Status report not submitted.
Chapel Hill Transit	CHT-NSBRT	Project continues design and environmental work.
Chapel Hill Transit	CHT-NSBRT - NEW Request	Project continues design and environmental work.
GoTriangle	Hillsborough Park-and-Ride - 3	The design is currently advancing through the plan approval process with Orange County. Staff and outside counsel have identified the need for additional real estate agreements related to use of property that had previously been identified as an existing undeveloped right-of-way within the site, and are currently coordinating with Orange county staff to evaluate the procedural steps and time required to resolve.

ORANGE TRANSIT PLAN IMPLEMENTATION



Sponsor Agency	Project Name	Project Status
GoTriangle	GoT Bus Stop Improvement in Carrboro	No activity. Project proposed to be reprioritized in FY21 work plan.
GoTriangle	Mebane Bus Stop Improvement	No activity. Project proposed to be reprioritized in FY21 work plan.
GoTriangle	GoT Bus Stop Improvements in Orange	GoTriangle advanced design of four stops to prepare for turnover to Orange County for permitting and construction. Designs were submitted to NCDOT for approval.
Town of Hillsborough	Hillsborough Train Station	Funding agreement is pending.
Town of Hillsborough	Hillsborough Train Station Bus Stop Improvements	Funding agreement is pending.
Orange Public Transit	OPT 15 OPT Bus Stop Signs	Status report not submitted.
Orange Public Transit	OPT Bus stop improvement (5 OPT stops)	Surveying and design are complete for all stops. Preliminary approval of site designs has been obtained for Encroachment in NCDOT Right of Way (RoW). Currently processing Encroachment Agreements among parties. Site preparation has begun and the shelter ordered for the River Park Entranceway site in Hillsborough.
Orange Public Transit	OPT - AVL	Status report not submitted.
Orange Public Transit	Hillsborough Park-and-Ride - 3 (Orange County -Construction)	Status report not submitted.
GoTriangle	Commuter Rail Feasibility Study	The study is complete.

ORANGE TRANSIT PLAN IMPLEMENTATION



Capital Planning

Sponsor Agency	Project Name	Project Status
GoTriangle	ERP - Phase 1 / Phase 2 / Phase 3 implementation	<p>GoTriangle has been working with Crowe to refine Project ID entry and reporting for the Tax Districts, and to configure budget planning. In February, the GoTriangle leads were trained and assisted in the configuration of the budget planning module. Crowe is working with and has supported the Budget Supervisor as she coordinates the budget planning submissions and reporting for the GoTriangle budgetary primes.</p> <p>GoTriangle received the second Microsoft OneVersion update of the Dynamics 365 system in January. The system is now on version 10.0.7. These regular system updates (roughly 2 – 3 per year) from Microsoft allow the Dynamics 365 system to receive added functionality and system enhancements, thus minimizing system end-of-life scenarios. The next update is scheduled for July 2020.</p>
GoTriangle	Mobile Ticket Validators - Orange share (includes Route 420)	This project was added to the workplan via amendment in Quarter 3.

ORANGE TRANSIT PLAN IMPLEMENTATION



Sponsor Agency	Project Name	Project Status
GoTriangle	RTC Feasibility Study	Consultant and GoTriangle developed a public engagement plan, an online survey, and other engagement materials for web and social media presence. The survey is geared toward transit riders regarding their experiences at the regional transit center and their perceptions of possible improvements. GoTriangle developed and began initial preparations for a virtual engagement session in response to Covid-19. Consultant and GoTriangle prepared a site operations and search criteria memo which will aid in parcel search in addition to informing site design as a part of a future task. GoTriangle additionally identified and confirmed possible "partnership-driven sites" to also be evaluated. Consultant developed and GoTriangle reviewed a site search process memo and a site template to compare potential sites. Finalization of the existing conditions report and planning for additional stakeholder coordination was ongoing at the end of the quarter.
Orange County	Planning for new Transit Plan	Consultant selected and the contract is under negotiation.

DOLRT WIND-DOWN

Final tenant relocations are completed, and the remaining eminent domain litigation is progressing.

Triangle Tax District - Orange County
For the Quarter Ending March 31, 2020 (Q3)
For the Fiscal Year Ending June 30, 2020

	<u>ORANGE</u>
Cash & Investments	\$ 3,953,908.40

REVENUES, BUDGET TO ACTUAL, ACCRUAL BASIS ¹

	Current Year	Prior Year	Difference
1/2 ¢ Sales Tax			
Budget & Transit Plan Alloc	\$ 7,769,295	\$ 7,400,189	\$ 369,106
Actual (Q1 - Q3) ^{1,2}	4,638,174	5,616,406	\$ (978,232)
Percent of Budget Rec'd	59.70%	75.90%	
Percent Δ over Prior Year	-17.42%		
Vehicle Rental Tax			
Budget & Transit Plan Alloc	\$ 680,347	\$ 637,012	\$ 43,335
Actual (Q1 - Q3) ¹	489,621	463,526	\$ 26,095
Percent of Budget Rec'd	71.97%	72.77%	
Percent Δ over Prior Year	5.63%		
\$7 Vehicle Registration Tax			
Budget & Transit Plan Alloc	\$ 863,801	\$ 851,035	\$ 12,766
Actual (Q1 - Q3) ¹	583,471	571,886	\$ 11,585
Percent of Budget Rec'd	67.55%	67.20%	
Percent Δ over Prior Year	2.03%		
\$3 Vehicle Registration Tax			
Budget & Transit Plan Alloc	\$ 370,223	\$ 364,752	\$ 5,471
Actual (Q1 - Q3) ¹	250,062	245,094	\$ 4,968
Percent of Budget Rec'd	67.54%	67.19%	
Percent Δ over Prior Year	2.03%		
Other Revenue³			
Budget	\$ 231,660	\$ 173,404	\$ 58,256
Actual (Q1 - Q3) ¹	61,907	238,097	\$ (176,190)
Percent of Budget Rec'd	26.72%	137.31%	
Total Revenue			
Budget	\$ 9,915,326	\$ 9,426,392	\$ 488,934
Actual (Q1 - Q3) ¹	6,023,235	7,135,010	\$ (1,111,775)
Percent of Budget Rec'd	60.75%	75.69%	

Income Statement	FY20	FY19	Difference
Total Revenue Received (Q1 - Q3)	\$ 6,023,235	\$ 7,135,010	\$ (1,111,775)
LESS: Total Operating Expense (Q1 - Q3)	\$ (2,539,256)	\$ (2,479,538)	\$ (59,718)
LESS: Total Capital Expense (Q1 - Q3)	\$ (2,120,246)	\$ (383,719)	\$ (1,736,527)
Total Net Revenue (Q1 - Q3)	\$ 1,363,732	\$ 4,271,752	\$ (2,908,020)

¹ July-February are actuals. March 2020 1/2 sales tax is a conservative estimate.

