



## **DCHC MPO Board Meeting Agenda**

Wednesday, August 12, 2020

9:00 AM

Meeting to be held by teleconference.

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

Any member of the general public who wishes to make public comment should send an email to [aaron.cain@durhamnc.gov](mailto: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: [2020-08-12 \(20-100\) MPO Board Directives to Staff.pdf](#)

**CONSENT AGENDA****6. June 10, 2020 Board Meeting Minutes**[20-155](#)

A copy of the June 10, 2020 Board Meeting minutes is enclosed.

**Board Action:** Approve the minutes of the June 10, 2020 Board Meeting.

Attachments: [2020-08-12 \(20-155\) MPO 06.10.20 MINUTES LPA 2.pdf](#)

**ACTION ITEMS**

**7. 2050 MTP -- Goals and Objectives (20 minutes)**[20-145](#)**Andy Henry, LPA Staff**

As in previous Metropolitan Transportation Plans (MTP), the DCHC MPO and Capital Area MPO (CAMPO) intend to implement the same development process and adopt a joint 2050 MTP. Among the first steps in this process is the MPO's adoption of the same set of Goals and Objectives. Given the difficulty of conducting in-person meetings and workshops during the Covid-19 pandemic, staff reviewed and compared the visions, goals and objectives from over two dozen transportation-related plans throughout the Triangle area to recommend minor changes to the current Goals and Objectives. At their June meeting, the DCHC MPO Board reviewed the staff recommended Goals and Objectives, recommended additional changes, and released them for a minimum 42-day public comment period.

The attached Goals and Objectives shows the initial staff recommendation, changes from the June MPO Board meeting, and the final staff recommendation. The only changes to the June MPO Board version that staff recommends concerns Objectives "A" and "B" under the Ensure Equity and Participation goal. Staff recommends that these two objectives directly reference "communities of concern" to help emphasize the equity provision of the goal.

The attached presentation summarizes the public engagement effort, and the results and demographics from the online survey. There were over 1,300 completed surveys as of August 5th. Direct comments, i.e., emails to staff, are compiled in an attached document. The public engagement period is advertised to end August 5th.

Originally, the MPO Board was scheduled to conduct a public hearing and vote on this item today. However, new rules for public bodies in North Carolina during a state of emergency require that public bodies accept written comments for up to 24 hours after a public hearing, and therefore the public bodies cannot take action on the matter until the completion of that 24-hour period. As a result, staff recommends that the MPO Board conduct a public hearing today, come to an agreement on the final Goals and Objectives, and send this item to the consent agenda of the September Board meeting.

**TC Action:** Recommended that the MPO Board adopt the Goals and Objectives.

**Board Action:** Receive a presentation on the survey, discuss the Goals and Objectives, and adopt at the September Board meeting.

**Attachments:**      [2020-08-12 \(20-145\) GoalsSurveyPresentation.pdf](#)  
                              [2020-08-12 \(20-145\) GoalsAndObjectives.pdf](#)  
                              [2020-08-12 \(20-145\) CompilationOfComments.pdf](#)

**8. 2050 MTP Public Engagement Plan and Schedule (10 minutes)**[20-144](#)**Andy Henry, DCHC MPO**

The DCHC MPO Board released the draft Public Engagement Plan and schedule for the 2050 MTP at their June 2020 meeting for a minimum 42-day public comment period. The MPO notified the public about this engagement opportunity through newspapers notices, public affair notices, social media posts, and emails to people in the MPO contact list. Although this notification campaign, which included the Goals and Objectives, has yielded over 1,300 completed surveys to date, the MPO received only one comment on the Engagement Plan and no comments on the schedule. The comment is on page 2 of the comment compilation document that was attached to the previous agenda item. Staff does not recommend any changes to the draft Public Engagement Plan or schedule. Both documents are attached.

As discussed on the previous agenda item, the MPO Board cannot conduct a public hearing on these items and take action on them within a 24-hour period. Staff recommends that the MPO Board conduct a public hearing today, come to an agreement on the final Public Engagement Plan and schedule, and send this item to the consent agenda of the September Board meeting.

**TC Action:** Recommended that the MPO Board conduct a public hearing and adopt the Public Engagement Plan and schedule.

**Board Action:** Conduct a public hearing and adopt at the September Board meeting.

**Attachments:**      [2020-08-12 \(20-144\) PublicEngagementPlan.pdf](#)  
                              [2020-08-12 \(20-144\) 2050MTPschedule.pdf](#)



**9. Environmental Justice Report (10 minutes)**[20-143](#)**Anne Phillips, LPA Staff**

The MPO Board released the 2020 draft Environmental Justice Report for a 45-day public comment period at its May meeting. The public comment period was advertised in the *Herald-Sun*, the *Triangle Tribune*, on the MPO's website, and on the MPO's Facebook and Twitter pages. So far, no comments have been received from the public.

Staff has suggested including an appendix with thresholds for Orange, Chatham, and Durham counties and mapped communities of concern for each county. This addition would allow the counties to use the EJ report methodology for county specific projects, such as Transit Plans. This addition to the appendix is attached for your review.

**TC Action:** Recommended that the Board hold a public hearing and adopt the 2020 Environmental Justice Report.

**Board Action:** Hold a public hearing.

**Attachments:**[2020-08-12 \(20-143\) Environmental Justice Report Draft.pdf](#)[2020-08-12 \(20-143\) Environmental Justice Report County Level Analysis.pdf](#)[2020-08-12 \(20-143\) Environmental Justice Report Resolution.pdf](#)

**10. Chapel Hill North-South Bus Rapid Transit Locally Preferred**[20-151](#)**Alternative (15 minutes)****Matt Cecil, Chapel Hill Transit**

The North-South Bus Rapid Transit (NSBRT) project supports the goals of Chapel Hill 2020, which calls for improved transit service on Martin Luther King, Jr. Boulevard. In April of 2016, the Chapel Hill Town Council approved the Locally Preferred Alternative (LPA) for the NSBRT project with three options: 1) constructing a dedicated curb lane or 2) constructing a dedicated center lane north of North Street to the Eubanks Road park and ride lot, and either constructing or converting dedicated curb lanes between Estes Drive and North Street.

During environmental and preliminary design, the Federal Transit Administration (FTA) recommended selecting a preferred running-way for the Martin Luther King Jr. Boulevard section between Eubanks Road and North Drive. With guidance from FTA and the Transit Partners Committee, the Consultant Team (AECOM) analyzed the options for this section of the corridor in coordination with the NSBRT Technical and Policy Committees.

In January of 2019 Chapel Hill Town Council provided an update to the LPA selecting to remove the center running guideway, option and conduct a traffic analysis on the northern portion of the NSBRT corridor extending from North Street to Eubanks Drive to better inform the construct vs. convert decision. NSBRT project staff collaborated with NCDOT representatives in performing the analysis, with continued guidance from the FTA, Transit Partners Committee, Consultant Team (AECOM), Technical and Policy Committees.

**TC Action:** Recommended adoption of the resolution to amend the LPA for NSBRT.

**Board Action:** Adopt the resolution to amend the LPA for NSBRT.

**Attachments:**[2020-08-12 \(20-151\) North-South Bus Rapid Transit Locally Preferred Alternativ](#)[2020-08-12 \(20-151\) North-South Bus Rapid Transit Locally Preferred Alternativ](#)[2020-08-12 \(20-151\) North-South Bus Rapid Transit Locally Preferred Alternativ](#)[2020-08-12 \(20-151\) North-South Bus Rapid Transit Locally Preferred Alternativ](#)

**11. Amendment #2 to the FY2020-2029 TIP (5 minutes)**[20-152](#)**Anne Phillips, LPA Staff**

TIP Amendment #2 to the FY2020-2029 TIP consists primarily of projects that have been amended in the STIP by NCDOT, and therefore need to be amended in the DCHC MPO TIP.

Most projects are additions from the Transportation Mobility and Safety and the Rail divisions. Other project modifications are related to delays in project schedules:

- **EB-5904 Duke Belt Line Trail:** Delay construction from FY 20 to 22 to reflect current city delivery schedule.
- **P-5706 East Durham Railroad Safety Project:** Delay ROW from FY 20 to 21 to allow additional time for planning and design.
- **P-5717 Cornwallis Road Grade Separation:** Delay ROW from FY 20 to 21 and construction from FY 21 to 22 to assist in balancing funds.

The City of Durham has requested a modification to TA-4923, GoDurham Bus Acquisition. This request would program a total of \$4,400,000 for the project, with \$3,520,000 in federal funds (\$1,686,000 in 5339 Bus and Bus Facilities and \$1,834,000 in 5307 funds) matched by \$880,000 in local funds. Previously, \$4,032,000 was allocated for this project in FY 18, with a federal share of \$3,226,000 in Surface Transportation Program-Direct Attribution (STPDA) funds and \$806,000 in local funds.

The City of Durham requested a technical correction to TA-4923 following the July TC meeting. The correction did not affect the total funding for the project but shifted funds between 5339 and 5307 funding sources. The federal share was initially \$3,130,000 from 5339 funds and \$390,000 from 5307 funds.

A summary sheet, full report, and resolution are attached.

**TC Action:** Recommended Board approval of Amendment #2 to the FY2020-2029 TIP.

**Board Action:** Approve Amendment #2 to the FY2020-2029 TIP.

**Attachments:**      [2020-08-12 \(20-152\) FY2020-2029 TIP Amendment #2 Full Report.pdf](#)  
[2020-08-12 \(20-152\) FY2020-2029 TIP Amendment #2 Summary Sheet.pdf](#)  
[2020-08-12 \(20-152\) FY2020-2029 TIP Amendment #2 Resolution.pdf](#)

**12. Orange County Transit Plan Update (10 minutes)**[20-156](#)**Caroline Dwyer, Renaissance Planning Group**

Caroline Dwyer, AICP, a Project Manager with Renaissance Planning (lead consultant for the Orange County Transit Plan), will provide an update on the Orange County Transit Plan Update project. Topics include overall project approach and schedule, introduction to the consultant team, project progress to date, and near-term next steps. More project information can be found at [www.octransit2020.com](http://www.octransit2020.com)

**Board Action:** No action is necessary on this item; it is for informational purposes only.

**13. Durham County Transit Plan Update (10 minutes)**[20-154](#)**Aaron Cain, LPA Staff****Brooke Ganser, Durham City-County Planning****Allison Fluitt, Kimley-Horn and Associates****Mary Kate Morookian, Kimley-Horn and Associates**

Since the last time the MPO Board was updated on the progress of the Durham County Transit Plan in May several items have been accomplished, including:

- Full execution of a contract for consultant services with Kimley-Horn & Associates
- Reorganization of staff committees for the Durham Transit Team
- Work plan for the transit plan process
- Public engagement plan for the transit plan
- Kickoff for the Comprehensive Operational Analysis

The work plan, public engagement plan, and a summary of the Listening and Learning public engagement that was conducted in the fall of 2019 and winter of 2020 for the Durham Comprehensive Plan and Durham County Transit Plan are attached for your review.

Public engagement for the next phase of the transit plan is expected to begin this month. This phase of engagement will focus on receiving feedback on the Goals and Objectives being developed from the first round of public engagement in the winter of 2020.

**Board Action:** No action is necessary on this item; it is for informational purposes only.

**Attachments:**      [2020-08-12 \(20-154\) Durham County Transit Plan - Public Engagement Plan.pr](#)  
[2020-08-12 \(20-154\) Durham County Transit Plan - Project WorkPlan.pdf](#)  
[2020-08-12 \(20-154\) Durham County Transit Plan Update Memo.pdf](#)  
[2020-08-12 \(20-154\) Durham County Transit Plan Update Presentation.pdf](#)  
[2020-08-12 \(20-154\) Listening and Learning Engagement Summary.pdf](#)

**14. Greater Triangle Commuter Rail Update (10 minutes)**[20-157](#)**Katharine Eggleston, GoTriangle**

In March 2020, the DCHC MPO Board authorized a Memorandum of Understanding (MOU) to express the roles, responsibilities, and cost share of the project management partners for the next phase of study for the Greater Triangle Commuter Rail Project. GoTriangle will provide an update on the study activities that have occurred to date, including approval and execution of the MOU by all eight parties and initiation of MOU activities.

**Board Action:** No action is necessary at this time; this item is for informational purposes only.

**Attachments:**      [2020-08-12 \(20-157\) Greater Triangle Commuter Rail Update.pdf](#)

**15. Freeway and Street-based Transit Study (15 minutes)**[20-149](#)**Joe Milazzo, Regional Transportation Alliance****Natalie Ridout, Regional Transportation Alliance****Taruna Tayal, VHB****Don Bryson, VHB**

Funded by the Regional Transportation Alliance (RTA), GoTriangle and NCDOT, the Freeway And Street-based Transit (FAST) study is developing an illustrative, scalable approach to transform our roadways into multimodal corridors that can provide rapid, frequent, and reliable transit service across the region.

A FAST network will capitalize on the great work that has already been done by the various agencies in the Triangle, complement the existing investments being made on transit studies, plans and implementation, and become a champion to leverage the existing freeway and street system with targeted transit advantage to improve accessibility and opportunity.

Preliminary findings are slated to be released on July 16 via a free webinar available at [www.letsgetmoving.org/FASTstudy](http://www.letsgetmoving.org/FASTstudy). Comments are being requested from transportation partners and the public from July 16 through August 31.

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

Attachments:      [2020-08-12 \(20-149\) FAST Study Overview.pdf](#)  
                              [2020-08-12 \(20-149\) FAST Study FAQs.pdf](#)

**REPORTS:****16. Report from the Board Chair**[20-101](#)**Wendy Jacobs, Board Chair**

**Board Action:** Receive the report from the Board Chair

**17. Report from the Technical Committee Chair**[20-102](#)**Nishith Trivedi, TC Chair**

**Board Action:** Receive the report from the TC Chair.

**18. Report from LPA Staff** [20-103](#)**Felix Nwoko, LPA Manager****Board Action:** Receive the report from LPA Staff.**Attachments:** [2020-08-12 \(20-103\) LPA staff report.pdf](#)**19. 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:** [2020-08-12 \(20-104\) NCDOT Progress Report.pdf](#)**INFORMATIONAL ITEMS****20. Recent News Articles and Updates** [20-105](#)**Attachments:** [2020-08-12 \(20-105\) news\\_articles\\_8-12-2020.pdf](#)**21. SPOT 6 Update (10 minutes)** [19-123](#)**Aaron Cain, LPA Staff****Anne Phillips, LPA Staff**

The SPOT 6 submittal deadline was July 31. In March the DCHC MPO Board approved the SPOT 6 submittal list, for which revisions could be approved by the Chair and Vice Chair. Attached are the submittal changes suggested by staff, and approved by the Board Chair and Vice Chair.

Anne Phillips will be taking over SPOT duties going forward. The next phase in the SPOT 6 process is approval of the Local Points Methodology, which will come before the Board in the next couple of months.

**Board Action:** No action is necessary at this time; this item is for informational purposes only.

**Attachments:** [2020-08-12 \(19-123\) SPOT 6 Submittal Changes.pdf](#)**Adjourn****Next meeting: September 9th, 9 a.m., Teleconference****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 September 2020.

**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION BOARD****10 June 2020****MINUTES OF MEETING**

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board met on June 10, 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
Nina Szlosberg-Landis (Member)	NC Board of Transportation
Heidi Carter (Alternate)	Durham County
Michael Parker (Alternate)	Town of Chapel Hill
Lydia Lavelle (Alternate)	Town of Carrboro
Mike Fox (Alternate)	NC Board of Transportation
Richard Hancock,	NCDOT Division 5
Patrick Wilson,	NCDOT Division 7
Mike Mills,	NCDOT Division 7
Tamara Njegovan,	NCDOT Division 7
Bryan Kluchar,	NCDOT Division 8
Julie Bogle,	NCDOT TPD
David Howard,	NCDOT Chief Deputy Secretary
Mike Woodard	North Carolina State Senate
Van Argabright,	NCDOT Division of Planning and Programming
Derrick Lewis,	NCDOT Congestion Management
Ellen Beckmann,	City of Durham
Sean Egan,	City of Durham
Bill Judge,	City of Durham
Evan Tenenbaum,	City of Durham
Tasha Johnson,	City of Durham Planning
Bergen Watterson,	Chapel Hill Planning
Jomar Pastorelle,	Chapel Hill Planning
Zach Hallock,	Town of Carrboro
Theo Letman,	Orange County
John Hodges-Copple,	Triangle J Council of Governments
Meg Scully,	GoTriangle
Jay Heikes,	GoTriangle



47	Kurt Stolka,	University of North Carolina
48	Cha'ssem Anderson,	University of North Carolina
49	Phillip Vereen,	North Carolina Central University
50		
51	Felix Nwoko,	DCHC MPO
52	Aaron Cain,	DCHC MPO
53	Andy Henry,	DCHC MPO
54	Dale McKeel,	City of Durham/DCHC MPO
55	Anne Phillips,	DCHC MPO
56	KC Chae,	DCHC MPO
57	Brian Rhodes,	DCHC MPO
58	Robert Jahn,	DCHC MPO
59		
60	Andrew Bell,	HNTB
61	Megan Hoenk,	NCRR
62	Diane Catotti,	Resident
63	Ed Harrison	Resident

64

65 Quorum Count: 10 of 10 Voting Members

66

67

68 Chair Wendy Jacobs called the meeting to order at 9:00 a.m. A roll call was performed of MPO

69 Board Member and Alternates by Robert Jahn. The Voting Members and Alternate Voting Members of

70 the DCHC MPO Board were identified and are indicated above. Chair Wendy Jacobs announced that

71 Robert Jahn will perform a roll-call vote for each action item requiring a vote.

72 **PRELIMINARIES:**

73 **2. Ethics Reminder**

74 Chair Wendy Jacobs read the Ethics Reminder and asked if there were any known conflicts of

75 interest with respect to matters coming before the MPO Board and requested that if there were any

76 identified during the meeting for them to be announced. There were no known conflicts identified by

77 the MPO Board Members.

78 **3. Adjustments to the Agenda**

79 Aaron Cain stated that Derrick Lewis will be discussing I-40 express lanes during the NCDOT

80 report for Division 5.

81 **4. Public Comments**

Aaron Cain read a letter from a Raleigh resident and the Chair of the Sierra Club Capitol Group. The letter raised concerns about the environmental and health impacts of the proposed Dominion pipeline to Triangle residents.

## **5. Directives to Staff**

Chair Wendy Jacobs and Damon Seils discussed presenting an item related to the Directives to Staff at the next MPO Meeting on August 12, 2020.

## **CONSENT AGENDA:**

### **6. May 13, 2020 MPO Board Meeting Minutes**

There was no discussion of the May 13, 2020, MPO Board Meeting Minutes.

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

## **ACTION ITEMS:**

### **7. Resolution Honoring Commissioner Ellen Reckhow** **Wendy Jacobs, Board Chair**

Chair Wendy Jacobs commended Ellen Reckhow for her decades-long service to the local community as a member of the DCHC MPO Board. Fellow DCHC MPO Board members, both past and present, thanked and praised Ellen Reckhow for her service. A plaque was virtually presented to Ellen Reckhow.

Several past members of the DCHC MPO Board, State Senator Mike Woodard, Diane Catotti, and Ed Harrison, offered memories of their time with Commissioner Reckhow and words of congratulations and appreciation for her years of public service.

Renée Price made the motion to adopt the resolution honoring Commissioner Ellen Reckhow. Vice Chair Jenn Weaver seconded the motion. The motion passed unanimously.

### **8. Proposed Installation of Gas Pipeline Along American Tobacco Trail Right-of-Way**

**Dale McKeel, LPA Staff**

**Jason Orthner, PE, Director, NCDOT Rail Division**

Dale McKeel stated that the majority of the American Tobacco Trail (ATT) is built on right-of-way that is owned by the North Carolina Department of Transportation (NCDOT) and is intended for future railroad use. Dale McKeel stated that the ATT is maintained by the City of Durham, the Town of Cary, and Wake County in their respective jurisdictions. Dale McKeel added that Dominion Energy rescinded its request to utilize the American Tobacco Trail's right-of-way to build a gas pipeline.

David Howard stated that rail corridors in North Carolina often allow utilities to use encroachments for services of local residents. David Howard continued that NCDOT's negotiations with Dominion Energy were standard operating procedure. David Howard highlighted that NCDOT did not sign any agreement with Dominion Energy, and the Army Corps of Engineers would have to approve all necessary permits if any agreements were signed. David Howard stated that NCDOT values its partnership with local partners, recognizes the need for more and better communication, and would like MPO Board to provide input to improve future processes.

Charlie Reece requested better and earlier communications from NCDOT in order to enhance understanding of the issues and inform local residents. Charlie Reece also requested more detailed conversations between NCDOT and local stakeholders. Nina Szlosberg-Landis and Mike Fox affirmed their commitment to including more information provided to local officials and having more detailed conversations. Chair Wendy Jacobs noted that the ATT is very important to the local community, especially due to recent events surrounding COVID-19, and highlighted that there ought to be a better process for involving local leadership moving forward.

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

**9. 2050 MTP -- Public Engagement Plan**  
**Andy Henry, LPA Staff**

Andy Henry stated that the DCHC MPO adopted the 2045 Metropolitan Transportation Plan (MTP) in March 2018. Andy Henry continued that federal rules require the MPO to adopt an updated plan within four years, which would mean by March 2022. Andy Henry stated that MPO staff and

134 local planners have already begun to update the demographic data and modeling networks. Andy  
135 Henry continued that the first step in developing the updated MTP is to identify the schedule and  
136 public engagement process, release the documents for public comment, and approve them for  
137 implementation. Andy Henry noted that the DCHC MPO Public Involvement Policy requires that the  
138 schedule and Public Engagement Plan be released for a minimum 42-day public comment period and  
139 be part of an extensive effort to solicit public comment. Andy Henry mentioned that the 2050 MTP is  
140 a joint document with Capital Area Metropolitan Planning Organization (CAMPO). Andy Henry stated  
141 that the proposed approval schedule for this item is to release the 2050 MTP schedule and Public  
142 Engagement Plan in June 2020, and to conduct public hearing and approve final schedule and public  
143 engagement process in August.

144         Nina Szlosberg-Landis and Andy Henry discussed gathering information regarding the values  
145 of the residents in terms of public transportation. Andy Henry responded that he will discuss the idea  
146 of residents' values further in the following agenda item. Vice Chair Jenn Weaver asked how the  
147 public engagement plan will respond to lower levels of participation from marginalized communities.  
148 Andy Henry responded that social media can be used to target different communities, and other  
149 solutions are currently being discussed. Aaron Cain added that other planning processes that are  
150 currently seeking public comment are also planned to be used to gather information for the 2050  
151 MTP. Lydia Lavelle suggested using targeted messaging on buses.

152         Michael Parker and Aaron Cain discussed participation among the public and collecting  
153 socioeconomic data. Aaron Cain stated that each answer to survey questions cannot be tied to a  
154 specific demographic, but the public outreach process is able to track which groups are represented  
155 overall. Chair Wendy Jacobs suggested using radio, popular locations among possible  
156 underrepresented demographics, and working with other organizations in order to have broad  
157 representation among residents.

Pam Hemminger made a motion to release the 2050 MTP Public Engagement Plan and schedule for public comment. Vice Chair Jenn Weaver seconded the motion. The motion passed unanimously.

**10. 2050 MTP -- Goals and Objectives**  
**Andy Henry, LPA Staff**

Andy Henry stated that the DCH MPO dedicated considerable effort to develop the Goals and Objectives for the 2045 Metropolitan Transportation Plan (MTP). Andy Henry added that MPO 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 CAMPO adopted the same set of Goals and Objectives, and Performance Measures.

Andy Henry stated that, 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. Andy Henry added that MPO staff reviewed and compared two dozen transportation-related plans throughout the Triangle area, which included long-range transportation plans, comprehensive plans, modal implementation plans, strategic plans for local governments, and corridor and small area studies. Andy Henry added that the current 2045 MTP Goals and Objectives matched the most common and important themes found in these other plans, but 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. Andy Henry stated that the proposed approval schedule for this item is to release the 2050 MTP Goals and Objectives in June 2020, and to conduct public hearing and approve final 2050 MTP Goals and Objectives in August.

Pam Hemminger suggested adding language that discusses innovative technology as it relates to the concept of resiliency. Michael Parker suggested adding equity to discussion of resiliency. Michael Parker suggested coordinating land-use in order to stimulate economic vitality and for environmental

183 protection. Renée Price suggested adding language to ensure that transportation improvements do not  
184 disrupt communities.

185 Nina Szlosberg-Landis suggested adding questions about values and priorities for all the plan  
186 milestones. Ellen Reckhow suggested adding additional workshops for the Goals and Objectives while  
187 enhancing racial equity exercises. Chair Wendy Jacobs suggested adding clearer language about equity.  
188 Michael Parker suggested adding metrics and targets that would track budgeting in and around  
189 historically disadvantaged populations. Renée Price stated that Goals and Objectives are similar at  
190 NCDOT for those populations and could be referenced and incorporated into the MTP.

191 Andy Henry stated that he will review the changes suggested by the MPO Board and make all  
192 appropriate changes. Chair Wendy Jacobs and Andy Henry discussed releasing the Goals and Objectives  
193 for the 42-day public comment period, while noting that additional changes can be made within that  
194 timeframe.

195 Vice Chair Jenn Weaver made a motion to release the proposed 2050 MTP Goals and Objectives  
196 for public comment. Lydia Lavelle seconded the motion. The motion passed unanimously.

197 **11. Environmental Justice Draft Report**  
198 **Anne Phillips, LPA Staff**

199 Anne Phillips stated that, every four years, the Federal Highway Administration (FHWA) and the  
200 Federal Transit Administration (FTA) review the planning processes of metropolitan areas with  
201 populations over 200,000. Anne Phillips added that the DCHC MPO underwent a certification review in  
202 2019 that found that the metropolitan transportation planning process substantially meets federal  
203 requirements. Anne Phillips continued that, although DCHC MPO was commended for developing  
204 Environmental Justice (EJ) metrics and conducting detailed draft analyses, it was recommended that the  
205 MPO update its demographic profile before finalizing its EJ analyses to reflect potential changes in  
206 communities of concern.

Anne Phillips stated that 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. Anne Phillips stated that the EJ document is primarily an analysis of the geographic and funding distribution of projects, but it is not a benefit/burden analysis.

Chair Wendy Jacobs and Anne Phillips discussed that the EJ Report has not been updated since 2014, and it will be updated in approximately two years, following the 2020 census. Lydia Lavelle requested that Rogers Road be added to the list of historic EJ neighborhoods. Chair Wendy Jacobs suggested that the MPO Board carefully review the list of historic EJ neighborhoods in case there are others that were not added.

Karen Howard, Anne Phillips, and Aaron Cain discussed that the standard for updating the EJ report is every four or five years. Chair Wendy Jacobs requested that mentions of the light rail be removed from the EJ report. Chair Wendy Jacobs noted that there was a high number of overlapping areas of concern in Durham County, and there were a higher percentage of bike and pedestrian improvements in those areas. There was discussion about adding additional information to chart 4.4 in the next iteration of the EJ report. Chair Wendy Jacobs and Anne Phillips discussed the value of having a more detailed benefit/burden analysis to communities of concern in future documents.

Pam Hemminger made a motion to release the draft Environmental Justice Report for a 45-day public comment period as amended. Karen Howard seconded the motion. The motion passed unanimously.

## **12. Status of FY 21 TDM Funding**

**Dale McKeel, LPA Staff**

**John Hodges-Copple, TJCOG**

Dale McKeel stated that the Triangle Transportation Demand Management (TDM) program has been supported by three funders: NCDOT, CAMPO, and DCHC MPO. Dale McKeel added that currently

232 none of the FY 21 funding has been approved by NCDOT due to NCDOT's budget situation. Dale McKeel  
233 continued that the TDM program is an ongoing program, but NCDOT has deemed the TDM program a  
234 new project. Dale McKeel and Van Argabright discussed that this designation by NCDOT means that the  
235 TDM program cannot receive the funding because NCDOT has fallen below the cash threshold  
236 established in state law Dale McKeel noted that lack of TDM funding for the current fiscal year would  
237 also be detrimental for the TDM program in future years. John Hodges-Copple discussed possible  
238 resolutions, including having ongoing discussions with NCDOT.

239 Lydia Lavelle and John Hodges-Copple discussed that other TDM programs within the state are  
240 also facing similar issues. Lydia Lavelle suggested working with leaders of other TDM programs to  
241 resolve the situation. John Hodges-Copple stated that the other TDM programs are: Land of Sky Regional  
242 Council in Asheville; Piedmont Regional Authority for Regional Transportation in the Triad; Wilmington  
243 Urban Area MPO; and Charlotte Regional Transportation Planning Organization.

244 Ellen Reckhow stated that the TDM program has demonstrated itself to be cost-effective, and its  
245 dismantling of the TDM program will hurt local economies. John Hodges-Copple added that the TDM  
246 website has shown dramatic increases due to COVID-19, especially the telework toolkit page. Chair  
247 Wendy Jacobs and Ellen Reckhow discussed adding a "whereas" clause indicating negative economic  
248 impact if TDM programs were not funded. Nina Szlosberg-Landis stated that she and Mike Fox have  
249 discussed their commitment to supporting TDM programs at NCDOT.

250 Charlie Reece and Aaron Cain discussed that funding for Locally Administered Projects Program  
251 (LAPP) projects are also currently stalled due to lack of NCDOT funding because of budgetary issues.  
252 Aaron Cain added that he is in discussions with CAMPO about adding language to the TDM resolution  
253 regarding the LAPP projects. Ellen Beckmann stated that the LAPP project issues have negatively  
254 impacted approximately 14 local projects in the City of Durham, and there are other municipalities  
255 across North Carolina that have also expressed concerns. Ellen Beckmann added that originally funding



was going to be deferred, but has now been suspended. Ellen Beckmann recommended adding language about LAPP projects to this resolution. Chair Wendy Jacobs approved adding that language.

Lydia Lavelle made a motion to the TDM Resolution as amended. Pam Hemminger seconded the motion. The motion passed unanimously.

#### **REPORTS:**

##### **13. Report from the MPO Board Chair** **Wendy Jacobs, Board Chair**

Chair Wendy Jacobs stated that the next Joint DCHC and CAMPO Board meeting will be on September 29 at 9 a.m., but the location has not yet been determined.

##### **14. Report from the Technical Committee Chair** **Nish Trivedi, TC Chair**

There was no further report from Nish Trivedi.

##### **15. Report from LPA Staff** **Felix Nwoko, Andy Henry, LPA Staff**

Felix Nwoko stated that there was nothing further to report

##### **16. NCDOT Report**

Richard Hancock, Division 5, stated that traffic in the Triangle has been increasing in the past weeks, but so are maintenance repair sites due to storm damage. Richard Hancock added that construction projects are ongoing, but let dates have been delayed due to continuing NCDOT budgetary issues. Richard Hancock stated that projected revenue loss is \$300M for FY20 and \$370M for FY21. Richard Hancock stated that Chapel Hill staff is working with NCDOT to resolve utility issues at the Old Durham/Chapel Hill bike/ped project (U-4707A).

Derrick Lewis presented a feasibility study for frontage lanes and express lanes on I-40 between the Durham Freeway and Wade Avenue. He discussed design issues related to the amount of interchanges on I-40 between NC 147 and I-540. Derrick Lewis added that NCDOT is still in the study phase. Derrick Lewis stated that 2045 traffic projections for I-40 suggest other solutions may be

needed other than adding additional lanes. Charlie Reece stated that the proposal for I-40 as shown in the presentation is something that should not be done.

Pat Wilson, Division 7, stated that there was no further report.

Bryan Kluchar, Division 8, stated that there was no further report.

There was no comment from Julie Bogle, Transportation Planning Division.

There was no comment from John Grant, NCDOT Traffic Operations.

**INFORMATIONAL ITEMS:**

**17. Recent News, Articles, and Updates**

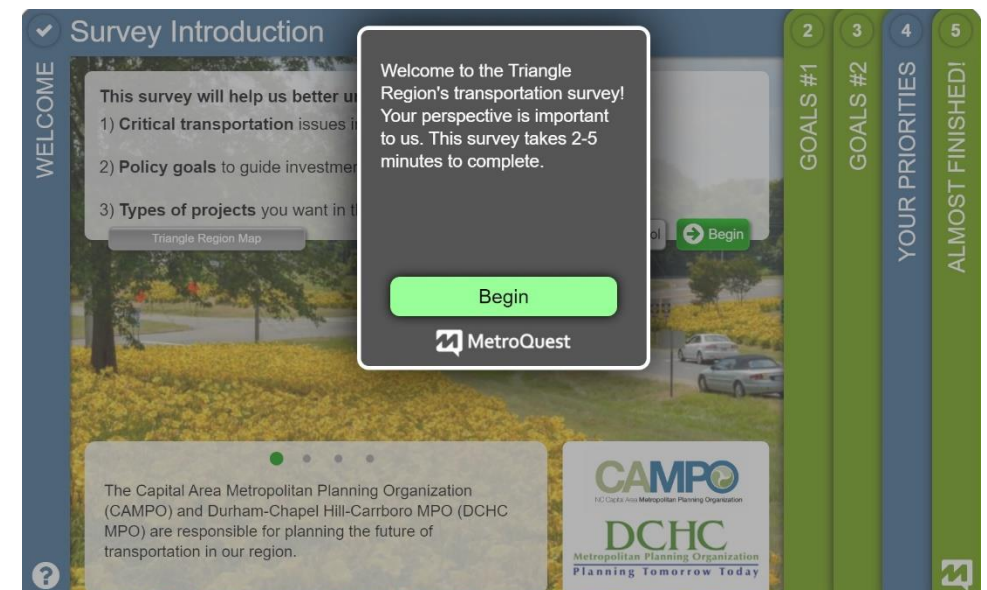
Chair Wendy Jacobs stated that there will be not be DCHC MPO Board meeting in July, and the next meeting may meet virtually on August 12, 2020.

**ADJOURNMENT:**

There being no further business before the DCHC MPO Board, the meeting was adjourned at 12:25 p.m.

# 2050 MTP – Goals Survey

Work Group – August 5, 2020

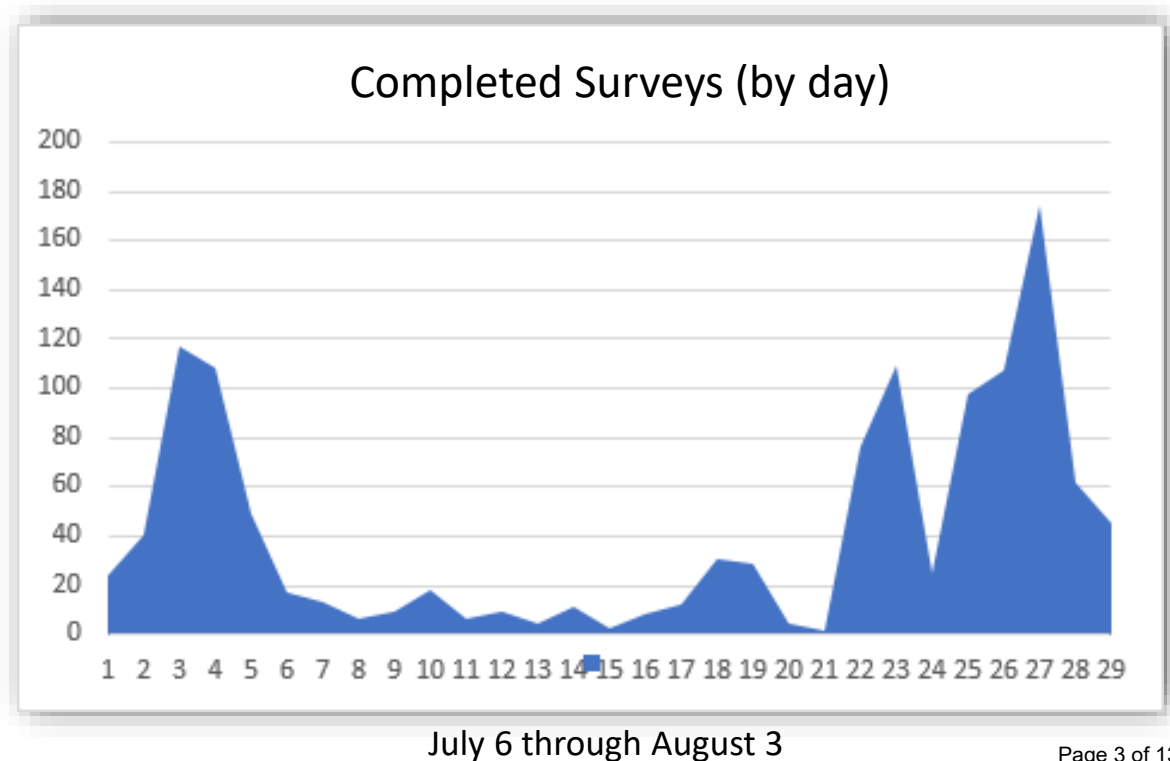
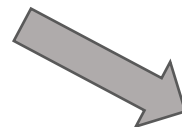


# Background

- Joint DCHC MPO and CAMPO survey
  - Designed in MetroQuest
  - Content:
    - Support for Proposed Goals
    - Policy Priorities
    - Demographics of Respondents
  - Available in English & Spanish
  - Opportunity for more detailed analysis for next MTP milestones
- Promoted
    - *News and Observer* article
    - DCHC MPO contact list (~1,600 contacts); two waves
    - CAMPO e-newsletter
    - Partners and Stakeholders (i.e. GoTriangle, EngageDurham, RTA)
    - Digital Posts and Ads:
      - Social Media Twitter, Facebook, Instagram
      - *News & Observer; Que Pasa* (printed ads in both, as well)
    - Websites of MPOs, Jurisdictions
    - Jurisdictions' public affairs announcements (Durham, Raleigh)
    - Press Release in English & Spanish

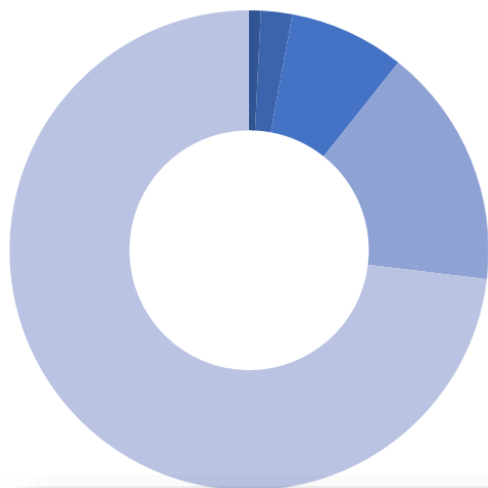
# Participation

- Released July 2<sup>nd</sup>
- Will be open until August 13
- Activity:
  - Visitors: 2,118
  - Completed surveys: 1,221  
(updated: 8/4 = 1,362)



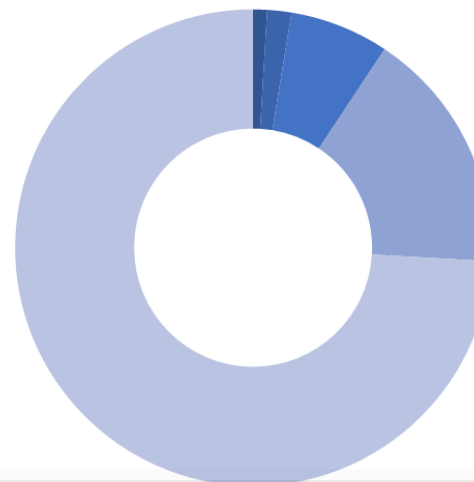
# Results – Goals (highest support)

Promote Multimodal & Affordable Choices



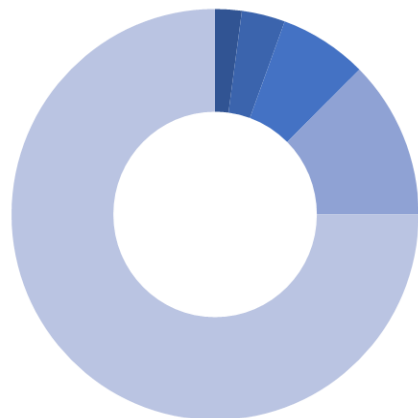
**4.6**

Connect People and Places



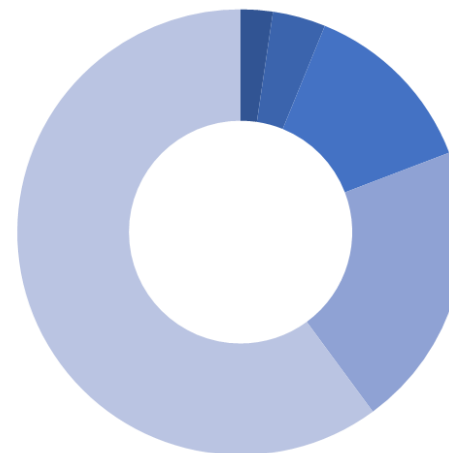
**4.6**

Protect the Human and Natural  
Environment & Minimize Climate Change



**4.5**

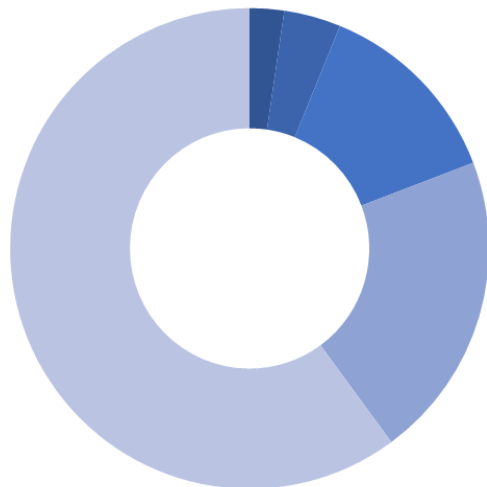
Ensure Equity & Participation



**4.4**

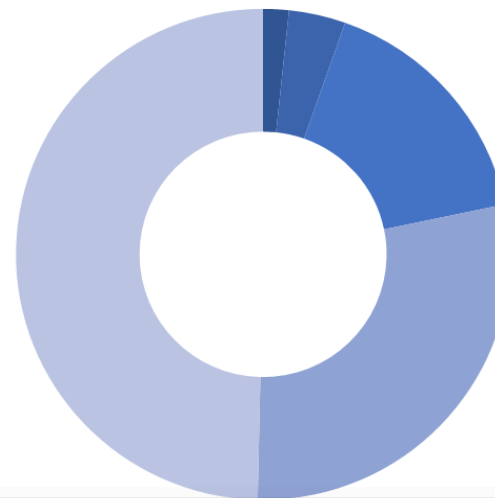
# Results – Goals (not so highly supported)

Promote Safety & Health



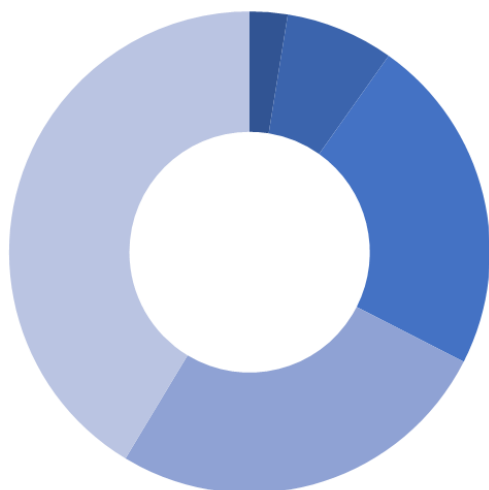
**4.3**

Improve Infrastructure Condition & Resilience



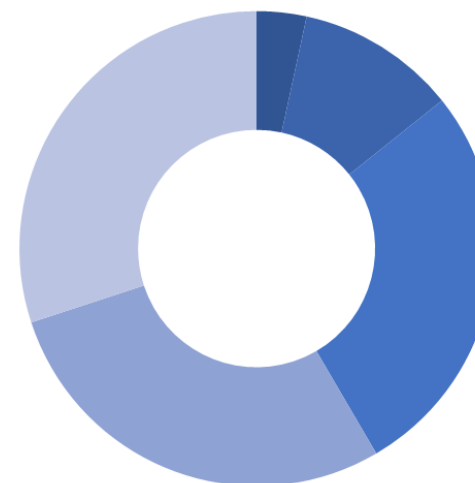
**4.2**

Manage Congestion and System Reliability



**4.0**

Stimulate Economic Vitality



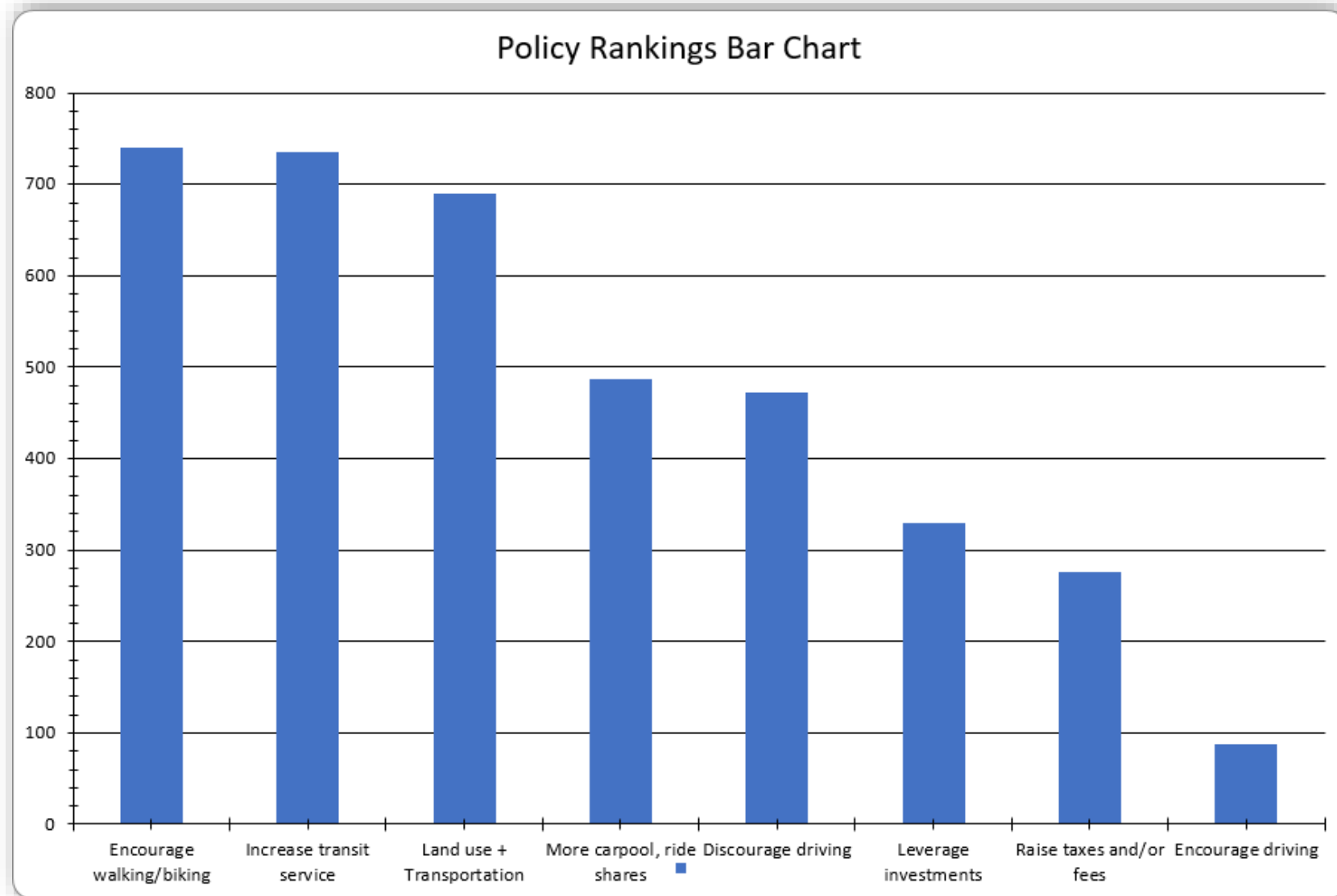
**3.6**

Which policies are most important to serve growing Triangle population?

# Results – Policy Rankings

Policies that support non-auto modes and more dense, mixed land uses have most support.

Encouraging driving has by far the least support.



Graph shows number of times that a policy was ranked in the top five.



# Comments Themes - Suggestions for Goals

416 comments

## Transportation System in General – Focus on:

- 12% Reduce Personal Vehicle Dependence (SOVs; use of VMT as measure) (51)
- 10% Protect Environment/Sustainability = (43)
- 7.5% Equity (Low-income; Minority; Geography) = (31)
- 6% Multi-modal/System with Mode Choices = (25 suggestions)
- 5% Technology - Plan for Electric, Autonomous Vehicles, E-bikes = (20)
- 4% Technology - General Investments in Technology = (16)
- 3% Safety Across System = (11)
- 2% Disabled Access = (8)

## Connectivity – Support for:

- 13% Regional Connectivity via Transit = (54)
- 5% Regional Connectivity via Bike lanes/Greenways = (21)

## Growth – Support for:

- 6% More Targeted, Oriented to Density and Developed Areas = (25)
- 3% Slower Growth = (14)

# Suggestion Themes cont.

## Modes

### **Transit/Rail – Support for:**

- 21% Fixed Guideways/Rail = (87)
- 19% Transit Investments in General = (78)
- 2% On-demand Service = (9)

### **Bicycle/Pedestrian:**

- 19% Increase Bike/Ped Infrastructure in General = (78)
- 10% Safety - Focus on Bike/Ped Safety; Vision Zero = (40)

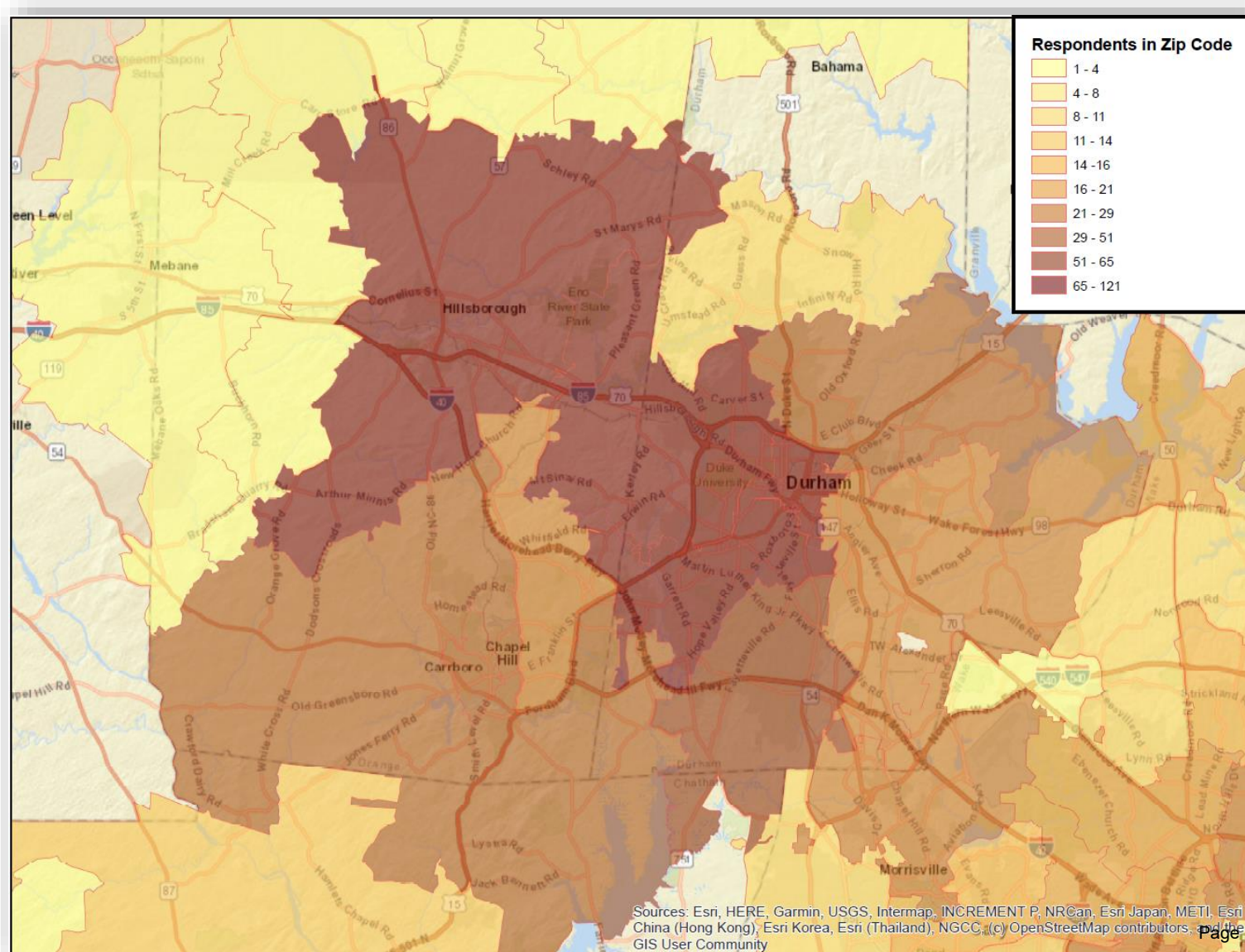
### **Roadways**

- 4% Focus on Roadway improvements, traffic congestion locations = (16)

# Demographics – Home Zip Code of Survey Participant

## DCHC Area

- Central Durham, zip code 27701, is highest
- No adjustment (normalization) for zip code size; rural zip codes are larger, but less dense.
- Zip codes are too big to get clear picture of participant geography.

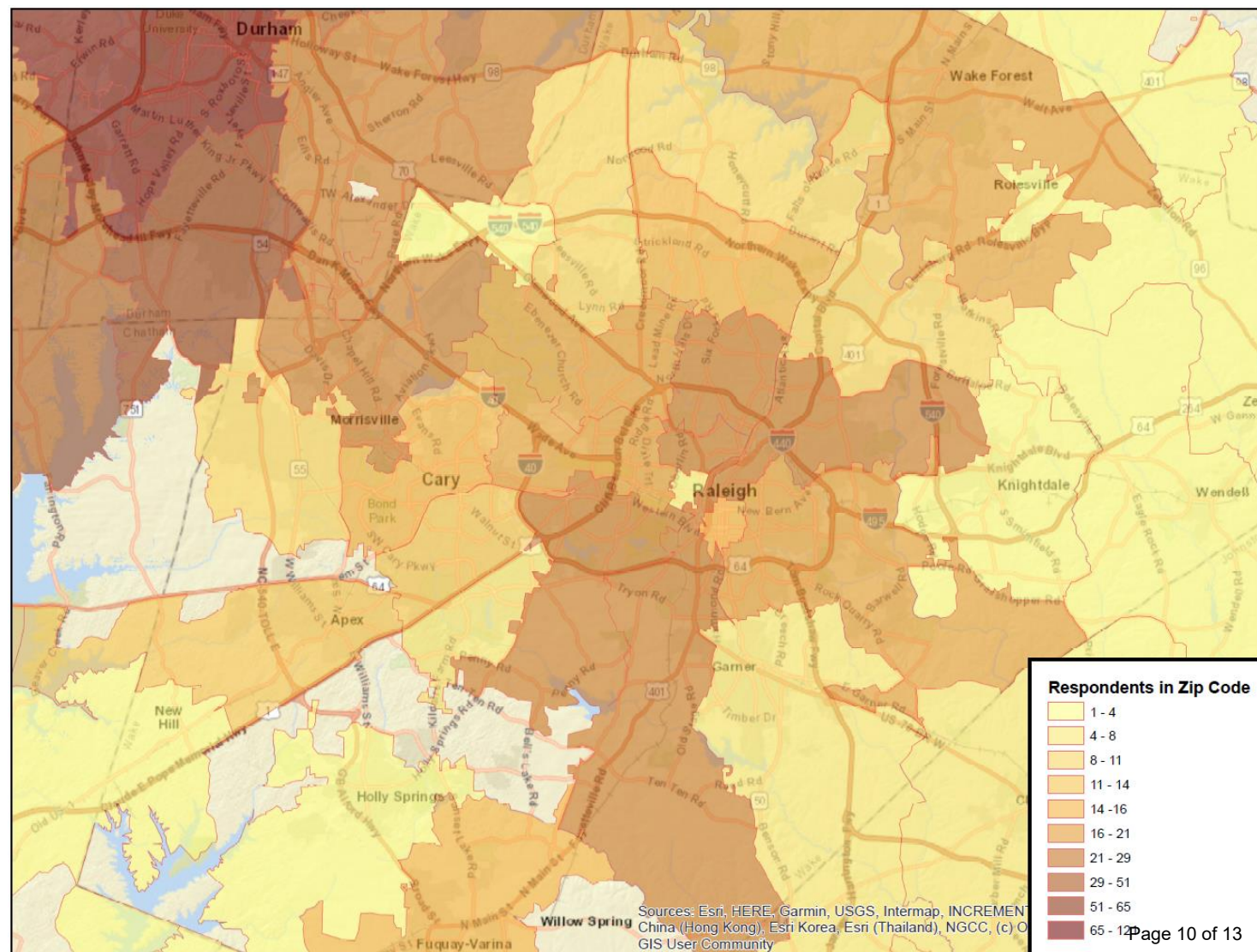




# Demographics – Home Zip Code of Survey Participant

## CAMPO Area

- Central Raleigh, unincorporated Wake Co. (south along 401 corridor) zip codes are highest



Approximately 700/450 count; DCHC/CAMPO

# Demographics

## Race/Ethnicity

	Percent	No.
American Indian or Alaska Native	2%	18
Asian	4%	41
Black or African American	5%	49
Hispanic or Latino	3%	36
Native Hawaii or Pacific Islands	0.5%	5
White	86%	883

How does survey participation  
by race compare with DCHC  
MPO demographics (from draft 2020  
Environmental Justice report)

<b>Black</b>	<b>28%</b>
Hispanic	12%
All minorities	48%

Staff will discuss having a more detailed plan to address race/ethnicity imbalance in subsequent public engagement efforts.

# Demographics

## Household Income

	Percent	No.
< \$25	3%	30
\$25 to \$45	7%	67
\$45 to \$75	20%	184
\$75 to 100	17%	156
\$100 to \$150	25%	233
\$150+	27%	253

Note: Annual household income in thousands

## Language

	Percent	No.
English	93%	1,005
Other	3.8%	41
Spanish	3.5%	38

Note: Language spoken at home

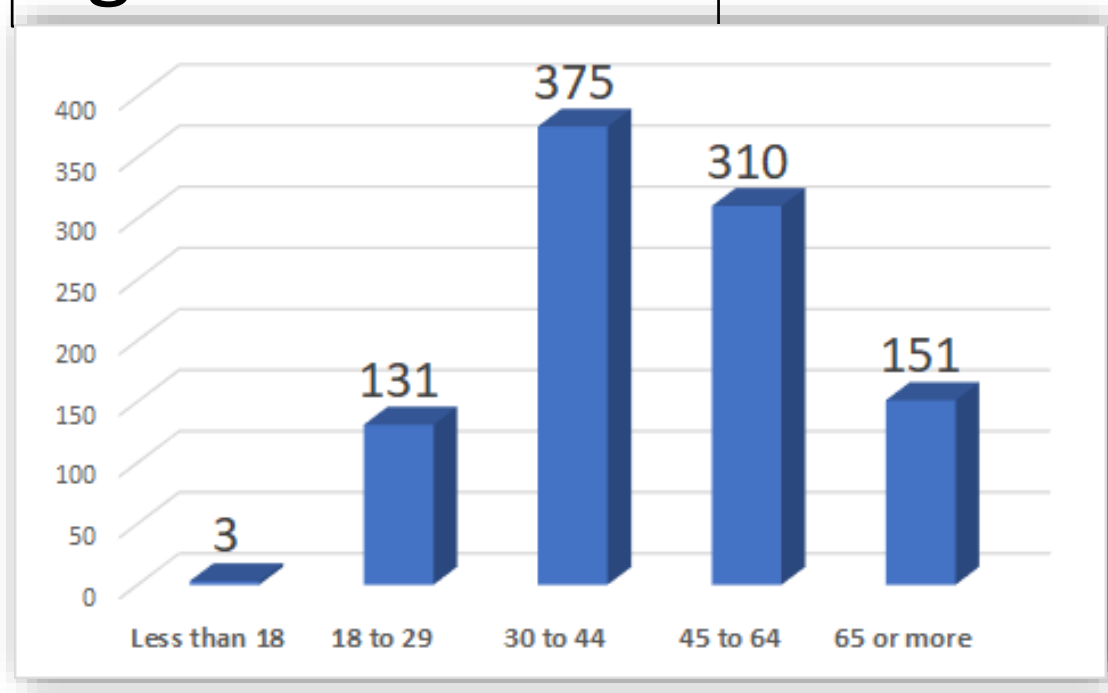
## Disability

	Percent	No.
No	94%	922
Yes	6%	59

Note: Persons who consider themselves disabled.

# Demographics

## Age (number of respondents)



## Gender

	Percent	No.
Female	48%	467
Male	51%	495
NonBinary	1.1%	11
Other	0.6%	6

## 2050 MTP Goals and Objectives

Regular Font = original staff proposal (May 2020)    **Blue Font** = DCHC Board changes (June 10, 2020)

**Bold Font** = proposed final (August 12, 2020)

Goals	Objectives
Protect the Human and Natural Environment and Minimize Climate Change	A. Reduce mobile source emissions, GHG, and energy consumption
	B. Reduce negative impacts on natural and cultural environment
	<b>Connect transportation and land use.</b>
Connect People & Places	A. Connect people to jobs, education and other important destinations using all modes
	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
	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.
	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)



Goals	Objectives
Improve Infrastructure Condition & Resilience	A. Increase proportion of highways and highway assets in 'Good' condition
	B. Maintain transit vehicles, facilities and amenities in the best operating condition.
	C. Improve the condition of bicycle and pedestrian facilities and amenities
	<b>Promote resilience planning and practices.</b>
	Support autonomous, connected, and electric vehicles.
Ensure Equity & Participation	A. Ensure that transportation investments do not <del>create a disproportionate burden for any</del> <b>disrupt community ies.</b>
	<b>Ensure that transportation investments do not create disproportionate negative impacts for any community, especially communities of concern.</b>
	B. Promote equitable public participation among all communities, <b>especially among communities of concern.</b>
Promote Safety, <del>and</del> Health <b>and Well-Being</b>	A. Increase safety of travelers and residents
	B. Promote public health through transportation choices
Stimulate Economic Vitality <b>and Opportunity</b>	A. Improve freight movement
	B. Coordinate land use and transportation
	C. Target funding to the most cost-effective solutions
	D. Improve project delivery for all modes

# 2050 MTP – Goals & Engagement Plan

## Compilation of Public Comments (August 5, 2020)

---

### Introduction

The DCHC MPO and CAMPO released the proposed 2050 MTP Goals and Objectives, Public Engagement Plan and schedule for public comment in June 2020. The public comment period ends officially for DCHC MPO and CAMPO on August 5 and August 13, respectively.

### Comments

The entries below are the full text of written comments that the MPOs received through email and Twitter. The comments are in the order of receipt, from first to last, and are separated by a dashed line.

---

Hi, DCHC solicited comments on NextDoor for the 2050 Metropolitan Transportation plan, so here are my thoughts.

I lived in Houston for 50 years and our roadbuilding was very aggressive. We have three ring roads, the farthest out is 30 miles from downtown Houston. We made Interstate-10 twenty-two lanes!

It was never enough ... and way too much. Our flooding problems are directly tied for lack of absorptive capacity. One thing I've noticed is that the freeways are SO massive, they affect weather patterns. The rising heat from them can either cause or block thunderstorms.

However you plan to move people, consider the unintended consequences. Even if you have some sort of net zero plan, it will have unintended consequences. It is the unintended consequences that will trip you up.

On a lighter note, your Reduced Conflict Intersections appear to make NO sense. I've seen a couple that because of grade, vegetation, and curving roads, the U-turning cars are blind to the traffic into which they have to merge ... from zero to 60 immediately. RCI's are not a national trend for a reason. I think they defy good design.

That's my two cents worth.

---

Thank you for the opportunity to offer comments on the 2050 Transportation Plan. I must admit that I am confused about what the goals actually are, since I have received two emails, each with a slightly different list of goals. With that in mind, I would offer the following:

In the section on Environmental Impacts add:

Preserve and promote wildlife habitat connectivity as provided for in the new Eno/New Hope habitat corridor study and the NC Natural Heritage program

in section on Congestion and System Reliability, add:

Make provision for exclusive lanes for transit and high occupancy vehicles

In section on Infrastructure:

Give more prominence to and infrastructure flexibility for autonomous vehicles.

Autonomous vehicles are clearly a revolutionary technology that will almost certainly be available before 2050. They deserve special mention, rather than lumping them together (as in the goal statement below) with connected and electric vehicles, which are mere tweaks to existing vehicles and do not involve major impacts on infrastructure or highway design.

E. Support autonomous, connected, and electric vehicles.

---

### **Public Engagement Plan**

The public engagement plan appears to include a menu of options for engagement but no actual plan. It includes some options that seem like good ways to ensure equitable communication and opportunity for participation, but I can't tell if those methods will be prioritized. This is a really important piece to be clarified I think. I wanted to highlight this because the TC meeting agenda states that no comments have been received on the engagement plan.

### **Goals**

I'm concerned that goals to Improve Infrastructure Condition & Resilience and Manage Congestion & System Reliability will be prioritized over the remaining goals around protecting environment, connecting people and places, equity, multi model and affordable options, safety and health.

A few thoughts for specific revisions:

- The goal Stimulate Economic Vitality needs to include an equity statement.
- The goal Ensure Equity & Participation needs to talk about specific communities that have not participated in the past (including the need to remove barriers to participation) and this goal should also include a statement around trying to correct unjust transportation decisions in the past that have negatively impacted communities of color.

---

How about come clean about our money well over 168m. I don't trust go triangle to be good Stewart's of our tax dollars. Therefore how do we trust county commissioners

---

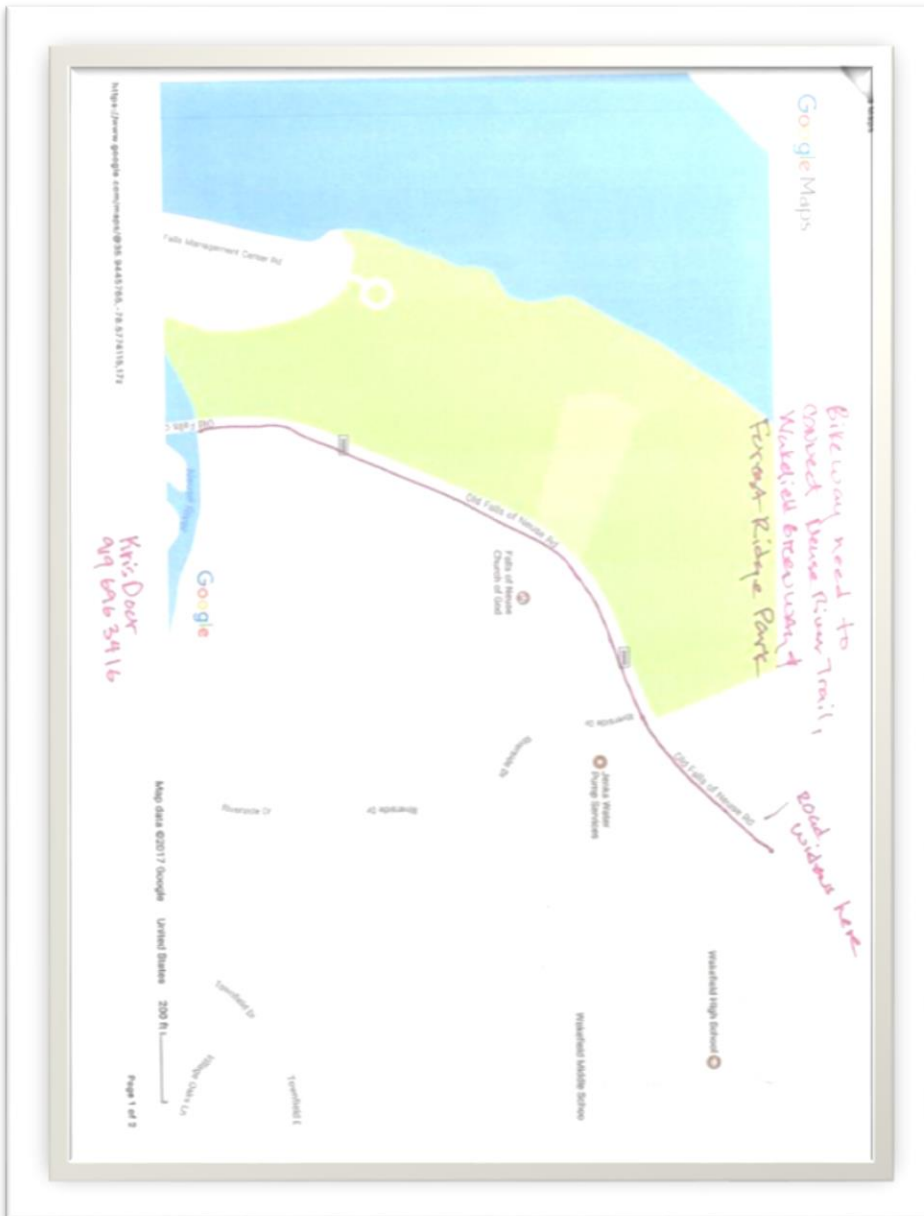
Respondent sent an edited page from the Goals and Objectives

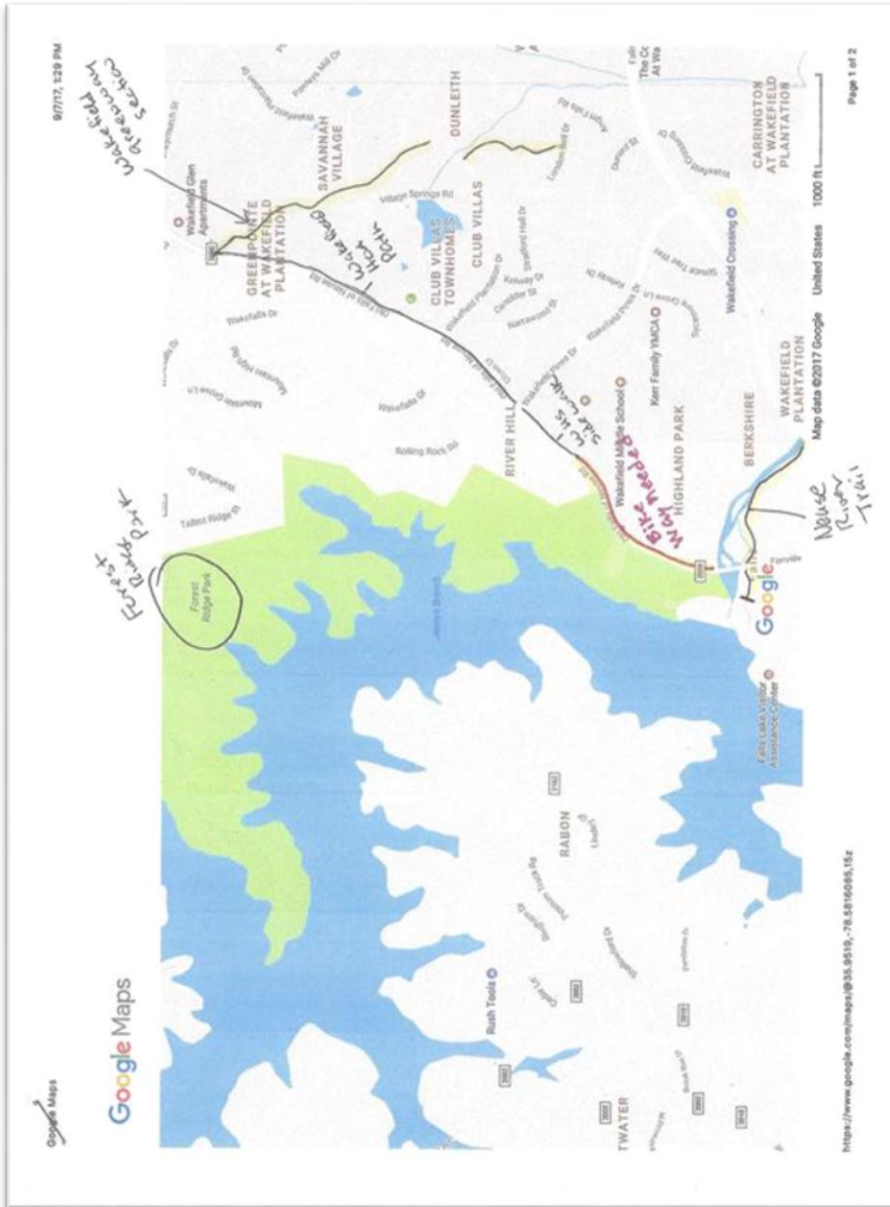
## 2050 MTP Goals and Objectives

(as released by DCHC MPO Board on June 10, 2020)

Goals	Objectives
Protect the Human and Natural Environment and Minimize Climate Change	A. Reduce mobile source emissions, GHG, and energy consumption
	B. Reduce negative impacts on natural and cultural environment
	C. Connect transportation and land use.
Connect People & Places	A. Connect people to jobs, education and other important destinations using all modes
	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  <i>REMOVE BARRIERS AND</i>	A. Enhance transit services, amenities and facilities
	<i>INVEST IN BICYCLE, PEDESTRIAN AND GREENWAY</i> B. Improve bicycle and pedestrian facilities <i>FACILITIES.</i>
	C. Increase utilization of affordable non-auto travel modes <i>AND WALKING.</i>
Manage Congestion & System Reliability	A. Allow people and goods to move with greater reliability.
	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)

We need a bike lane connection between the Neuse Trail at the Dam up Old Falls to the Wakefield Trail. See maps:







## Thread



**Heidi Perov**

@HeidiPerov



I took this survey but found it to be poorly designed. Several goals lumped together in a way that of course you should support them. 1/4



**CityofDurhamNC**  @CityofDurhamNC · 2h

Interested in the 30-year plan for future highway, bicycle, rail, pedestrian & transit projects for #Durham, @chapelhillgov & @CarrboroTownGov? Give your feedback by 8/5 to the @DCHCMPO.

- English survey: [...0triangletransportplan.metroquest.com](https://www.metroquest.com/surveys/0triangletransportplan)
- Encuesta en español: [plandetransporte2050.metroquest.com](https://www.metroquest.com/surveys/plandetransporte2050)





**Heidi Perov** @HeidiPerov · 16m



Example: "1) Reduce emissions, Green House Gases and energy consumption; 2) Reduce negative impacts on the natural and cultural environment". Okay, but does this include "reduce Vehicle Miles Traveled" and shouldn't that be stated? 2/4



1



**Heidi Perov** @HeidiPerov · 16m



Ex. 2: "Objectives to reduce congestion: 1) People & goods move w/ minimal congestion, delay, greater reliability; 2) Enhance commuter programs; carpool, park&rides; 3) Enhance tech. like ramp metering, dynamic signals. "move w/ minimal congestion" screams road widening to me 3/4



1



**Heidi Perov** @HeidiPerov · 16m



And "How many vehicles are available for drivers in your household?" An important question, but should be followed by several others, incl. whether one has access to transit, how far one's job is from home, etc. (BTW, I consider my bikes vehicles, but didn't want to skew results)





# **2050 MTP Development Public Engagement Plan**

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

June 2, 2020

## Contents

Introduction .....	3
Key 2050 MTP Development Milestones.....	3
Public Engagement Goals.....	4
Public Engagement Activities .....	5
Activity Descriptions .....	6
1. Written Materials.....	6
2. In-Person Engagement.....	6
3. Virtual Engagement .....	6
4. Media and Ads .....	7
5. Diverse Engagement .....	7
6. Respond to Comments.....	7

## 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](http://www.campo-nc.us) or [www.dchcmpo.org](http://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.<sup>1</sup>

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

<sup>1</sup> 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	2020 Apr	2020 May	2020 Jun	2020 Jul	2020 Aug	2020 Sep	2020 Oct	2020 Nov	2020 Dec	2021 Jan	2021 Feb	2021 Mar	2021 Apr	2021 May	2021 Jun	2021 Jul	2021 Aug	2021 Sep	2021 Oct	2021 Nov	2021 Dec	2022 Jan	2022 Feb	2022 Mar
<b>2050 MTP</b>																										
1	Goals and Objectives -- draft, use for scenario evaluation, adopt with final 2050 MTP																									
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	collect employment	collect employment	collect employment	collect employment	collect employment	collect employment	collect employment															
3	Socio-economic Data (SE Data) -- <u>2050</u> horizon year -- develop guide totals																									
4	Land Use Model (CommViz) -- update land use model, create scenarios, approve for use in 2050 MTP, adopt with final 2050 MTP																									
5	Triangle Regional Model (TRM) -- update model, verify network, and approve for use in 2050 MTP																									
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																									
8	Alternatives Analysis -- generate and evaluate alternatives, extensive public engagement and public hearing, select Preferred Option																									
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																									
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																									

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





# 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

This page is intentionally left blank

# TABLE OF CONTENTS

<b>EXECUTIVE SUMMARY</b>	<b>1-4</b>
<b>CHAPTER 1: Background &amp; Overview</b>	<b>1-5</b>
1.1 Introduction	1-5
1.2 DCHC MPO	1-6
1.3 DCHC MPO Duties & Responsibilities	1-6
1.4 Neighborhoods within DCHC MPO	1-7
<b>CHAPTER 2: Laws and Regulations Pertaining to Environmental Justice</b>	<b>2-1</b>
2.1 Title VI of the Civil Rights Act and Environmental Justice	2-1
2.2 Federal Statutes and Regulations	2-2
2.3 DCHC MPO's Commitment to Environmental Justice	2-2
	<b>3-1</b>
3.1 Overview	3-1
3.3 Analysis of Environmental Justice Communities of Concern	3-2
<b>CHAPTER 4: Environmental Justice in DCHC MPO's Major Planning Activities</b>	<b>4-1</b>
4.1 Introduction	4-1
4.2 Public Involvement Policy (PIP)	4-1
4.3 Metropolitan Transportation Plan	4-3
4.4 Transportation Improvement Program	4-8
4.5 Planning Work Program	4-12
4.6 Findings for DCHC MPO's Long Range Planning	4-14
4.7 Conclusions and next steps	4-15
<b>APPENDICES</b>	<b>A</b>

## 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 Planning Work Program (UPWP) for FY 2019-20.

EJ “communities of concern” (CoC) are 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 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 EJ populations. These 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 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 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 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 or burden from this imbalance of transportation investments. Therefore, the DCHC MPO should continue to assess and consider potential and burdens related to the projects that are proposed for inclusion in long-range planning such as MTP and TIP. The MPO should also make exceptional 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 and burdens to those communities.



# 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

## 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.<sup>1</sup> 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 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 including social and economic on minority populations and low-income populations.
- Ensure the full and fair participation by all potentially communities in the transportation decision-making process.
- Prevent the denial of, reduction in, or delay in the receipt of by minority populations and low-income populations.

After taking into consideration the federal 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

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 (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, 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.<sup>2</sup> 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 from the member jurisdictions that coordinates and makes decisions on transportation planning issues.

The TC is composed of 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

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 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.

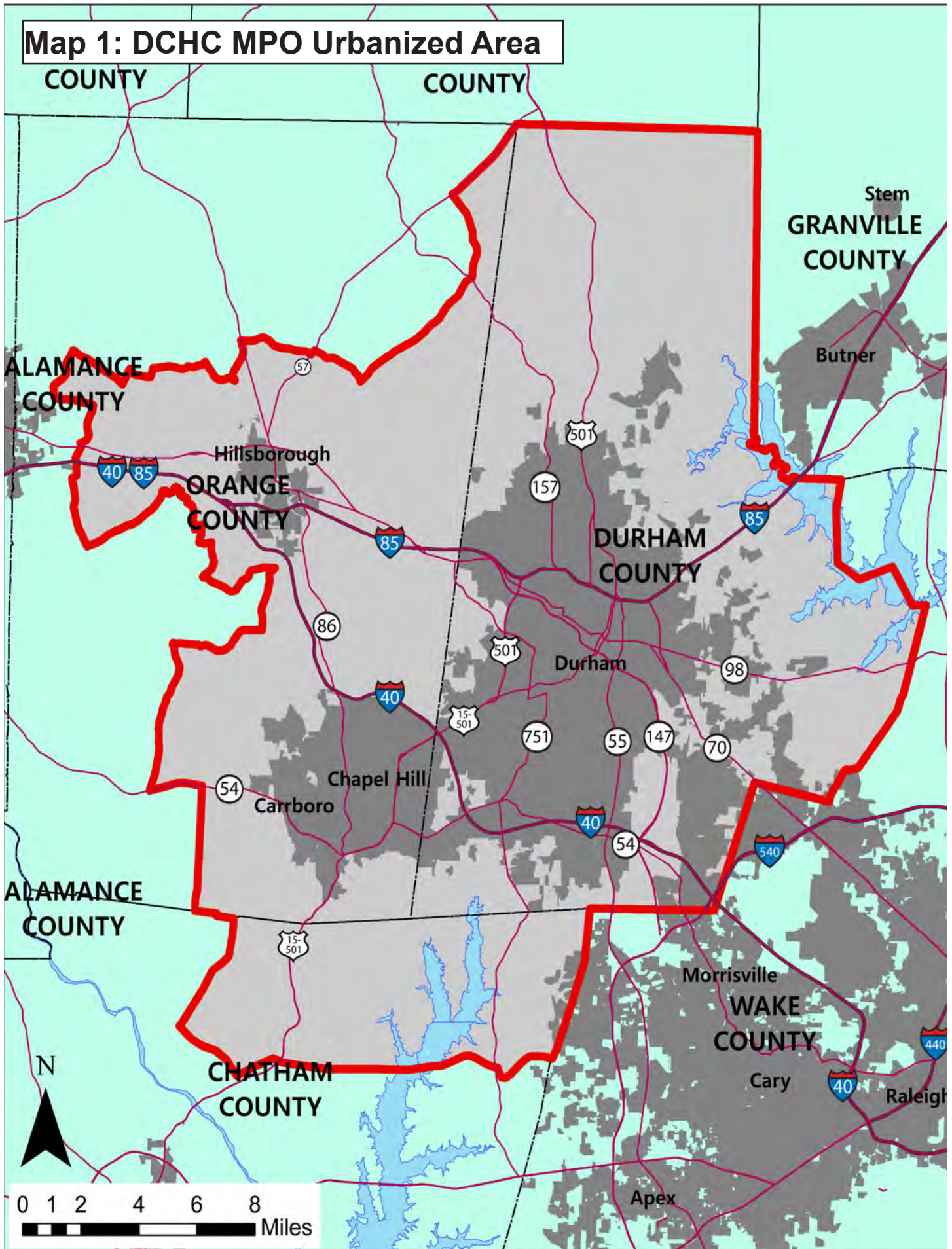
The DCHC MPO develops and maintains the area's long-range Metropolitan Transportation Plan (MTP), which addresses the region's projects, programs and policies for at least a 25-year period. The DCHC MPO also produces and maintains the metropolitan Transportation Improvement Program (TIP), which is a 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 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.<sup>3</sup>

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.



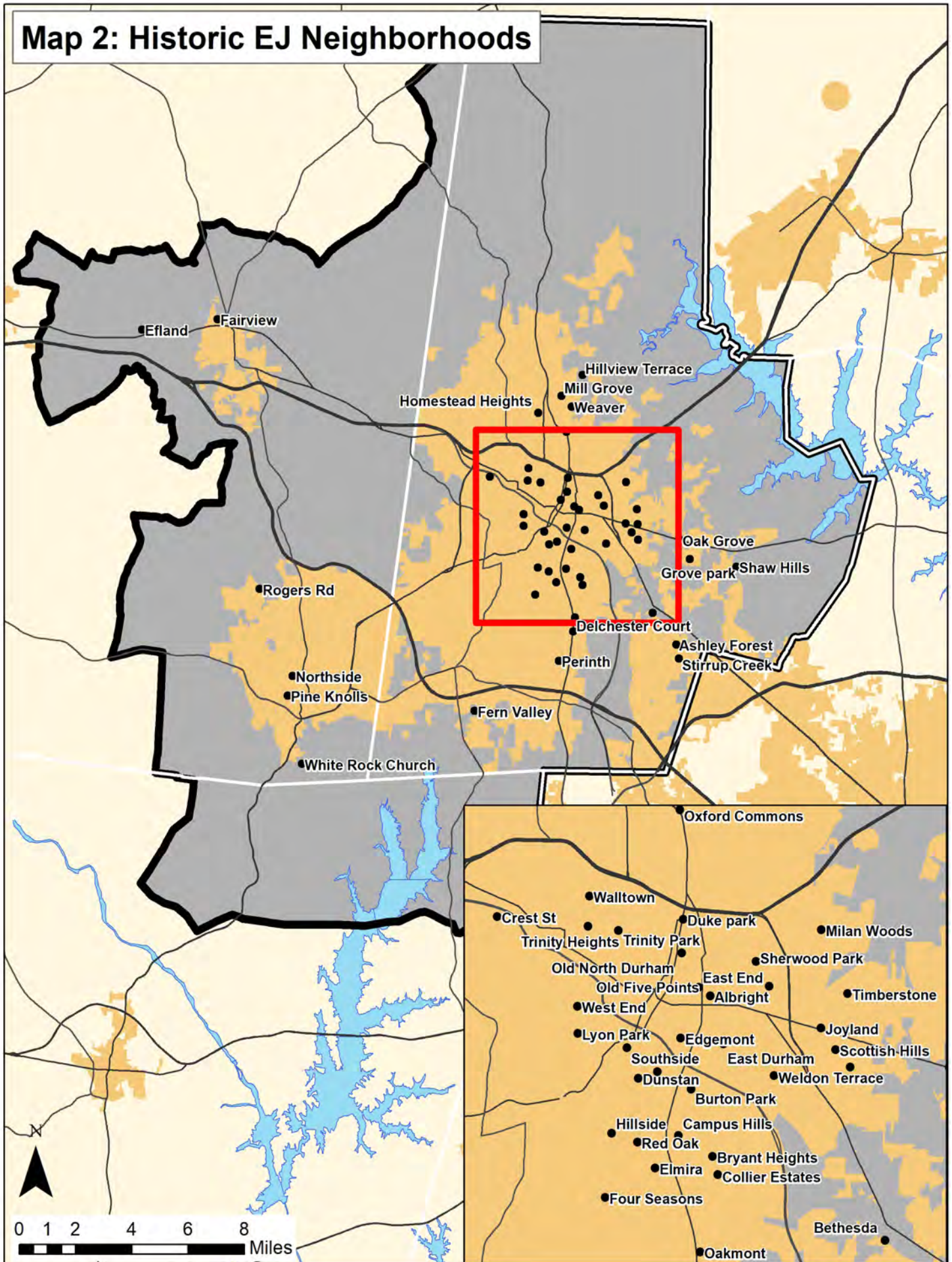


## **NEIGHBORHOODS WITHIN DCHC MPO**

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 based on prior knowledge of the region and by consulting with MPO and local jurisdiction. These neighborhoods are shown in Map 2 on page 1-5.





## 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.<sup>1</sup>

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.<sup>2</sup>



# 3

## DEMOGRAPHIC PROFILES

### CHAPTER CONTENTS

#### 3.1 Overview

#### 3.2 Analysis of Environmental Justice Communities of Concern

## 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

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.