² Sales tax revenues are seasonal and do not follow a straight line trend.

³ Includes grant revenues received by GoTriangle only. Partner grant revenues are not included.

Triangle Tax District --- Orange Operating
For the Quarter Ending March 31, 2020 (Q3)
For the Fiscal Year Ending June 30, 2020

OPERATING EXPENDITURES, BUDGET TO ACTUAL, ACCRUAL BASIS *

ORANGE COUNTY			Orange Budget + YTD Amendments	Orange Actuals Q1	Orange Actuals Q2	Orange Actuals Q3	Orange Actuals Q4	Orange YTD Total	Percent of Budget Spent YTD	Available Balance
Administration										
DCHC MPO	19MPO_AD1	.5 FTE for SWG Admin	\$ 55,364	\$ 954	\$ 3,836	\$ 7,561		\$ 12,352	22%	\$ 43,012
GoTriangle	19GOT_AD01/20GOT_A D01/20GOT_AD02	1.5 FTE for Financial Oversight and Support Services	\$ 194,576	\$ 21,692	\$ 17,905	\$ 19,811		\$ 59,408	31%	\$ 135,168
GoTriangle	20GOT_AD2	Support Services 8.3 FTEs	\$ 508,476	\$ 70,619	\$ 55,227	\$ 63,843		\$ 189,689	37%	\$ 318,786
GoTriangle	20GOT_AD3	Support - Consultant	\$ 111,250	\$ 6,999	\$ 7,356	\$ 56,860		\$ 71,215	64%	\$ 40,035
Total Administration			\$ 869,666	\$ 100,265	\$ 84,325	\$ 148,075	\$ -	\$ 332,665	38%	\$ 537,001
Transit Operations										
Chapel Hill Transit	19CHT_TS1	Service Expansion FY19	\$ 350,300	\$ 185,606	\$ 15,810	\$ 15,810		\$ 217,226	62%	\$ 133,074
Chapel Hill Transit	19CHT_TS3	Existing Service Expansion FY13-FY18	\$ 1,001,191	\$ 13,654	\$ 185,606	\$ 185,606		\$ 384,866	38%	\$ 616,325
Chapel Hill Transit	19CHT_TS2	Increasing Cost of Existing Services	\$ 588,661	\$ 158,104	\$ 158,104	\$ 158,104		\$ 474,312	81%	\$ 114,349
Orange Public Transit	19OPT_TS1	Continuation of Transit Services	\$ 275,061	\$ 63,104	\$ 59,160	\$ 50,924		\$ 173,188	63%	\$ 101,873
Orange Public Transit	20OPT_TS2	Alamance Health Connector	\$ 120,640	\$ -	\$ -	\$ -		\$ -	0%	\$ 120,640
Orange Public Transit	20OPT_TS3	Cedar Grove-Durham Express	\$ 60,320	\$ -	\$ -	\$ -		\$ -	0%	\$ 60,320
Orange Public Transit	20OPT_TS4	Hillsborough Circular Expansion	\$ 30,160	\$ -	\$ -	\$ -		\$ -	0%	\$ 30,160
Orange Public Transit	20OPT_TS5	Hillsborough Circular II	\$ 94,656	\$ -	\$ -	\$ -		\$ -	0%	\$ 94,656
Orange Public Transit	20OPT_TS6	Mobility on Demand	\$ 36,192	\$ -	\$ -	\$ -		\$ -	0%	\$ 36,192
Orange Public Transit	19OPT_TS2	Increasing Cost of Existing Services	\$ 93,364	\$ 33,408	\$ 31,320	\$ 33,060		\$ 97,788	105%	\$ (4,424)
GoTriangle	18GOT_TS2	Route 800 Improvements	\$ 375,985	\$ 139,196	\$ 133,130	\$ 104,155		\$ 376,481	100%	\$ (496)
GoTriangle	18GOT_TS3	Route 400 Improvements	\$ 310,653	\$ 97,767	\$ 92,853	\$ 86,385		\$ 277,004	89%	\$ 33,648
GoTriangle	18GOT_TS5	Route ODX - Orange-Durham Express	\$ 139,777	\$ 44,360	\$ 42,973	\$ 42,280		\$ 129,613	93%	\$ 10,163
GoTriangle	18GOT_TS6	Route CRX Improvements	\$ 49,302	\$ 14,818	\$ 14,502	\$ 13,969		\$ 43,289	88%	\$ 6,013
GoTriangle	18GOT_TS9	Route 405 Improvements	\$ 24,426	\$ 7,698	\$ 6,857	\$ 6,666		\$ 21,220	87%	\$ 3,205
GoTriangle	19GOT_TS8	Paratransit costs associated with span increases	\$ 17,890	\$ 10,801	\$ -	\$ 802		\$ 11,603	65%	\$ 6,287
Total Transit Operations			\$ 3,568,577	\$ 768,515	\$ 740,315	\$ 697,761	\$ -	\$ 2,206,591	62%	\$ 1,361,986
Other Operating			\$ -	\$ -	\$ -	\$ -				\$ -
Total Other Operating			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
Total Operating Expenses			\$ 4,438,243	\$ 868,780	\$ 824,640	\$ 845,837	\$ -	\$ 2,539,256	57%	\$ 1,898,987

Less than 65% or more than 85% of Budget Spent

Between 65% and 85% of Budget Spent

Triangle Tax District --- Orange Capital
For the Quarter Ending March 31, 2020 (Q3)
For the Fiscal Year Ending June 30, 2020