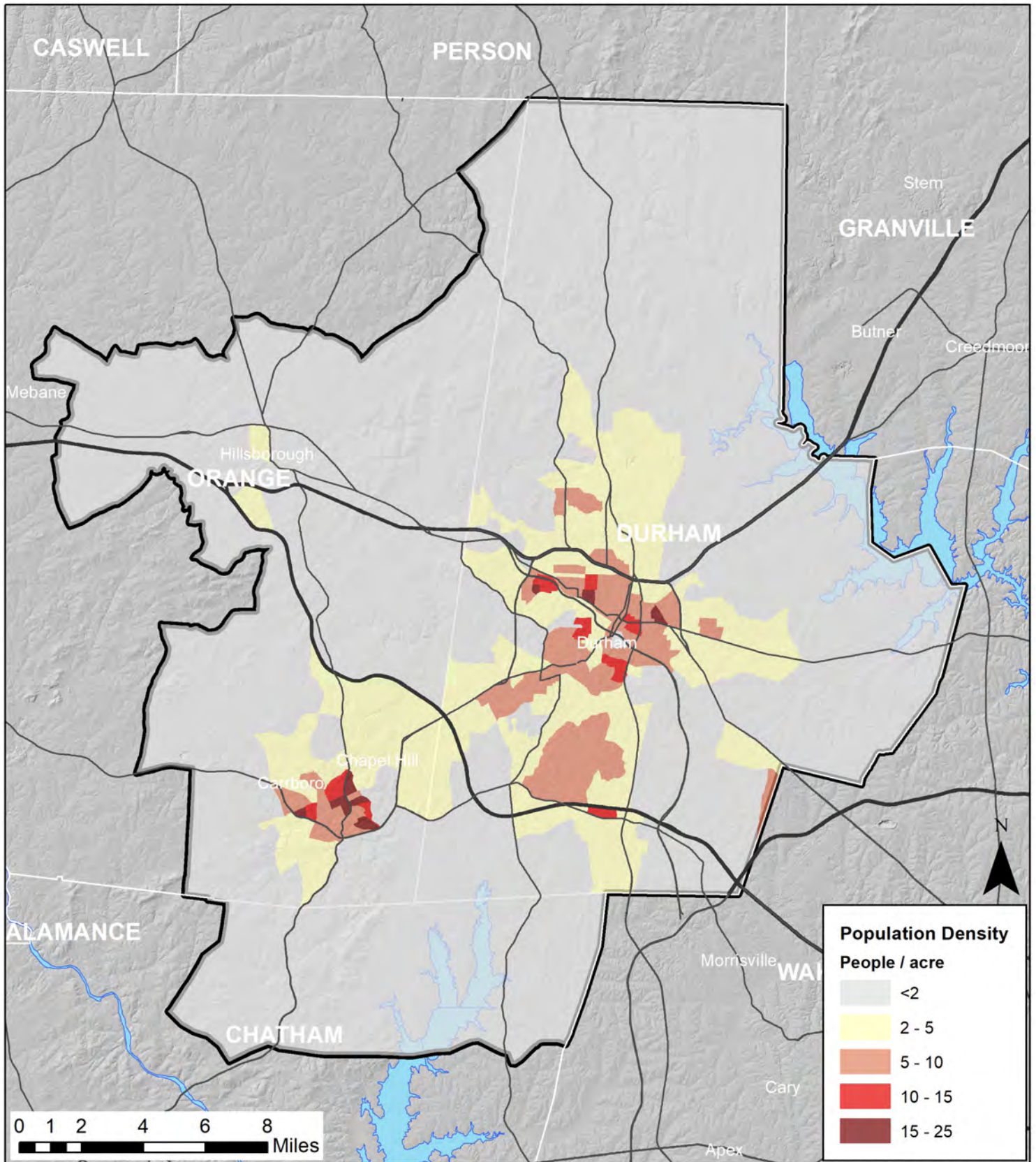
## Population Density (Map 3.1)

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

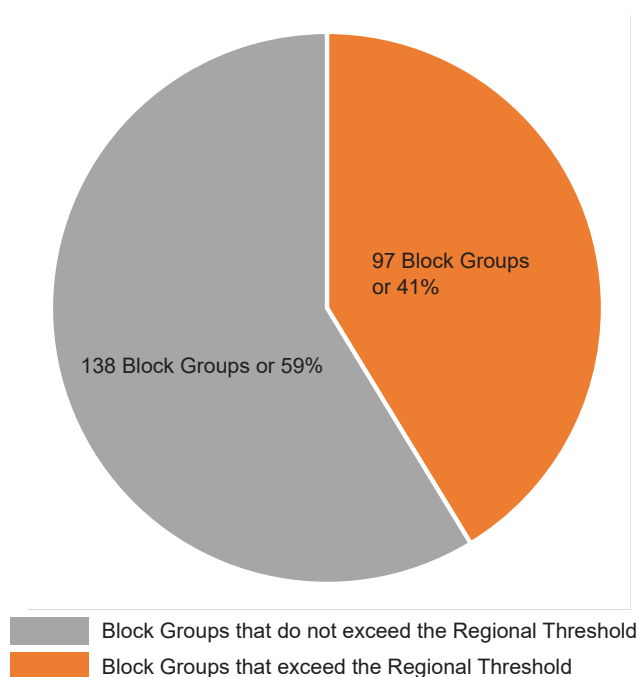


## Racial Minority (Map 3.2)

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**



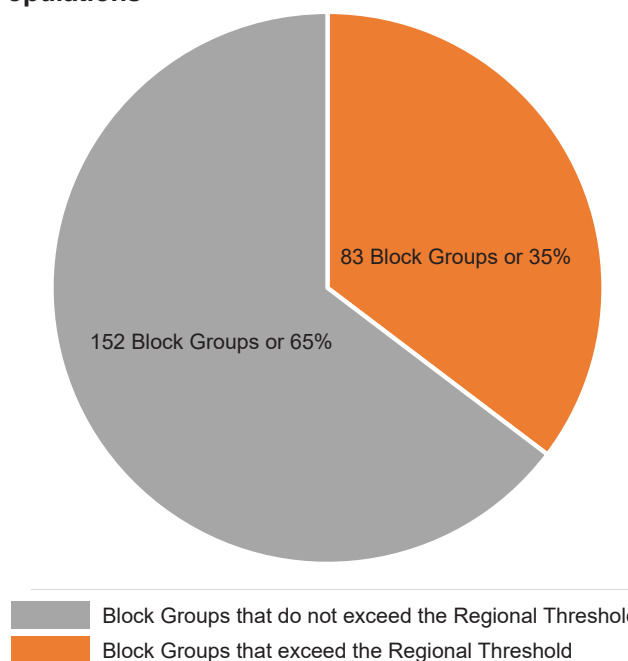
## Hispanic (Map 3.3)

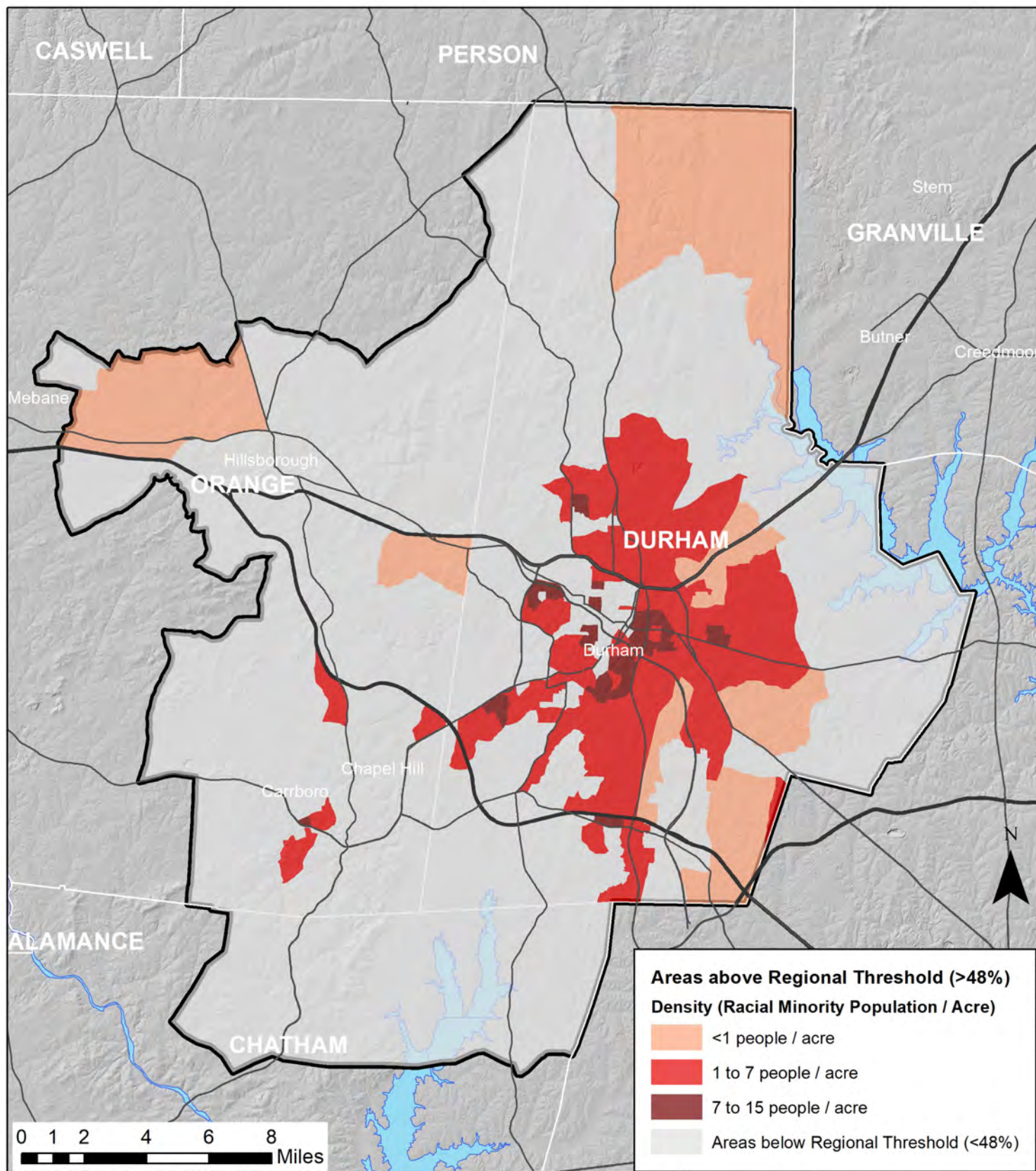
**The regional threshold for Hispanic/Latino Ethnicity Origin populations is 12 percent.** Eighty-three out of the total 235 Census Block Groups in the DCHC MPO area have Hispanic/Latino Ethnicity Origin populations that represent greater than 12 percent of the total population and are considered communities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

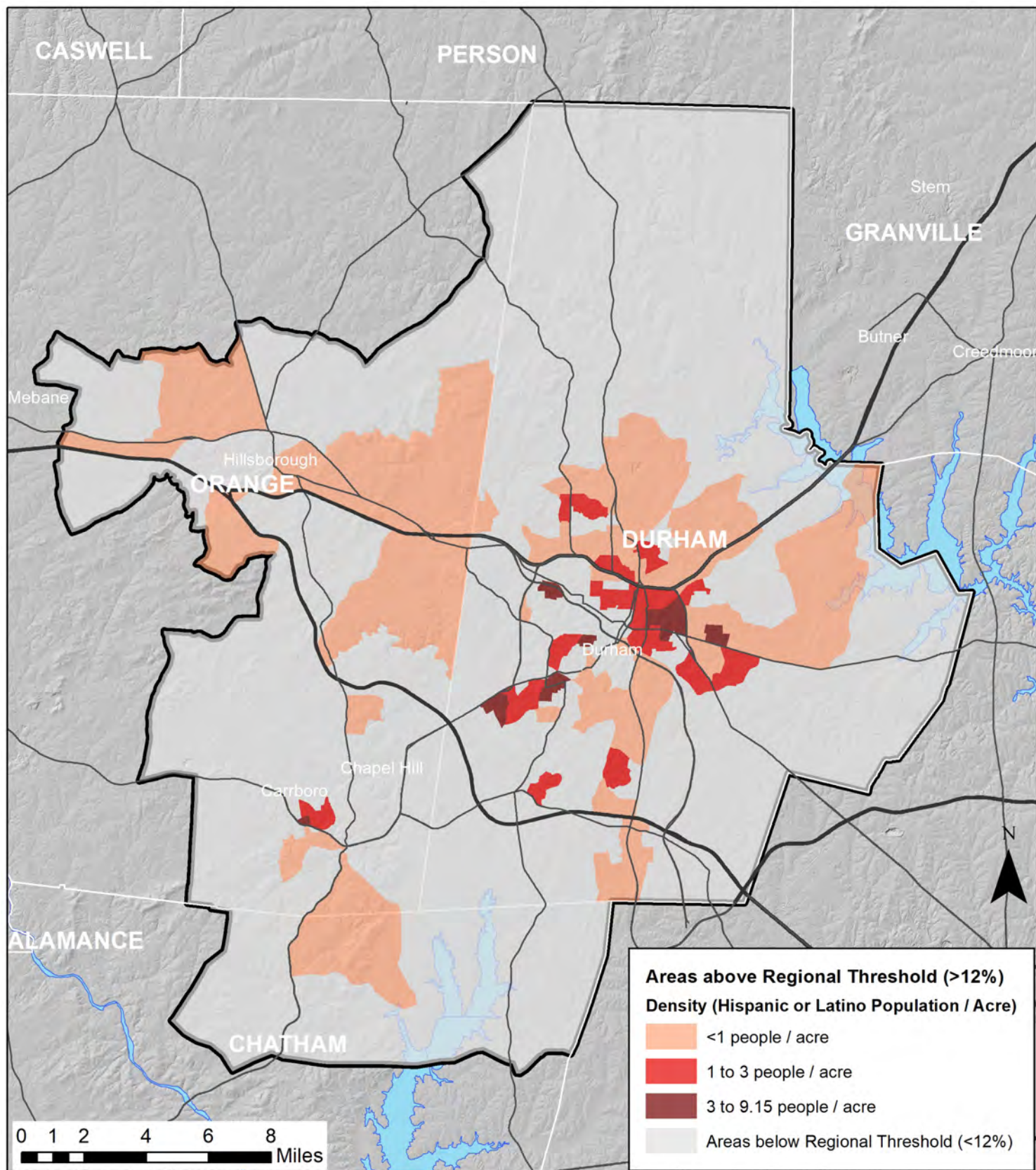
Census Block Groups where percentage of racial minority population is higher than the regional threshold of 48%.

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

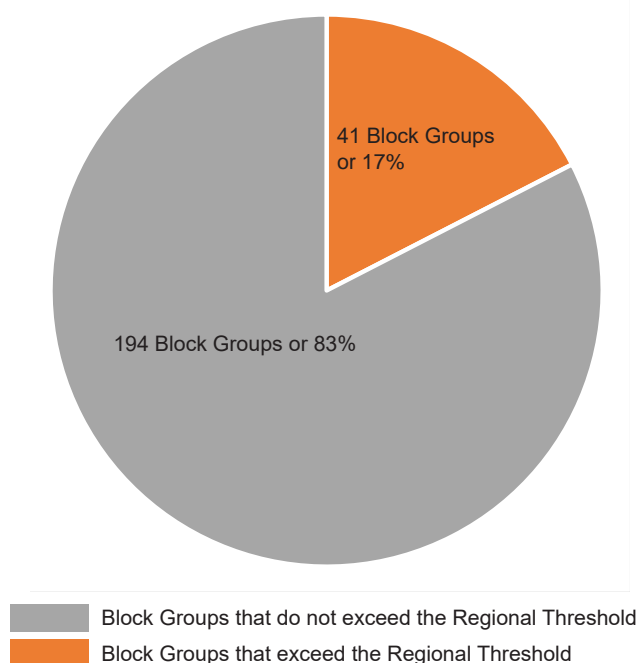
## Black (Map 3.4)

**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**



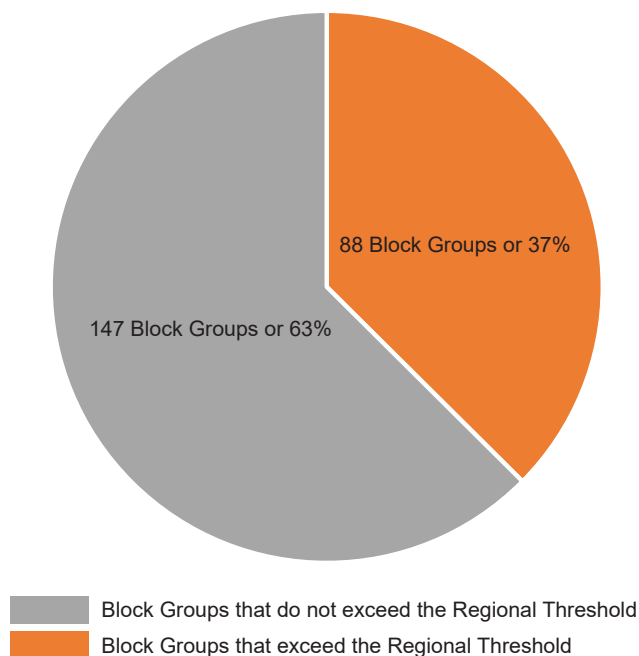
## Elderly (Map 3.5)

**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.

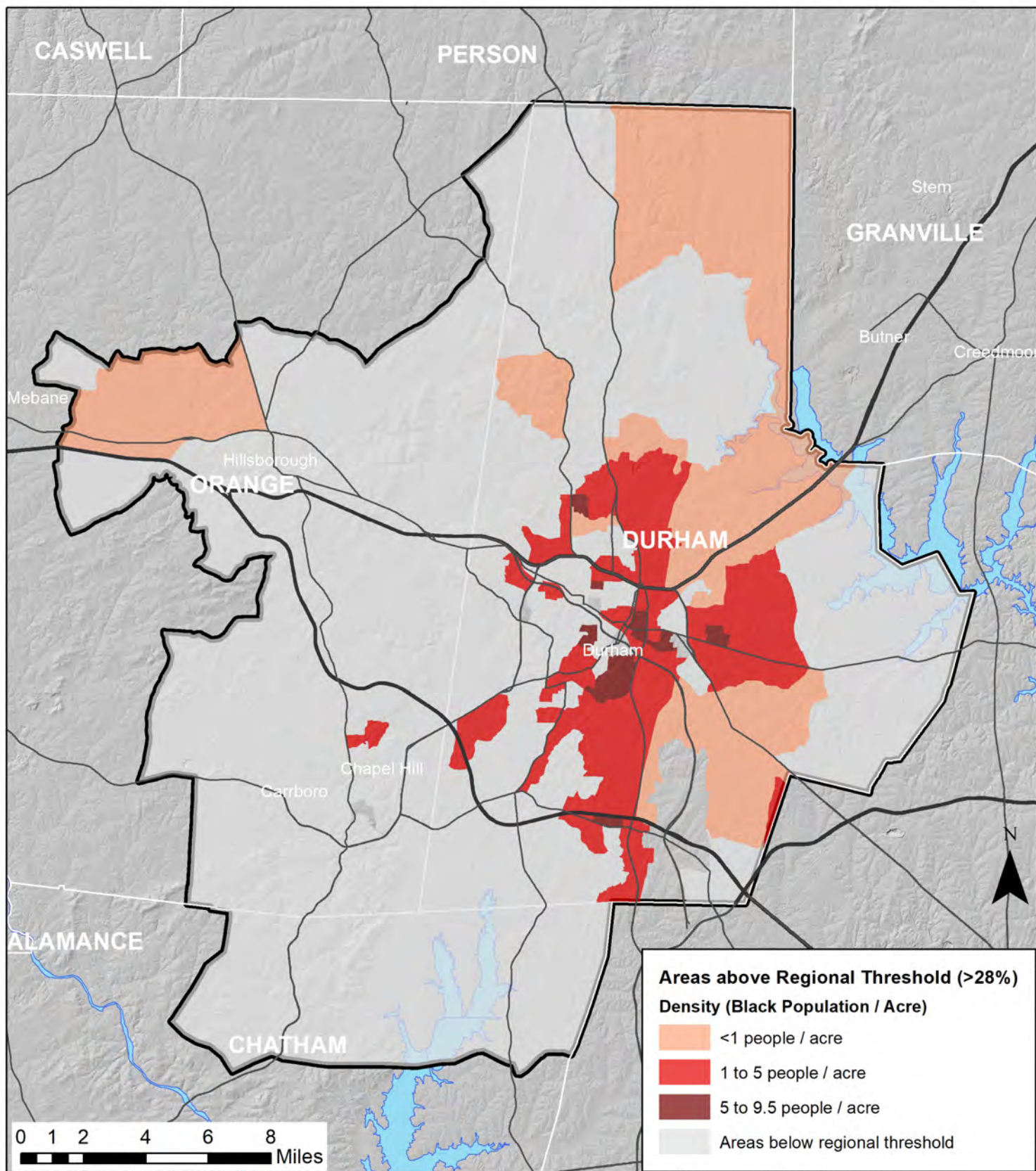
Elderly population communities of concern were dispersed throughout the DCHC MPO area, mostly outside the urban centers. Almost all Census Block Groups in Chatham county that are within DCHC MPO region are elderly communities of concern. Similarly, large parts of rural Orange county and northern Durham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

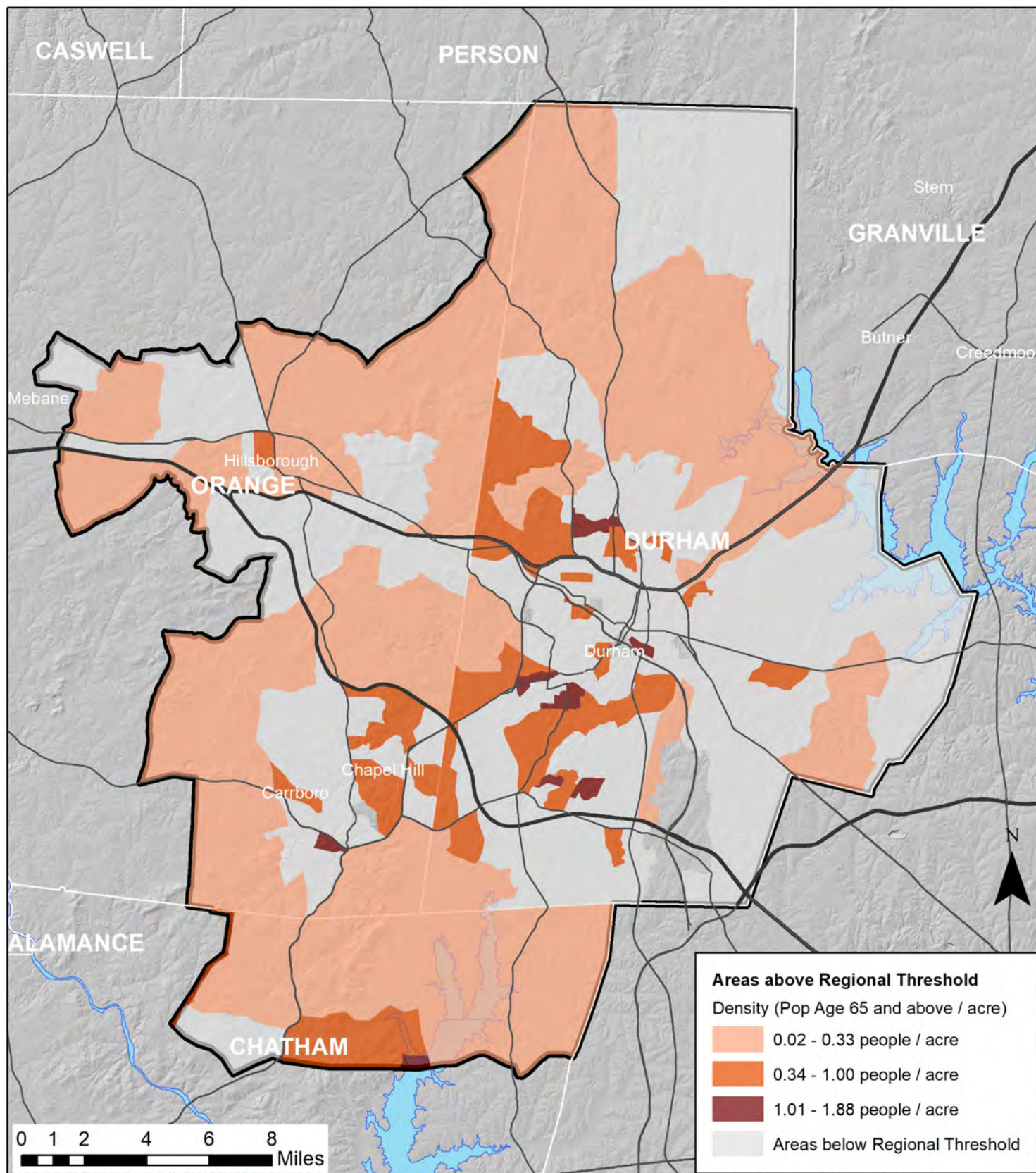
Census Block Groups where Percentage of Black population is higher than the regional threshold of 28%.

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%

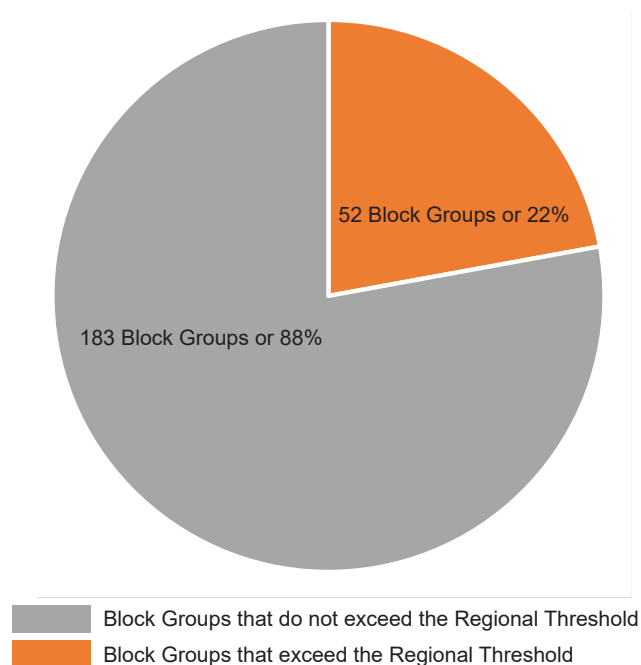
Source: 2013-2017 American Community Survey 5-Year Estimates Table: B01001

## 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)

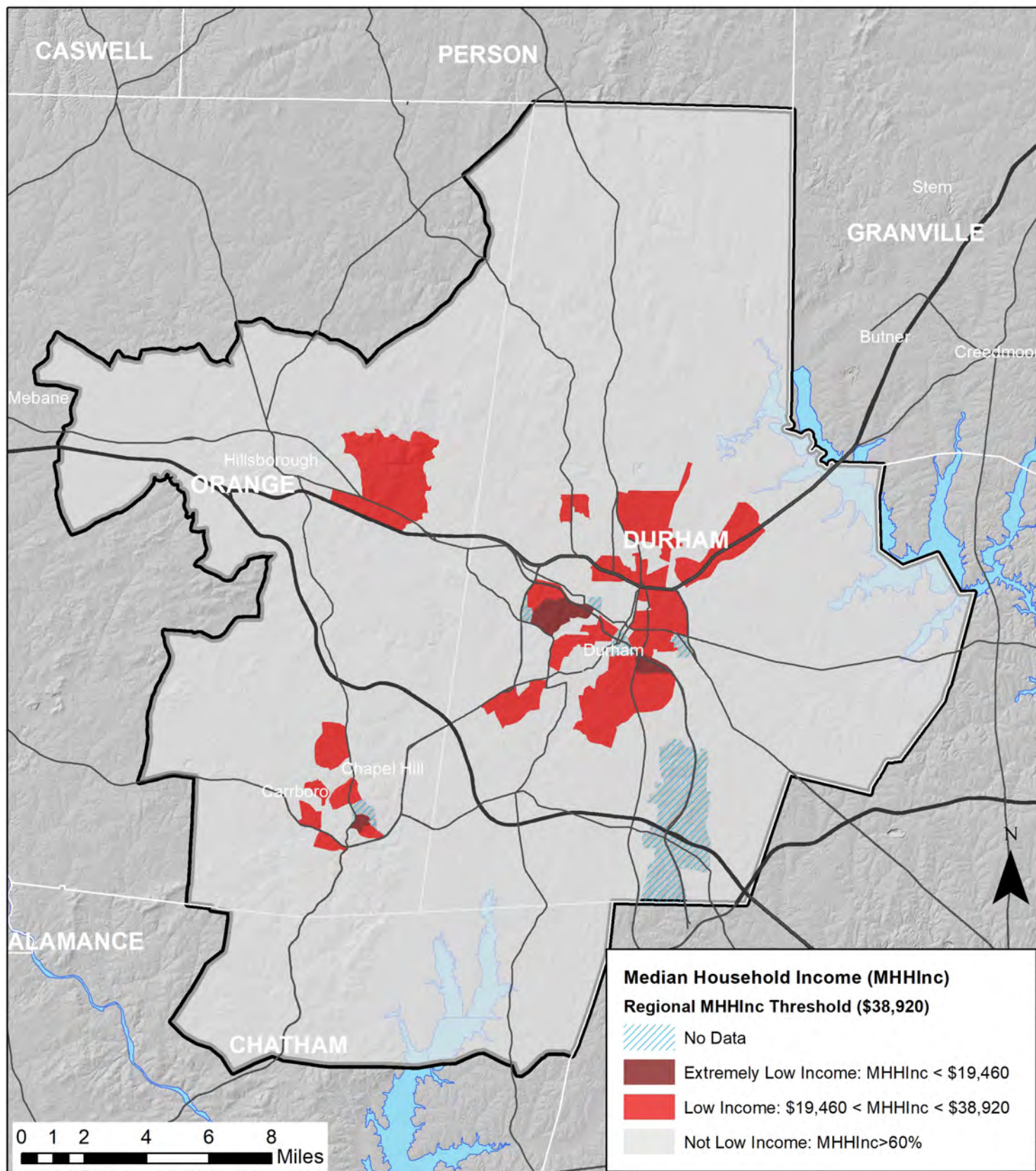
To fully consider the needs of lower-income populations and recognizing that HUD uses more than one low-income limit to analyze lower income populations, the DCHC MPO reviewed a second low-income limit called extremely low income. The term extremely low-income refers to households whose incomes do not 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



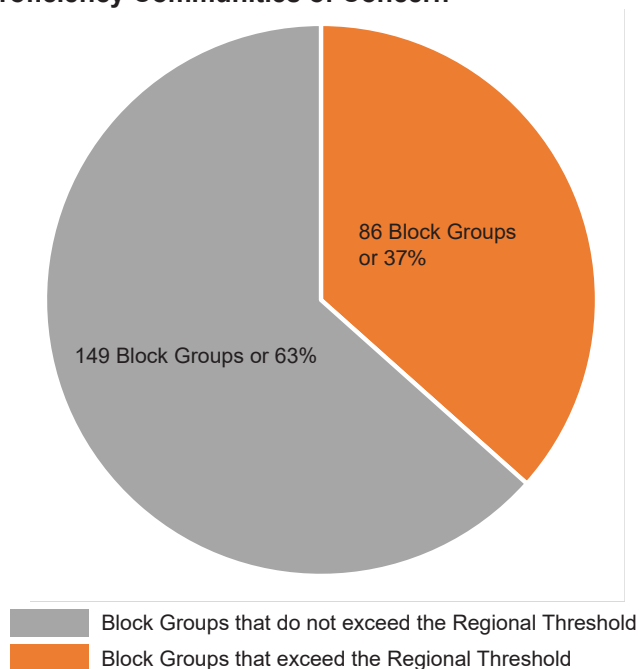
## LEP (Map 3.7)

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**

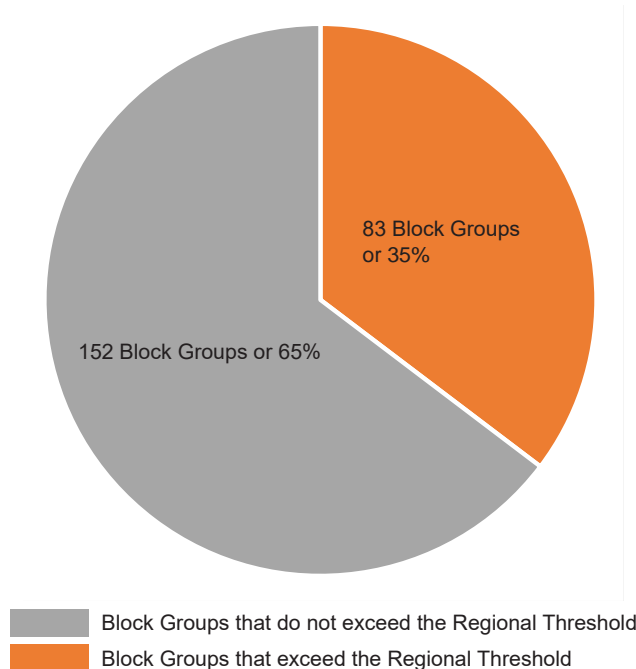


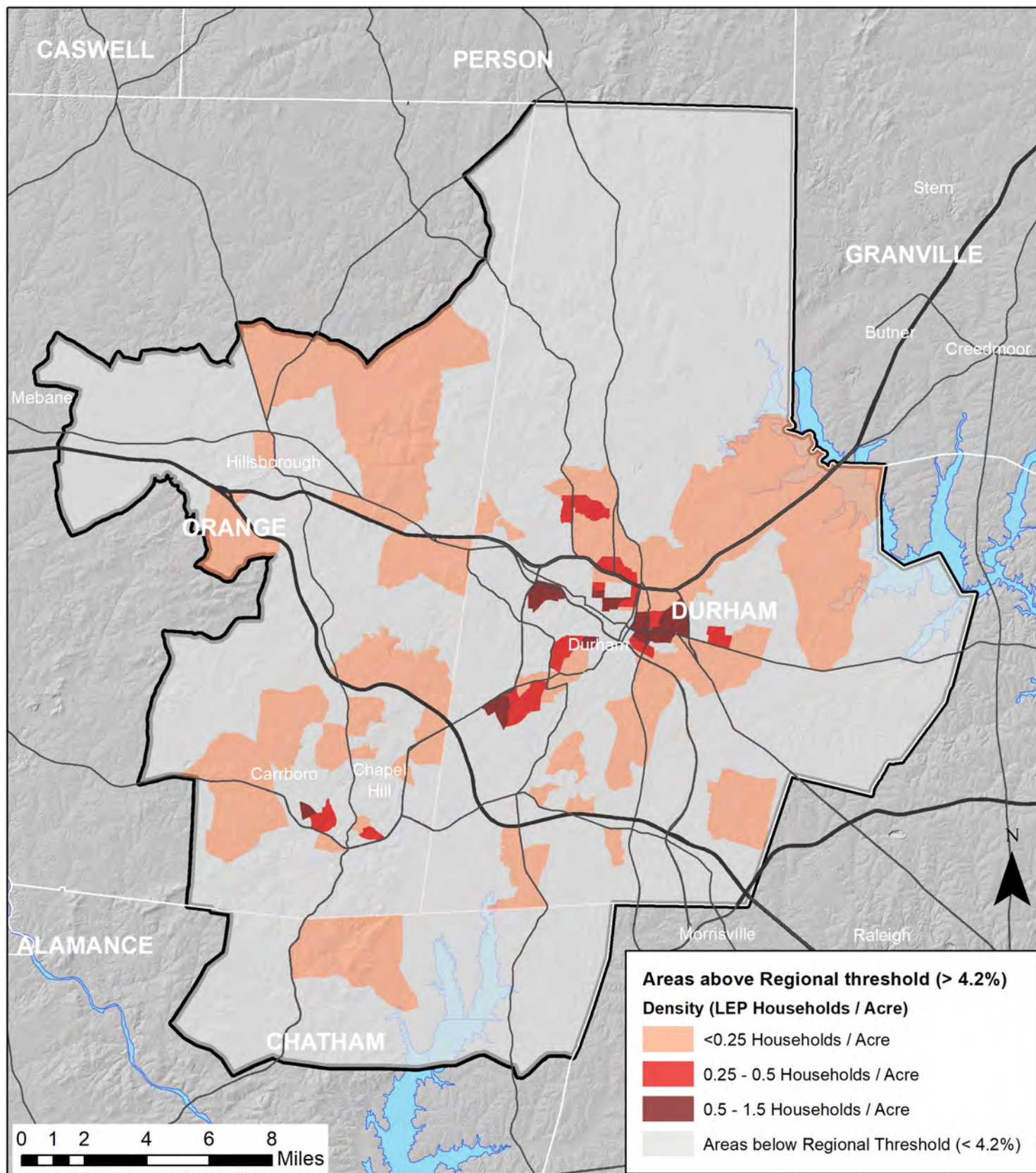
## Zero Car Households (Map 3.8)

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**

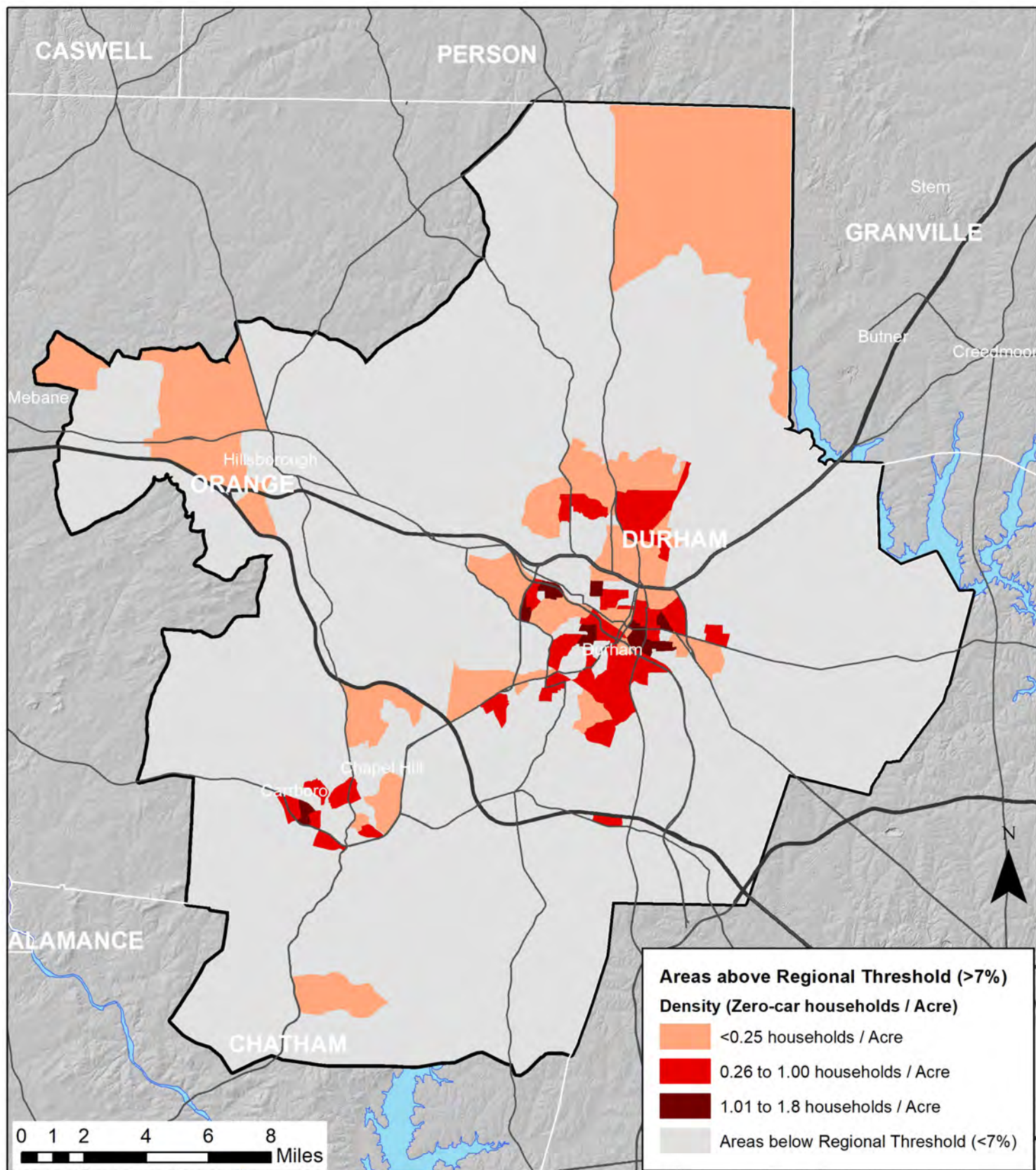
Census Block Groups where percentage of LEP households is greater than 4.2%.

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)

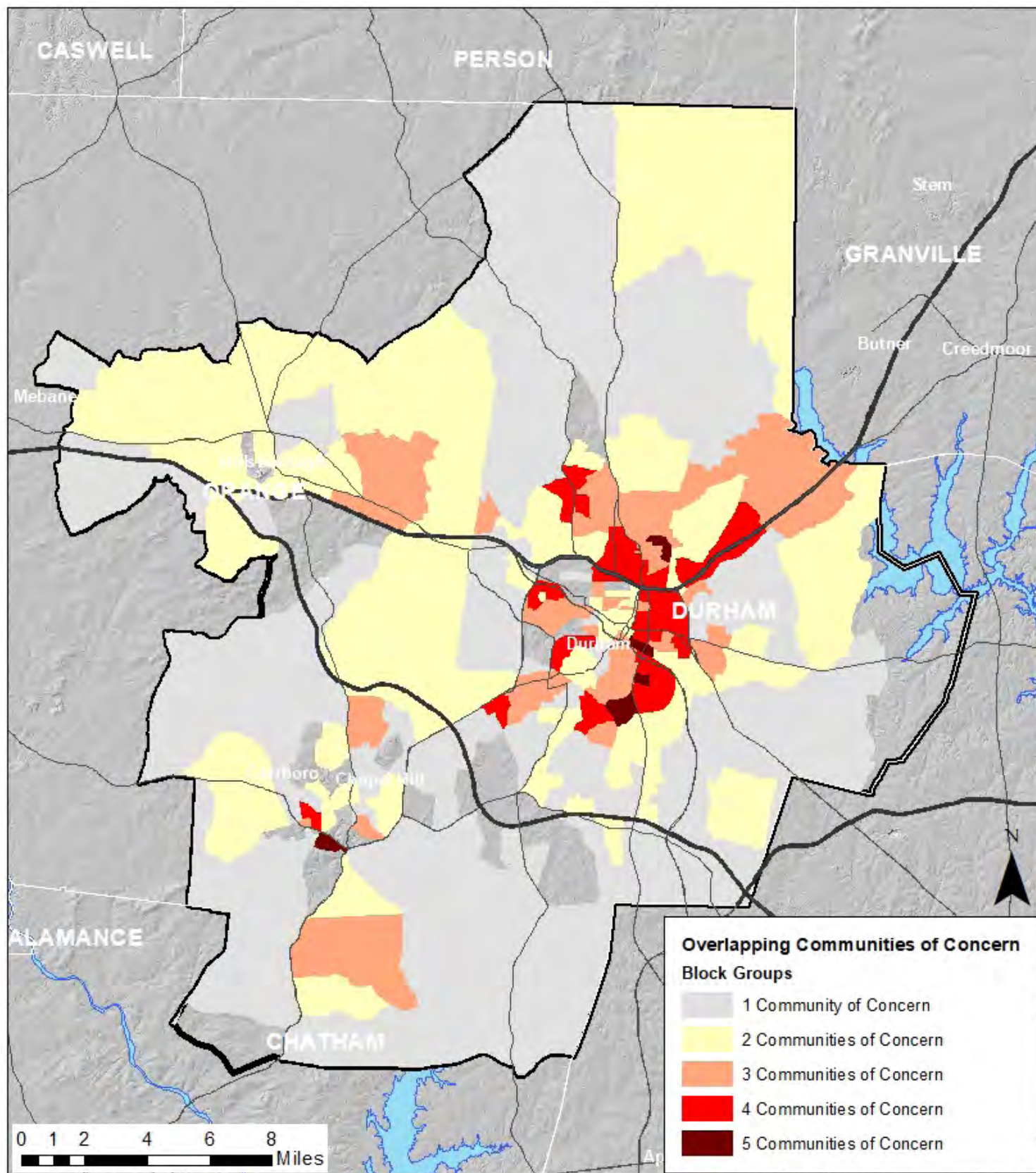
The final step in the evaluation was to identify which Block Groups had overlapping communities of concern. This evaluation, often referred to as density mapping or heat mapping, makes it possible to quickly and easily identify where higher concentrations of EJ communities of concern exist. The existence 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
<b>Total</b>	<b>209</b>





**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.

This page is intentionally left blank

# 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

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.

## **MEASURING 2045 MTP PROJECTS AGAINST THE THRESHOLD**

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 32 miles of fixed guideway transit route projects segments. Of the 32 project miles, 15 miles or 47 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.

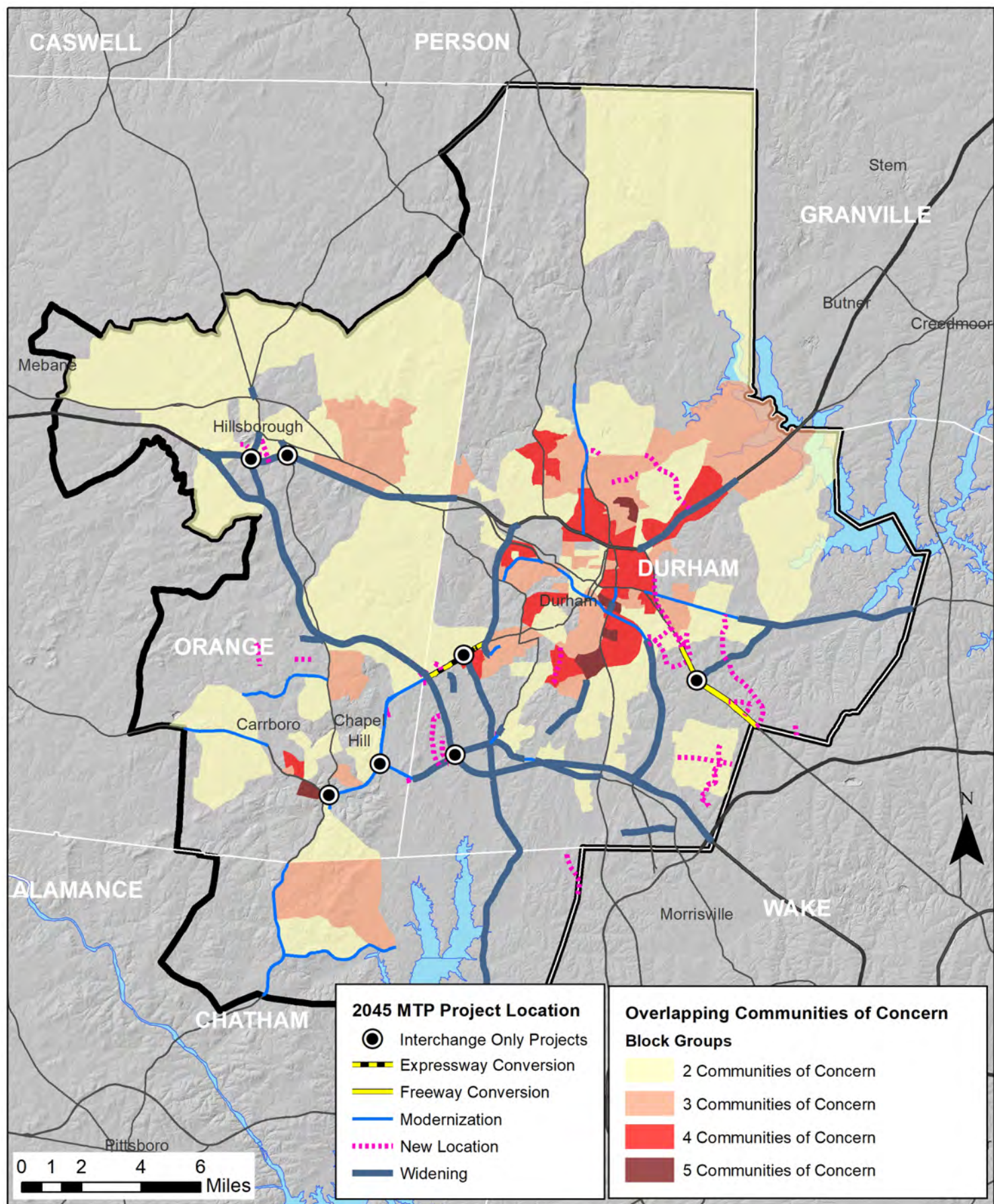
**Table 4.1: 2045 MTP Project Distribution**

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*	15	32	47%

\*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.

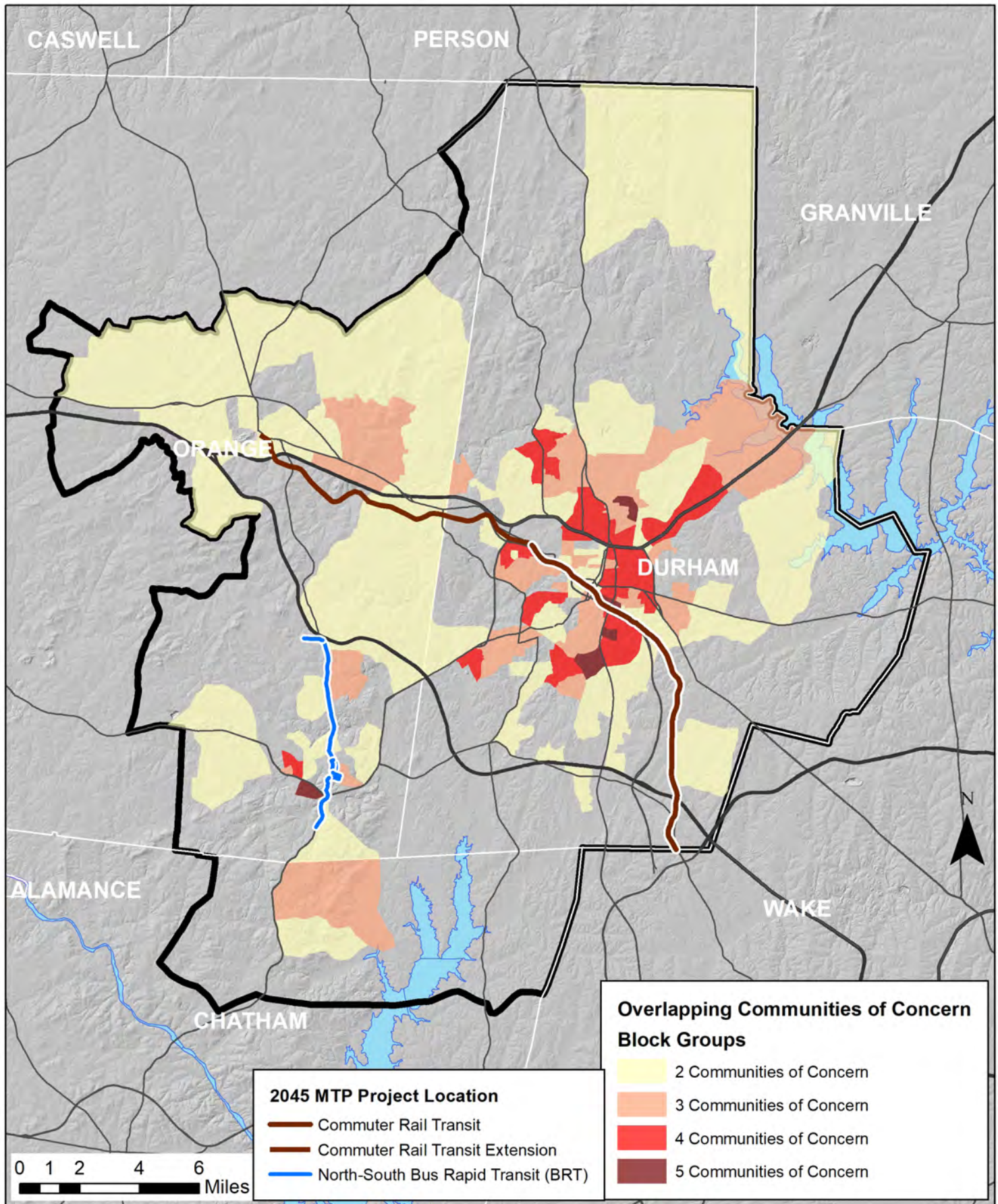
All measures of interchange, highway and transit investments in communities of concern exceeded the 37% threshold.





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.

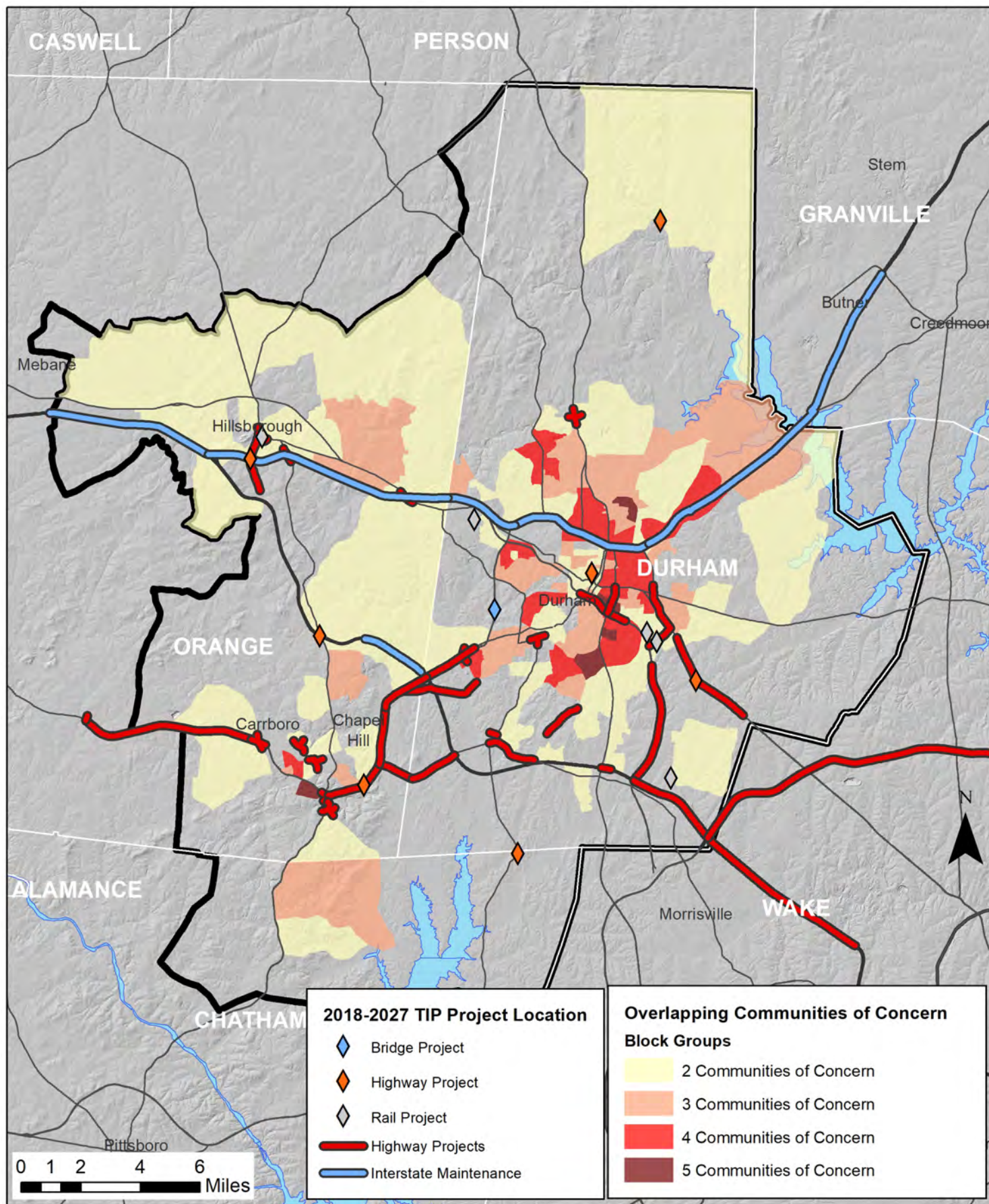
Out of 7 transit projects in the FY2018-2027, 5 projects are geographically based and 2 projects include purchasing new vehicles for express bus routes to Raleigh, which pass through several overlapping EJ CoC Block Groups. Hence it can be said that 5 out of 7 projects are located within overlapping 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**

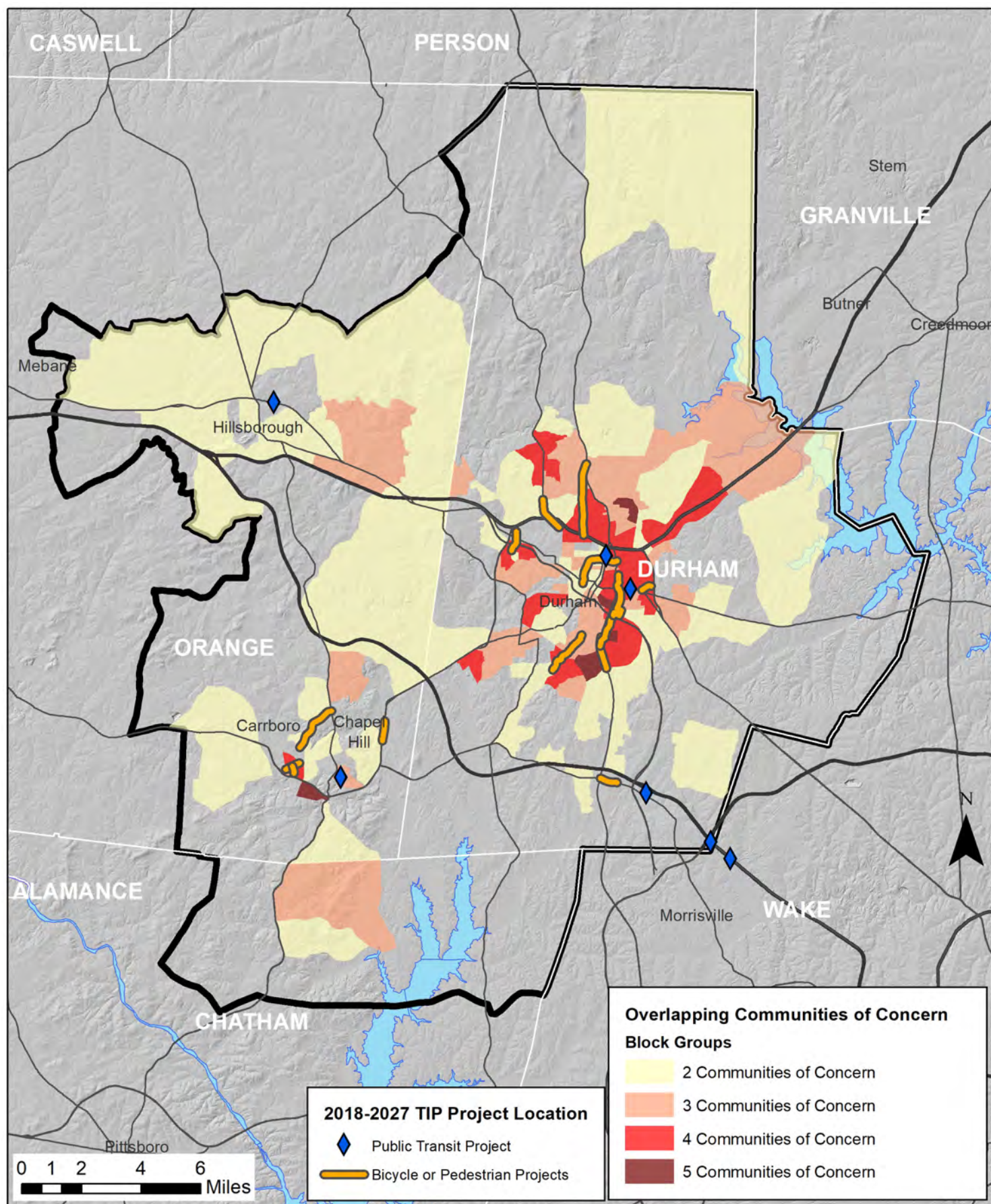
Type of TIP Project	Located within Overlapping CoC Block Groups	Total number of project segments or total Project Funding in DCHC MPO Area	Percent of Total (Threshold for measuring projects is 37%)
Bicycle-Pedestrian Project Miles	15	19	77%
Bicycle-Pedestrian Project Funding	\$67.5 million	\$80 million	84%
Interstate Project Miles	29	37	77%
Interstate Project Funding	\$110 million	\$402 million	<b>27%</b>
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
<b>Total</b>		<b>\$462,275</b>	<b>\$1,849,095</b>	<b>\$176,573</b>	<b>\$706,293</b>	<b>\$35,000</b>	<b>\$35,000</b>	<b>\$280,000</b>

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.<sup>1</sup> 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.<sup>2</sup>

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.<sup>3</sup> 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.<sup>4</sup>

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
<b>HIGHWAY SYSTEM</b>			
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.
<b>PUBLIC TRANSIT</b>			
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.
<b>BICYCLE AND PEDESTRIAN FEATURES</b>			
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.
<b>OTHER TRANSPORTATION PROJECTS</b>			
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.		



## **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

planning activities, the MPO will:

- 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/](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

# A

## 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.<sup>1</sup>

### **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.<sup>2</sup>

#### **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](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>.

## County Thresholds

This appendix includes demographic summary data for Chatham, Durham, and Orange counties; thresholds for each county that were developed using the methodology in this report; and mapped communities of concern for each county. These thresholds and mapped communities of concern by county will allow counties to use this report's methodology for county-specific projects, such as Transit Plans.

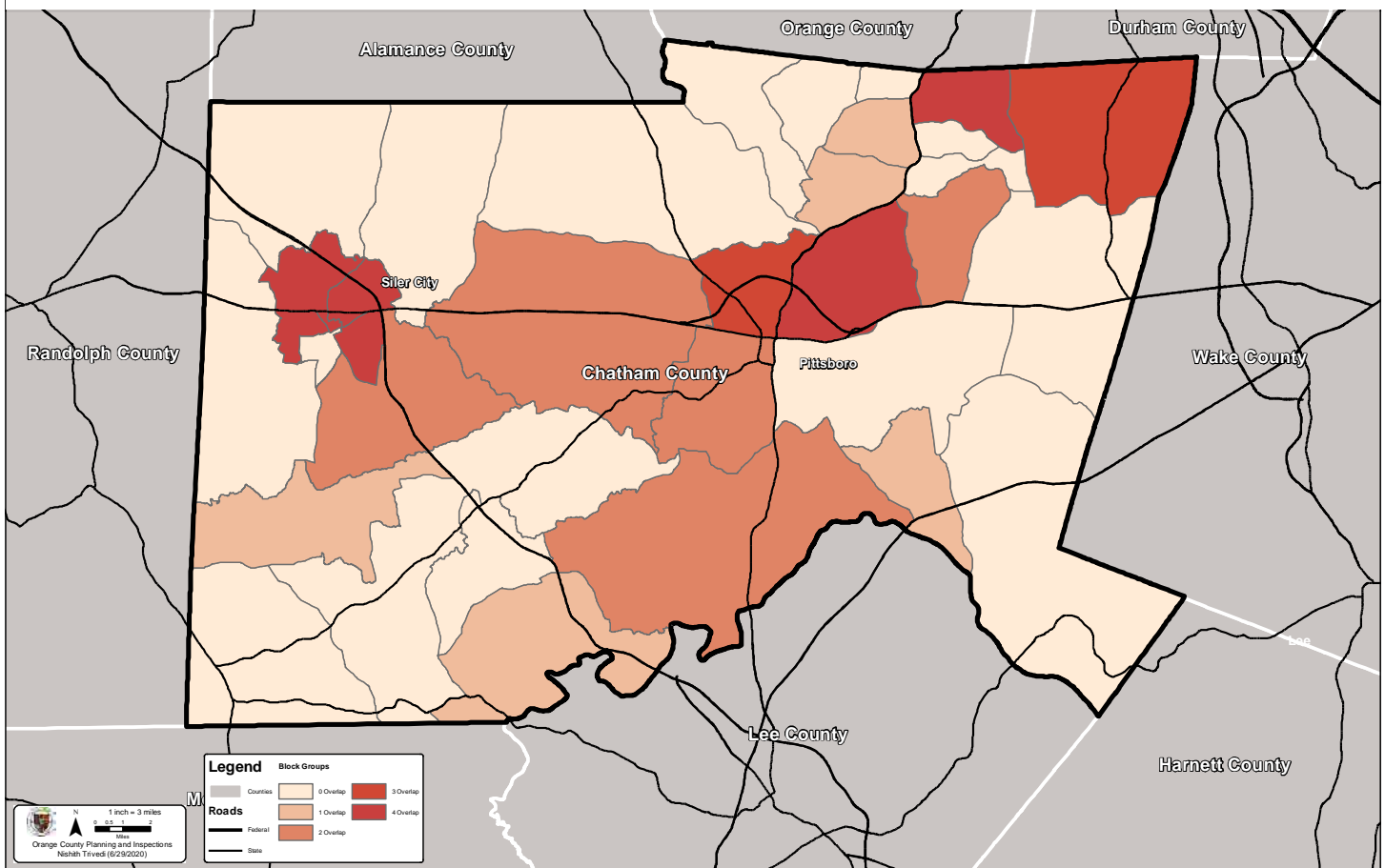
**Table A.1: County Summary Data**

County	Total Pop	Total HH	Med HH Income	Black	Minority	Hispanic/Latino	Below Poverty	Elderly	Zero Car Households	LEP
Chatham	69,791	31,555	\$ 63,531	8,073	13,601	8,626	8,241	16,306	1,283	2,105
Durham	306,457	133,429	\$ 58,190	113,511	149,091	41,189	46,805	37,056	9,936	15,650
Orange	142,938	57,502	\$ 68,211	16,557	36,403	12,014	17,633	18,364	2,644	3,508

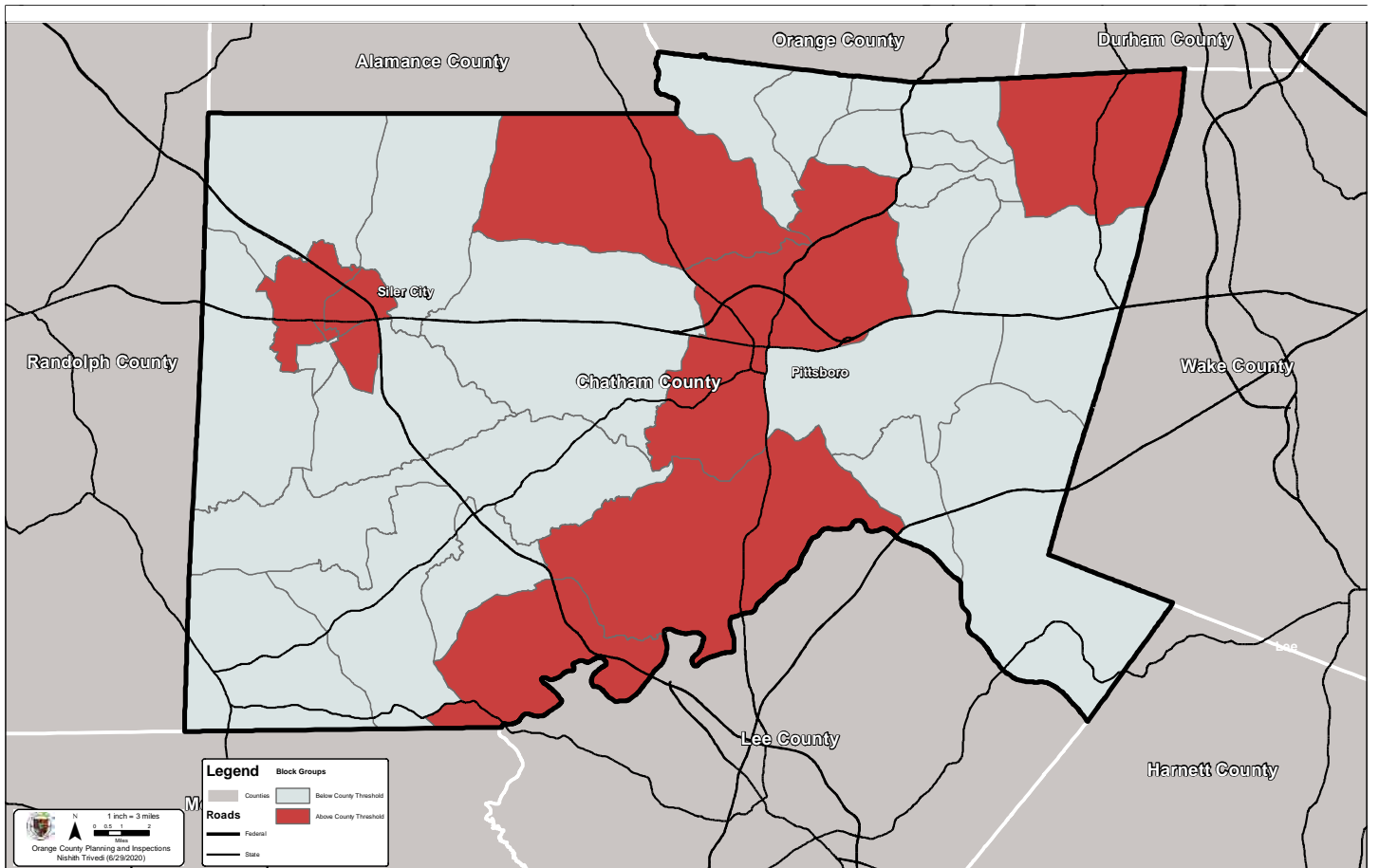
**Table A.2: County Thresholds**

County	Black	Minority	Hispanic/Latino	Below Poverty	Elderly	Zero Car Households	LEP
Chatham	12%	19%	12%	12%	23%	4%	3%
Durham	37%	49%	13%	15%	12%	7%	5%
Orange	12%	25%	8%	12%	13%	5%	2%

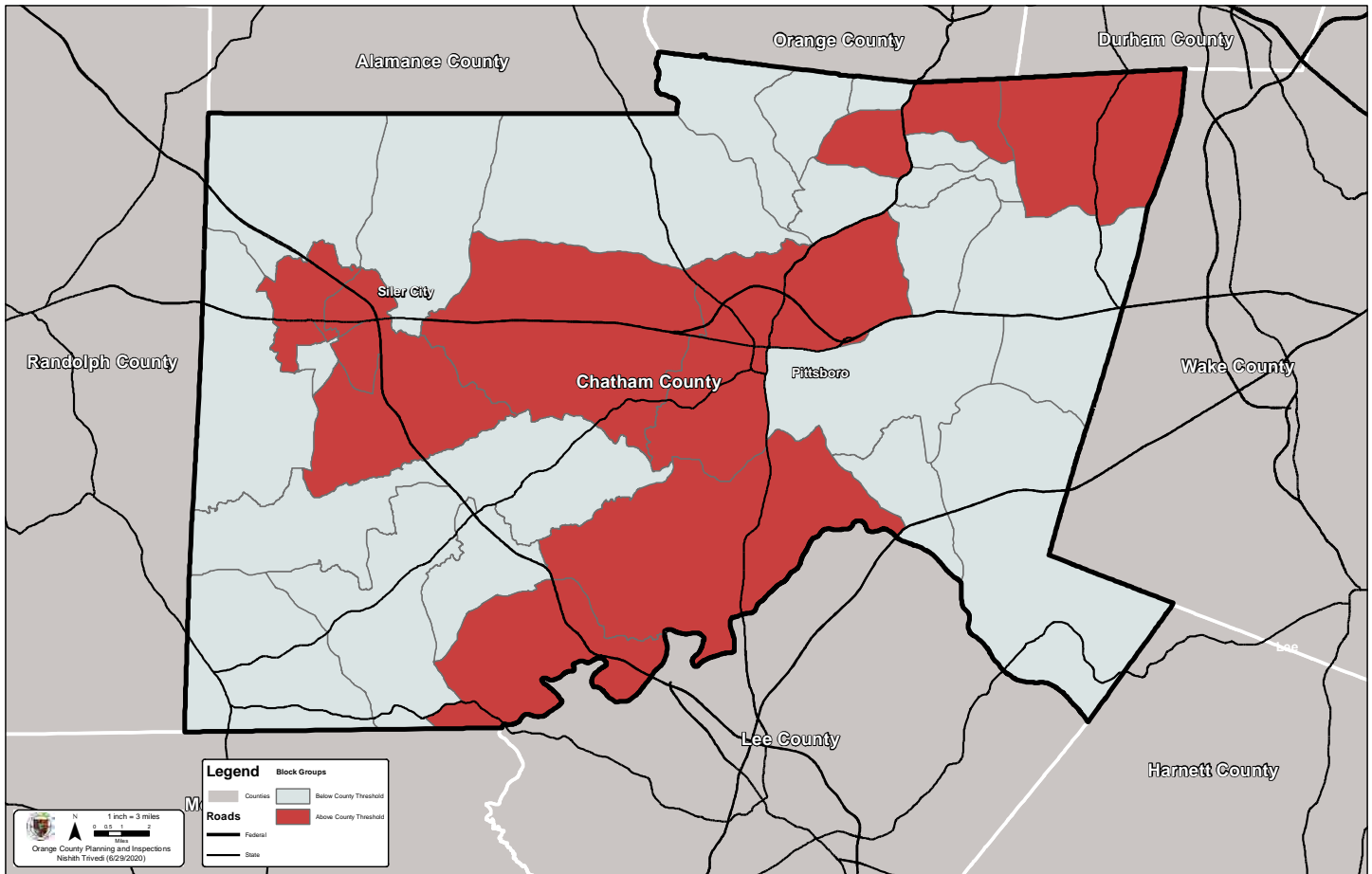
# Environmental Justice - County Level Analysis - Communities of Concern



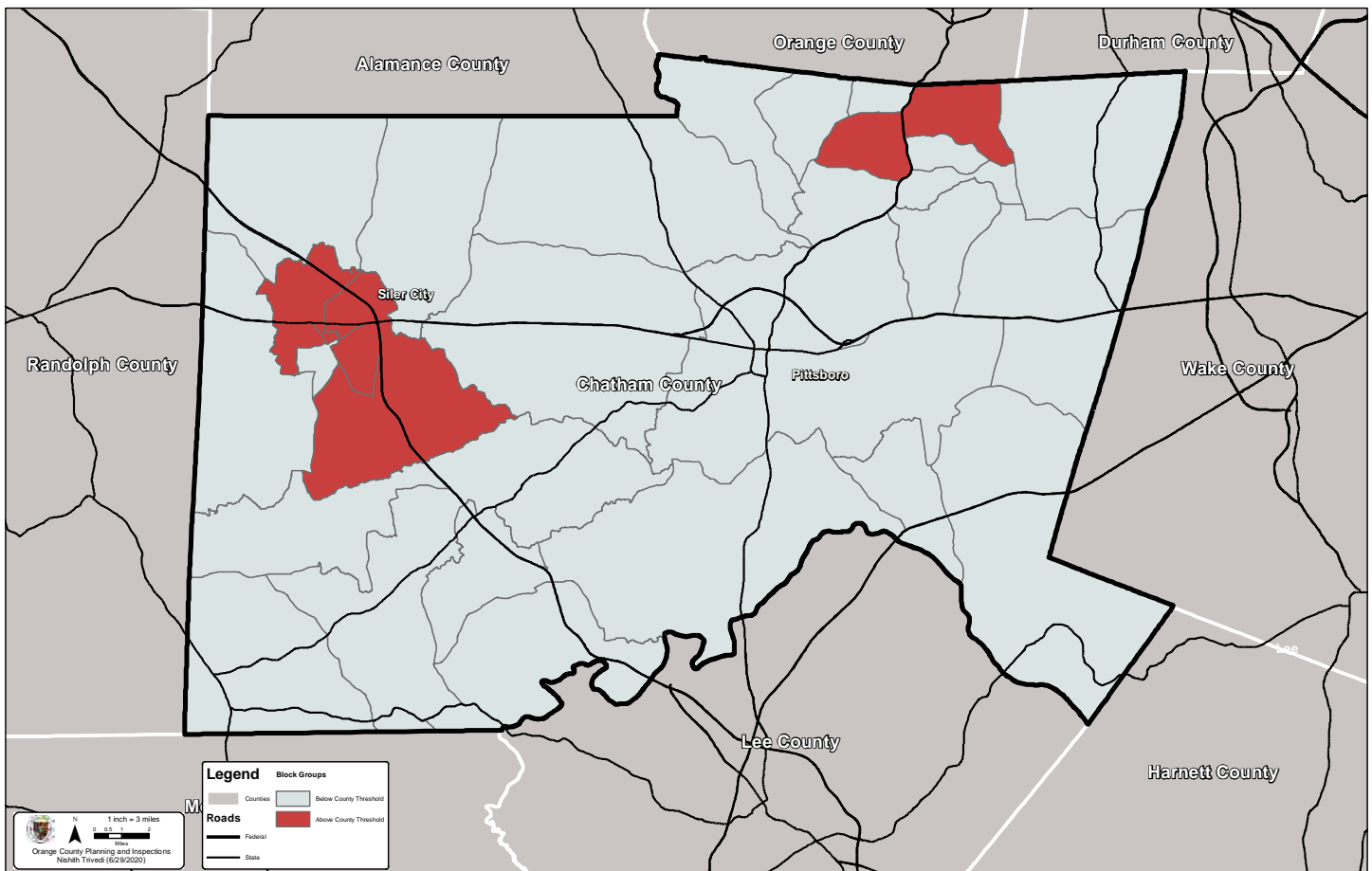
## Environmental Justice - County Level Analysis - Black



# Environmental Justice - County Level Analysis - Minority

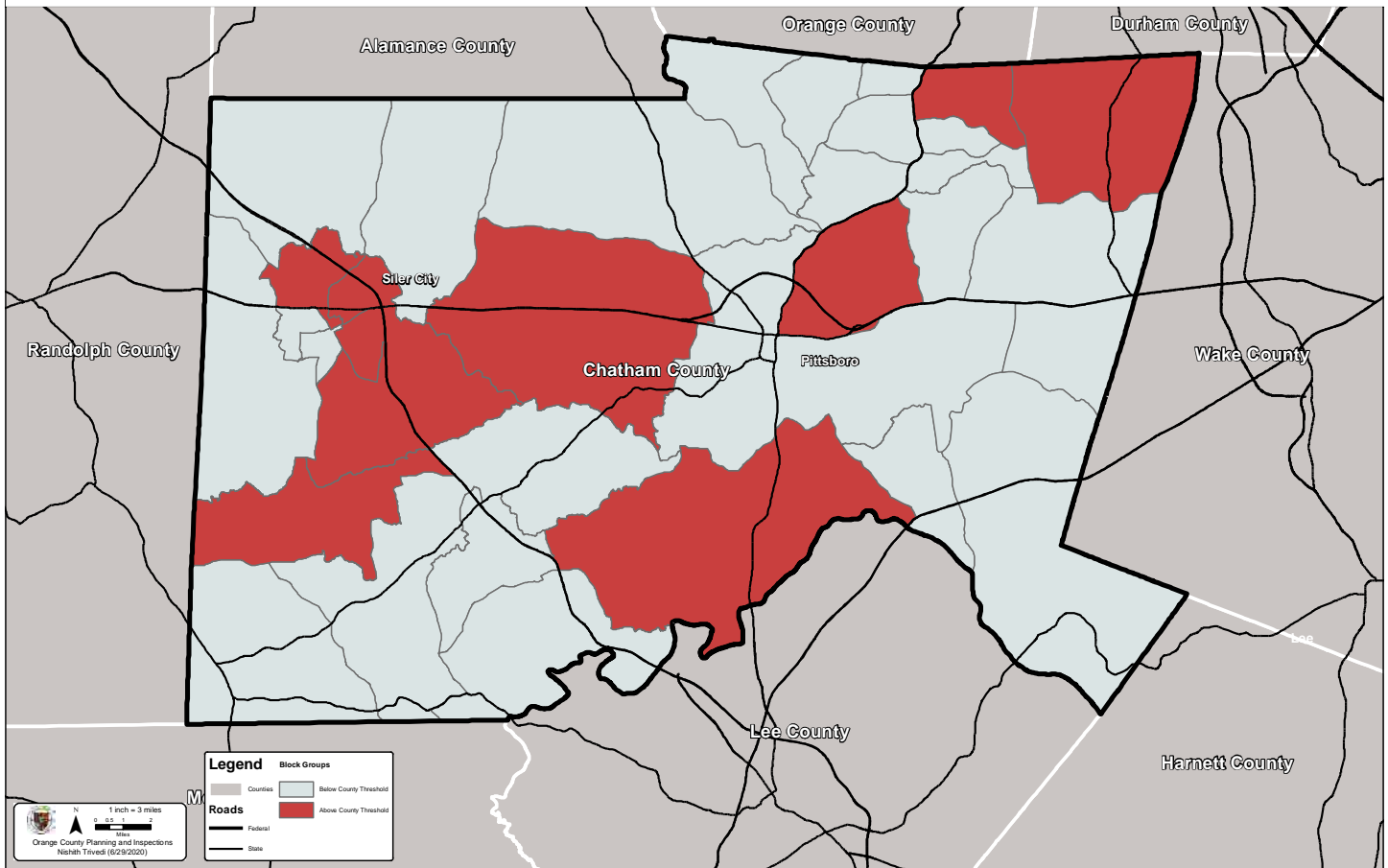


# Environmental Justice - County Level Analysis - Hispanic/Latino

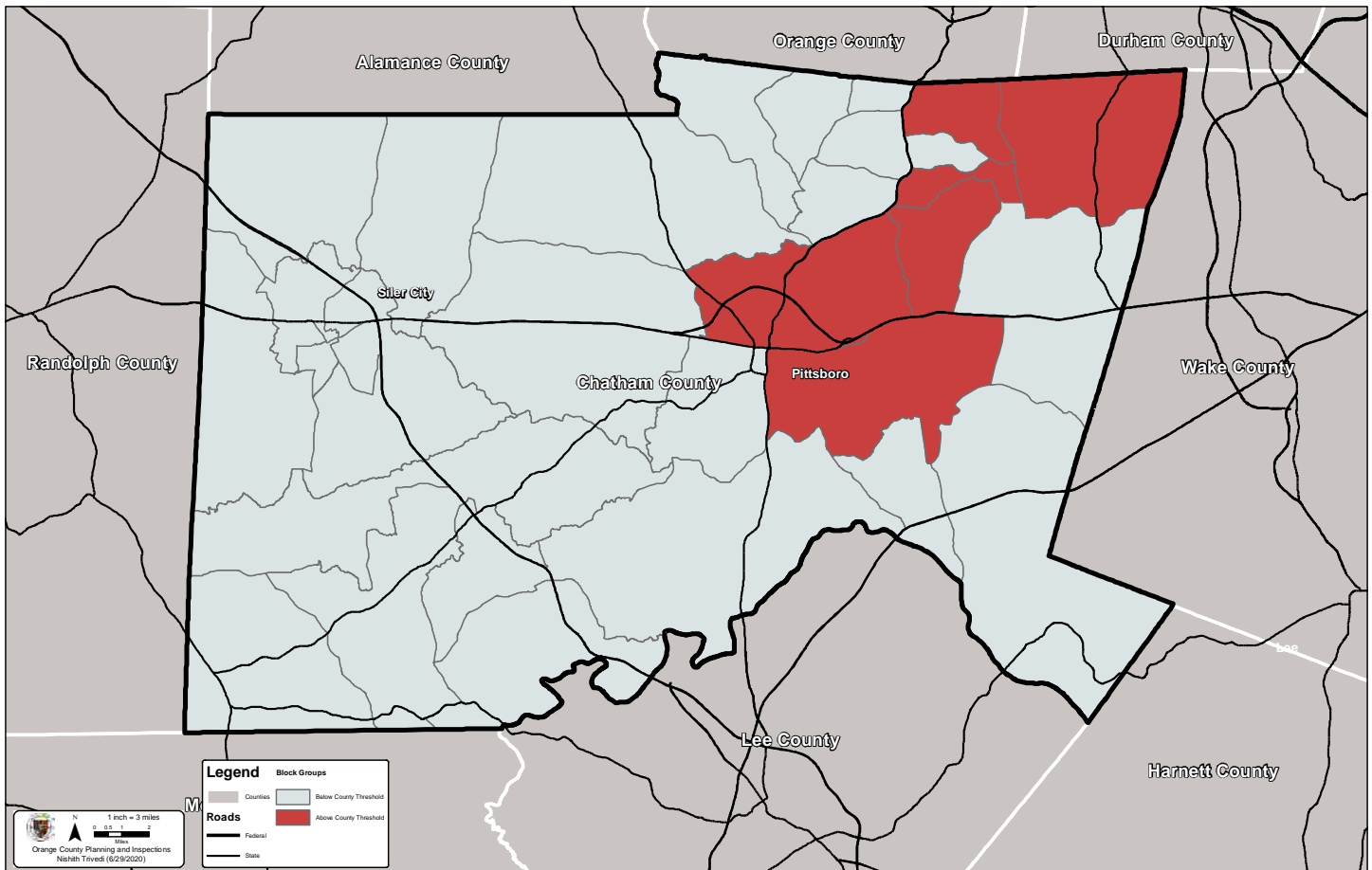




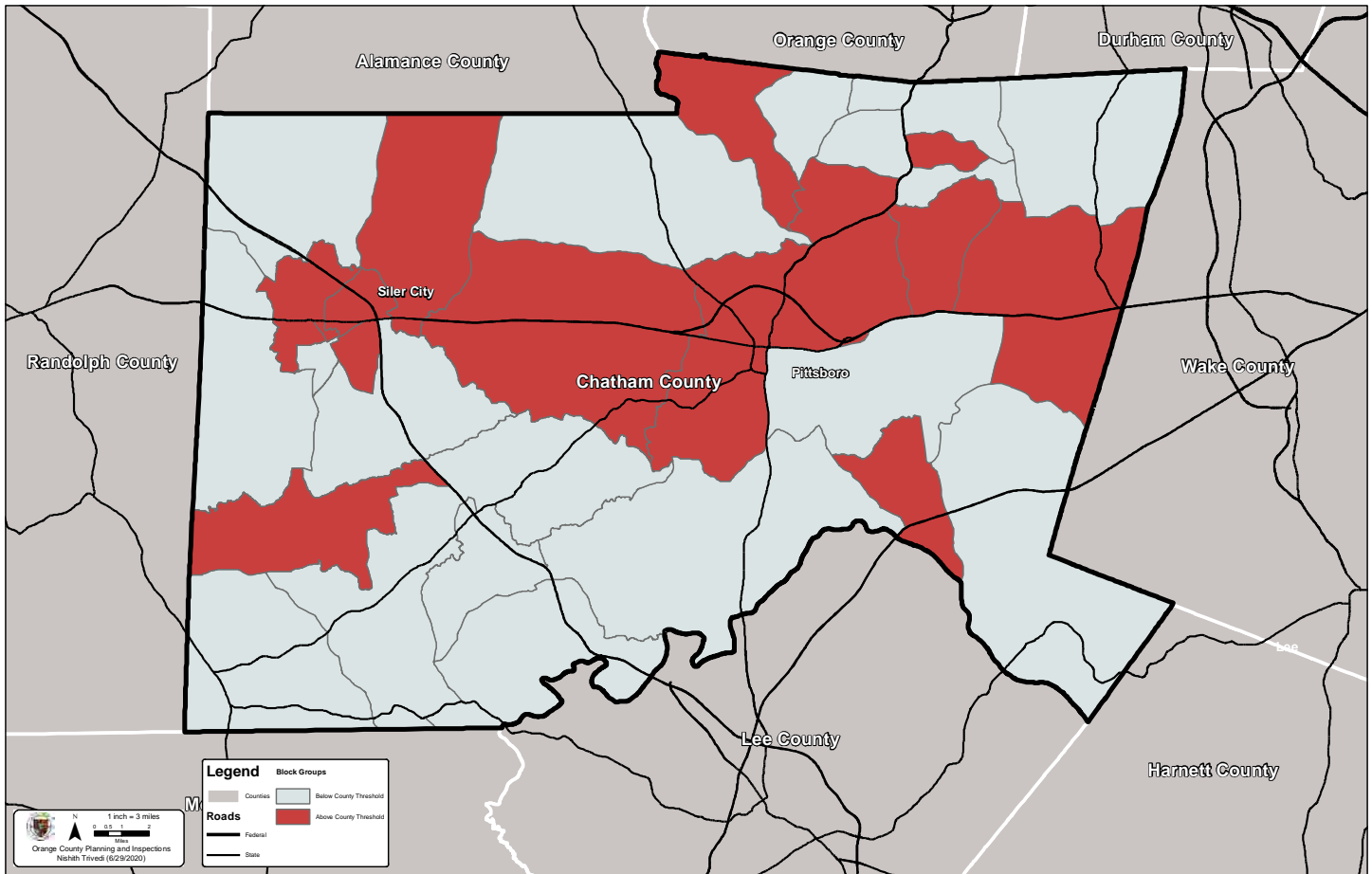
# Environmental Justice - County Level Analysis - Below Poverty



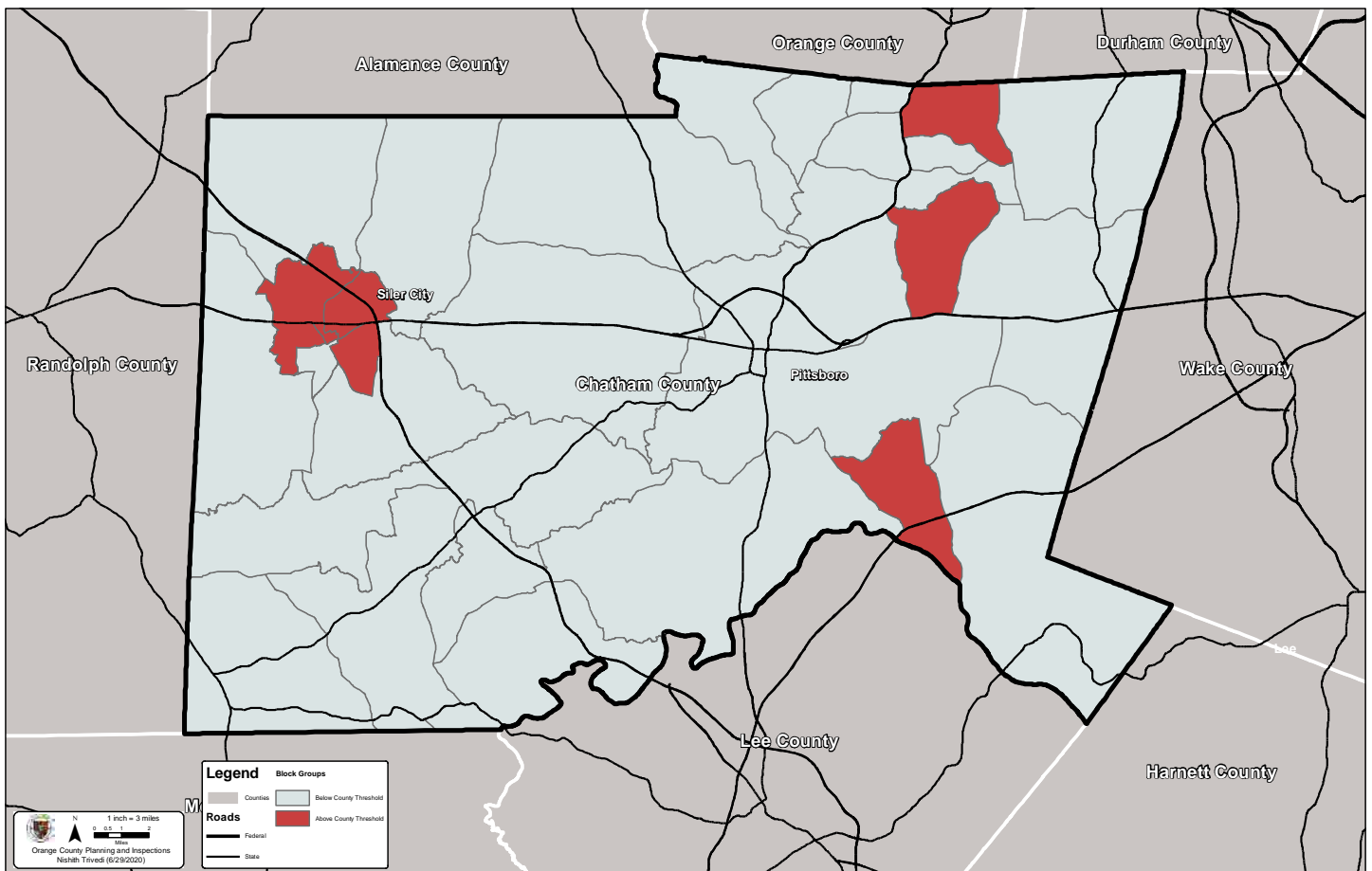
# Environmental Justice - County Level Analysis - Elderly



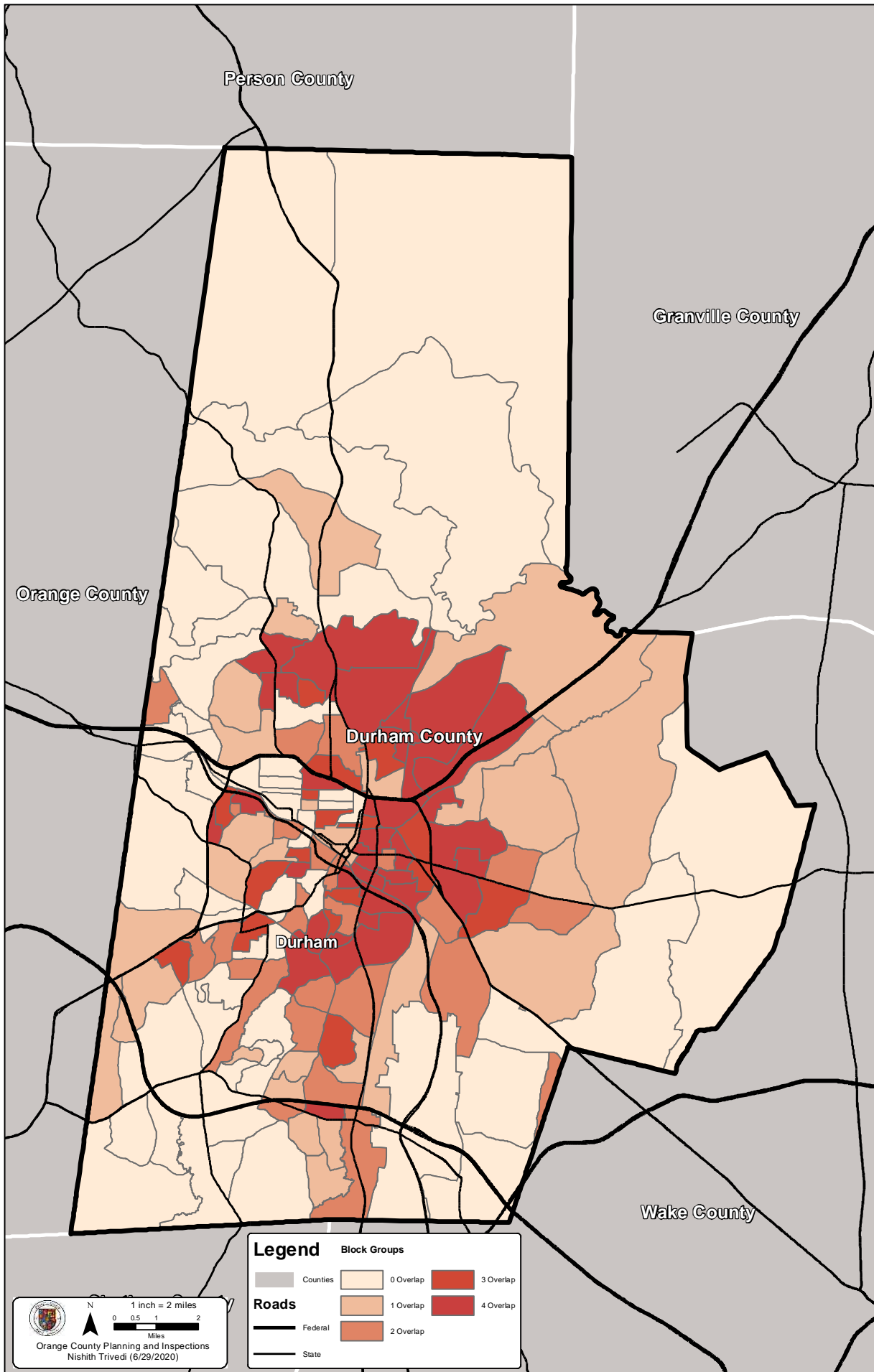
# Environmental Justice - County Level Analysis - Zero Car Household