CAPITAL EXPENDITURES, BUDGET TO ACTUAL, ACCRUAL BASIS *

ORANGE COUNTY			Orange Budget	Orange Actuals Q1	Orange Actuals Q2	Orange Actuals Q3	Orange Actuals Q4	Orange YTD Total	Percent of Budget Spent YTD	Reimbursement Pending Submittal	Progress Report
Vehicle Purchase											
Chapel Hill Transit	19CHT_VP1	CHT-Vehicle Purchases	\$ 1,541,192	\$ 1,224,865	\$ -	\$ -		\$ 1,224,865	79%	\$ -	●
Chapel Hill Transit	20CHT_VP2	ICES towards VP	\$ 152,000	\$ 38,000	\$ -	\$ 76,000		\$ 114,000	75%	\$ -	●
Orange Public Transit	19OPT_VP1	OPT-VP	\$ 35,731	\$ -	\$ 35,731	\$ -		\$ 35,731	100%	\$ -	●
Orange Public Transit	20OPT_VP2	OPT-VP	\$ 43,926	\$ -	\$ 23,599	\$ -		\$ 23,599	54%	\$ -	●
Orange Public Transit	20OPT_VP3	OPT- Mobility and on demand vehicles	\$ 229,500	\$ -	\$ -	\$ -		\$ -	0%	\$ -	
Total Vehicle Purchase			\$ 2,002,349	\$ 1,262,865	\$ 59,330	\$ 76,000	\$ -	\$ 1,398,195	70%	\$ -	
Transit Infrastructure											
Carrboro	18TOC_CD1	Estes Drive Bike-Ped Improvements	\$ 47,373	\$ -	\$ -	\$ -		\$ -	0%	\$ -	●
Carrboro	18TOC_CD2	Estes Drive Transit Access/Corridor Study	\$ 106,296	\$ -	\$ -	\$ -		\$ -	0%	\$ -	●
Carrboro	18TOC_CD3	Bus Stop improvements (Rogers Road)	\$ 120,889	\$ -	\$ -	\$ 114,481		\$ 114,481	95%	\$ -	●
Carrboro	18TOC_CD4	Morgan Creek Greenway	\$ 199,837	\$ -	\$ -	\$ -		\$ -	0%	\$ -	●
Carrboro	19TOC_CD1	South Greensboro St. Sidewalk	\$ 552,340	\$ -	\$ -	\$ -		\$ -	0%	\$ -	●
Chapel Hill Transit	20CHT_CD1	Lighting in bus shelters	\$ 53,148	\$ -	\$ -	\$ -		\$ -	0%	\$ -	●
Chapel Hill Transit	19CHT_CD2	ADA Bus Stop Upgrades	\$ 448,815	\$ -	\$ -	\$ -		\$ -	0%	\$ -	●
Chapel Hill Transit	20CHT_CD2	Bus Stop Sign Design and Replacement	\$ 84,741	\$ -	\$ -	\$ -		\$ -	0%	\$ -	●
Chapel Hill Transit	19CHT_CD1	CHT-NSBRT	\$ 1,513,215	\$ 286,968	\$ -	\$ -		\$ 286,968	19%	\$ -	●
Chapel Hill Transit	20CHT_CD3	CHT-NSBRT - NEW Request	\$ 1,000,000	\$ -	\$ -	\$ -		\$ -	0%	\$ -	●
GoTriangle	18GOT_CD8	Hillsborough Park-and-Ride - 3	\$ 145,723	\$ -	\$ 2,086	\$ 300		\$ 2,386	2%	\$ -	●
GoTriangle	18GOT_CD10	GoT Bus Stop Improvement in Carrboro	\$ 26,574	\$ -	\$ -	\$ -		\$ -	0%	\$ -	●
GoTriangle	18GOT_CD11	Mebane Bus Stop Improvement	\$ 10,630	\$ -	\$ -	\$ -		\$ -	0%	\$ -	●
GoTriangle	18GOT_CD12	GoT Bus Stop Improvements in Orange	\$ 331,100	\$ 6,000	\$ 24,000	\$ 30,000		\$ 60,000	18%	\$ -	●
Town of Hillsborough	18TOH_CD1	Hillsborough Train Station	\$ 401,000	\$ -	\$ -	\$ -		\$ -	0%	\$ -	●
Town of Hillsborough	20TOH_CD1	Hillsborough Train Station Bus Stop Improvements	\$ 33,897	\$ -	\$ -	\$ -		\$ -	0%	\$ -	●
Orange Public Transit	20OPT_CD1	OPT 15 OPT Bus Stop Signs	\$ 1,594	\$ -	\$ -	\$ -		\$ -	0%	\$ -	●
Orange Public Transit	19OPT_CD1	OPT Bus stop improvement (5 OPT stops)	\$ 137,864	\$ -	\$ -	\$ -		\$ -	0%	\$ -	●
Orange Public Transit	19OPT_AD1	OPT - AVL	\$ 43,073	\$ -	\$ -	\$ -		\$ -	0%	\$ -	●
Orange Public Transit	20OPT_CD2	Hillsborough Park-and-Ride - 3 (Orange County -Construction)	\$ 800,000	\$ -	\$ -	\$ -		\$ -	0%	\$ -	●
Total Transit Infrastructure			\$ 6,058,109	\$ 292,968	\$ 26,086	\$ 144,781	\$ -	\$ 463,835	8%	\$ -	
Capital - Other											
GoTriangle	20GOT_CD1	Commuter Rail Feasibility Study	\$ 75,000	\$ 75,000	\$ -	\$ -		\$ 75,000	100%	\$ -	●
GoTriangle	19GOT_CO1	ERP - Phase 1 / Phase 2 / Phase 3 implementation	\$ 239,152	\$ 2,105	\$ 2,776	\$ 7,041		\$ 11,922	5%	\$ -	●
GoTriangle	19GOT_CD1	RTC Feasibility Study	\$ 62,500	\$ -	\$ 6,057	\$ 9,993		\$ 16,050	26%	\$ -	●
GoTriangle	20GOT_CD3	Mobile Ticket Validators - Orange share (includes Route 420)	\$ 74,000	\$ -	\$ -	\$ -		\$ -	0%	\$ -	●
DCHC MPO	20MPO_AD2	Planning for new Transit Plan	\$ -	\$ -	\$ -	\$ -		\$ -	0%	\$ -	●
Orange County	20OPT_AD2	Planning for new Transit Plan	\$ 500,000	\$ -	\$ -	\$ -		\$ -	0%	\$ -	●
Total Capital - Other			\$ 950,652	\$ 77,105	\$ 8,833	\$ 17,034	\$ -	\$ 102,972	11%	\$ -	
DOLRT Wind-Down											
GoTriangle	20GOT_CD2	DO LRT Wind Down Costs	\$ 518,460	\$ 37,135	21,593	\$ 96,518		\$ 155,245	30%	\$ -	●
Total DOLRT Wind-Down			\$ 518,460	\$ 37,135	\$ 21,593	\$ 96,518	\$ -	\$ 155,245	30%	\$ -	
Total Capital Expenditures			\$ 9,529,570	\$ 1,670,072	\$ 115,842	\$ 334,333	\$ -	\$ 2,120,246	22%	\$ -	