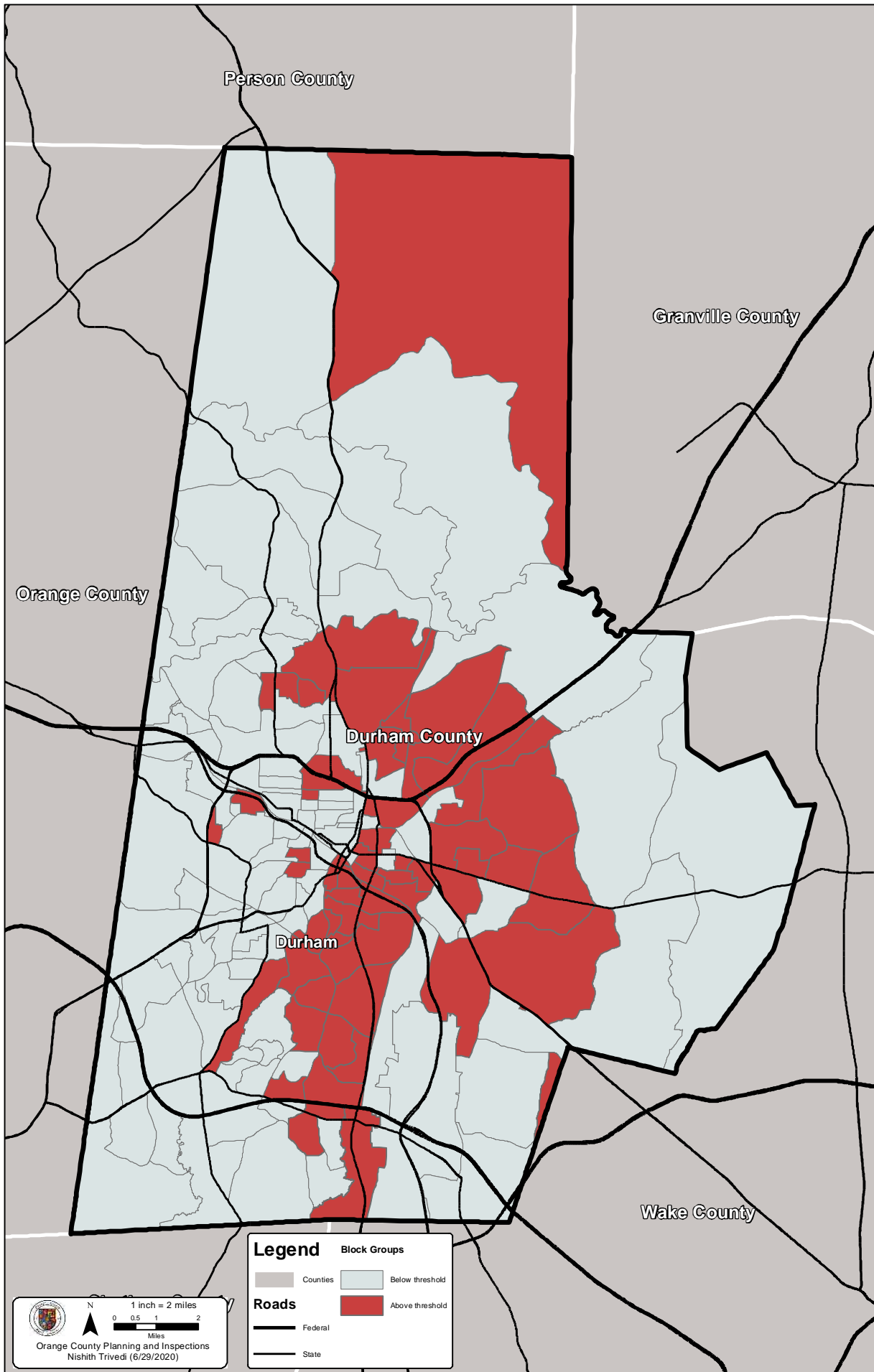
# Environmental Justice - County Level Analysis - Limited English Proficiency (LEP)



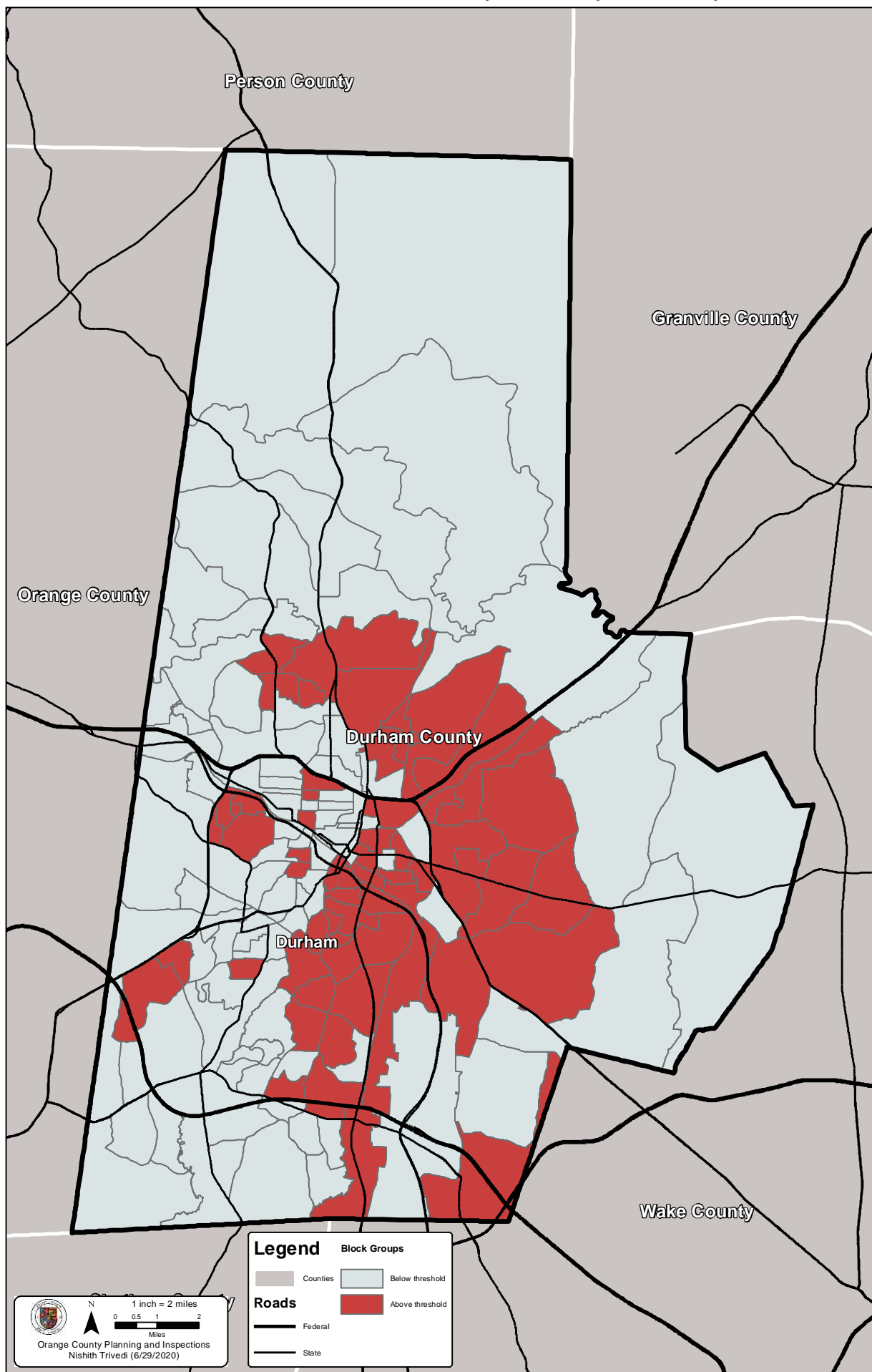
# Environmental Justice - County Level Analysis - Communities of Concern



# Environmental Justice - County Level Analysis - Black

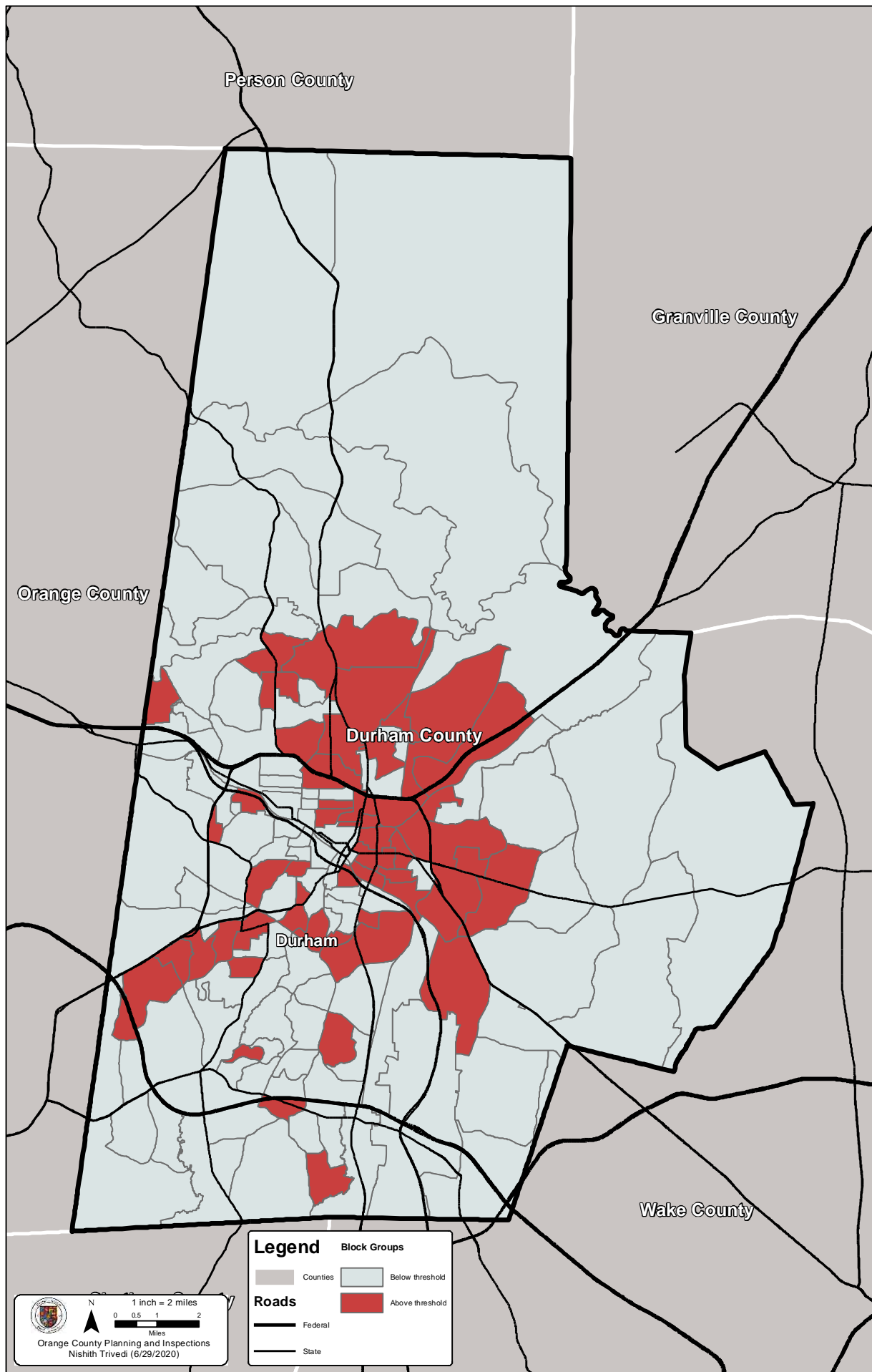


# Environmental Justice - County Level Analysis - Minority

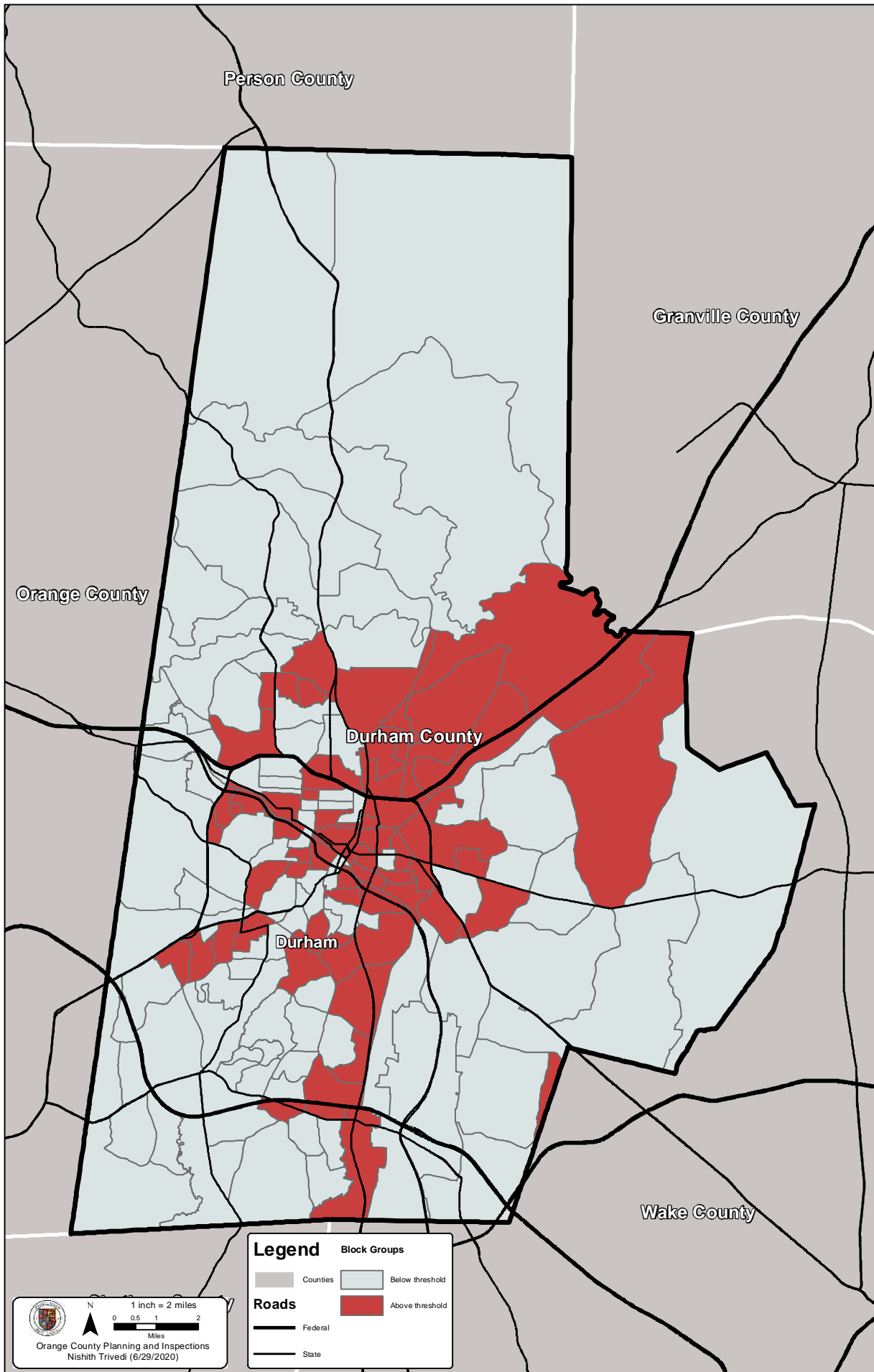




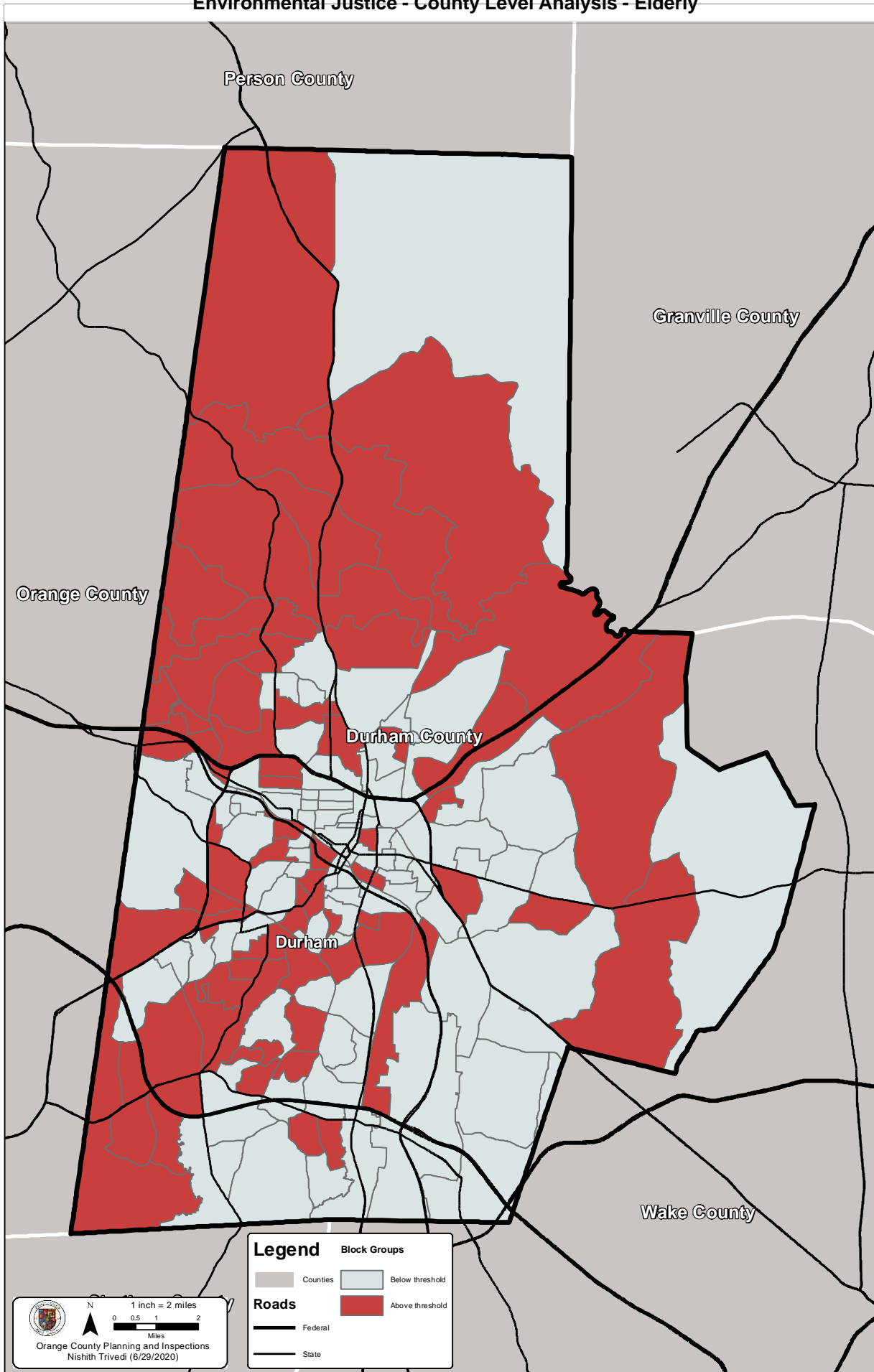
# Environmental Justice - County Level Analysis - Hispanic/Latino



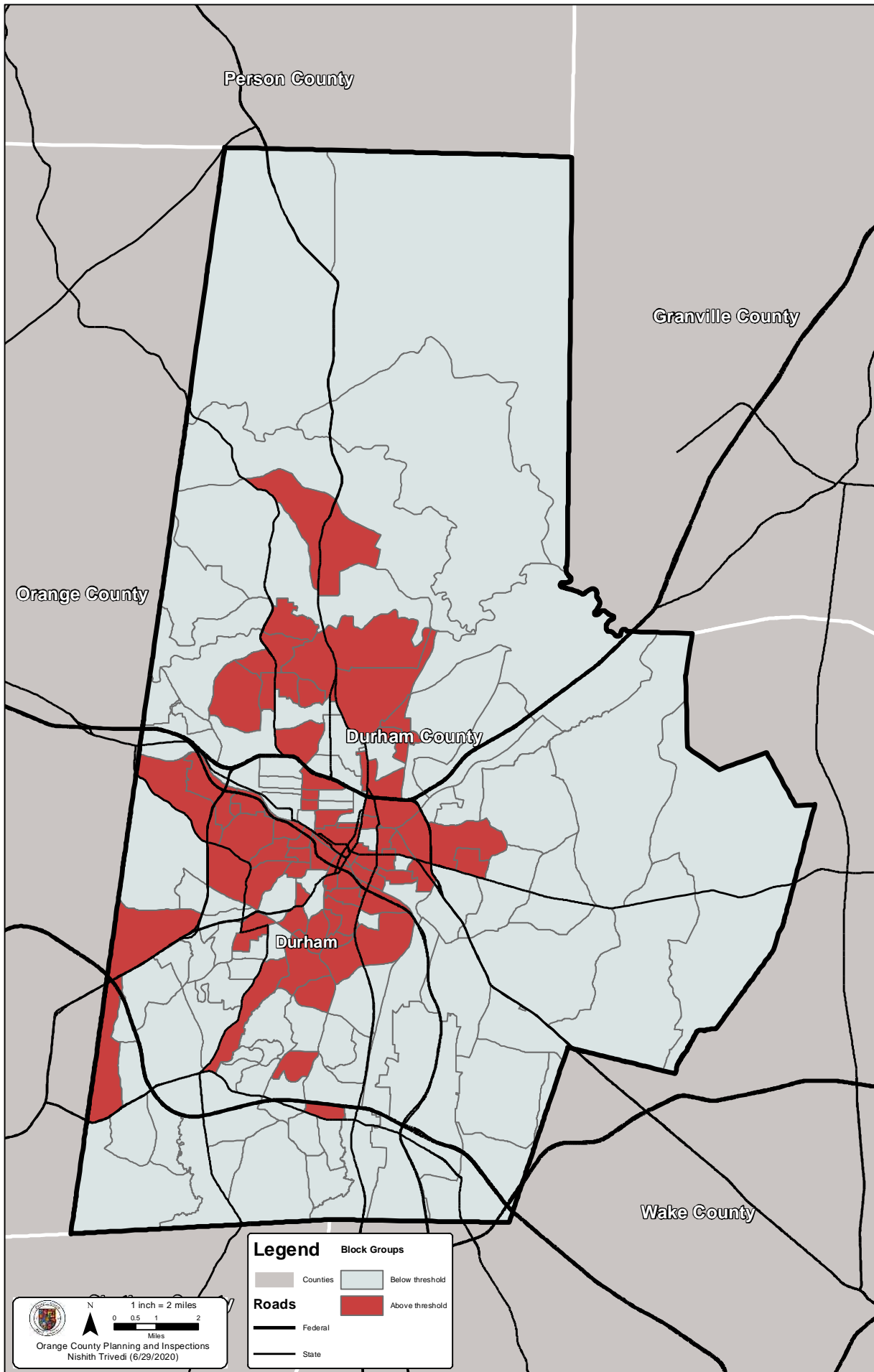
# Environmental Justice - County Level Analysis - Below Poverty



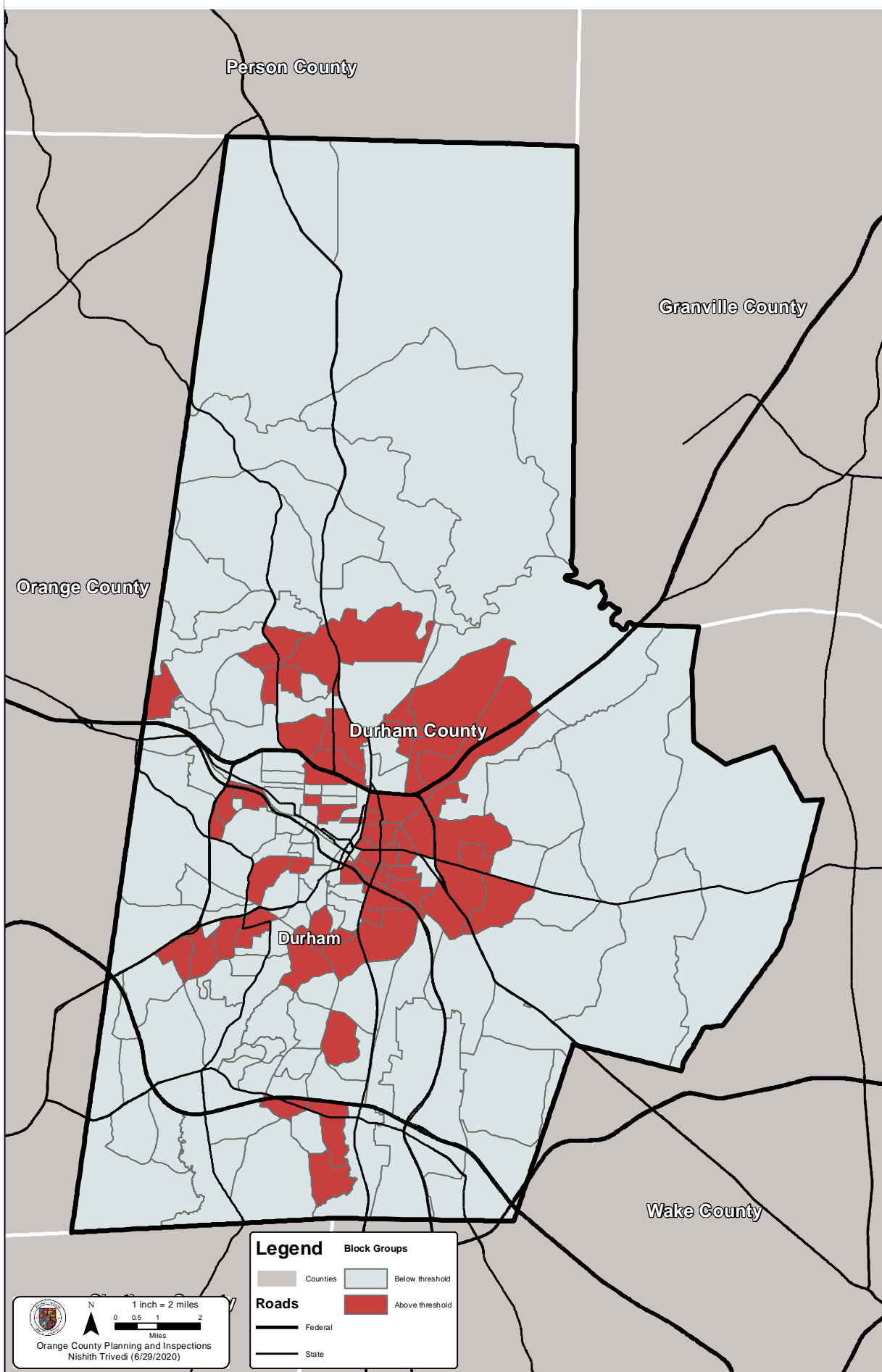
# Environmental Justice - County Level Analysis - Elderly