* Represents expenditures reimbursed or accrued by End of Quarter unless otherwise footnoted

● Not Started ● In Progress ● Completed

MEMORANDUM

To: DCHC MPO Board

From: DCHC MPO Lead Planning Agency

Date: June 10, 2020

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)

- ✓ Plan Completed
- ✓ Farrington Road Amendment adopted
- Amendment #2 – August 2020

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
- 2045 MTP Amendment #3 – August 2020

2050 Metropolitan Transportation Plan (MTP)

- Approve Public Engagement Plan – August 2020
- Approve Goals and Objectives – August 2020

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 on new projects for SPOT 6 – March 2020
 - ✓ Board approves new projects to be submitted for SPOT 6 – March 2020
- MPO submits projects to NCDOT – July 2020
- LPA updates local ranking methodology – August 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

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: \$4,614,460.00 Work Began: 05/28/2019 Original Completion Date: 02/15/2021 Latest Payment Thru: 03/07/2020 Latest Payment Date: 04/01/2020	Route: SR-1838 County: Durham Federal Aid Number: STPDA-0537(2) NCDOT Contact No: (919)220-4680 Letting Date: 04/16/2019 Revised Completion Date: Construction Progress: 1.98%
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: 04/22/2020 Latest Payment Date: 05/22/2020	Route: I-885, NC-147, NC-98 US-70 County: Durham Federal Aid Number: NCDOT Contact No: (919)835-8200 Letting Date: 11/18/2014 Revised Completion Date: 10/16/2020 Construction Progress: 88.78%
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: 04/15/2020 Latest Payment Date: 05/08/2020	Route: NC-55 County: Durham Federal Aid Number: STP-55(20) NCDOT Contact No: (919)220-4680 Letting Date: 07/19/2016 Revised Completion Date: 02/11/2021 Construction Progress: 68.51%
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: \$19,062,229.77 Work Began: 02/18/2020 Original Completion Date: 08/01/2024 Latest Payment Thru: 04/30/2020 Latest Payment Date: 05/14/2020	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 Letting Date: 04/16/2019 Revised Completion Date: 04/09/2025 Construction Progress: 6.76%
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: \$3,782,133.02	Route: NC-98, SR-1800, SR-1809 SR-1811, US-70 County: Durham Federal Aid Number: STATE FUNDED NCDOT Contact No: (919)220-4680

Work Began: 03/13/2020
Original Completion Date: 11/30/2019
Latest Payment Thru: 05/22/2020
Latest Payment Date:

Letting Date: 10/16/2018
Revised Completion Date: 07/01/2021
Construction Progress: 7%

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION 5
DURHAM PROJECT LIST_ 5- Year Program
June 2020

Project ID	Description	R/W Acq Begins	Let Type	P Let Date	Let Date	Project Manager	Current Project Status	Shelved Status	Shelved Date	ROW \$	CONST \$	COMMENTS
17BP.5.R.133	BRIDGE 49 OVER ENO RIVER ON SR 1401 (COLE MILL ROAD)		Division POC Let (DPOC)		1/28/2026	Lisa Gilchrist						
17BP.5.R.134	BRIDGE 82 OVER LICK CREEK ON SR 1815 (N MINERAL SPRINGS ROAD)		Division POC Let (DPOC)		1/28/2026	Lisa Gilchrist						
17BP.5.R.126	BRIDGE 262 OVER A CREEK ON SR 1607 (BAHAMA ROAD)		Division POC Let (DPOC)		2/12/2025	Lisa Gilchrist						
17BP.5.R.83	BRIDGE 84 OVER CHUNKY PIE CREEK ON SR 1815		Division POC Let (DPOC)		6/12/2024	Lisa Gilchrist						
17BP.5.R.97	BRIDGE 89 OVER LICK CREEK ON SR 1902		Division POC Let (DPOC)		10/26/2022	Lisa Gilchrist						
SM-5705I	Construct Left Turn Lane on US 15/501 Southbound Ramp at US 70 Bus (Hillsborough Road)		Division POC Let (DPOC)		4/27/2022	Stephen Davidson					\$350,000.00	Letting delayed due to cash balance shortfall.
SM-5705X	Construct Turn Lanes at Intersection of US 15/501 Northbound and SR 1317 (Morreene Road)		Division POC Let (DPOC)		4/27/2022	Stephen Davidson					\$550,000.00	Letting delayed due to cash balance shortfall.
SM-5705AA	Construct Right Turn Lane on US 15/501 Southbound Exit Ramp at SR 1317 (Morreene Road)		Division POC Let (DPOC)		4/27/2022	Stephen Davidson					\$600,000.00	Letting delayed due to cash balance shortfall.
U-5774B	NC 54 FROM US 15/US 501 IN ORANGE COUNTY TO SR 1110 (BARBEECHAPEL ROAD) IN DURHAM COUNTY	10/18/2024	Raleigh Letting (LET)	6/16/2026	10/17/2028	PAM R. WILLIAMS	ON HOLD			\$11,000,000.00	\$30,900,000.00	
U-5774C	NC 54 FROM SR 1110 (BARBEE CHAPEL ROAD) TO I-40	10/18/2024	Raleigh Letting (LET)	6/16/2026	10/17/2028	PAM R. WILLIAMS	ON HOLD			\$3,000,000.00	\$23,700,000.00	
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	ON HOLD			\$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	ON HOLD			\$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	ON HOLD			\$35,800,000.00	\$57,000,000.00	

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION 5
DURHAM PROJECT LIST_ 5- Year Program
June 2020

Project ID	Description	R/W Acq Begins	Let Type	P Let Date	Let Date	Project Manager	Current Project Status	Shelved Status	Shelved Date	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	ON HOLD			\$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	ON HOLD			\$10,202,000.00	\$47,001,000.00	
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 OF GRADE SEPARATIONS AND CLOSURES AT ELLIS ROAD SOUTH END CROSSING (734737A), GLOVER ROAD (734735L), AND WRENN ROAD (734736)	2/28/2021	Raleigh Letting (LET)		1/20/2026	BRADLEY SMYTHE	ON HOLD			\$9,000,000.00	\$42,400,000.00	
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	ON HOLD			\$20,000.00	\$54,530,000.00	
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	12/17/2024	ALAN FINGER	ON HOLD				\$2,973,000.00	
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	ALAN FINGER	ON HOLD				\$8,357,000.00	
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	ON HOLD			\$2,148,000.00	\$177,100,000.00	

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION 5
DURHAM PROJECT LIST_ 5- Year Program
June 2020

Project ID	Description	R/W Acq Begins	Let Type	P Let Date	Let Date	Project Manager	Current Project Status	Shelved Status	Shelved Date	ROW \$	CONST \$	COMMENTS
EB-5835	NC 55 (ALSTON AVE.) FROM SR 1171 (RIDDLE RD.) TO CECIL STREET IN DURHAM. CONSTRUCT SIDEWALK ON EAST SIDE TO FILL IN MISSING GAPS.	6/20/2022	NON - DOT LET (LAP)		9/20/2023	RAYMOND JOSEPH HAYES				\$50,000.00	\$525,000.00	
I-5707	I-40 - FROM NC 55 (ALSTON AVENUE) TO NC 147 (DURHAM FREEWAY/TRIANGLE EXPRESSWAY) IN DURHAM	10/16/2020	Raleigh Letting (LET)		6/20/2023	PAM R. WILLIAMS	ON HOLD			\$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)		5/16/2023	JOHN W. BRAXTON JR	ON HOLD	Shelved at Final Planning Document	9/30/2019	\$6,501,430.00	\$12,400,000.00	Project is suspended due to cash balances shortfall.
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)	4/20/2021	4/18/2023	JOHN W. BRAXTON JR	ON HOLD	Shelved at R/W Plans Complete	9/30/2019	\$53,500,000.00	\$32,000,000.00	ROW acquisition is suspended due to cash balance shortfall.
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	ON HOLD			\$5,769,000.00	\$13,770,000.00	Project planning work resumed in late February but was suspended again in May.
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	ALAN FINGER					\$3,800,000.00	
W-5705AM	DURHAM TRAFFIC SIGNAL REVISIONS TO INSTALL "NO TURN ON RED"BLANK OUT SIGNS AT SIX LOCATIONS		Division POC Let (DPOC)		12/7/2022	ALAN FINGER					\$62,000.00	On hold due to cash balance shortfall. (Jeremy Warren is Project Manager)
W-5705S	US 15/501 AT NC 751 SOUTHBOUND ON RAMP - EXTEND RAMP		Division POC Let (DPOC)		9/21/2022	STEPHEN REID DAVIDSON					\$460,000.00	Letting delayed due to cash balance shortfall.

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION 5
DURHAM PROJECT LIST_ 5- Year Program
June 2020

Project ID	Description	R/W Acq Begins	Let Type	P Let Date	Let Date	Project Manager	Current Project Status	Shelved Status	Shelved Date	ROW \$	CONST \$	COMMENTS
EB-5834	NC 157 / SR 1322 (GUESS RD.) FROM HILLCREST DRIVE TO SR 1407 (WEST CARVER STREET) IN DURHAM. CONSTRUCT SIDEWALKS ON BOTH SIDES.	6/30/2021	NON - DOT LET (LAP)		9/20/2022	RAYMOND JOSEPH HAYES				\$204,000.00	\$589,000.00	
EB-5904	DUKE BELT LINE TRAIL - PETTIGREW STREET TO AVONDALE STREET IN DURHAM, CONSTRUCT A MULTI-USE TRAIL ON FORMER RAIL CORRIDOR	9/4/2018	NON - DOT LET (LAP)		7/14/2022	RAYMOND JOSEPH HAYES				\$7,100,000.00	\$3,750,000.00	
P-5717	NORFOLK SOUTHERN H LINE CROSSING 734742W AT SR 1121 (CORNWALLIS ROAD) IN DURHAM. CONSTRUCT GRADE SEPARATION.	9/1/2020	Raleigh Letting (LET)		6/21/2022	KUMAR TRIVEDI	ON HOLD			\$4,378,000.00	\$23,100,000.00	
EB-5703	DURHAM - LASALLE STREET FROM KANGAROO DRIVE TO SPRUNT AVENUE IN DURHAM. CONSTRUCT SIDEWALKS ON BOTH SIDES FROM KANGAROO DRIVE TO US 70 BUSINESS (HILLSBOROUGH ROAD) AND ON ONE SIDE FROM HILLSBOROUGH ROAD TO SPRUNT AVENUE.	9/30/2019	NON - DOT LET (LAP)		5/31/2022	RAYMOND JOSEPH HAYES				\$515,000.00	\$1,440,000.00	
EB-5708	NC 54 FROM NC 55 TO RESEARCH TRIANGLE PARK WESTERN LIMIT IN DURHAM CONSTRUCT SECTIONS OF SIDEWALK ON SOUTH SIDE	9/30/2019	NON - DOT LET (LAP)		5/30/2022	RAYMOND JOSEPH HAYES				\$177,000.00	\$491,000.00	
W-5705T	SR 1815 / SR 1917 (SOUTH MINERAL SPRINGS ROAD) AT SR 1815 (PLEASANT DRIVE)	6/1/2020	Division POC Let (DPOC)		4/13/2022	STEPHEN REID DAVIDSON				\$85,000.00	\$800,000.00	PE work was suspended again in May.
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	Project suspended due to cash balance shortfall.
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	ALAN FINGER					\$4,541,000.00	