# Environmental Justice - County Level Analysis - Zero Car Household

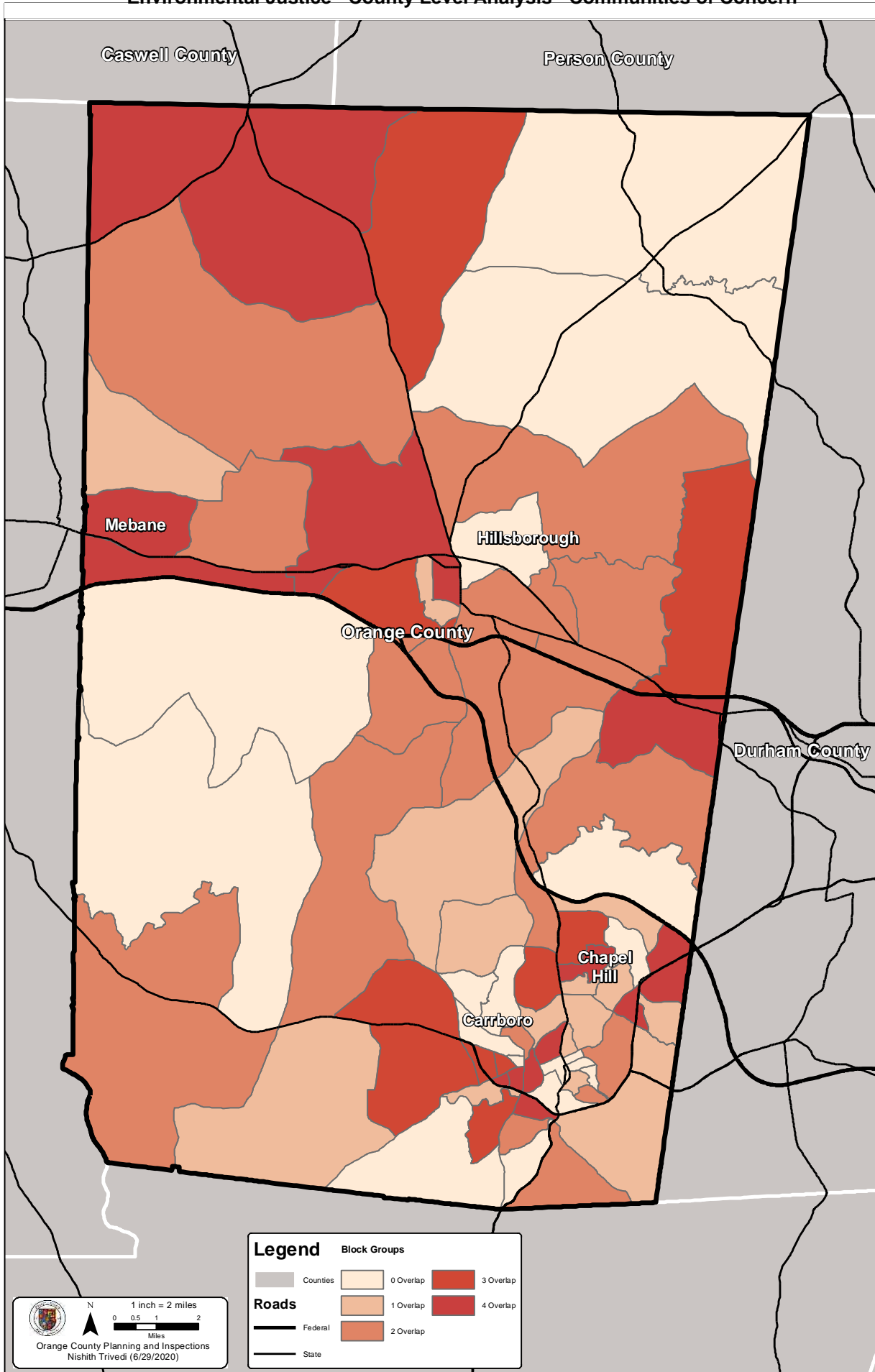


# Environmental Justice - County Level Analysis - Limited English Proficiency (LEP)

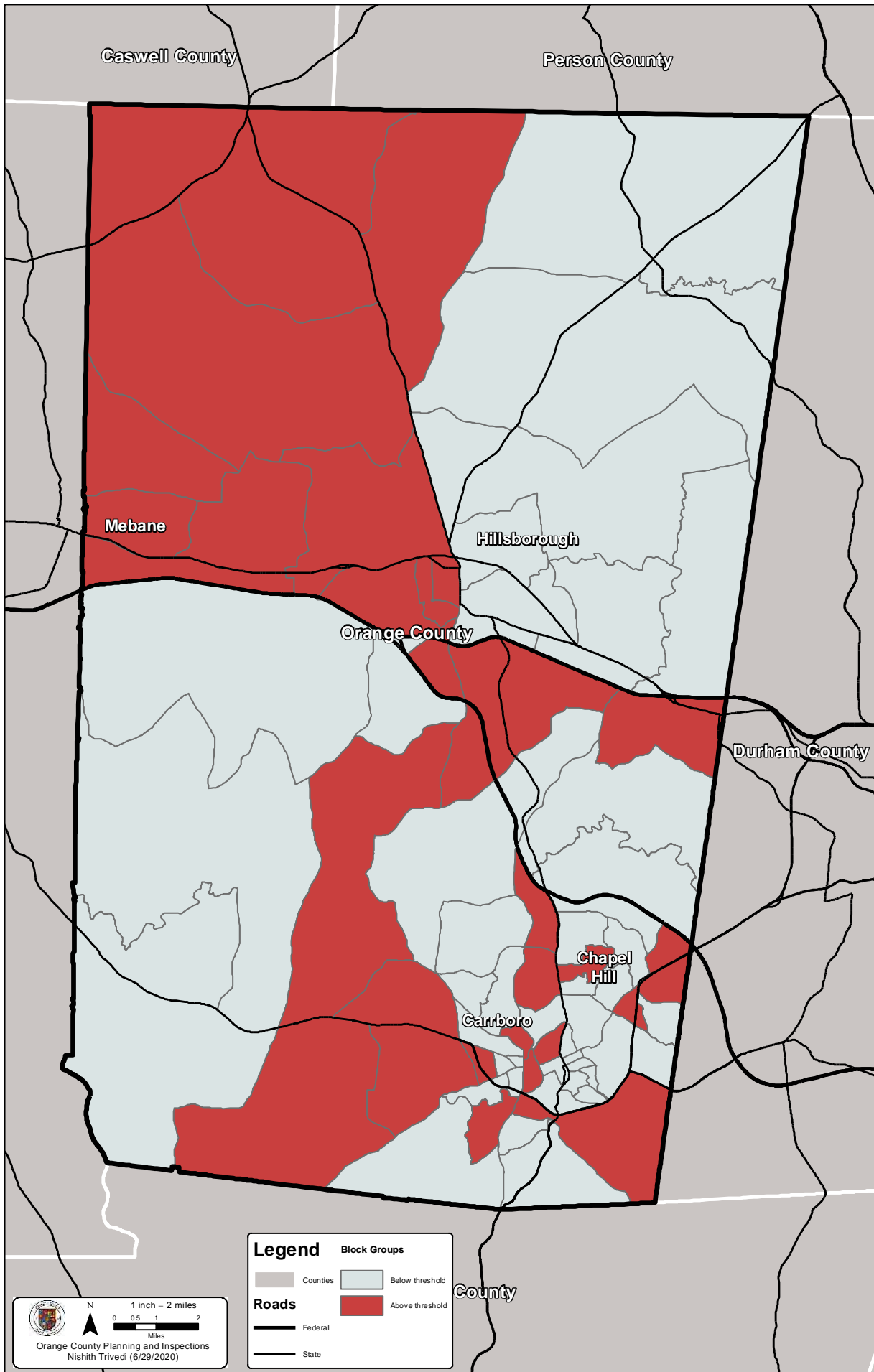


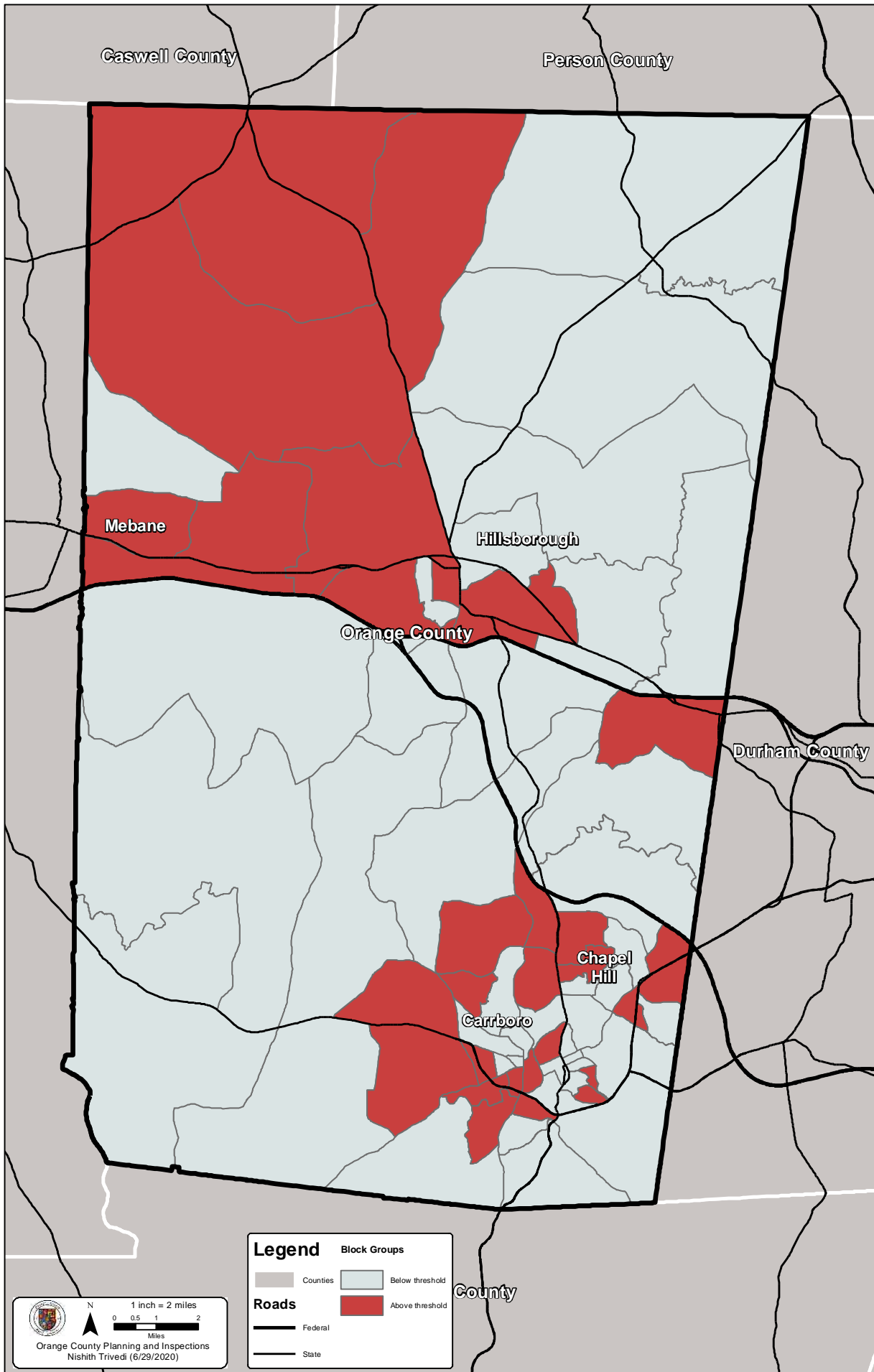


# Environmental Justice - County Level Analysis - Communities of Concern

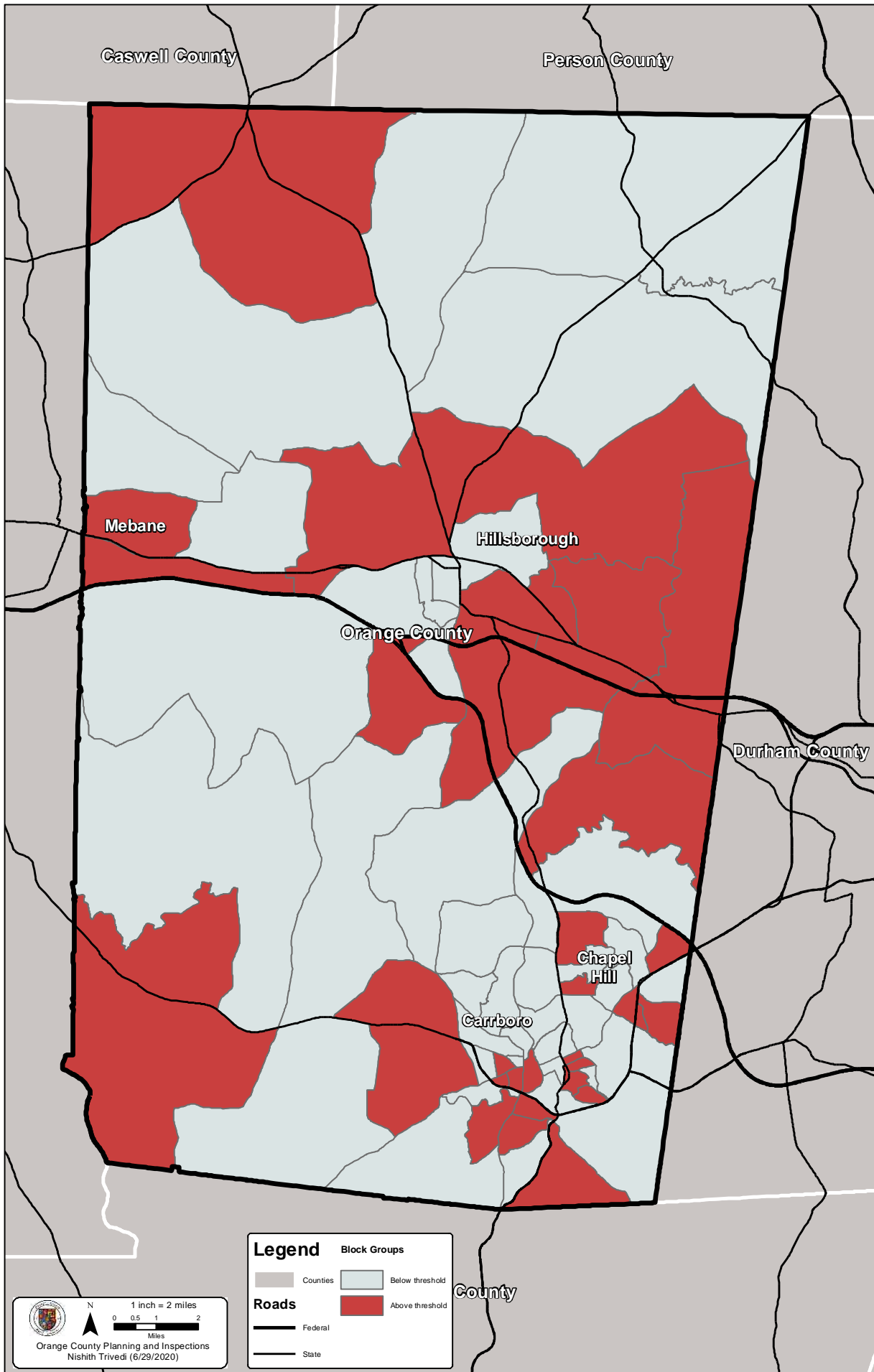


# Environmental Justice - County Level Analysis - Black

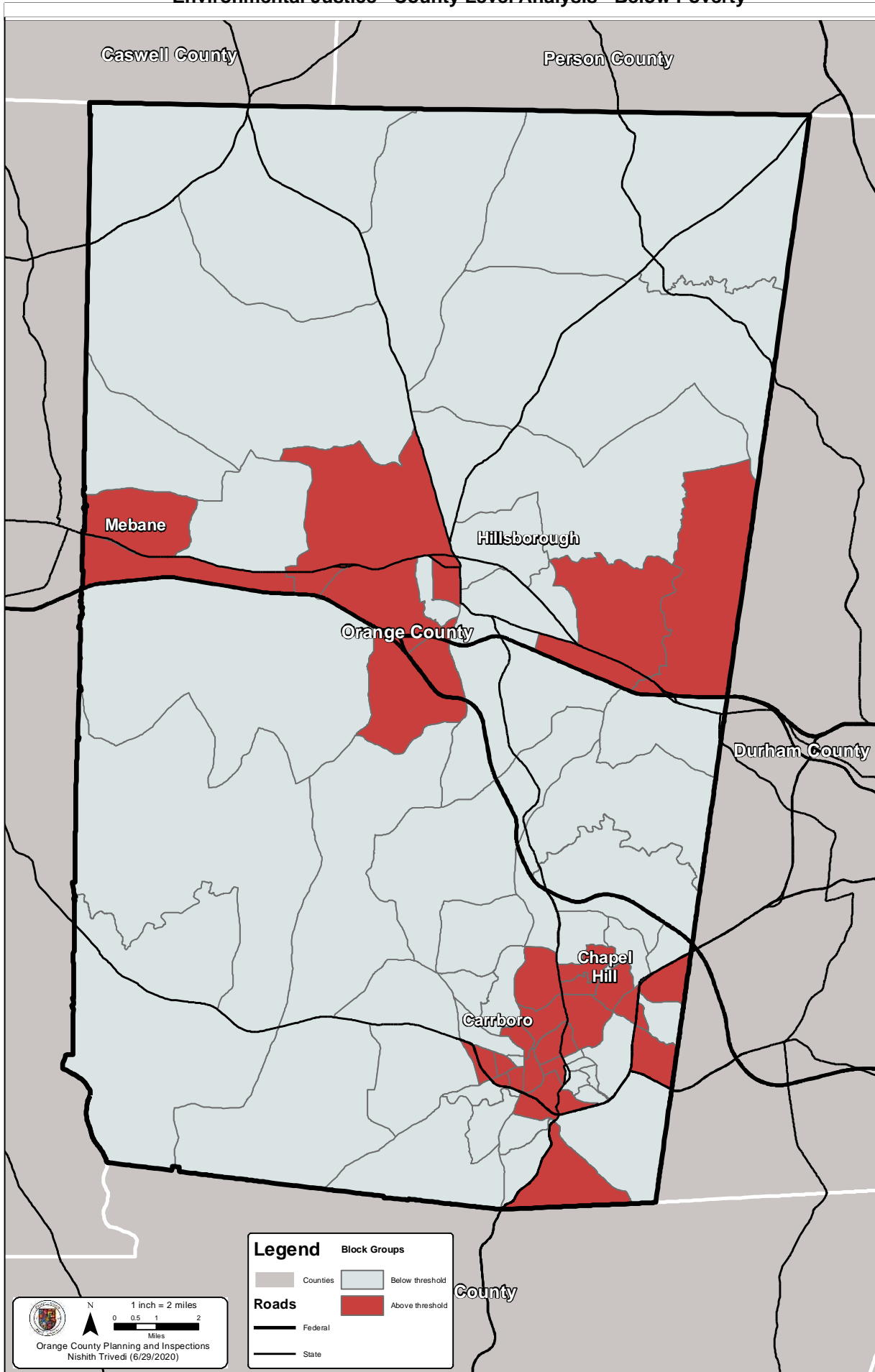




# Environmental Justice - County Level Analysis - Hispanic/Latino

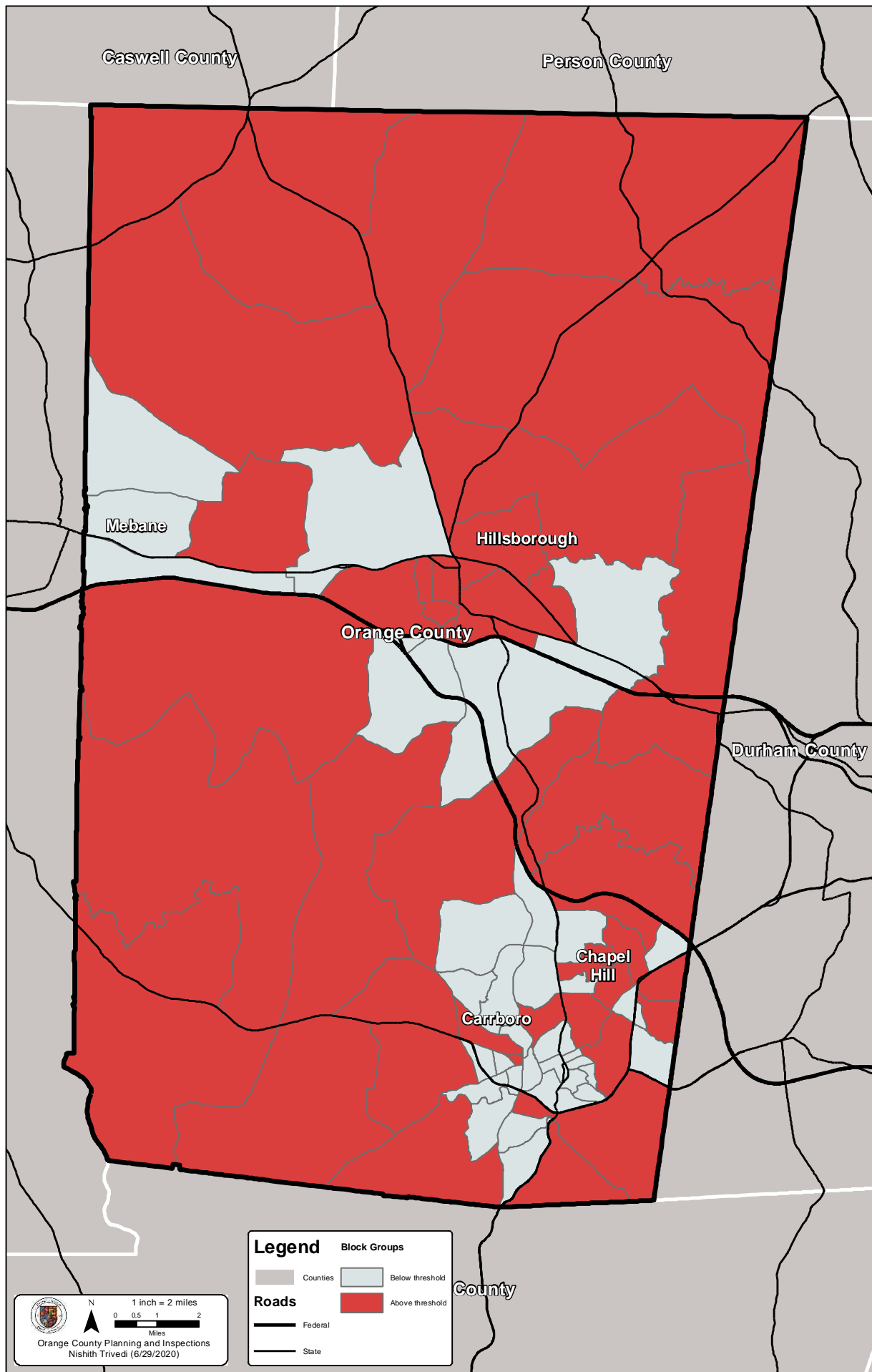


# Environmental Justice - County Level Analysis - Below Poverty

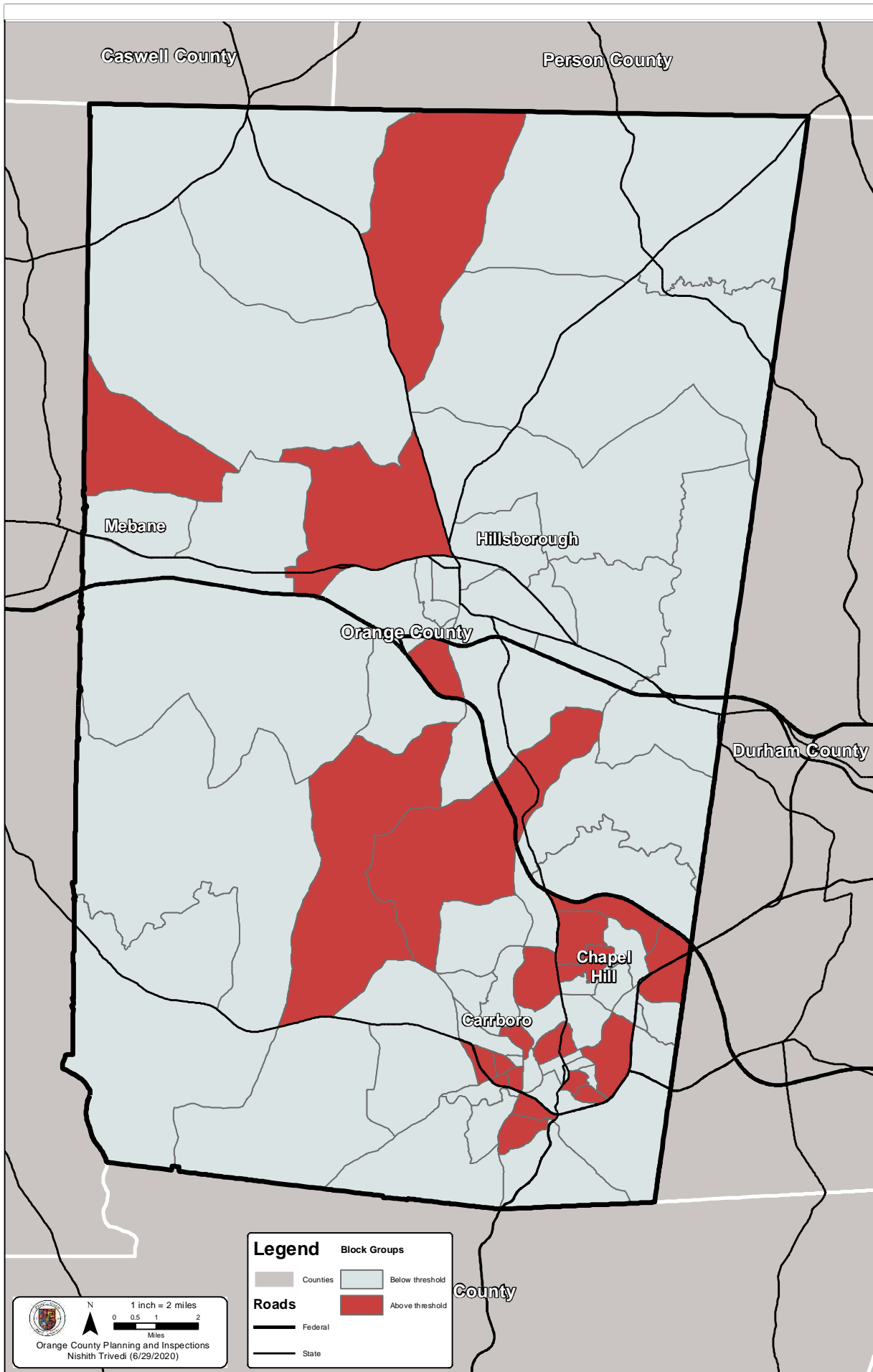




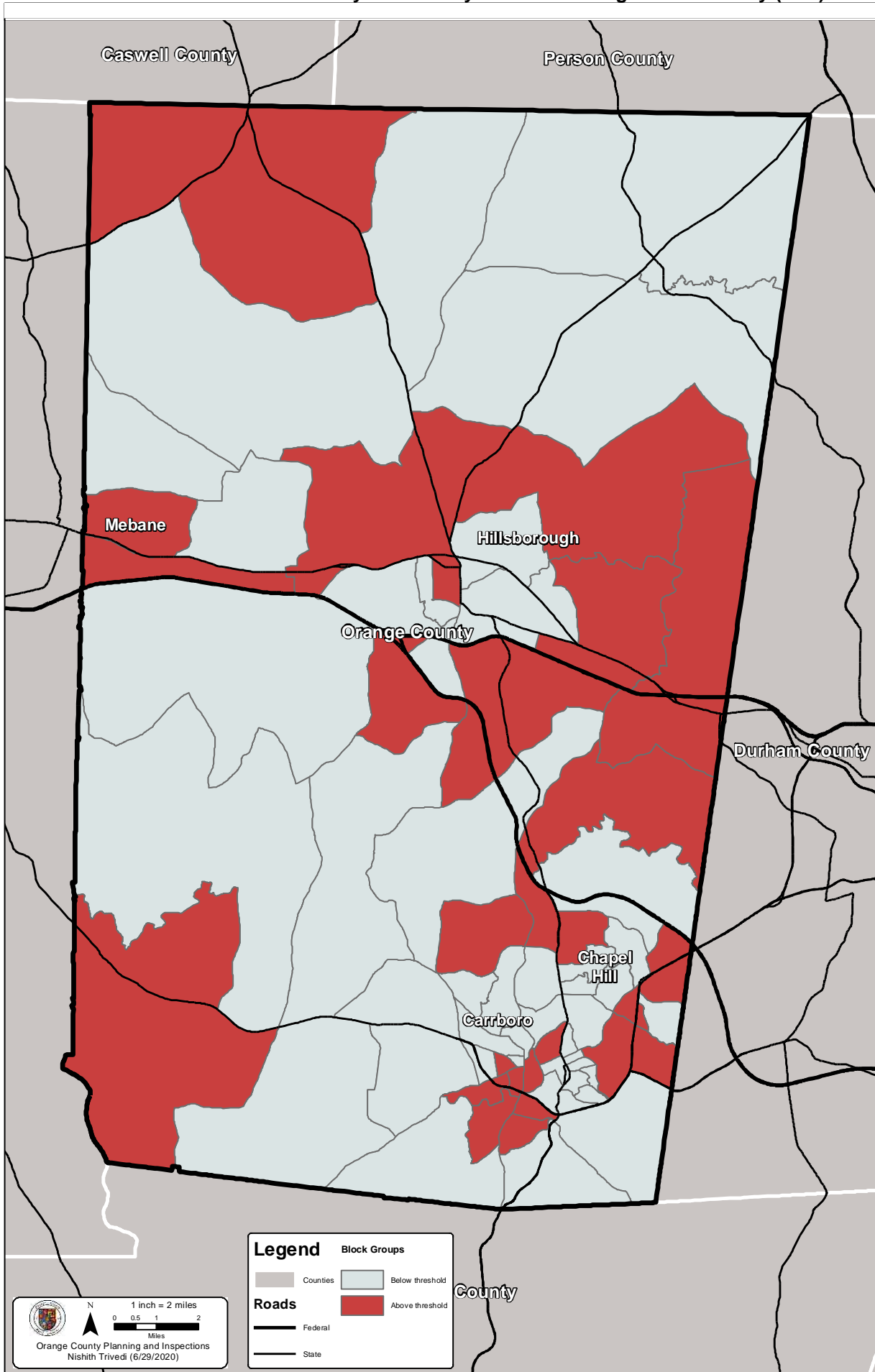
# Environmental Justice - County Level Analysis - Elderly



# Environmental Justice - County Level Analysis - Zero Car Household



# Environmental Justice - County Level Analysis - Limited English Proficiency (LEP)



**RESOLUTION ADOPTING THE 2020 ENVIRONMENTAL JUSTICE  
REPORT FOR THE DURHAM-CHAPEL HILL-CARRBORO  
METROPOLITAN PLANNING ORGANIZATION**

**September 9, 2020**

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

**WHEREAS**, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) is the designated regional transportation-planning agency for the DCHC urbanized area; and

**WHEREAS**, the DCHC MPO Board has found that the MPO is conducting transportation planning in a continuous, cooperative, and comprehensive (3-C) manner in accordance with 23 U.S.C. 134 and 49 U.S.C. 1607; and

**WHEREAS**, federal regulations require MPOs to address Environmental Justice (EJ) and Title VI of the Civil Rights Act in the planning process; and

**WHEREAS**, 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;” and

**WHEREAS**, it is the policy of the DCHC MPO to ensure that no person shall, on the ground of race, color, sex, age, national origin, or disability, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and other related non-discrimination Civil Rights laws and authorities; and

**WHEREAS**, historically, low-income and racial minority communities have been shown to carry undue burdens of the transportation system and face inequities in the planning process; and

**WHEREAS**, Limited English Proficiency individuals, low-income, and racial minorities often face difficulties participating in the planning process; and

**WHEREAS**, the *2020 Environmental Justice Report for the DCHC MPO* is consistent with and furthers the goals and objectives of the DCHC MPO’s 2045 Metropolitan Transportation Plan (MTP); and

**WHEREAS**, the *2020 Environmental Justice Report for the DCHC MPO* continues a process to analyze the present and future transportation needs of EJ populations; and

**WHEREAS**, the *2020 Environmental Justice Report for the DCHC MPO* provides recommendations to increase participation in the 3-C planning process and enhance the mobility and equity of EJ and non-EJ populations in the DCHC MPO area.

**NOW, THEREFORE BE IT RESOLVED** that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board does hereby adopt the *2020 Environmental Justice Report for the DCHC MPO* on this, the 9th day of September, 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 she signed the forgoing document.

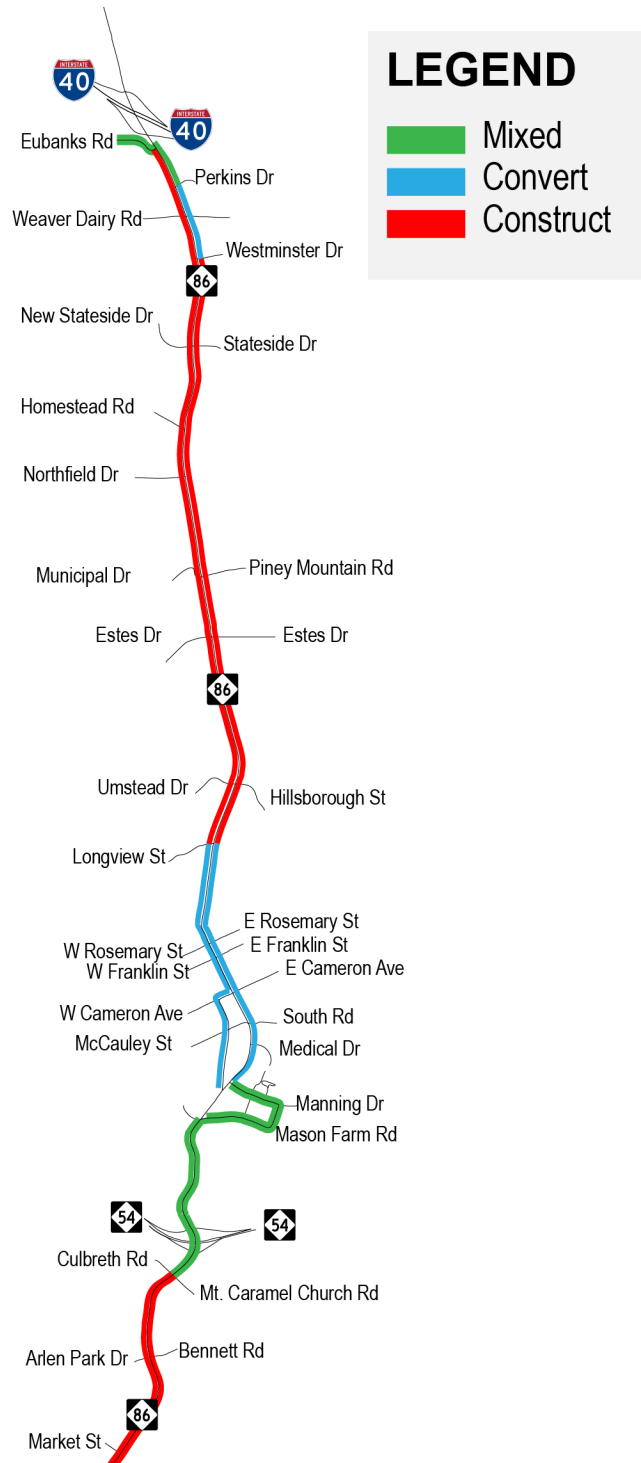
Date: September 9, 2020

---

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



**Map 1 – North-South BRT  
Revised Locally Preferred  
Alternative – June 10, 2020**



The North-South Bus Rapid Transit (NSBRT) project was initiated in January 2014 as one of the results of the Chapel Hill 2020 Comprehensive Plan. The study is managed by Chapel Hill Transit and guided by a Policy Committee, Technical Committee, Transit Partners Committee and a substantial public involvement process. During its [January 16, 2019](#) Council Meeting, the Council adopted an updated Locally Preferred Alternative (LPA) for the NSBRT project and asked staff to conduct a traffic analysis to evaluate converting or constructing dedicated bus-only lanes between Eubanks Road and North Street along Martin Luther King Jr. Boulevard.

The LPA is the transitway alternative that the project sponsor (Town of Chapel Hill) and stakeholders prefer and expect to be competitive and achieve support at the federal level. The LPA is a general description of the type of transit that will be used (mode), runningway (curb running, median, dedicated lane, mixed traffic, etc.) and the location (alignment and termini). The LPA definition is general; LPA design specifics and definition of additional elements of the project, including station locations, are decided during subsequent engineering and planning efforts.

Identification of an LPA is a critical step in pursuit of federal funding. The selection of an LPA tells the Federal Transit Administration (FTA) which alternative the local agency (Chapel Hill Transit) expects to be the most competitive in achieving support at the local, regional, and federal levels. It is expected that Chapel Hill Transit will pursue federal funding for the NSBRT project through the FTA Small Starts program.

#### Recommendation:

- Construction of a dedicated curbside running BRT on US 15-501 (S. Columbia Street) from Market Street to Culbreath Road;
- BRT in mixed traffic on NC 86 (South Columbia Street) from Culbreath Road to Mason Farm Road, along Mason Farm Road, East Drive and Manning Drive to NC 86 (South Columbia Street);
- Conversion of one lane in each direction on NC 86 (South Columbia Street, South Pittsboro Street, Cameron Avenue, and Martin Luther King, Jr. Boulevard) for curbside running BRT from Manning Drive to Longview Street;
- Construction of a southbound dedicated curbside running BRT on NC 86 (Martin Luther King, Jr. Boulevard) between Longview Street and Eubanks Road
- Construction of a northbound dedicated curbside running BRT guideway on NC 86 (Martin Luther King, Jr. Boulevard) between Longview Street and Westminster Drive
- Conversion of a northbound lane of NC 86 (Martin Luther King, Jr. Boulevard) for curbside running BRT between Westminster Drive and Perkins Drive
- BRT in mixed traffic on northbound NC 86 (Martin Luther King, Jr. Boulevard) between Perkins Drive and Eubanks Road.
- BRT in mixed traffic on Eubanks Road between NC 86 (Martin Luther King, Jr. Boulevard) the Eubanks Road Park and Ride Lot at Carraway Village.

Chapel Hill  
**transit**

Get on Board!

Chapel Hill Council

June 10, 2020

 **NORTH** ***BUS RAPID TRANSIT***   
***SOUTH***



# Agenda

- Background
- Traffic Engineering Summary
- Recommended LPA and Next Steps







# Project Timeline

- October 2011 – Alternative Analysis Approved
- June 2012 – Chapel Hill 2020 Plan Adopted
- June 2014 – Project Purpose and Need Approved
- April 2016 – Original LPA Adopted by Council
- November 2016 – FTA Approves Entry Into Project Development
- January 2019 – Council Adopts Updated LPA
- February 2019 – FTA Requests Final LPA
- October 2019 – Council Provided Update on LPA
- February 2020 – FTA Small Starts Rating Released





# Context and Vision

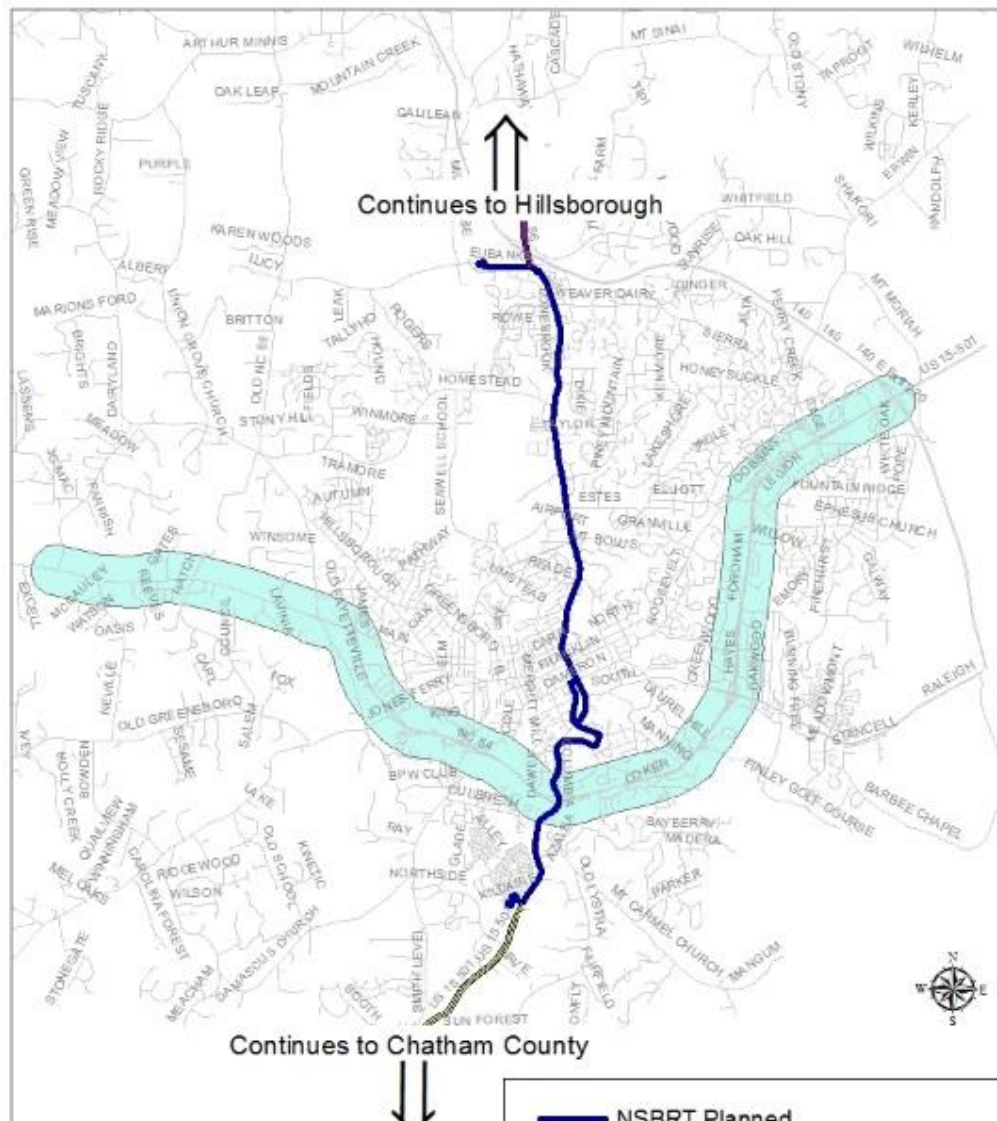
**Prepares the Town and funding partners to meet mobility demand as the region continues to grow:**

- Current system close to maximum capacity
- Proposed system provides a long-term, scalable solution for residents and visitors
- Supports current and planned development in the corridor with a multi-modal system that serves cyclists, pedestrians and other users
- Connects to regional transit options





# Regional Context



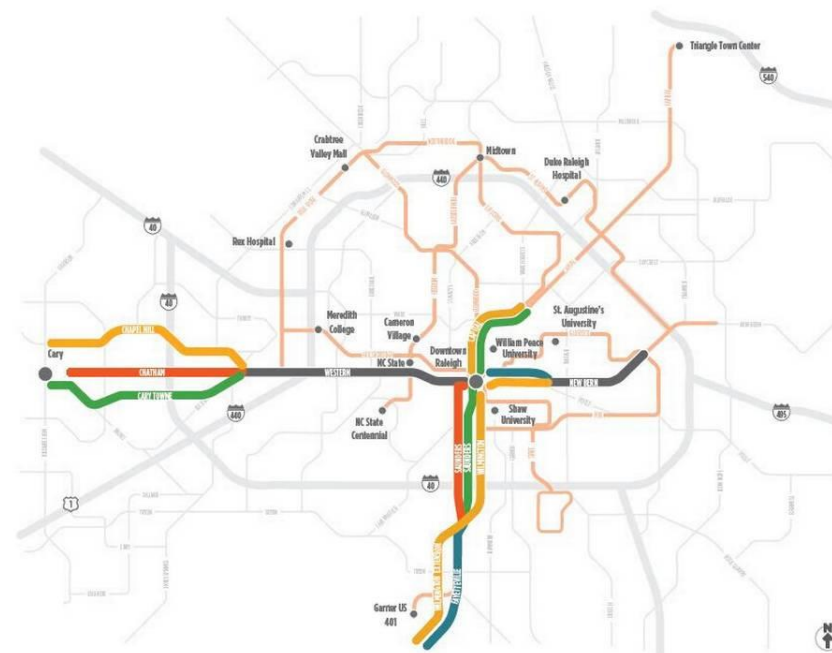
Visualize

## FAST

Freeway And Street-based Transit network

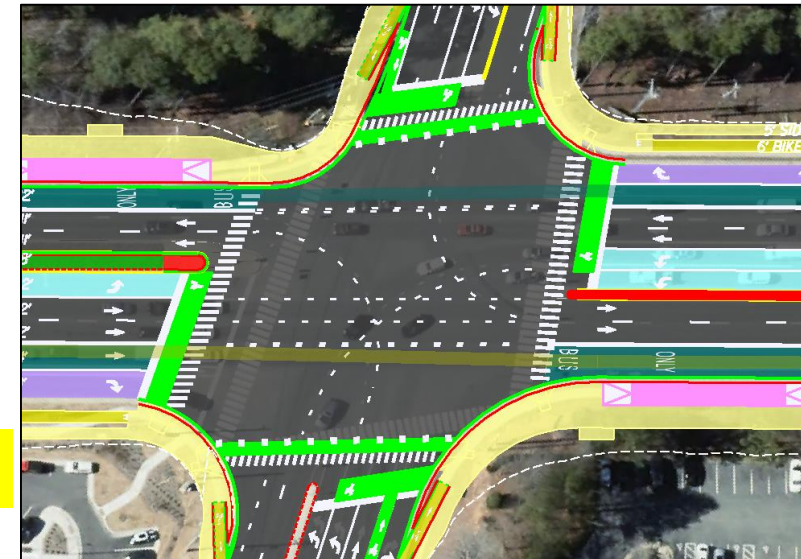
FAST Ideas for a Smarter Triangle

### 2027 HIGH FREQUENCY NETWORK



# Locally Preferred Alternative (LPA)

- A general description of the type of transit that will be used (mode), runningway (curb running, median, dedicated lane, mixed traffic, etc.) and the location (alignment and termini).
- Is general; LPA design specifics and definition of additional elements of the project, including station locations, are decided during subsequent engineering and planning efforts.
- Identification of LPA is a critical step in pursuit of federal funding. Tells Federal Transit Administration (FTA) which alternative the local agency expects to be the most competitive in achieving support at the local, regional, and federal levels.
- Can be adjusted through NEPA and design phases – prior to requesting federal funding.





Chapel Hill  
transit

MPO Board 8/12/2020 Item 10

**NORTH**  
**SOUTH** BUS RAPID TRANSIT



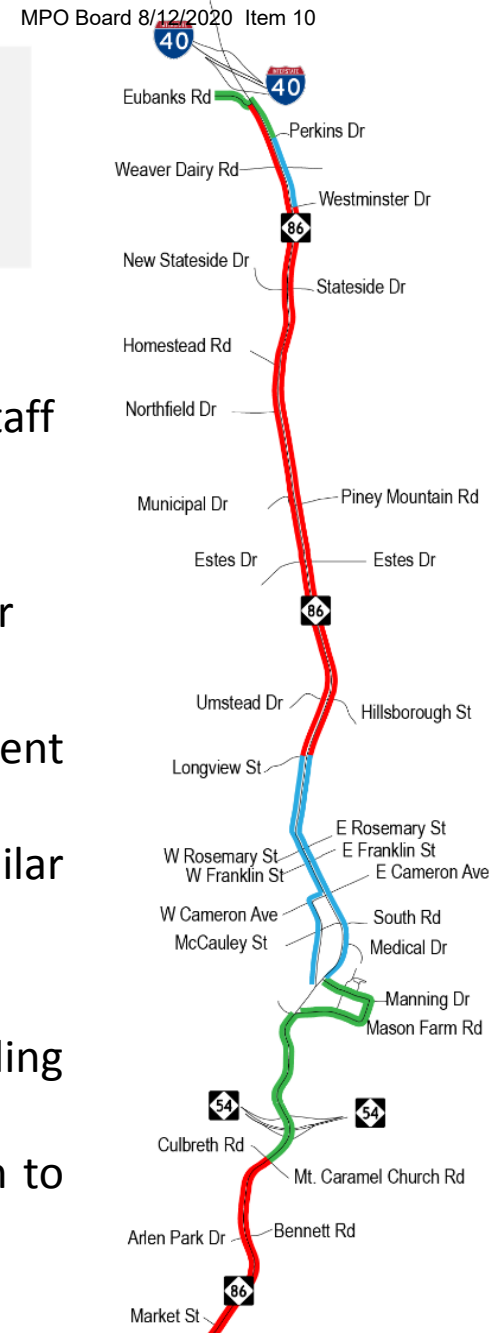
[www.nsbrrt.org](http://www.nsbrrt.org)

Get on Board!

**TRAFFIC ENGINEERING**

# Traffic Study Summary

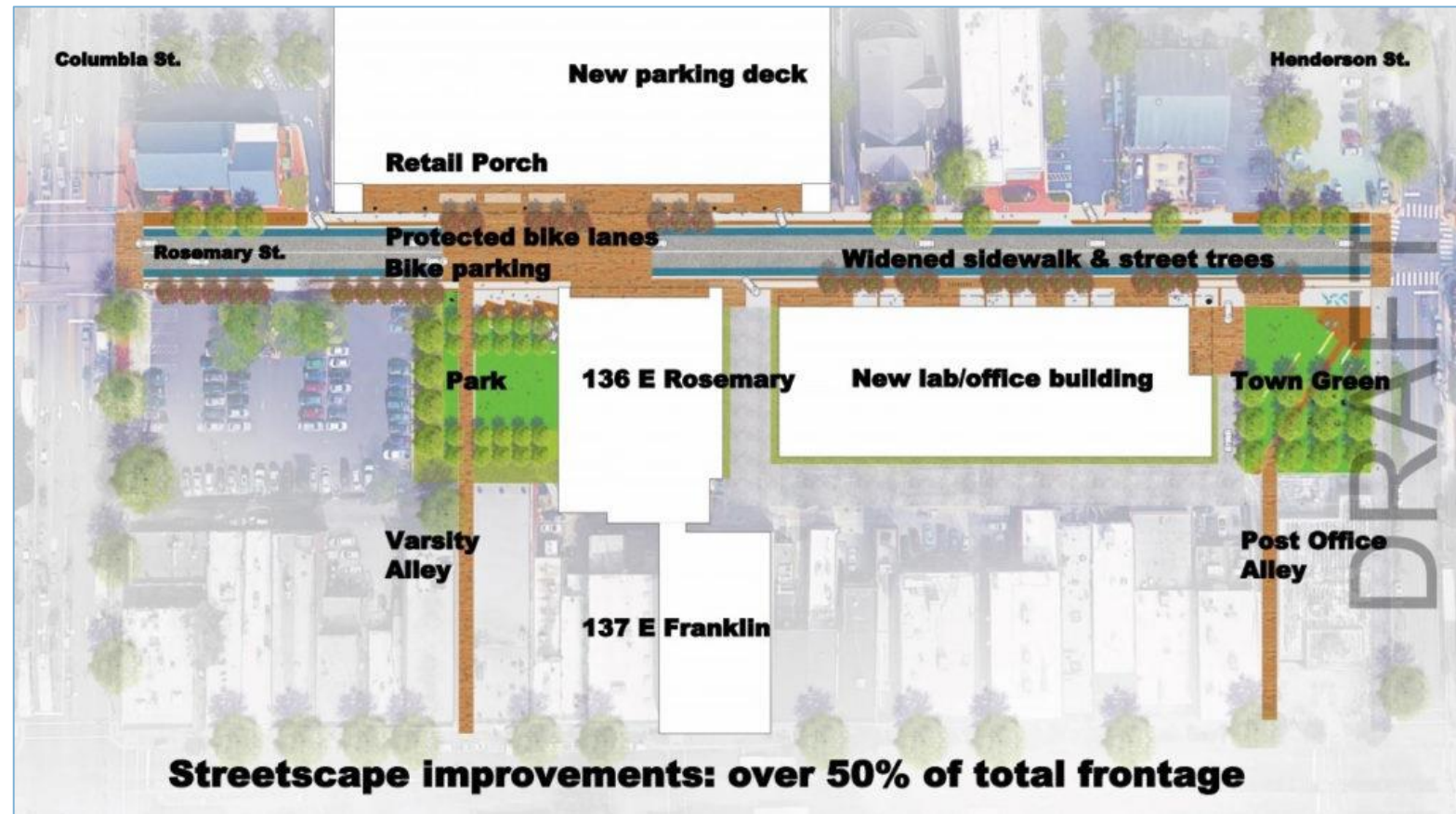
- Evaluated Construct vs. Convert alternatives using 2018, 2024, and 2030 traffic data
- Included growth to capture known future developments – coordinated through Town and NCDOT staff
- Through downtown – Evaluated Convert vs. Mixed Traffic section (to minimize impacts)
- Findings:
  - Need to maintain two travel lanes in each direction on northern and southern ends of corridor
  - Buses:
    - Regardless of downtown treatment chosen, bus travel time improves over current condition – with signal timing improvements
    - With signal timing improvements the travel time savings for transit customers is similar between convert vs. mixed traffic downtown
  - Vehicles:
    - Some longer delays and queues expected for vehicles downtown if converted – adding about 1 minute of travel time on average
    - Convert is viable option given that impacts are not expected to create excessive harm to one user (vehicles) in favor of others
  - Travel patterns on corridor
    - Majority are local trips, a very small % of trips travel the full corridor





# Traffic Study Summary

- What about the Rosemary Parking Deck?
  - Draft TIA completed in April 2020 (after completion of the BRT analysis).
  - Upon review by BRT team, our study generally captures the new parking deck traffic in BRT future analysis with the assumptions made.
  - Both studies made similar recommendations – to retime the Rosemary Drive intersection to improve operations.



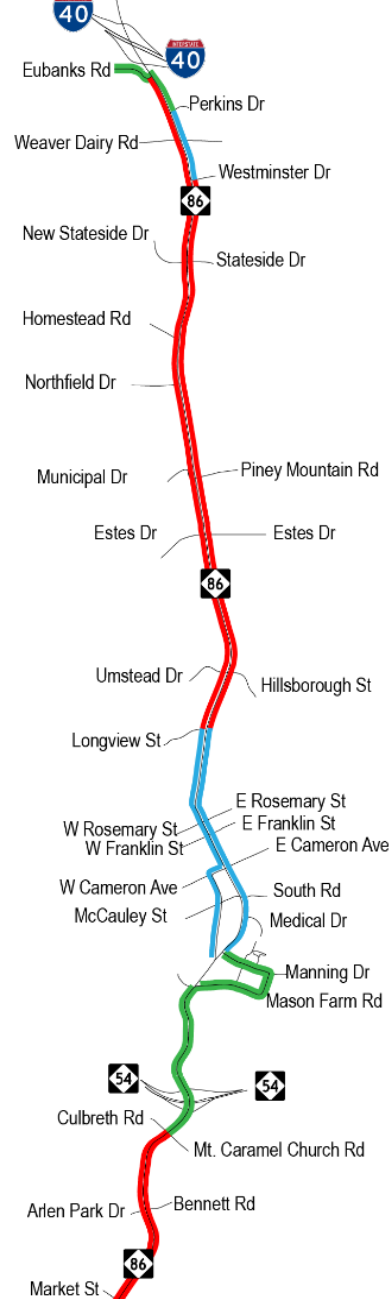
# Traffic Study Summary

## Recommendations:

- Construct in locations where two travel lanes in each direction need to be maintained (red on diagram to right)
- Mixed Traffic through hospital area (green)
- Convert (blue) up north near Westminster Drive/Perkins Drive (using one of 3 existing lanes)
- Convert (blue) in downtown
  - Provides consistent cross section and clear delineation of bus vs. general lanes (safety)
  - Would not preclude use of bus lanes for general traffic during special events



MPO Board 8/12/2020 Item 10

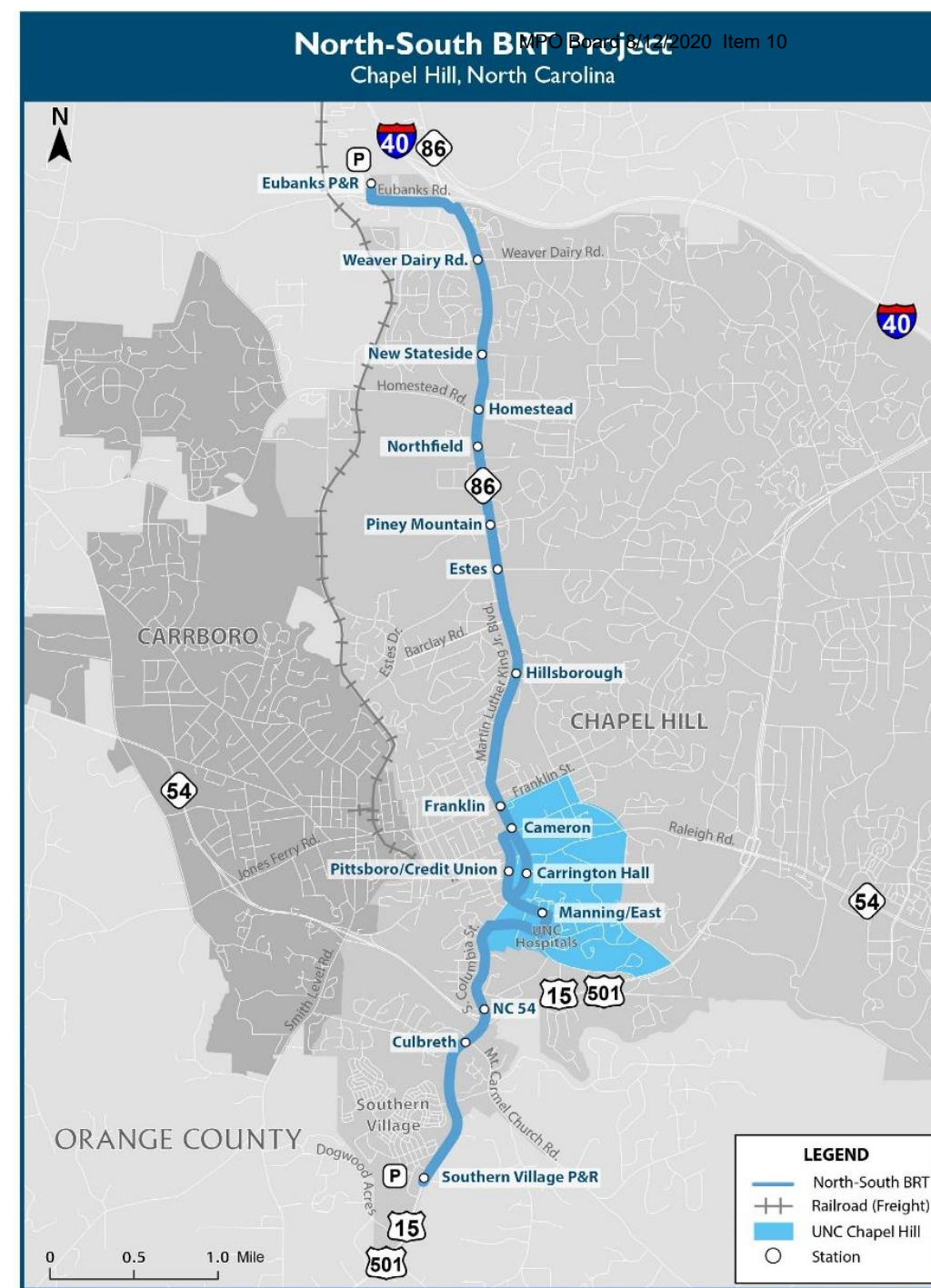


NCDOT and Town Traffic Engineering staff concur with findings and recommendations



# 2020 LPA Recommendation

- BRT in Mixed Traffic on Eubanks Road
- Eubanks to Weaver Dairy Road
  - Construct dedicated curb lane
- Weaver Dairy Road to Westminster Drive
  - Convert dedicated curb lane
- Westminster Drive to Umstead Road/Hillsborough Street
  - Construct dedicated curb lane
- Umstead Road/Hillsborough Street to North Street
  - Convert dedicated curb lane
- Convert dedicated curb from North Street to Manning Dr.
- Operate in Mixed Traffic along Manning Drive to Hwy 54/15-501 interchange
- Construct dedicated curb lane from Hwy 54/15-501 to Southern Village



Chapel Hill  
transit

MPO Board 8/12/2020 Item 10



[www.nsbrrt.org](http://www.nsbrrt.org)

Get on Board!

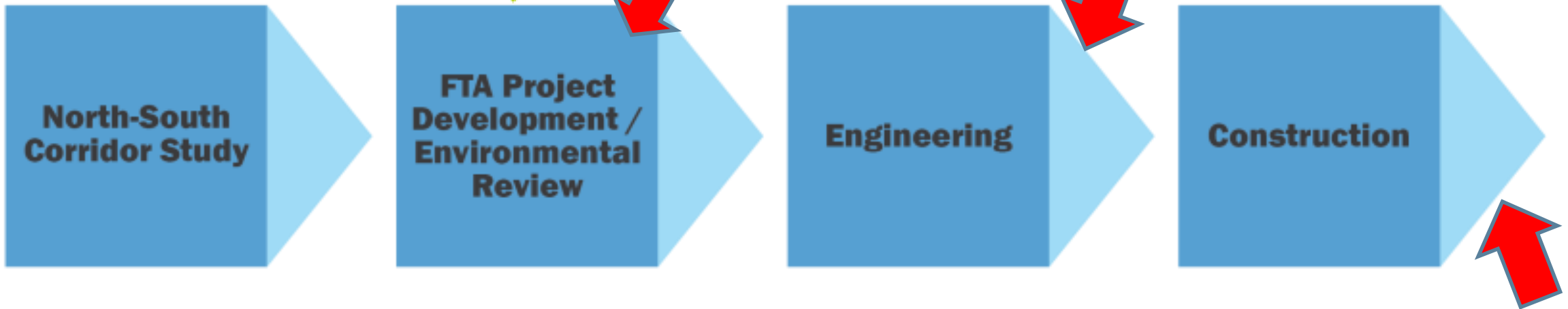
**RECOMMENDATION AND NEXT STEPS**

# Federal Process

WE  
ARE  
HERE

- 30% Design – finalize running ways and traffic analysis
- Station placement and conceptual design
- Develop design criteria and concepts for hardscapes/softscapes

- Create development plan and economic impact analysis
- Final design and station placement
- Finalize operating plans



Indicates required  
FTA approval

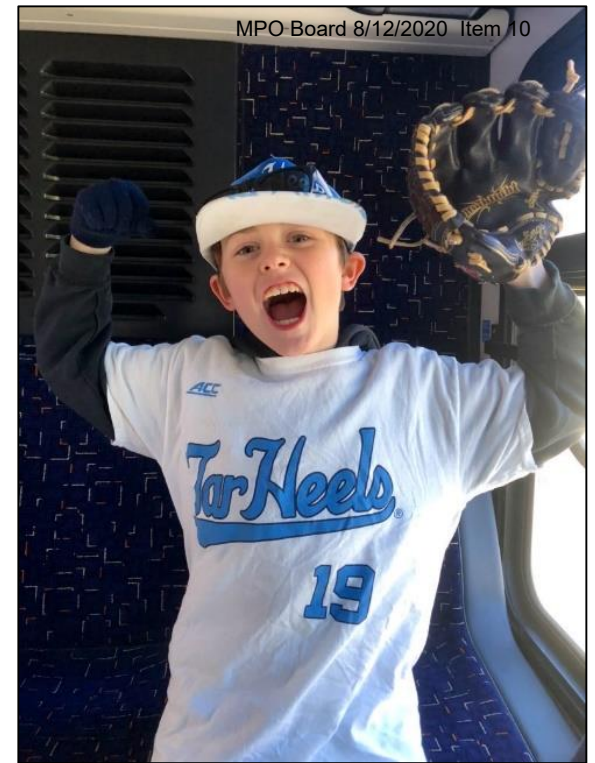
- Best case scenario would be late 2023 for construction – 2027 for service.