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION 5
DURHAM PROJECT LIST_ 5- Year Program
June 2020

Project ID	Description	R/W Acq Begins	Let Type	P Let Date	Let Date	Project Manager	Current Project Status	Shelved Status	Shelved Date	ROW \$	CONST \$	COMMENTS
EB-5715	US 501 BYPASS (NORTH DUKE STREET) FROM MURRAY AVENUE TO US 501 BUSINESS (NORTH ROXBORO ROAD) IN DURHAM CONSTRUCT SIDEWALK ON EAST SIDE TO FILL IN EXISTING GAPS	1/31/2020	NON - DOT LET (LAP)		1/21/2022	RAYMOND JOSEPH HAYES				\$829,000.00	\$2,680,000.00	
I-5993	I-40 - DURHAM COUNTY FROM US 15/US 501 TO EAST OF NC 147 (COMB W/I-5994).		Division Design Raleigh Let (DDRL)		1/18/2022	ALAN FINGER	ON HOLD				\$18,000,000.00	On hold due to cash balance shortfall.
I-5994	I-40 - DURHAM COUNTY FROM US 15/US 501 TO EAST OF NC 147 (COMB W/I-5993).		Division Design Raleigh Let (DDRL)		1/18/2022	ALAN FINGER	ON HOLD				\$9,100,000.00	On hold due to cash balance shortfall.
I-5995	I-40 - DURHAM/WAKE COUNTIES FROM EAST OF NC 147 TO SR 3015 (AIRPORT BOULEVARD). PAVEMENT REHABILITATION.		Division Design Raleigh Let (DDRL)		1/18/2022	ALAN FINGER					\$5,272,000.00	
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	ON HOLD			\$110,000.00	\$2,209,000.00	
U-4726HN	CONSTRUCT BIKE LANES/SIDEWALKS IN DURHAM - HILLDALE ROAD	4/30/2020	NON - DOT LET (LAP)		10/30/2021	RAYMOND JOSEPH HAYES					\$2,860,000.00	
C-4928	SR 1317 (MORRENE ROAD) FROM NEAL ROAD TO SR 1320 (ERWIN ROAD) IN DURHAM. CONSTRUCT BIKE LANES AND SIDEWALKS.	4/30/2020	NON - DOT LET (LAP)		9/30/2021	RAYMOND JOSEPH HAYES				\$7,000.00	\$5,783,000.00	
EB-5720	BRYANT BRIDGE NORTH/GOOSE CREEK WEST TRAIL, NC 55 TO DREW-GRANBY PARK IN DURHAM. CONSTRUCT SHARED-USE PAHT AND CONNECTING SIDEWALKS.	9/30/2020	NON - DOT LET (LAP)		9/30/2021	RAYMOND JOSEPH HAYES				\$14,000.00	\$4,432,000.00	
U-4724	DURHAM - CORNWALLIS RD (SR 1158) FROM SR 2295 (SOUTH ROXBORO STREET) TO SR 1127 (CHAPEL HILL ROAD) IN DURHAM. BIKE AND PEDESTRIAN FEATURES.	9/30/2020	NON - DOT LET (LAP)		9/30/2021	RAYMOND JOSEPH HAYES					\$4,978,000.00	

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION 5
DURHAM PROJECT LIST_ 5- Year Program
June 2020

Project ID	Description	R/W Acq Begins	Let Type	P Let Date	Let Date	Project Manager	Current Project Status	Shelved Status	Shelved Date	ROW \$	CONST \$	COMMENTS
U-4726HO	CARPENTER - FLETCHER ROAD BIKE - PED; CONSTRUCT BIKE LANES / SIDEWALKS (CITY MAINTAINED) FROM WOODCROFT PARKWAY (CITY MAINTAINED) TO ALSTON AVENUE (SR 1945).	3/31/2020	NON - DOT LET (LAP)		9/30/2021	RAYMOND JOSEPH HAYES						
U-5823	WOODCROFT PARKWAY EXTENSION. FROM SR 1116 (GARRETT ROAD) TONC 751 (HOPE VALLEY ROAD) IN DURHAM. CONSTRUCT ROADWAY ON NEW ALIGNMENT.	1/27/2020	NON - DOT LET (LAP)		8/30/2021	RAYMOND JOSEPH HAYES				\$421,000.00	\$1,798,000.00	
EB-5704	DURHAM - RAYNOR STREET FROM NORTH MIAMI BOULEVARD TO NORTH HARDEE STREET	9/16/2019	NON - DOT LET (LAP)		6/30/2021	RAYMOND JOSEPH HAYES					\$510,000.00	
EB-5837	THIRD FORK CREEK TRAIL FROM SOUTHERN BOUNDARIES PARK TO THEAMERICAN TOBACCO TRAIL IN DURHAM	6/30/2020	NON - DOT LET (LAP)		6/30/2021	RAYMOND JOSEPH HAYES				\$161,000.00	\$2,546,000.00	
W-5601EM	SR 1118 (FAYETTEVILLE ROAD) AT PILOT STREET AND CECIL STREET IN DURHAM		On Call Contract (OCC)		12/3/2020	CHRISTOPHER A. HOFFMAN					\$14,000.00	On hold due to cash balance shortfall. (Jeremy Warren is Project Manager)
W-5705M	I-40 WESTBOUND AT NC 147 SAFETY IMPROVEMENTS (MP: 9.359 - 9.359)		On Call Contract (OCC)		10/7/2020	CHRISTOPHER A. HOFFMAN					\$80,000.00	On hold due to cash balance shortfall. (Jeremy Warren is Project Manager)
C-5605E	DURHAM BIKE LANE STRIPING		NON - DOT LET (LAP)		9/10/2020	RAYMOND JOSEPH HAYES					\$504,000.00	
C-5605H	DOWNTOWN DURHAM WAYFINDING PROGRAM TO INSTALL SIGNS & KIOSKS TO FACILITATE NAVIGATION AND PARKING		NON - DOT LET (LAP)		9/10/2020	RAYMOND JOSEPH HAYES					\$605,000.00	
C-5605I	NEIGHBORHOOD BIKE ROUTES IN CENTRAL DURHAM		NON - DOT LET (LAP)		9/10/2020	RAYMOND JOSEPH HAYES					\$540,883.00	
W-5705U	US 70 BUSINESS (MORGAN STREET) AT CAROLINA THREATRE		On Call Contract (OCC)		9/4/2020	CHRISTOPHER A. HOFFMAN					\$20,000.00	On hold due to cash balance shortfall. (Jeremy Warren is Project Manager)