## Next Steps

- Environmental Review – NEPA
- 30% Design
- Evaluate Small Starts information to improve rating for August/September 2020 FTA evaluation request



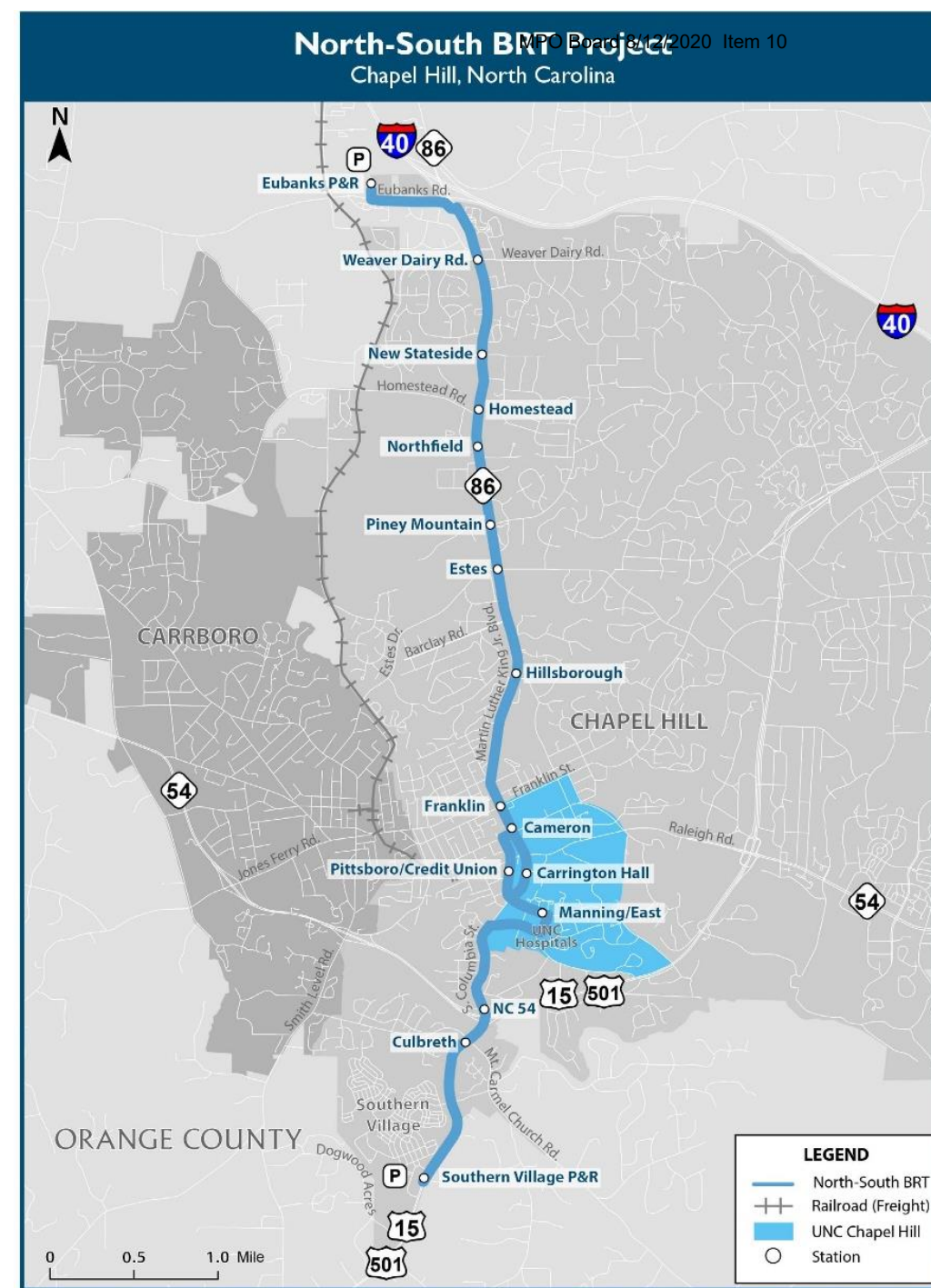
---

## Staff Recommendation

- Council to adopt a resolution revising the LPA for the North-South Corridor Study as recommended by the Chapel Hill Transit Public Transit Committee and the Study's Technical and Policy Committees. And, authorize staff to submit the revised LPA to the Durham –Chapel Hill –Carrboro Metropolitan Planning Organization (DCHC).

# 2020 LPA Recommendation

- BRT in Mixed Traffic on Eubanks Road
- Eubanks to Weaver Dairy Road
  - Construct dedicated curb lane
- Weaver Dairy Road to Westminster Drive
  - Convert dedicated curb lane
- Westminster Drive to Umstead Road/Hillsborough Street
  - Construct dedicated curb lane
- Umstead Road/Hillsborough Street to North Street
  - Convert dedicated curb lane
- Convert dedicated curb from North Street to Manning Dr.
- Operate in Mixed Traffic along Manning Drive to Hwy 54/15-501 interchange
- Construct dedicated curb lane from Hwy 54/15-501 to Southern Village





**Brian M Litchfield**

Director

Chapel Hill Transit

(919) 260-0932

[blitchfield@townofchapelhill.org](mailto:blitchfield@townofchapelhill.org)

[www.chtransit.org](http://www.chtransit.org)

[www.facebook.com/chtransit](https://www.facebook.com/chtransit)

[www.twitter.com/chtransit](https://www.twitter.com/chtransit)

Customer Service Line: (919) 485-7433

## A RESOLUTION TO RECOMMEND A FINAL LOCALLY PREFERRED ALTERNATIVE FOR THE CHAPEL HILL NORTH-SOUTH BUS RAPID TRANSIT PROJECT

**August 12, 2020**

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

**WHEREAS**, the Durham-Chapel Hill-Carrboro Metropolitan Transportation Organization (DCHC MPO) Board is the body responsible for approving the Metropolitan Transportation Plan (MTP) and all amendments to that plan; and

**WHEREAS**, the Council of the Town of Chapel Hill approved the North-South Corridor Study (NSCS) Locally Preferred Alternative (LPA), directed that it be included in the DCHC MPO Metropolitan Transportation Plan (MTP), and approved submission of a request to enter the Federal Transit Administration (FTA) Capital Investment Program, Small Starts Project Development on April 27, 2016; and

**WHEREAS**, the NSCS LPA was approved entry into the FTA's Capital Investment Program, Small Starts Project Development on November 21, 2016; and

**WHEREAS**, the NSCS corridor has become the corridor and the LPA for the North-South Bus Rapid Transit (NSBRT) project; and

**WHEREAS**, Chapel Hill Transit (CHT) has completed extensive public outreach and meetings with various community, business, and institutional stakeholders along the NSBRT corridor to review the revised LPA; and

**WHEREAS**, the revised LPA includes the following:

- New North-South BRT service between Southern Village and the Eubanks Road Park and Ride Lot at Carraway Village along South Columbia Street, Mason Farm Road, East Drive, Manning Drive, South Pittsboro Street, Martin Luther King, Jr. Boulevard, and Eubanks Road with:
  - Construction of a dedicated curbside running BRT on US 15-501 (S. Columbia Street) from Market Street to Culbreath Road;
  - BRT in mixed traffic on NC 86 (South Columbia Street) from Culbreath Road to Mason Farm Road, along Mason Farm Road, East Drive and Manning Drive to NC 86 (South Columbia Street);
  - Conversion of one lane in each direction on NC 86 (South Columbia Street, South Pittsboro Street, Cameron Avenue, and Martin Luther King, Jr. Boulevard) for curbside running BRT from Manning Drive to Longview Street;



- Construction of a southbound dedicated curbside running BRT on NC 86 (Martin Luther King, Jr. Boulevard) between Longview Street and Eubanks Road
- Construction of a northbound dedicated curbside running BRT guideway on NC 86 (Martin Luther King, Jr. Boulevard) between Longview Street and Westminster Drive
- Conversion of a northbound lane of NC 86 (Martin Luther King, Jr. Boulevard) for curbside running BRT between Westminster Drive and Perkins Drive
- BRT in mixed traffic on northbound NC 86 (Martin Luther King, Jr. Boulevard) between Perkins Drive and Eubanks Road.
- BRT in mixed traffic on Eubanks Road between NC 86 (Martin Luther King, Jr. Boulevard) the Eubanks Road Park and Ride Lot at Carraway Village
- Recommend a multi-use path or separated bike path and sidewalk for active transportation users on US 15-501 (South Columbia Street) between Southern Village and Culbreath Road and on NC 86 (Martin Luther King, Jr. Blvd) between North Street and Eubanks Road
- Recommend intersection improvements to the benefit all users; and

**WHEREAS**, the NSBRT route south of North Street that was recommended in the April 2016 LPA remains unchanged; and

**WHEREAS**, the Council of the Town of Chapel Hill approved the above changes to the NSBRT LPA on June 10, 2020;

**NOW THEREFORE, BE IT RESOLVED**, that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization approves the revised North-South Bus Rapid Transit Locally Preferred Alternative, as described above, and that it be included in the Metropolitan Transportation Plan.

---

Wendy Jacobs, MPO Board Chair

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: August 12, 2020

---

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

## TIP Amendment Request - Revise An Existing Project

### Amendment Request Details



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



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



There are previous  
amendments to  
this project.

Date: July 13, 2020

Amendment Requested By: City of Durham

### Existing Project Details

Project Name: Bus Acquisition

STIP/TIP #: TA-4923

Jurisdiction/Agency: GoDurham

WBS or Local ID or Federal Aid #:

MUNIS #:

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

Use the MPO database: [bitly.com/mpoprojects](https://bitly.com/mpoprojects)

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
Prior Year	Capital	STP-DA	\$3,226,000	\$0	\$806,000	\$4,032,000
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Funding Totals:			\$3,226,000	\$0	\$806,000	\$4,032,000

Total Project  
Cost

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

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

FY	Phase/Work	Funding Source	Federal Share	State Share	Local Share	Total
2021	Capital	5339	\$1,686,000	\$0	\$421,500	\$2,107,500
2021	Capital	5307	\$1,834,000	\$0	\$458,500	\$2,292,500
2021	Capital	LOCAL	\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0
Funding Totals:			\$3,520,000	\$0	\$880,000	\$4,400,000

Total Project  
Cost

## **TIP Amendment Request - Revise An Existing Project**

### **Project Details - Continued**

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

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

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

Purchase eight diesel replacement buses.

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

Complete bus purchase contract with Gillig.



The City of Durham requested a technical correction to TA-4923 following the July TC meeting. The correction did not affect the total funding for the project but shifted funds between 5339 and 5307 funding sources. The federal share was initially \$3,130,000 from 5339 funds and \$390,000 from 5307 funds.

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

## REVISIONS TO THE 2020-2029 STIP HIGHWAY PROGRAM

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

### STIP ADDITIONS

* HS-2005 DURHAM FRANKLIN GRANVILLE PERSON VANCE WAKE WARREN <b>PROJ.CATEGORY</b> STATEWIDE REGIONAL DIVISION	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION - CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION - KERR TAR RURAL PLANNING ORGANIZATION	VARIOUS, SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS IN DIVISION 5.  <b><u>PROJECT ADDED AT REQUEST OF TRANSPORTATION MOBILITY AND SAFETY: INDIVIDUAL PROJECTS AND FUNDING TO BE REQUESTED IN THE FUTURE AS NEEDED.</u></b>
* HS-2007 ALAMANCE CASWELL GUILFORD ORANGE ROCKINGHAM <b>PROJ.CATEGORY</b> STATEWIDE REGIONAL DIVISION	- HIGH POINT URBAN AREA METROPOLITAN PLANNING ORGANIZATION - GREENSBORO URBAN AREA METROPOLITAN PLANNING ORGANIZATION - DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION - BURLINGTON-GRAHAM URBAN AREA METROPOLITAN PLANNING ORGANIZATION - TRIANGLE AREA RURAL PLANNING ORGANIZATION - PIEDMONT TRIAD RURAL PLANNING ORGANIZATION	VARIOUS, SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS IN DIVISION 7.  <b><u>PROJECT ADDED AT REQUEST OF TRANSPORTATION MOBILITY AND SAFETY: INDIVIDUAL PROJECTS AND FUNDING TO BE REQUESTED IN THE FUTURE AS NEEDED.</u></b>

\* INDICATES FEDERAL AMENDMENT

Thursday, June 4, 2020

# REVISIONS TO THE 2020-2029 STIP HIGHWAY PROGRAM

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

## STIP ADDITIONS

* HS-2008 CHATHAM HOKE LEE MONTGOMERY MOORE RANDOLPH RICHMOND SCOTLAND <b>PROJ.CATEGORY</b> STATEWIDE REGIONAL DIVISION	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION - HIGH POINT URBAN AREA METROPOLITAN PLANNING ORGANIZATION - PIEDMONT TRIAD RURAL PLANNING ORGANIZATION - TRIANGLE AREA RURAL PLANNING ORGANIZATION - LUMBER RIVER RURAL PLANNING ORGANIZATION	VARIOUS, SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS IN DIVISION 8.  <b><u>PROJECT ADDED AT REQUEST OF TRANSPORTATION MOBILITY AND SAFETY: INDIVIDUAL PROJECTS AND FUNDING TO BE REQUESTED IN THE FUTURE AS NEEDED.</u></b>
---	--	---

* RC-2005 DURHAM FRANKLIN GRANVILLE PERSON VANCE WAKE WARREN <b>PROJ.CATEGORY</b> DIVISION	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION - CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION - KERR TAR RURAL PLANNING ORGANIZATION	VARIOUS, TRAFFIC SEPARATION STUDY IMPLEMENTATION AND CLOSURES IN DIVISION 5.  <b><u>PROJECT ADDED AT REQUEST OF RAIL DIVISION: INDIVIDUAL PROJECTS AND FUNDING TO BE REQUESTED IN THE FUTURE AS NEEDED.</u></b>
---	--	--

\* INDICATES FEDERAL AMENDMENT

Thursday, June 4, 2020



# REVISIONS TO THE 2020-2029 STIP HIGHWAY PROGRAM

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

## STIP ADDITIONS

<p>* RC-2007 ALAMANCE CASWELL GUILFORD ORANGE ROCKINGHAM <b>PROJ.CATEGORY</b> DIVISION</p>	<p>- HIGH POINT URBAN AREA METROPOLITAN PLANNING ORGANIZATION - GREENSBORO URBAN AREA METROPOLITAN PLANNING ORGANIZATION - DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION - BURLINGTON-GRAHAM URBAN AREA METROPOLITAN PLANNING ORGANIZATION - TRIANGLE AREA RURAL PLANNING ORGANIZATION - PIEDMONT TRIAD RURAL PLANNING ORGANIZATION</p>	<p>VARIOUS, TRAFFIC SEPARATION STUDY IMPLEMENTATION AND CLOSURES IN DIVISION 7. <b><u>PROJECT ADDED AT REQUEST OF RAIL DIVISION; INDIVIDUAL PROJECTS AND FUNDING TO BE REQUESTED IN THE FUTURE AS NEEDED.</u></b></p>
--	--	---

<p>* RC-2008 CHATHAM HOKE LEE MONTGOMERY MOORE RANDOLPH RICHMOND SCOTLAND <b>PROJ.CATEGORY</b> DIVISION</p>	<p>- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION - HIGH POINT URBAN AREA METROPOLITAN PLANNING ORGANIZATION - PIEDMONT TRIAD RURAL PLANNING ORGANIZATION - TRIANGLE AREA RURAL PLANNING ORGANIZATION - LUMBER RIVER RURAL PLANNING ORGANIZATION</p>	<p>VARIOUS, TRAFFIC SEPARATION STUDY IMPLEMENTATION AND CLOSURES IN DIVISION 8. <b><u>PROJECT ADDED AT REQUEST OF RAIL DIVISION; INDIVIDUAL PROJECTS AND FUNDING TO BE REQUESTED IN THE FUTURE AS NEEDED.</u></b></p>
---	--	---

\* INDICATES FEDERAL AMENDMENT

Thursday, June 4, 2020

# REVISIONS TO THE 2020-2029 STIP HIGHWAY PROGRAM

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

## STIP ADDITIONS

<p>* RX-2005 DURHAM FRANKLIN GRANVILLE PERSON VANCE WAKE WARREN <b>PROJ.CATEGORY</b> DIVISION</p>	<p>- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION  - CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION  - KERR TAR RURAL PLANNING ORGANIZATION</p>	<p>VARIOUS, HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS IN DIVISION 5.  <b><u>PROJECT ADDED AT REQUEST OF RAIL DIVISION; INDIVIDUAL PROJECTS AND FUNDING TO BE REQUESTED IN THE FUTURE AS NEEDED.</u></b></p>
---	--	---

<p>* RX-2007 ALAMANCE CASWELL GUILFORD ORANGE ROCKINGHAM <b>PROJ.CATEGORY</b> DIVISION</p>	<p>- HIGH POINT URBAN AREA METROPOLITAN PLANNING ORGANIZATION  - GREENSBORO URBAN AREA METROPOLITAN PLANNING ORGANIZATION  - DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION  - BURLINGTON-GRAHAM URBAN AREA METROPOLITAN PLANNING ORGANIZATION  - TRIANGLE AREA RURAL PLANNING ORGANIZATION  - PIEDMONT TRIAD RURAL PLANNING ORGANIZATION</p>	<p>VARIOUS, HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS IN DIVISION 7.  <b><u>PROJECT ADDED AT REQUEST OF RAIL DIVISION; INDIVIDUAL PROJECTS AND FUNDING TO BE REQUESTED IN THE FUTURE AS NEEDED.</u></b></p>
--	---	---

\* INDICATES FEDERAL AMENDMENT

Thursday, June 4, 2020

# REVISIONS TO THE 2020-2029 STIP HIGHWAY PROGRAM

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

## STIP ADDITIONS

* RX-2008 CHATHAM HOKE LEE MONTGOMERY MOORE RANDOLPH RICHMOND SCOTLAND <b>PROJ.CATEGORY</b> DIVISION	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION - HIGH POINT URBAN AREA METROPOLITAN PLANNING ORGANIZATION - PIEDMONT TRIAD RURAL PLANNING ORGANIZATION - TRIANGLE AREA RURAL PLANNING ORGANIZATION - LUMBER RIVER RURAL PLANNING ORGANIZATION	VARIOUS, HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS IN DIVISION 8.  <b><u>PROJECT ADDED AT REQUEST OF RAIL DIVISION; INDIVIDUAL PROJECTS AND FUNDING TO BE REQUESTED IN THE FUTURE AS NEEDED.</u></b>
--	--	---

## STIP MODIFICATIONS

EB-5904 DURHAM <b>PROJ.CATEGORY</b> DIVISION	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	DUKE BELTLINE TRAIL, PETTIGREW STREET TO AVONDALE DRIVE IN DURHAM. CONSTRUCT MULTIUSE TRAIL ON FORMER RAIL CORRIDOR.  <b><u>TO REFLECT CURRENT CITY DELIVERY SCHEDULE, DELAY CONSTRUCTION FROM FY 20 TO 22.</u></b>	CONSTRUCTION	FY 2022 - \$120,000 (TAANY) FY 2022 - \$2,700,000 (O) FY 2022 - \$930,000 (L) \$3,750,000
---	---	---	--------------	--

\* INDICATES FEDERAL AMENDMENT

Thursday, June 4, 2020

**ITEM N  
(HANDOUT)**

**REVISIONS TO THE 2020-2029 STIP  
HIGHWAY PROGRAM**

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

**STIP MODIFICATIONS**

P-5706 DURHAM <b>PROJ.CATEGORY</b> STATEWIDE	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	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 (734737A), GLOVER ROAD (734735L), AND WRENN <u><b>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY RIGHT OF WAY FROM FY 20 TO FY 21.</b></u>	RIGHT-OF-WAY	FY 2021 -	\$3,109,000	(T)
				FY 2022 -	\$3,109,000	(T)
				FY 2023 -	\$3,109,000	(T)
			CONSTRUCTION	FY 2026 -	\$10,891,000	(T)
				FY 2026 -	\$167,000	(O)
				FY 2027 -	\$10,891,000	(T)
				FY 2027 -	\$167,000	(O)
				FY 2028 -	\$10,891,000	(T)
				FY 2028 -	\$166,000	(O)
					\$42,500,000	
P-5717 DURHAM <b>PROJ.CATEGORY</b> REGIONAL	- DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION	NORFOLK SOUTHERN H LINE, CROSSING 734742W AT SR 1121 (CORNWALLIS ROAD) IN DURHAM. CONSTRUCT GRADE SEPARATION. <u><b>TO ASSIST IN BALANCING FUNDS, DELAY RIGHT OF WAY FROM FY 20 TO FY 21 AND CONSTRUCTION FROM FY 21 TO FY 22.</b></u>	RIGHT-OF-WAY	FY 2021 -	\$125,000	(T)
				FY 2022 -	\$2,375,000	(T)
			UTILITIES	FY 2021 -	\$94,000	(T)
				FY 2022 -	\$1,784,000	(T)
			CONSTRUCTION	FY 2022 -	\$500,000	(O)
				FY 2023 -	\$11,300,000	(T)
				FY 2024 -	\$11,300,000	(T)
					\$27,478,000	

\* INDICATES FEDERAL AMENDMENT

Thursday, June 4, 2020



DCHC MPO Board  
August 12, 2020

## **FY 2020-2029 TIP Amendment #2 Summary Sheet**

*See full report for additional information on each project.*

- **EB-5904 Duke Belt Line Trail:** Delay construction from FY 20 to 22 to reflect current city delivery schedule.
- **HS-2005 Safety Improvements in Division 5:** Project added at the request of Transportation Mobility and Safety.
- **HS-2007 Safety Improvements in Division 7:** Project added at the request of Transportation Mobility and Safety.
- **HS-2008 Safety Improvements in Division 8:** Project added at the request of Transportation Mobility and Safety.
- **P-5706 East Durham Railroad Safety Project:** Delay ROW from FY 20 to 21 to allow additional time for planning and design.
- **P-5717 Cornwallis Road Grade Separation:** Delay ROW from FY 20 to 21 and construction from FY 21 to 22 to assist in balancing funds.
- **RC-2005 Traffic Separation Study Implementation in Division 5:** Project added at the request of Rail Division.
- **RC-2007 Traffic Separation Study Implementation in Division 7:** Project added at the request of Rail Division.
- **RC-2008 Traffic Separation Study Implementation in Division 8:** Project added at the request of Rail Division.
- **RX-2005 Highway-Rail Grade Crossing Safety Improvements in Division 5:** Project added at the request of Rail Division.
- **RX-2007 Highway-Rail Grade Crossing Safety Improvements in Division 7:** Project added at request of Rail Division.
- **RX-2008 Highway-Rail Grade Crossing Safety Improvements in Division 8:** Project added at the request of Rail Division
- **TA-4923 GoDurham Bus Acquisition:** A request from the City of Durham to program a total of \$4,400,000 for the project, with \$3,520,000 in federal funds (\$1,686,000 in 5339 Bus and Bus Facilities and \$1,834,000 in 5307 funds) matched by \$880,000 in local funds



**RESOLUTION TO MODIFY THE 2020-2029 TRANSPORTATION  
IMPROVEMENT PROGRAM FOR THE DURHAM-CHAPEL HILL-CARRBORO  
METROPOLITAN PLANNING AREA**

**AMENDMENT #2  
August 12, 2020**

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

**WHEREAS**, the Transportation Improvement Program (TIP) is a staged multiple year listing of all federally funded transportation projects scheduled for implementation within the Durham-Chapel Hill-Carrboro Metropolitan Planning Area which have been selected from a priority list of projects; and

**WHEREAS**, the document provides the mechanism for official endorsement of the program of projects by the MPO Board; and

**WHEREAS**, the inclusion of the TIP in the transportation planning process was first mandated by regulations issued jointly by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and no project within the planning area will be approved for funding by these federal agencies unless it appears in the officially adopted TIP; and

**WHEREAS**, the procedures for developing the TIP have been modified in accordance with certain provisions of the MAP-21 Federal Transportation Act, Fixing America's Surface Transportation (FAST) Act, and guidance provided by the State; and

**WHEREAS**, projects listed in the TIP are also included in the State TIP (STIP) and balanced against anticipated revenues as identified in both the TIP and the STIP; and

**WHEREAS**, the North Carolina Department of Transportation and the MPO Board have determined it to be in the best interest of the Urban Area to amend the FY 2020-2029 Transportation Improvement Program as described in the attached sheets; and

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

**WHEREAS**, the DCHC MPO certifies that this TIP amendment is consistent with the intent of the DCHC MPO 2040 Metropolitan Transportation Plan (MTP); and

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

**BE IT THEREFORE RESOLVED** that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board hereby approves Amendment #2 to the FY 2020-2029 Transportation Improvement Program of the Durham-Chapel Hill-Carrboro Urban Area, as approved by the Board on December 11, 2019, and as described in the “FY 2020-2029 TIP Amendment #2 Summary Sheet” on this, the 12th day of August, 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 she signed the forgoing document.

Date: August 12, 2020

---

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

# Durham Transit Plan Public Engagement Plan

---

*July 2020*

## ACKNOWLEDGEMENTS

Many agency partners are working to make the Durham Transit Plan possible, including:

### Executive Team

**Drew Cummings** | Chief of Staff, Durham County

**Sean Egan** | Director of Transportation, City of Durham

**Katherine Eggleston** | Chief Operating Officer, GoTriangle

**Felix Nwoko** | Senior Transportation Planning Manager, DCHC MPO

**Sara Young** | Acting Planning Director, City of Durham

### Core Technical Team

**Ellen Beckmann** | Transportation Planning Manager, City of Durham

**Aaron Cain** | Planning Manager, DCHC MPO

**Brooke Ganser** | Planner, City-County Planning Department

**Jenny Green** | Transit Service Planner, GoTriangle

**John Hodges-Copple** | Planning Director, TJCOG

### Technical Committee

**Ellen Beckmann** | Transportation Planning Manager

**Aaron Cain** | Planning Manager, DCHC MPO

**Brooke Ganser** | Planner, City-County Planning Department

**Jay Gibson** | General Manager of Environmental Stewardship, Durham County

**Jenny Green** | Transit Service Planner, GoTriangle

**Jay Heikes** | Senior Transportation Planner, GoTriangle

**John Hodges-Copple** | Planning Director, TJCOG

**Bill Judge** | Assistant Transportation Director, City of Durham

**Meg Scully** | Manager of Planning TOD, GoTriangle

**Praveen Sridharan** | Senior Financial Analyst, GoTriangle

**Scott Whiteman** | Planning Manager, City-County Planning

### Outreach Committee

**Laura Biedeger** | Program Manager, City of Durham

**Juan Carlos Erickson** | Community Engagement Manager, GoTriangle

**Lisa Miller** | Senior Planner, City-County Planning Department

**Anne Phillips** | Principal Planner, DCHC MPO

**Andy Willard** | Public Involvement Specialist, GoTriangle

## TABLE OF CONTENTS

<b>Introduction .....</b>	<b>4</b>
Purpose of the Public Engagement Plan .....	4
Engagement Goals.....	4
<b>Engagement Design .....</b>	<b>5</b>
Engagement Principles .....	5
<b>Engagement Approach.....</b>	<b>7</b>
Equitable Engagement.....	7
Project Branding.....	7
Stakeholder Engagement.....	8
Targeted Engagement.....	8
Engagement Ambassadors.....	8
Elements for Outreach.....	9
Engagement Phases.....	12
Phase I: Preliminary Goal Setting.....	13
Phase II: Scenario Development .....	13
Phase III: Scenario Adjustment.....	14



## Introduction

With the discontinuation of the Durham-Orange Light Rail in 2019, Durham has the opportunity to re-examine transit goals and priorities in updating the Durham Transit Plan (DTP). For transit-dedicated funds to be reallocated, new transit service projects and/or improvements must be identified through the plan update effort. The update process will reexamine the contents of the DTP, identify local transit service improvements, identify potential high-capacity transit investments, and help prioritize transit funds for upcoming projects.

## Purpose of the Public Engagement Plan

The purpose of this Engagement Plan is to improve and strengthen communication, outline how and why engagement will be occurring, and to fully explain the engagement process for the DTP. The Plan includes the Engagement Goals, Phases, Objectives, Methods, and Principles. It is important to explain why decisions were made and to point to milestones during the planning process that led to the resulting decisions. The following Public Engagement Plan helps align the plan outcomes with the needs and wishes of the community and facilitate an equitable planning process.

## Engagement Goals

The goal of the engagement process is to deliver a highly transparent and accessible experience for those that live, work, and play in Durham. The process is designed to:

### Inform

1. Raise awareness about the Durham Transit Plan Update.
2. Communicate effectively to participants how materials are developed, input is incorporated, altered, or omitted, as well as what level of influence participants' input will have in the decision making (are participants simply being informed with no opportunity to influence outcomes, or are they being asked to participate in a collaborative decision making process?).

### Consult

3. Engage communities that have been historically marginalized, clearly defining these communities so that results can be measured.
4. Enact strategies that strive to ensure feedback received during engagement is representative of Durham's population, clearly defining and quantifying the categories of representation, with a specific focus on the demographic make-up of Durham transit riders.

### Involve

5. Interact with and seek opinions from those who live, work, play, study, invest, and pray in Durham.

### Collaborate

6. Encourage collaboration among all City and County Staff to help the DTP fulfill Durham's Strategic Plan vision and goals.

### Empower

7. Provide the opportunity for residents to identify proactive transit improvements/investments that can contribute to the development of the Comprehensive Planning effort in Durham.

## Engagement Design

Despite the unique challenges posed by COVID-19, achieving equity throughout the engagement process is still a top priority. The DTP Public Engagement Plan aims to:

- Meet people where they are
- Engage the community by effectively integrating on- and offline engagement
- Use strategic measures to capture current transit ridership
- Accurately represent Durham's demographic makeup within the outreach process
- Use simple, clear language, not jargon

### **Bridging Offline Engagement and Online Engagement by Meeting People Where They Are**

An effective way to integrate online outreach with offline activities is to engage community members at strategic locations (such as Social Service Providers, Durham Station, libraries, downtown, etc.); through in-person and direct messaging efforts (mailers in utility bills, project posters at strategic locations throughout Durham, postcards, etc.); and in distributing both project information and directions for how to also engage online.

Informational materials will contain project information as well as links/QR codes leading to the project website.

This method:

- Increases online participation;
- Publicizes the DTP;
- Seeks to include community members that may not typically participate in online engagement efforts
- Allows for easily comparable quantifiable input into the DTP.

Whenever possible, engagement activities will take place in-person instead of virtually. The Engagement Plan is intended to be a living document that will be flexible and adaptive to social distancing guidelines. When planning for outreach, the engagement strategy that proves to be the most relevant and useful form at that time will be used.

## Engagement Principles

Successful public engagement requires a positive working relationship between the City and County and everyone that lives, works, plays, studies, invests, and prays here. The Durham Transit Plan team wishes to cultivate a respectful dialogue among everyone involved. To maintain an inclusive and respectful dialogue, the Transit team will work according to the following Engagement Principles. The DTP team pledges to follow these Principles during ALL engagement opportunities:

### **A. During engagement opportunities, be mindful of the following:**

- All participants have useful information;
- Each of us sees things other people may not;
- People may disagree with me and still have pure intentions;
- Differences are opportunities for learning; and,
- We all could be contributing to any misunderstandings.

### **B. During engagement events, remember to:**

- State views and ask sincere questions;
- Share all relevant information;

- Use specific examples and plain language
- Explain reasoning and intent;
- Focus on common interests, not positions; and,
- Test assumptions and inferences.

**C. Build trust through transparency and responsiveness**

Be clear and open about processes, outcomes expected, use of input, and the range of opinions and ideas expressed during the engagement opportunity.

**D. Encourage openness and learning**

Create an environment for participants to constructively explore ideas, learn, and apply information in ways that generate options collaboratively so that the engagement opportunity is effective and relevant.

**E. Set clear expectations**

Set expectations at the outset of each engagement phase and individual event about the purpose of the engagement and how much influence people will have in the decision-making process.

**F. Plan and prepare carefully**

Carefully plan engagement opportunities so that they serve a clearly defined purpose.

**G. Engagement is effectively designed**

Provide a real opportunity for the engagement event to influence DTP development.

**H. The information provided will be jargon free and understandable.**

**I. Make it easier for people to take part**

Identify and address barriers, including access to technology, child-care, and transportation to project events, for different groups to allow people to more easily engage.

**J. Coordinate and collaborate**

Work with City of Durham and Durham County departments, civic groups, North Carolina Central University (NCCU), Duke University, and others to take advantage of existing engagement opportunities and collaborate with existing events and informational campaigns.

**K. People are informed about the impact of their contribution**

Provide timely feedback to participants about their input and the decisions or actions taken as a result.

**L. Commit to a Racially Equitable Process - Engagement opportunities are planned to:**

- Involve and include people of different ages, genders, social classes, races and ethnic groups, mental and physical abilities, and geographic locations; and,
- Involve and include marginalized and seldom-heard groups.

**M. The engagement event/opportunity treats participants with respect**

Participants feel valued, comfortable, and welcome. They can rely on:

- A non-confrontational atmosphere in which they can express their views freely;
- A well-managed process that provides them with confidence in the engagement activity; and,

- A friendly and informal environment where they feel they can speak openly.

**N. Learn from engagement opportunities in order to improve upcoming engagement opportunities**

Evaluate engagement events to measure the success in effectively engaging participants and meeting the stated engagement goals.

## Engagement Approach

### Equitable Engagement

Achieving a racially equitable engagement process is a priority for the DTP process. For engagement to be equitable, it must aim for participation from a group representative of a community's geography, race/ethnicity, age, gender, and other demographic characteristics. It must place specific emphasis on those who will be most adversely impacted by the project and those who are most often marginalized in these conversations<sup>1</sup>. Staff will focus effort and invest engagement resources towards the people who are often underrepresented in participation.

### Measuring Success

Throughout each phase of engagement, staff will collect demographic data from respondents, and categorize data by engagement type. This information will be compared to regional thresholds for EJ population groups (as cited in the 2019 Environmental Justice Report for DCHC MPO) and Durham County demographics overall so staff can measure well residents are being engaged as well as understand which engagement strategies are working, which are not, and gain insight into how to adjust engagement strategies moving forward.

Demographic data will be continually collected, documented, and reviewed by internal DTP Committees (CTT, Technical and Outreach Committees, and Leadership Team) throughout engagement efforts, with a commitment to adjusting engagement strategies in order to collect representative feedback. All input received will be considered when developing DTP recommendations, but special attention will be paid to input received from Black, Indigenous, and People of Color that are existing transit users or that live in communities identified as traditionally underserved.

### Project Branding

To distinguish this planning process from previous and ongoing plans or studies within the region, the Durham Transit Plan update includes a branding theme (e.g. project moniker, color scheme, and design templates) for use in all project deliverables. Any Durham Transit Plan-specific branding will also be used in conjunction with the EngageDurham logo during outreach efforts.

Strategic engagement creating an implementable plan will require a continuous and inclusive process that brings residents, business owners, public service providers, community leaders, and other stakeholders to the table with local staff and elected officials. The underlying principle for understanding local dynamics will be collaborative planning and consensus-building through a process that recognizes the intimate knowledge of these groups and the current and anticipated issues facing Durham.

---

<sup>1</sup> (City of Durham Neighborhood Improvement Services, 2018)

## Stakeholder Engagement

In order to better promote understanding and support of the final transit plan, an effort will be made to provide consistent communication/collaboration with elected officials, partner agency staff, and major employers in the region. Those stakeholders may include:

- Durham Department of Transportation
- Durham City/County Planning
- Neighborhood Improvements Services
- Traffic and Operations Staff
- DCHC MPO
- CAMPO
- NCDOT
- Durham County Commissioners
- GoTriangle Board of Trustees
- Durham City Council
- GoDurham
- GoTriangle
- Orange County Public Transportation
- Chapel Hill Transit
- GoRaleigh
- NCCU
- Duke
- Durham Tech
- Research Triangle Foundation
- MERK
- Durham Chamber of Commerce
- Downtown Durham Inc.

## Targeted Engagement

While all will be welcome to participate in the engagement process, there are key interest groups that should be targeted or invited to participate in outreach activities to make sure their voices are heard and input included.

Those key interest groups may include:

- Bike Durham
- Bicycle and Pedestrian Advisory Committee
- Mayor's Committee for Persons with Disabilities
- Homeless Services Advisory Committee
- Durham Housing Authority
- Mayor's Hispanic/Latino Committee
- Racial Equity Task Force
- Citizens Advisory Committee
- Urban Ministries
- Durham Rescue Mission
- DurhamCAN
- Durham Committee on the Affairs of Black People
- Durham PACs
- Church World Services Durham
- CASA

## Engagement Ambassadors

Engagement Ambassadors are an outreach group formed during the engagement process of the City of Durham's Comprehensive Plan, *EngageDurham* and Listening and Learning Workshops. The Engagement Ambassadors are recruited and chosen by Neighborhood Improvement Services (NIS) staff and Planning staff due to their existing connections within the community. The Engagement Ambassador program provides training and a stipend to approximately 40 ambassadors to engage with underrepresented residents. The ambassadors are tasked with reaching under-served community members to ensure those voices and input are incorporated during the Comprehensive Plan and Transit Plan processes.

Through each phase, the project team will consider the most effective way to engage and utilize the Engagement Ambassadors. Special consideration has been given to how to best reach and engage a representative demographic of the community with the intent to accomplishing the following objectives:



- Engaging key community leaders
- Offering decision points for residents who have been historically marginalized and/or underrepresented
- Ensuring representation from a wide range of demographics
- Using the engagement process to raise awareness to local and regional transit issues

## Elements for Outreach

During each phase of outreach, a variety of community events, meetings, surveys, and media channels will be used. The following table outlines engagement activities, the purpose of each activity, and the responsibilities for DCHC MPO, County, City, and agency staff and the consultant team.

Target Audience	Purpose of Outreach	Responsibilities	
		Consultant Team	Staff Team
Coordination			
Public Engagement Plan			
Project Management Staff, Consultant Team	Provide a common understanding of outreach, communications, and engagement work.	<ul style="list-style-type: none"><li>● Draft Plan</li><li>● Update Plan based on Staff comments</li></ul>	<b>Outreach Committee</b> <ul style="list-style-type: none"><li>● Review and provide comment</li></ul>
Committee Meetings			
Executive Team and Core Technical Team (CTT) Meetings			
Executive Team, Core Team	Provide project oversight and management	<ul style="list-style-type: none"><li>● Create agendas</li><li>● Provide materials</li><li>● Facilitate meetings</li><li>● Summarize results</li></ul>	<b>Project Management Staff</b> <ul style="list-style-type: none"><li>● Approve agendas</li><li>● Distribute materials and agendas</li></ul> <b>Executive Team and CTT</b> <ul style="list-style-type: none"><li>● Review materials and provide comment/direction</li></ul>

Target Audience	Purpose of Outreach	Responsibilities	
		Consultant Team	Staff Team
Technical Committee			
Key staff from City of Durham, Durham County, DCHC MPO, and GoTriangle	Provide guidance on key topics and assist with outreach	<ul style="list-style-type: none"><li>● Create agendas</li><li>● Provide materials</li><li>● Facilitate meetings</li><li>● Summarize results</li></ul>	<b>Project Management Staff</b> <ul style="list-style-type: none"><li>● Approve agendas</li><li>● Distribute materials and agendas</li></ul> <b>Technical Committee</b> <ul style="list-style-type: none"><li>● Review materials and provide comment/direction</li></ul>
Outreach Committee			
Individuals with relevant expertise	Assist with outreach and communications work	<ul style="list-style-type: none"><li>● Create agendas</li><li>● Provide materials</li><li>● Facilitate meetings</li><li>● Summarize results</li></ul>	<b>Project Management Staff</b> <ul style="list-style-type: none"><li>● Approve agendas</li><li>● Distribute materials and agendas</li></ul> <b>Outreach Committee</b> <ul style="list-style-type: none"><li>● Review materials and provide comment/direction</li></ul>
Public Engagement			
Public Meetings/Workshops			
Public	Provide those interested in the future of transit investments in Durham the chance to participate in the process	<ul style="list-style-type: none"><li>● Create agendas</li><li>● Develop marketing materials</li><li>● Provide materials</li><li>● Secure virtual platform (if needed)</li><li>● Help facilitate meetings</li><li>● Summarize results</li></ul>	<b>Outreach Committee</b> <ul style="list-style-type: none"><li>● Approve agendas</li><li>● Choose platform</li><li>● Distribute meeting information and marketing materials</li><li>● Help facilitate meetings</li><li>● Synchronize with EngageDurham (and other regional transportation planning efforts)</li></ul>

Target Audience	Purpose of Outreach	Responsibilities	
		Consultant Team	Staff Team
Engagement Ambassadors			
Public	Engage with underrepresented residents in underserved communities	<ul style="list-style-type: none"><li>● Provide materials</li><li>● Provide strategic oversight/planning</li></ul>	<b>Outreach Committee</b> <ul style="list-style-type: none"><li>● Coordinate with ambassadors</li><li>● Distribute materials to ambassadors</li><li>● Outreach logistical planning</li></ul>
Small Focus Groups			
Key Stakeholders and Interest Groups (reached through targeted engagement)	Facilitate focused participation by individuals and small groups	<ul style="list-style-type: none"><li>● Provide materials</li><li>● Provide strategic oversight</li></ul>	<b>Technical Committee and Outreach Committee</b> <ul style="list-style-type: none"><li>● Help identify stakeholders and small groups</li></ul> <b>Outreach Committee</b> <ul style="list-style-type: none"><li>● Secure locations</li><li>● Schedule interviews</li><li>● Facilitate interviews</li><li>● Summarize results</li></ul>
Communications			
Branding			
Public	Create graphic identity for the plan	<ul style="list-style-type: none"><li>● Create branding materials</li></ul>	<b>Outreach Committee</b> <ul style="list-style-type: none"><li>● Review branding materials</li></ul>
Project Website			
Public	Create a simple website that serves as a “hub” of information for the broader development of the transit plan	<ul style="list-style-type: none"><li>● Develop materials for inclusion on the website</li><li>● Host and administer website</li><li>● Provide content and information</li></ul>	<b>Technical Committee and Outreach Committee</b> <ul style="list-style-type: none"><li>● Review webpage design and content</li><li>● Help ensure up-to-date information is available</li><li>● Provide content and information</li></ul>

Target Audience	Purpose of Outreach	Responsibilities	
		Consultant Team	Staff Team
MetroQuest Online Survey			
Public	Gather feedback on potential projects and priorities	<ul style="list-style-type: none"><li>Develop content</li><li>Determine survey platform</li><li>Summarize results</li></ul>	<b>Outreach Committee</b> <ul style="list-style-type: none"><li>Review content</li><li>Help distribute link</li></ul>
Existing Social Media Accounts			
Public	Educate or inform the public; Engage in conversations about issues	<ul style="list-style-type: none"><li>Provide content and information</li></ul>	<b>Outreach Committee</b> <ul style="list-style-type: none"><li>Utilize existing City, County, transit agency, and partnering stakeholder’s social media accounts</li><li>Publish content</li></ul>
E-Blast			
Public	Educate the community on the purpose, process, milestones, and project activities	<ul style="list-style-type: none"><li>Create template</li><li>Develop content</li></ul>	<b>Outreach Committee</b> <ul style="list-style-type: none"><li>Review content</li><li>Help distribute emails</li></ul>
Print/Direct to Person Engagement (postcards, surveys, posters, yard signs, flyers, utility mailers, etc.)			
Public	Engage with members of the community who may not typically participate in online outreach efforts regarding the purpose, process, milestones, and project activities	<ul style="list-style-type: none"><li>Develop content</li><li>Create materials</li><li>Help distribute</li></ul>	<b>Outreach Committee</b> <ul style="list-style-type: none"><li>Review content</li><li>Help distribute</li></ul>

## Engagement Phases

The development of the DTP has three main phases. As with any community planning project, the DTP will evolve over the life of the project, and the project design and timeline may change. When an engagement effort is undertaken, it is incumbent upon DCHC MPO to forthrightly explain the purpose of that engagement. DCHC MPO, Durham County, and the City of Durham invite community members to work with the consultant team and spend their valuable time participating in the DTP's development process. Therefore, it is reasonable for stakeholders to expect a clear explanation of why DCHC MPO is asking them to engage and the method of that engagement. As such, the objective for the engagement within each phase is noted below.

In order to adjust to social distancing measures and allow for flexibility, the inclusion of interactive public workshops, focused stakeholder groups meetings, and Engagement Ambassadors conducting direct-to-person

outreach will be determined at the time of the engagement. The following methods are anticipated to be used during phases I, II, and III of public engagement.

The phases of the DTP are as follows:

## Phase I: Preliminary Goal Setting

The DTP team will engage the public to gather input on the proposed goals and objectives synthesized from the transit-related feedback collected during the Listening and Learning phase of Engage Durham outreach, idea collection phase from the City of Durham's first cycle of Participatory Budgeting, and resident focus groups that were conducted to supplement the City of Durham's annual resident survey. The goals and objectives will provide the framework for scenario development and evaluation in future project phases. There are several major planning/outreach efforts happening simultaneously that directly relate-to/impact one another. The DTP team will coordinate and seek alignment for the goals and objectives for these planning efforts. The major planning efforts are listed and described below:

Durham Transit Plan Update – Public transit investments within Durham County, as well as investments that improve connections throughout the region

Durham Comprehensive Plan Update – Physical development of the community (including land use surrounding transit service and transportation improvements/investments)

CAMPO-DCHC MPO 2050 MTP – Long range planning for transportation improvements across the Triangle region

### Engagement Objective:

Increase awareness of DTP effort and understanding of overall planning process, garner project support, and receive input on project goals and objectives themselves—as well as the process used by project staff to identify plan goals and objectives. A summary of the planning process to-date will be provided explaining how transit-related comments were collected through previous outreach efforts, catalogued by event type/engagement method and information related to the demographics of respondents for each, the methodology for identifying themes in the comments, and how those were used to develop goals and measurable objectives for the DTP. Respondents will be asked to provide input on the validity of the goals and objectives as well as their respective level of importance. Respondents will have the ability to alter goals and objectives used to develop transit scenarios as well as influence the goal prioritization.

### Engagement Methods:

- DTP Committee meetings
- Narrated presentation (for inclusion on website)
- Project website
- Survey (printed and online)
- Printed informational media with QR codes to website/survey
- Small focus groups with stakeholders and/or engagement ambassadors (held in-person if possible, virtually if not)
- Engagement Ambassadors
- Eblasts
- Social Media

## Phase II: Scenario Development

The DTP team will develop conceptual transit scenarios representing different combinations of transit investments that most closely achieve the core values, goals, and objectives.



Engagement Objective:

Obtain public feedback on transit alternatives and educate the benefits/trade-offs of different transit options. Work directly with the community to provide feedback on how public input and data analysis influenced the scenarios development. Respondents will be asked to comment on four different transit service scenarios – how they meet the established goals and objectives of the plan, how well the various transit scenarios meet their community's needs, and which aspects of the scenarios they support/do not support and why. Respondents will have the ability to shape and change transit service proposals with their feedback.