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION 5
DURHAM PROJECT LIST_ 5- Year Program
June 2020

Project ID	Description	R/W Acq Begins	Let Type	P Let Date	Let Date	Project Manager	Current Project Status	Shelved Status	Shelved Date	ROW \$	CONST \$	COMMENTS
W-5705V	NC 54 AT HUNTINGRIDGE ROAD		On Call Contract (OCC)		9/4/2020	CHRISTOPHER A. HOFFMAN					\$80,000.00	On hold due to cash balance shortfall. (Jeremy Warren is Project Manager)
C-5183B	SR 1945 (S ALSTON AVENUE) FROM SR 1171 (RIDDLE ROAD) TO CAPPS STREET. CONSTRUCT SIDEWALKS IN DURHAM		NON - DOT LET (LAP)		8/18/2020	RAYMOND JOSEPH HAYES				\$99,000.00	\$706,000.00	

NCDOT DIV 7 PROJECTS LOCATED IN DCHCMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
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	Jul. 2020	\$350,000	Construction - 100% complete, Pending RTE final inspection	Chris Smitherman Derek Dixon
SM-5707H 48912.3.1	"To Pass Bicycles, 4 ft Min Clearance or Change Lane" sign installations on portions of no passing zones on SR 1107 (Hillsborough Road) and SR 1104 (Dairyland Road).	Oct. 2019	Jun. 2020	\$5,000	Signs installed 10/17/19 - 100% complete, Pending RTE final inspection	Dawn Mcpherson
SS-6007C 48888.1.1 48888.3.1	Guardrail installation on NC 86 just north of SR 1839 (Alexander Drive).	Jul. 2020	Aug.2020	\$50,400	Funds approved 9/5/19 but not released	Chad Reimakoski Derek Dixon
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.	Jun. 2021	Nov. 2021	\$261,000	Planning and design activities underway	Chad Reimakoski
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	FY2023	\$7,200,000	PE funding scheduled 7/1/2020, Coordinate with U-5848	Matthew Simmons
I-3306AB 34178.1.5 34178.2.4 34178.3.8	I-40 widening from NC86 to Durham Co. line (US 15/501 Interchange). Includes a portion of interchange improvements I-3306AC in Chapel Hill	3/15/2022	FY2024	\$38,635,000	Planning and design activities underway, Environmental document completed 3/21/19 under I-3306A, Let combined with I-3306AC and W-5707C	Laura Sutton
I-3306AC 34178.1.6 34178.2.5 34178.3.9	Interchange improvements at I-40 and NC86 in Chapel Hill	3/15/2022	FY2024	\$20,700,000	Planning and Design activities underway, Environmental document completed 3/21/19 under I-3306A, Let combined with I-3306AB and W-5707C	Laura Sutton

NCDOT DIV 7 PROJECTS LOCATED IN DCHCMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
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 in Chapel Hill . Resurfacing I-40 WB by use of contingency funds	3/15/2022	FY2022	\$395,000	No bids on most recent letting, Let combined with I-3306AB and AC	Chad Reimakoski
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	\$5,326,000	Planning and design activities underway, coordinating with NC54 West Corridor Study	Chris Smitherman
I-3306AA 34178.1.4 34178.2.3 34178.3.7	I-40 widening from I-85 to NC86 in Chapel Hill	3/21/2023	FY2025	\$76,265,000	Planning and Design activities underway, Environmental document completed 3/21/19 under I-3306A	Laura Sutton
I-5958 45910.1.1 45910.3.1	Pavement Rehabilitation on I-40/I-85 from West of SR 1114 (Buckhorn Road) to West of SR 1006 (Orange Grove Road)	11/21/2023	FY2025	\$7,455,000	Funding approved 10/10/17	Chris Smitherman
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	7/16/2024	FY 2027	\$49,751,000	Planning and Design activities underway, Coordinate with U-5848 and I-5967	Laura Sutton
I-5967 45917.1.1 45917.2.1 45917.3.1	Interchange improvements at I-85 and SR 1009 (South Churton Street) in Hillsborough	10/15/2024	FY2027	\$20,700,000	Planning and Design activities underway, Coordinate with I-0305 and U-5845	Laura Sutton
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	11/19/2024	FY2026	\$11,155,000	Funding approved 10/10/17, Coordinate with I-5967, I-5984 and I-0305	Chris Smitherman
I-5984 47530.1.1 47530.2.1 47530.3.1	Interchange improvements at I-85 and NC 86 in Hillsborough	11/18/2025	FY2027	\$16,488,000	Planning and Design activities underway, Coordinate with I-0305 and I-5959	Laura Sutton

NCDOT DIV 7 PROJECTS LOCATED IN DCHCMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
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 2020-2029 STIP (funded project) and delete project I-5983	Laura Sutton

North Carolina Department of Transportation

3/2/2020

Active Projects Under Construction - Orange Co.

Contract Number	TIP Number	Location Description	Contractor Name	Resident Engineer	Contract Bid Amount	Availability Date	Completion Date	Work Start Date	Estimated Completion Date	Progress Schedule Percent	Completion Percent
C202581	EB-4707A	IMPROVEMENTS ON SR-1838/SR-2220 FROM US-15/501 IN ORANGE COUNTY TO SR-1113 IN DURIHAM COUNTY.	S T WOOTEN CORPORATION	Nordan, PE, James M	\$4,614,460.00	5/28/2019	2/15/2021	5/28/2019	2/15/2021	0	1.94
C204025	I-5954	PAVEMENT REHAB. ON I-40/I-85 FROM EAST OF NC-54 IN GRAHAM IN ALAMANCE COUNTY TO WEST OF SR-1114 (BUCKHORN RD) IN ORANGE COUNTY.	APAC - ATLANTIC INC THOMPSON ARTHUR DIVISION	Howell, Bobby J	\$9,699,053.68	4/1/2018	6/29/2019	4/29/2019	1/22/2020	100	99.97
C204078	B-4962	REPLACE BRIDGE #46 OVER ENO RIVER ON US-70 BYPASS.	CONTI ENTERPRISES, INC	Howell, Bobby J	\$4,863,757.00	5/28/2019	12/28/2021	6/19/2019	12/28/2021	10.31	14.25
DG00393		RESURFACE FOLLOWING SR'S: 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	4/2/2018	10/12/2018	6/18/2018	12/7/2018	100	99.97
DG00435		AST RETREATMENT ON 22 SECONDARY ROADS	WHITEHURST PAVING CO INC	Howell, Bobby J	\$846,340.66	4/1/2019	10/11/2019				
DG00445	R-5787BB W-5707A	INSTALLATION OF ADA COMPLIANT CURB RAMPS AT VARIOUS INTERSECTIONS	LITTLE MOUNTAIN BUILDERS OF CATAWBA COUNTY INC	Howell, Bobby J	\$319,319.80	6/25/2018	2/15/2020	8/6/2018	2/15/2020	100	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	8/15/2018	4/30/2020	2/13/2019	1/7/2020	100	99.86
DG00461		REHAB. 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	7/15/2019	3/15/2019	2/15/2020	100	47.92
DG00462		REHAB. 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	8/1/2019	1/1/2020				
DG00478		RESURFACE PORTIONS OF 41 SECONDARY ROADS IN ORANGE COUNTY	CAROLINA SUNROCK LLC	Howell, Bobby J	\$3,270,144.99	7/8/2019	10/30/2020	12/9/2019	10/30/2020	9.41	17.6
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	5/28/2019	3/1/2022	7/29/2019	6/10/2022	22	20.09

Chatham County - DCHC MPO - Upcoming Projects - Planning & Design, R/W, or not started - Division 8--June 2020

Contract # or WBS # or TIP #	Route	Description	Let Date	Completion Date	Contractor	Project Admin.	STIP Project Cost	Notes
U-6192 Not Started	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	11/1/2022	TBD	TBD	Greg Davis (910) 773-8022	\$759,000	

Audit: NCDOT overspent hundreds of millions because of poor budgeting and oversight

The News and Observer By Richard Stradling May 05, 2020

RALEIGH – The N.C. Department of Transportation spent \$742 million more than it expected to in the year that ended last June 30 because of poor budgeting and oversight within the department, according to the state auditor's office.

NCDOT planned to spend \$5.94 billion that year, but exceeded that amount by 12.5%, according to a [report released Tuesday by the Office of the State Auditor](#). As a result, the department was forced to delay payments to contractors, put hundreds of projects on hold and obtain a \$220 million bailout from the General Assembly.

NCDOT officials have blamed their financial problems on two main causes: unexpected repairs and cleanup after storms, including hurricanes Matthew in 2016 and Florence in 2018, and the costs of settling lawsuits related to a state law called the Map Act, which was found to be unconstitutional. As of last week, [those settlements amounted to \\$600 million](#).

But the auditor's office says NCDOT's overspending in fiscal year 2019 had other causes. It says the department's spending plan was not based on cost estimates for specific projects and operations scheduled for the year and that the Office of the Chief Engineer didn't monitor spending or enforce compliance with the plan.

Too often NCDOT based its spending projections on what it had spent in the past, according to the audit. For example, it says, the department spent \$194 million more on pre-construction engineering than expected because it based its forecasts "entirely on prior-year spending," and then didn't adjust when additional projects arose throughout the year.

NCDOT followed the same approach when it planned for cleanups and repairs after storms and other disasters, the audit says. The department budgeted \$50 million for disasters in fiscal year 2019, as it had the previous four years, even though it had spent \$335 million more than expected during those years.

Hurricane Florence caused extensive flooding in Eastern North Carolina in fiscal year 2019, contributing to \$296 million in NCDOT cleanup and repair costs that year, nearly six times the budgeted amount.

The audit says NCDOT was "hesitant to plan more spending in disaster areas because it did not know whether there would be disasters in any given year. If disasters did not occur, then the money set aside for disasters would not be available for other priorities. Yet when disasters occurred, the department did not adjust its operations and maintenance forecasted amount and continued to overspend."

NCDOT AGREES WITH AUDIT

In a written response, NCDOT said it agreed with the audit's findings and recommendations. It says spending forecasts should be based on specific projects and operations for the coming year and that the chief engineer's office should monitor spending at each of the department's 14 highway division offices and make cuts or delay contracts when overspending occurs.

NCDOT said nearly all of the audit's recommendations were put in place last year. For example, it said the 14 division offices are now providing quarterly spending reports that are reflected in a "spend plan dashboard" that shows how actual spending compares with forecasts.

In addition, it says the division offices are now given money for operations and maintenance every six months, rather than annually, allowing the chief engineer's office to adjust spending in the second half of the year based on available revenue and updated forecasts.

The audit was ordered by the General Assembly last fall as part of a bill that [provided financial help to NCDOT](#) along with new reporting requirements meant to make spending more transparent. The conclusions are similar to a study commissioned by the State Office of Budget and Management last year that [faulted the department for lack of financial oversight](#) that resulted in overspending at each of its 14 divisions.

The problems highlighted by the audit made NCDOT more vulnerable to the sharp drop in tax revenue caused by the coronavirus outbreak. The department expects to receive [\\$300 million less in revenue](#) from fees and sales taxes on fuel and cars in March, April and May alone.

State law requires NCDOT have at least 7.5% of its annual budget on hand at any given time. The audit says that as a result of its overspending, NCDOT was in danger of “falling below that statutory cash floor” in fiscal year 2019. When that happens, the department cannot enter new contracts for supplies and equipment or begin new highway projects.

Last week, [it actually happened](#). With revenue plunging, NCDOT ended April with less than \$272 million on hand, below the required minimum of \$293 million. It has laid off more than 350 temporary and contract workers, delayed the start of dozens of major construction projects and is looking at other options, including furloughing employees, to save money.