Engagement Methods (if conditions permit):

- DTP Committee meetings
- Three public workshops (held in-person if possible, virtually if not with identical content)
- Narrated presentation (for inclusion on website)
- Project website
- Survey (printed and online)
- Printed informational media with QR codes to website/survey
- Small focus groups with stakeholders and/or engagement ambassadors (held in-person if possible, virtually if not)
- Engagement Ambassadors
- Eblasts
- Social Media

**Phase III: Scenario Adjustment**

The DTP team will revise and adjust the scenarios based on public feedback and then evaluate the scenarios based on their adherence to project goals and objectives and release the final transit plan for public comment. A final preferred alternative will be presented to elected boards for approval with a report documenting feedback received from the public related to the final plan and how input was/was not incorporated.

Engagement Objective:

Present final preferred transit scenario to public, receive feedback, make any necessary changes, and finalize plan.

Engagement Methods (if conditions permit):

- DTP Committee meetings
- Three public workshops (held in-person if possible, virtually if not with identical content)
- Narrated presentation (for inclusion on website)
- Project website
- Survey or comment form (printed and online)
- Printed informational media with QR codes to website/survey
- Small focus groups with stakeholders and/or engagement ambassadors (held in-person if possible, virtually if not)
- Eblasts
- Social Media

# DURHAM TRANSIT PLAN—PROJECT WORK PLAN

## Introduction

In 2012, Durham County voters approved a half-cent sales tax referendum to fund transit improvements within Durham County. It is required that a transit plan dictating how the transit-dedicated funds be spent, be drafted and approved/adopted by the appropriate governing bodies. With the discontinuation of the Durham-Orange Light Raleigh project in 2019, a plan update is required in order to reallocate transit funds to new projects. The update process will reexamine the contents of the DTP, identify local transit service improvements, potential high-capacity transit investments, and help prioritize transit funds for upcoming projects.

## Project Work Plan Overview

The purpose of this work plan is to provide an overview of the planning process and major milestones. The work plan consists of the following elements:

- Scope of Work Summary
- Communication Protocol
- Project Schedule
- Quality Control Plan
- Invoicing and Progress Reports

## Scope of Work Summary

The scope of work for the Durham Transit Plan includes existing conditions documentation to establish a baseline of transit service and performance in Durham. Following an existing conditions inventory, the planning process will involve updating GoDurham's Service Standards and Performance Measures, the development and evaluation of transit scenarios, finalizing a preferred scenario, engaging stakeholders and the community, identifying multimodal recommendations, and developing an implementation plan for short, medium, and long-term transit improvements. A Core Technical Team, Technical Committee, Outreach Committee, and Executive Team will guide the development of deliverables, including the Final Report and Implementation Plan. Interim deliverables include:

- |  |   |
|--|---|
| • Existing Conditions Memo                 | • Performance Criteria Summary                        |
| • Universe of Projects                     | • Transit Scenario Report Cards                       |
| • Four transit scenarios                   | • Transit Scenario Evaluation Memo                    |
| • Transit Scenario Development Memo        | • Fare Free Analysis Memo                             |
| • Materials for three rounds of engagement | • Emerging Mobility Memo                              |
| • Engagement Summary Memo                  | • GoDurham Service Standards and Performance Measures |
| • Transit Opportunities Assessment         |   |

\*A Comprehensive Operational Analysis will be completed as part of the overall Durham Transit Plan Update. An abbreviated work plan, schedule, and scope summary will be developed for that task.

## Communication Protocol

The Durham Transit Plan requires efficient communication between Durham Staff ("Staff" within this document refers to all Durham City/County departments involved in the Durham Transit Plan Update), the Consultant team, other public agencies, stakeholders, and the community. The communication protocol identifies project contacts and outlines the general strategies that will be employed throughout the project to maintain smooth coordination and enhance communication among the various parties involved in the creation and execution of the plan.

## Project Contacts

The following individuals will have a leadership role in management and production of the Durham Transit Plan Update:

**Allison Fluitt | Kimley-Horn**

- [Allison.fluitt@kimley-horn.com](mailto:Allison.fluitt@kimley-horn.com)
- 919.653.2947

**Mary Kate Morookian | Kimley-Horn**

- [MaryKate.Morookian@kimley-horn.com](mailto:MaryKate.Morookian@kimley-horn.com)
- 919.677.2015

**Betty White | Kimley-Horn**

- [Betty.White@kimley-horn.com](mailto:Betty.White@kimley-horn.com)
- 919.653.2935

**Aaron Cain | DCHC**

- [Aaron.Cain@durhamnc.gov](mailto:Aaron.Cain@durhamnc.gov)
- 919-560-4366, ext. 36443

**Brooke Ganser | City-County Planning**

- [Brooke.Ganser@durhamnc.gov](mailto:Brooke.Ganser@durhamnc.gov)
- 919-560-4137 ext. 28211

## Internal Correspondence

The following channels are envisioned for communicating project intent, status, and recommendations throughout the life of the project:

All communication between the Consultant team and Durham Staff/other stakeholders shall occur through project manager, Allison Fluitt, and/or the deputy project manager, Mary Kate Morookian unless specifically coordinated in advance.

## Project Correspondence

Written technical correspondence (letters, memorandums, etc.) will be created for the project. Any correspondence dealing with matters having the potential to affect project scope, budget or schedule shall be reviewed and authorized by the project manager, Allison Fluitt. Copies of correspondence including attachments shall be kept in the project file.

Durham Transit Plan  
Project Work Plan

## Telephone Conversation Records

Technical discussions, requests for information, or other telephone conversations should be documented and kept in the project files. If telephone conversations are considered critical by the project manager, conversation participants or another key individual, a follow-up letter/email or copies of the telephone documentation shall be sent to the Durham Staff project Manager, Aaron Cain, to confirm the conversation specifics.

## Emails

Selected project emails that contain key project information, decisions or other important communications should be kept and archived with the project records. And to make email correspondence easier to organize, internal emails typically will have a standard subject line prefix (e.g. "Durham Transit Plan or DTP") followed by details on the content of the email. Additional team members will be CC'd when necessary to ensure consistent communication.

## Meetings

Records of meetings with Durham Staff and project stakeholders should be written and kept in the project files. Proper documentation of meetings is critical to manage scope changes, change orders, technical assumptions and directions. Draft meeting records must be submitted to Staff in Word format within three business days. Following approval, the final meeting notes will be distributed in PDF format.

## Confidentiality and Public Relations

All communications with the press shall be handled by the Staff project manager, Aaron Cain, or other Durham Staff as deemed appropriate. No member of the Consultant team is authorized to speak to the press about this project without the authorization of Aaron Cain.

## Document Control

A Project SharePoint folder will be used for the project. This folder can be accessed by the Kimley-Horn team. Durham Staff and other stakeholders who have been authorized by Durham Staff may be granted access by Kimley-Horn upon request.

ShareFile will be used to store background information, project templates, meeting materials and deliverables and as needed to transfer large files. Other aspects of the document control process include:

- File names will include the date and document title and will indicate whether the file has tracked changes or is clean (e.g., 2018-03-23\_Quality Management Plan\_tracked.docx).
- Word documents will be revised using track changes, and comments on PDFs will be provided using the PDF markup tools.
- Previous versions of all documents will be retained in an Archive folder in Kimley-Horn's internal server.

Durham Transit Plan  
Project Work Plan

# Project Schedule

	2020								2021							
	May	June	July	August	September	October	November	December	January	February	March	April	May	June	July	August
Project Management & Coordination																
Bi-Weekly Core Technical Team Meetings																
Monthly Progress Reports																
Technical Committee																
Public Outreach																
Outreach Committee																
Public Comment Review																
Public Engagement Plan																
Phase I Outreach																
Phase II Outreach																
Phase III Outreach																
Scenario Planning																
Values, Goals, and Objectives																
Existing Conditions Analysis																
Universe of Projects																
Existing Conditions Memorandum																
Conceptual Transit Scenarios (4)																
Regional Connections Opportunities																
Transit Scenario Development Memorandum																
Service Standards and Performance Measures																
Service Standards and Performance Measures																
Methodology for Reporting																
Service Standards and Performance Measures Memorandum																
Scenario Evaluation																
Performance Criteria Development																
Scenario Evaluation																
Transit Scenario Report Cards																
Performance Criteria Summary																
Transit Scenario Evaluation Memorandum																
Fare Free Analysis																
Staff Interviews and Data Collection																
Ridership Modeling																
Cost Estimates																
Fare Free Analysis Memorandum																
Emerging Transit Mobility Assessment																
Plan/Policy Review																
Mobility Goal Development																
Emerging Transit Mobility Assessment Memorandum																
Implementation Plan and Final Report																
Implementation Plan																
Risk Assessment																
Draft DTP Report																
Final DTP Report																



Durham Transit Plan  
Project Work Plan

## Quality Control Plan

It will be important to the success of this plan to establish a protocol that will enable the project team to share key information and produce timely responses to critical issues that arise throughout the course of the project. Just as important will be the need to produce quality, high-value results. Continual quality control of data, analysis, and deliverables will be managed by the Consultant team in an effort to expedite the sharing of information and supporting consistency in documentation. Ultimately, such methods will enable a smooth transition of the planning process.

## Quality Control Review

Throughout the planning process, key deliverables will go through a series of quality control measures. That is, all key deliverables (reports, design mapping, presentations and agendas) will be reviewed for approval by the Quality Control/Quality Assurance Manager (Betty White).

## Process and Schedule Maintenance

The monthly progress reporting will be used by the project team members to ensure schedule adherence and project deadlines. Understandably, the planning process may encounter externalities that may cause delay to the schedule. If this is to occur, the Consultant project manager, Allison Fluitt will contact the Durham Staff project manager, Aaron Cain, directly to establish a procedure for addressing the delay. All efforts will be provided to adhere to the project timeline.

## Staff Resources

Every month, Kimley-Horn administers a castahead process to ensure the allocation of staff resources to our projects. Castaheads identify specific staffing for specific project tasks, thereby identifying any “gaps” in project needs. If additional staffing is needed for upcoming planning efforts, this process allows adequate time for the Consultant project manager to secure additional resources. The castahead process is also administered for 6-month periods.

## Documentation Quality Review

In addition to the review by the QC/QA Manager, specific project documents will go through a series of quality control reviews by trained technical writing staff. Specifically, the final Durham Transit Plan document will be reviewed by our marketing coordinating staff for grammar, sentence flow, and comprehension.

## Invoicing and Progress Reports

Invoices and progress reports will be submitted monthly to the City of Durham. Invoices and monthly progress reports will be addressed to:

Aaron Cain, DCHC MPO  
Aaron.Cain@Durhamnc.gov



## Durham Chapel-Hill Carrboro Metropolitan Planning Organization

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

August 12, 2020

To: DCHC MPO Board  
 From: Aaron Cain, Planning Manager, DCHC MPO  
 Re: Update on Durham County Transit Plan

### Executive Summary

Since the last time the DCHC MPO Board was updated on the progress of the Durham County Transit Plan in May several items have been accomplished, including:

- Full execution of a contract for consultant services with Kimley-Horn & Associates
- Reorganization of staff committees for the Durham Transit Team
- Work plan for the transit plan process
- Public engagement plan for the transit plan
- Kickoff for the Comprehensive Operational Analysis for GoDurham

The work plan, public engagement plan, and a summary of the Listening and Learning public engagement that was conducted in the fall of 2019 and winter of 2020 for the Durham Comprehensive Plan and Durham County Transit Plan are attached for your review.

Public engagement for the next phase of the transit plan is expected to begin in mid-August. This phase of engagement will focus on receiving feedback on the Goals and Objectives being developed from the first round of public engagement in the winter of 2020.

### Background

With the discontinuation of the Durham-Orange Light Rail Transit (D-O LRT) project, a new Durham County Transit Plan is necessary to determine the priorities and projects that are most important and beneficial to Durham. Kimley-Horn and Associates (KHA) was selected as the lead consultant to spearhead the effort of drafting a new Durham County Transit Plan.

A first round of public engagement was conducted from November 2019 to February 2020, in concert with engagement for a new Durham Comprehensive Plan. Over 1,200 comments were received regarding the transit needs and priorities of residents of Durham. These comments have been the primary source for development of a set of Goals and Objectives for the Durham County Transit Plan. These Goals and Objectives will be presented to the public in the next round of engagement.

As part of the development of the Durham County Transit Plan, a Comprehensive Operational Analysis (COA) for GoDurham will be conducted. The COA will provide recommendations on GoDurham operational procedures, maintenance protocols, and administrative policies. The kickoff for the COA took place in late June and data gathering and analysis is underway. The next step is to conduct peer and document review.

**Durham Chapel-Hill Carrboro Metropolitan Planning Organization**

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

**Issues and Analysis**

The team of consultants and staff developing the Durham County Transit Plan have every intention of following the Equitable Engagement Blueprint as developed by the City of Durham. However, due to issues related to COVID-19, optimal methods of reaching out to certain populations is difficult. The Durham Transit Team is committed to reaching out to all communities within Durham as much as possible, and the public engagement plan reflects our commitment to continue those efforts.

**Recommendation**

No action is necessary on this item; it is for informational purposes only.

**Attachments**

Durham Transit Team Public Engagement Plan

Durham Transit Team Work Plan

Listening and Learning Engagement Summary, Winter 2020

# DCHC MPO Transit Plan Update

August 12, 2020



## Durham Transit Plan

# Agenda



Introductions



New Restructuring



Current Work



Relevant Plan Coordination



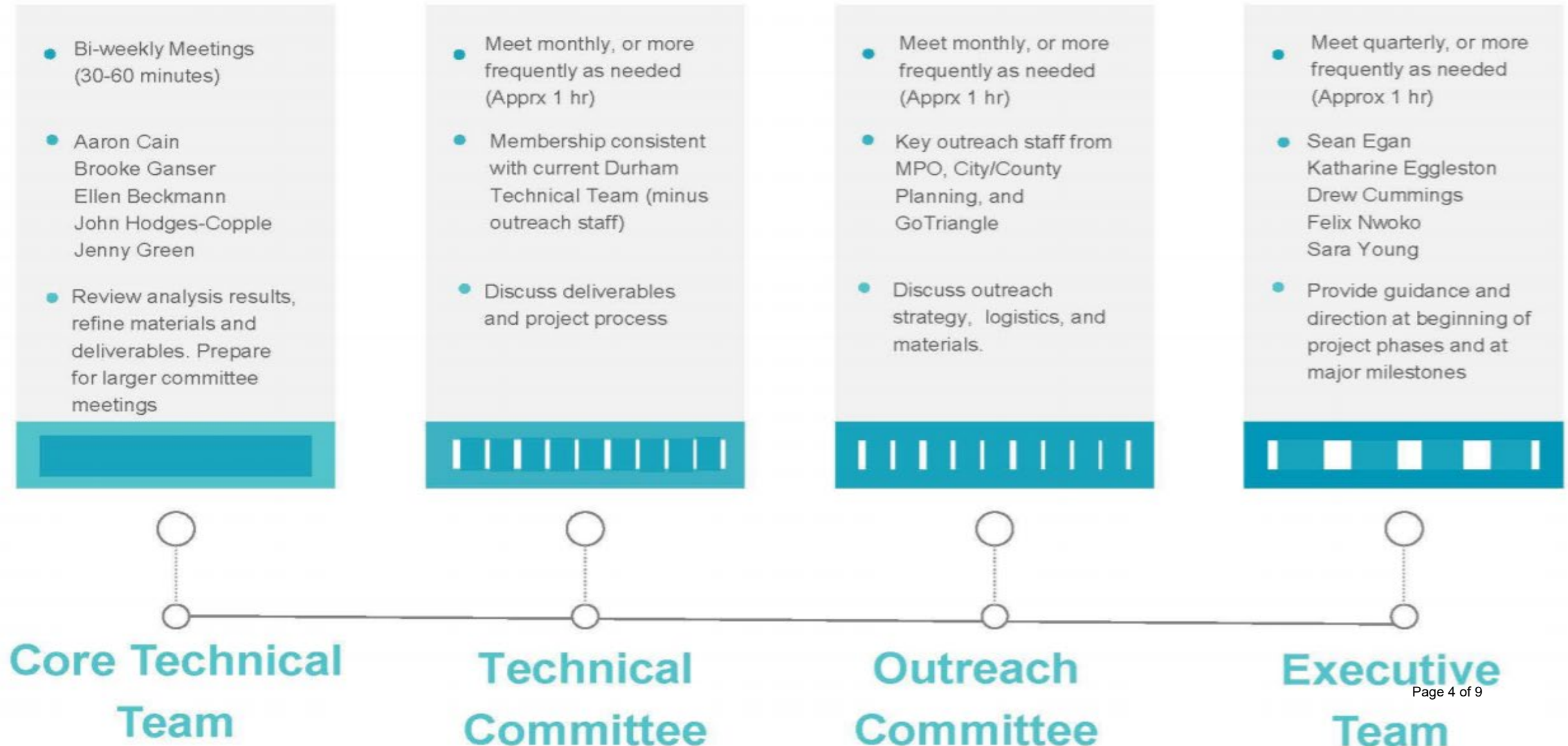
Next Phase of Engagement



# Introductions



# Durham Transit Plan Meeting Structure



# Current Work Plan Schedule



Mid August-September 2020

October-January 2021

February-March 2021

# Listening and Learning Engagement Results



- Goals & Objectives Drafted Based On...
  - Five community workshops
  - Online survey
  - Engagement Ambassador Sessions

# Coordination with Other Plans

- Greater Triangle Commuter Rail Study
- Durham 2050 Comprehensive Plan
- 2050 Metropolitan Transportation Plan
- Triangle Bikeway Study



# Next Phase of Engagement

- Preliminary Goal Setting
- **Objective:** Increase awareness of DTP effort and understanding of overall planning process, garner project support, and receive input on project goals and objectives
- **Engagement Methods:**
  - DTP Committee meetings
  - Narrated presentation (for inclusion on website)
  - Project website
  - Survey (printed and online)
  - Printed informational media with QR codes to website/survey
  - Stakeholder outreach
  - Engagement Ambassadors
  - Eblasts
  - Social Media

# Comprehensive Operational Analysis

- Comprehensive review of operations
  - Standard procedures
  - Maintenance protocols
  - Administrative policies
- Kickoff late June
- Nearly complete with initial data gathering
- Next steps: peer and document reviews

# Listening and Learning Engagement Summary

Comprehensive Plan and Transit Plan

01. How We Engaged
02. Who We Engaged
03. What Residents Said
04. What's Next?
05. Appendices
  - a. Engagement Demographics Details
  - b. List of Topics

## Listening and Learning

The first phase of community engagement for a new Comprehensive Plan and new Transit Plan happened between November 2019 and February 2020. Called *Listening and Learning*, this was the first of two phases that will make up the development of Community Goals.



## Engagement Summary

This interim summary includes high level information about the first phase of engagement. It includes what that engagement looked like, who we heard from, and some of the most discussed topics so far.



## Community Goals

When the Community Goals are complete a full summary of engagement and development will be shared.



As Planning staff began working on the Comprehensive Plan, the City's *Equitable Community Engagement Blueprint* was being developed through the Neighborhood Improvement Services Department.

The *Blueprint* recognizes that “In order to create strategies for equity to achieve the City’s vision of an excellent and sustainable quality of life for all residents, the City must engage the community in an equitable way.”

Through the community engagement effort for the Comprehensive Plan and Transit Plan, staff are working to incorporate the key components of equitable engagement in the *Blueprint*. This is a new undertaking and a learning process. Lessons learned from this first phase of engagement will inform the next phase of engagement and this iterative process will continue throughout the development of these plans.

The Listening and Learning engagement phase was the first community input opportunity on the new Comprehensive Plan and Transit Plan.

This phase focused on two questions:

**“What does an ideal Durham look like to you?”**

and

**“What else is on your mind about Durham?”**

These two questions were designed to encourage a two-way dialogue between residents and staff - not just staff trying to get information from the community. We also wanted to make sure residents had opportunities to share their concerns, ideas, and questions about Durham - even if they were outside of the scope of these two specific plans.

The first engagement opportunities in *Listening and Learning* were community **workshops**. Attendees were asked to fill out an exit questionnaire that included a series of demographic questions to better understand who we had heard from and to determine who we still needed to reach. (more detail on [page 8](#))

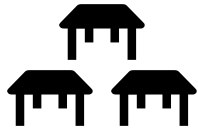
Directly after the final workshop, an **online survey** was published with the same content from the workshops. (more detail on [page 9](#))

Following the workshops, staff worked to recruit and train **Engagement Ambassadors**. The work of the Ambassadors was focused on reaching those who had not been able to participate in the workshops. (more detail on [page 10](#))

# Engagement Numbers Overview

Over 1,000 residents participated in the Listening and Learning phase of engagement!

## WORKSHOPS



**400** residents attended one of  
**5** community workshops  
held in November 2019  
generating  
**3459** comments

## ENGAGEMENT AMBASSADORS



**600** residents engaged in one of  
**70** small group sessions held by  
**40** Engagement Ambassadors  
generating  
**2137** comments

## ONLINE SURVEY



**169** residents filled out  
the survey over  
**3** months generating  
**509** comments

# Engagement Method: Workshops

Five community workshops were held in November of 2019 on different days, at different times of day, and in different parts of the County. Each workshop included simultaneous interpretation, childcare, food, and were accessible by public transit.

Before and after the workshop, residents could do a background activity that was intended to share information on existing conditions of our community that can be influenced by the Comprehensive Plan and the Transit Plan.

The workshops started with staff sharing general information on the two plans and then focused on small group discussions. Each group shared out highlights from their discussion with the overall group at the end.



Directly after the final community workshop, an online survey was published as an opportunity to provide input for those who were unable to attend a workshop. The survey included the discussion questions and the demographic questions used in the workshops. It was made available in both English and Spanish. A press release and social media posts were used to share the survey with residents.

The demographics of participants in the Online Survey were very similar to those who participated in the Workshops.

# Engagement Method: Engagement Ambassadors

A new Engagement Ambassadors program began just after the workshops. This program provided stipends to community members to engage with residents who are traditionally underrepresented in City/County engagement efforts.

Based on the demographic information from the workshops, more white, high-income, and highly-educated residents participated compared to the overall demographics of Durham. Neighborhood Improvement Services staff and Planning staff used this information to recruit and train approximately 40 Engagement Ambassadors with connections to residents that were underrepresented or not represented in the workshops.

**The input from more than 70 Ambassadors' sessions has some distinct differences in focus from the input received through the Workshops and Online Survey. The analysis within this summary helps to highlight where similarities and differences in topics discussed are focused.**

In working towards equitable engagement, our hope is to have the perspective of everyone in the Durham community. We asked demographic questions to ensure we're working towards input that represents the full diversity of Durham. We used the results of the demographic questions to see who we're missing in the conversation and then to develop strategies to reach out to communities and groups that were not well represented in the process. All demographic questions were optional and anonymous. While all participants were asked to complete the form, not everyone did so. For those who did fill out the form, not all questions were answered.

The next pages include a summary of the demographic information collected. Responses to specific demographic questions by engagement type can be seen starting on pages 20-27 below.

- We reached different audiences depending on the engagement format, particularly with regard to race, level of formal education, and home address.
- Compared to overall demographics of Durham, attendees of the Workshops and Online were much more likely to identify as white and reported having more formal education.
- The vast majority of Engagement Ambassador participants identified themselves as black or African-American. Participants in these sessions reported having less formal education compared to those in the Workshops and taking the Online Survey.
- Engagement Ambassador participants had the highest percentage of youth (less than 25 years old). Participants in these sessions also reported about twice as many instances of living in a household with someone with a disability.

- Hispanic/Latino participation in all three methods of engagement was much lower compared to the percent of residents identifying as Hispanic/Latino in Durham.
- Geographically, Engagement Ambassadors' participants tended to live in central or east Durham, and Workshop and Online participants tended to live in west Durham.
- Folks identifying as LGBTQIA+ represented about 10% of the responses for all three engagement methods.
- **Additional outreach to engage Hispanic/Latino residents, Youth residents, and rural Durham County residents (particularly North Durham) is needed in future engagement efforts.**



After all of the community input from the three engagement methods was digitized and organized, staff reviewed all results and identified 70 different topics to use as broad categories for sorting through comments.

**HOUSING** was the most discussed topic for both the *Workshops* and the *Engagement Ambassadors*. **TRANSIT** was the most discussed topic and **HOUSING** was the second in the *Online Survey*.

The 20 most frequently discussed topics in each of the three forms of engagement accounted for **over 70% of all the comments**. Many other topics were related to one of these 20 topics, such as specific forms of transit, or were strongly linked to these frequently mentioned topics. For example: Affordability was often linked to topics of Housing, Wages or Gentrification.

The following pages highlight similarities and differences in the most discussed topics by engagement type. The full list can be seen on pages 28-32.

The creation of the categories themselves and the labeling of the comments is far from a perfect science. Both reflect the professional and personal experiences of those doing the labeling--mainly white City staff with experience in urban design and planning. Multiple people were involved in the effort, which leads to different interpretations and ways of understanding comments that prevents full standardization of how these responses are labeled.

Engagement will never provide exact and standardized results; instead it is built upon the diversity and individuality of human perspectives. Yet clear patterns and commonalities are evident from the multiple communities that share the experience of living in and caring for Durham.

These 10 issues were identified within the top twenty most frequently discussed topics in all three forms of engagement.

- Housing
- Schools & Education
- Public Spaces, Activities & Recreation
- Transit/Bus Transit\*
- Engagement Process & Government Accountability
- Infrastructure
- Safety
- Gentrification & Displacement
- Growth & development
- Walkability

\* Comments about transit were categorized according to the kind of transit being discussed. However, a general category of “transit” also existed which most often referred to bus transit. Due to multiple people categorizing the comments, these two tags were not fully standardized. While not an exact representation, merging these two categories best represents the content of these comments.

# Topics shared across two forms of engagement

Topics in the top 20 in the **Engagement Ambassadors** and **Workshops**:

- Equity
- Community Building
- Food Access
- Durham's Identity

Topics in the top 20 in the **Engagement Ambassadors** and **Online Survey**:

- Crime & Policing
- Inclusivity & Representation

Topics in the top 20 in the **Workshops** and the **Online Survey**:

- Sustainability & Climate Change
- Green Spaces
- Business & Entrepreneurship
- Neighborhood Character

# Topics not shared across Engagement types

Topics that only appeared in the top 20 of the *Engagement Ambassadors*:

- Workforce & Wages
- Youth Spaces & Policies
- Health & Wellness
- Homelessness

Topics that only appeared in the top 20 of the *Workshops*:

- Natural Environment

Topics that only appeared in the top 20 of the *Online Survey*:

- History
- Transit - Car, Rideshare
- Density



# What's included in each Topic?

Each broad topic used by staff to organize input included a variety of comments.

As one example, the topic ***Public Spaces, Activities, & Recreation*** included requests for more parks, more even distribution of parks across Durham, more community, cultural, and family-friendly events, and more libraries. A few quotes from this topic include:

*“Libraries as localized transit hubs so they get highest transit level of service and other services”*

*“How can we make opportunities for low-wealth people to enjoy the cultural offerings in Durham: American Underground, DPAC, and Durham Bulls?”*

*“Safe spaces for our children to play and engage with one another. Outdoor space and parks that also accessible to children with disabilities.”*

Both the overlap and the diversity of priorities highlight the importance of conducting multiple forms of engagement with different populations. This offers a greater richness in understanding the perspectives and priorities of all our residents, and not just those who have the time and means to come to public meetings or the subject matter interest to seek out an online survey.

The next round of engagement will build on these past engagement sessions while also incorporating new perspectives and priorities that reflect the changing realities our community now faces in the light of COVID-19. In this phase of engagement, we will work to collaboratively write community goals for how we want to grow as a community in a way that nurtures and supports all residents.

We look forward to working together to envision the kind of Durham we want to build for ourselves, our children and our community.

- 01. Engagement Demographics Details
- 02. Topics
  - a. List of Top 20 Topics for each Engagement Type
  - b. List of all Topics

Responses for each of the following questions from each engagement type are shown on the following pages:

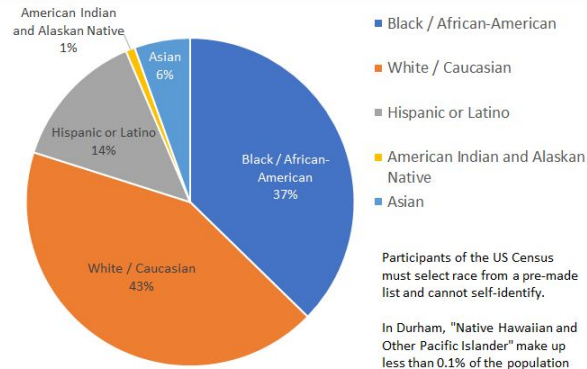
- How do you identify your race/ethnicity?
- How do you identify your gender identity?
- What is your age?
- What level of education or training have you completed?
- Do you identify as LGBTQIA+?
- Does anyone in your household have a disability?

# Durham County Demographics

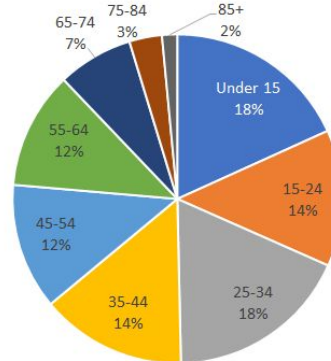
MPO Board 8/12/2020 Item 13

As a baseline, here are some demographics for Durham County

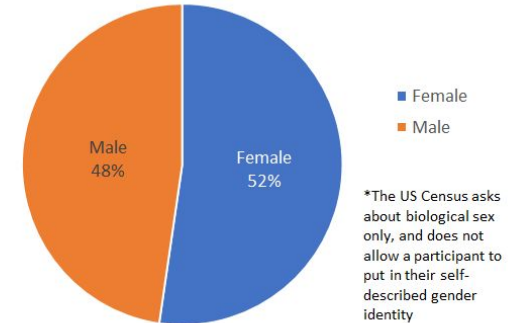
## Race/Ethnicity



## Age



## Sex



ENGAGEDurham takes a different approach (allowing free responses) compared to the Census. Please see notes on each chart for more detail.

All data from US Census 2018 American Community Survey 5-Year Estimate

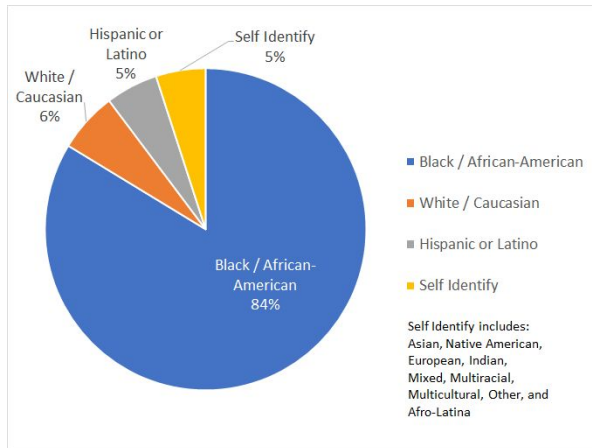
Durham County Population is approximately 322,000

# Engagement Demographics: Racial/Ethnic Identity

MPO Board 8/12/2020 Item 13

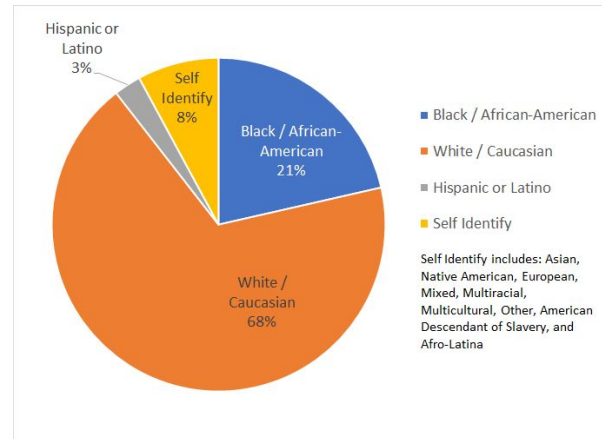
## How do you identify your race/ethnicity?

### Engagement Ambassadors



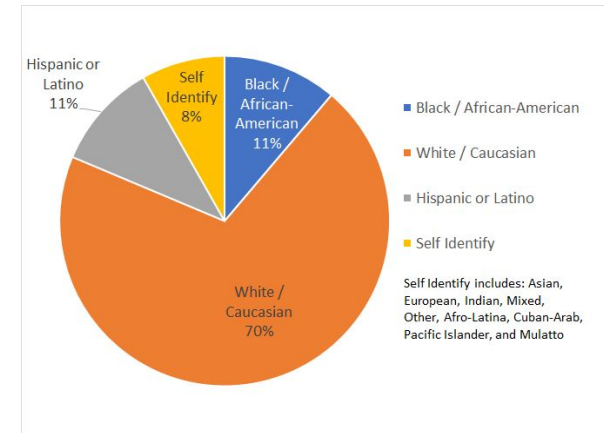
\*showing 380 responses out of 600 people

### Workshops



\*showing 266 responses out of 400 people

### Online Survey



\*showing 134 responses out of 169 people

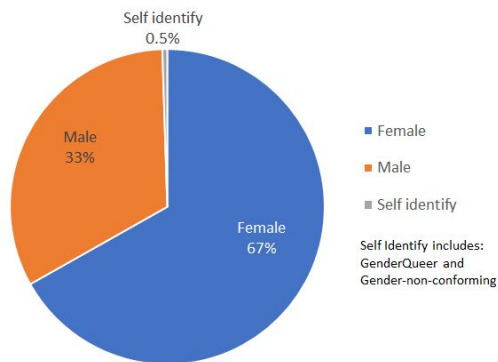


# Engagement Demographics: Gender Identity

MPO Board 8/12/2020 Item 13

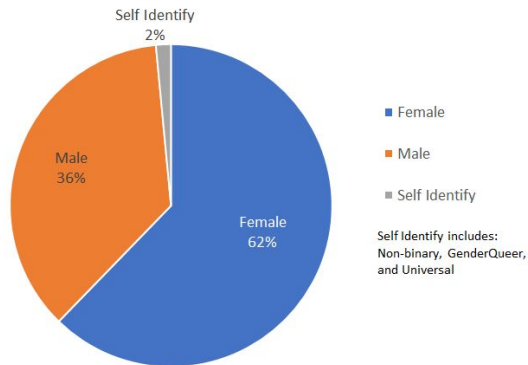
## How do you identify your gender identity?

### Engagement Ambassadors



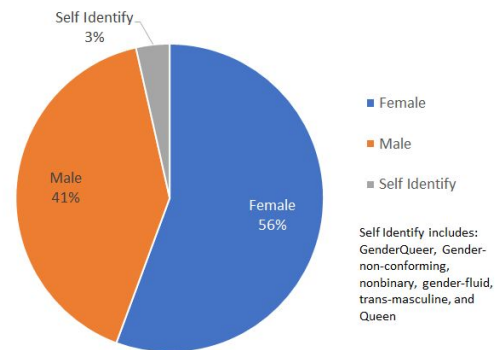
\*showing 395 responses out of 600 people

### Workshops



\*showing 265 responses out of 400 people

### Online Survey



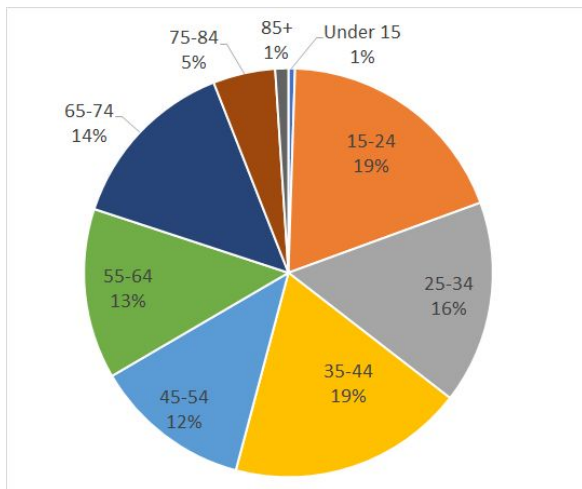
\*showing 142 responses out of 169 people

# Engagement Demographics: Age

MPO Board 8/12/2020 Item 13

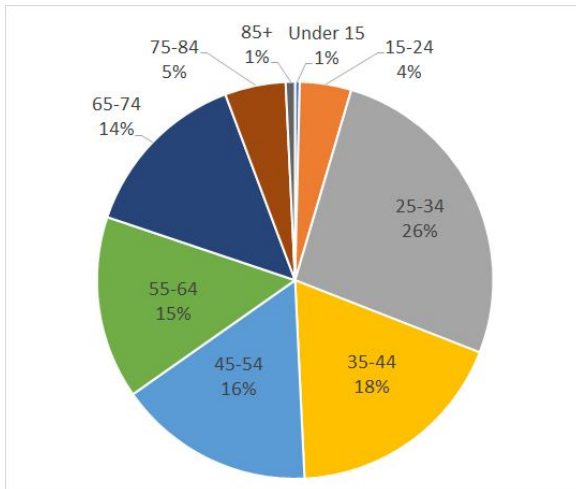
What is your age?

## Engagement Ambassadors



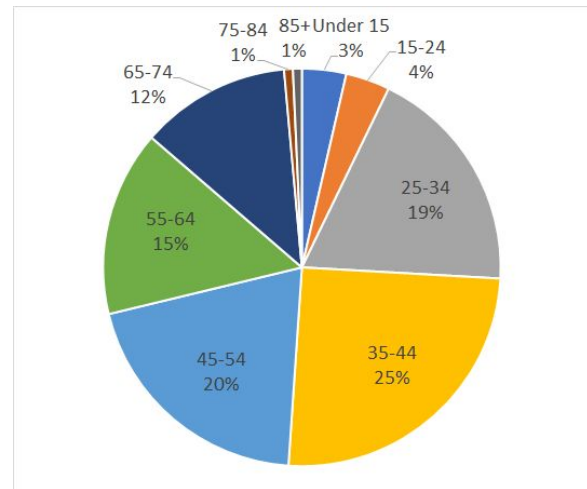
\*showing 386 responses out of 600 people

## Workshops



\*showing 262 responses out of 400 people

## Online Survey



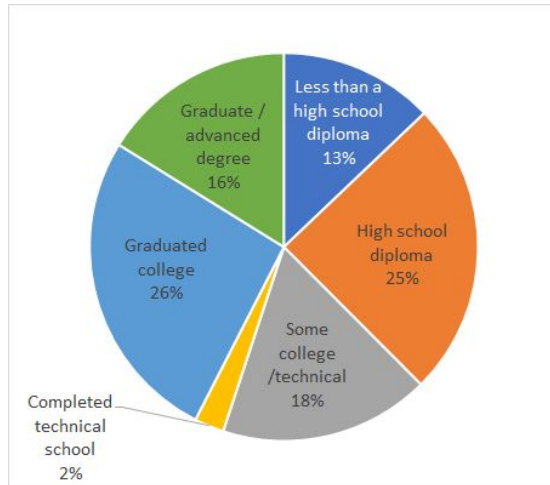
\*showing 139 responses out of 169 people

# Engagement Demographics: Level of Education

MPO Board 8/12/2020 Item 13

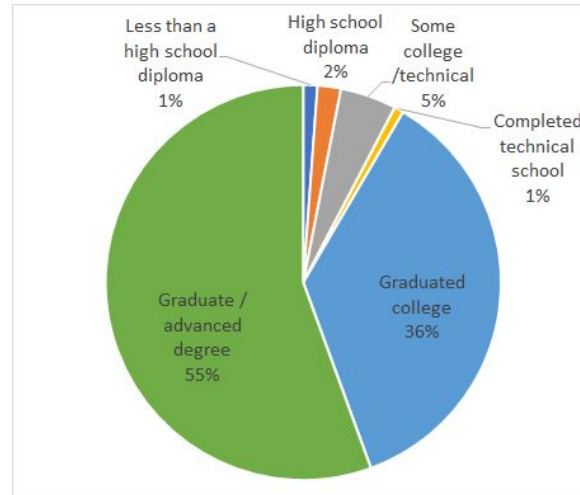
What level of education or training have you completed?

## Engagement Ambassadors



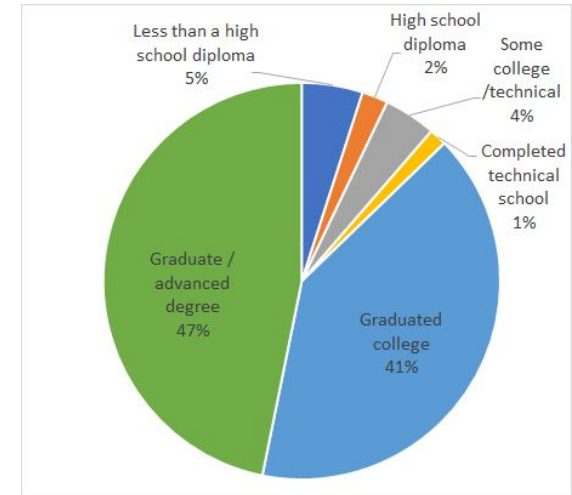
\*showing 365 responses out of 600 people

## Workshops



\*showing 261 responses out of 400 people

## Online Survey



\*showing 141 responses out of 169 people

# Engagement Demographics: Sexual Orientation

MPO Board 8/12/2020 Item 13

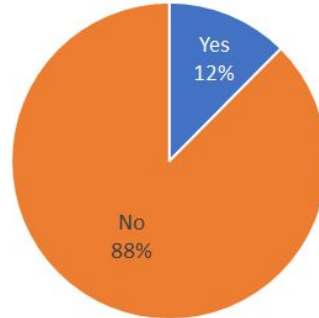
Do you identify as LGBTQIA+?

## Engagement Ambassadors



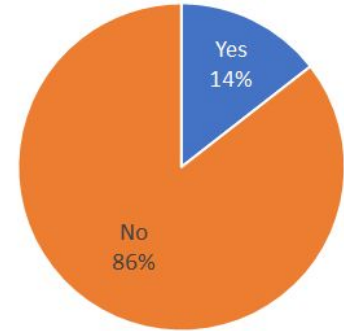
\*showing 374 responses out of 600 people

## Workshops



\*showing 265 responses out of 400 people

## Online Survey



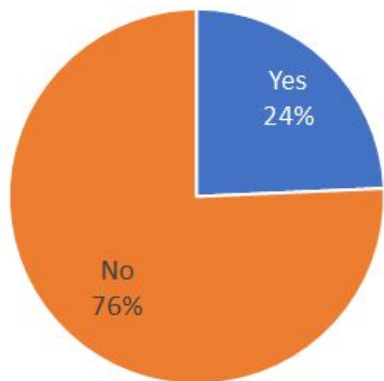
\*showing 152 responses out of 169 people

# Engagement Demographics: Household with disabilities

MPO Board 8/22/20 Item 13

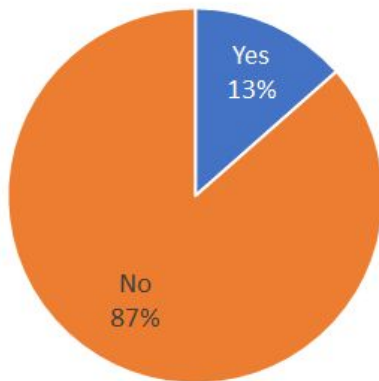
Does anyone in your household have a disability?

## Engagement Ambassadors



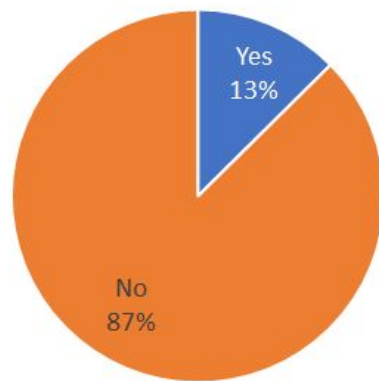
\*showing 391 responses out of 600 people

## Workshops



\*showing 267 responses out of 400 people

## Online Survey



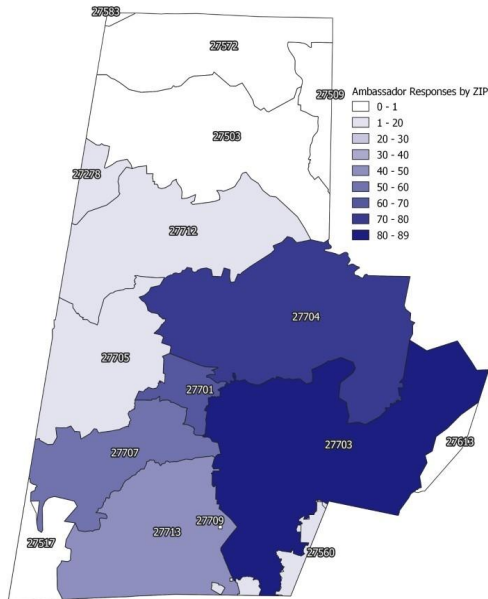
\*showing 151 responses out of 169 people

# Engagement Demographics: Where participants live

MPO Board 8/12/2020 Item 13

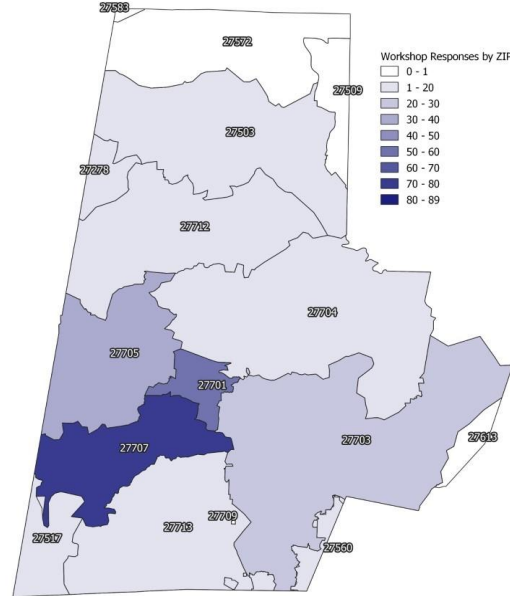
## What zip code do you live in?

### Engagement Ambassadors



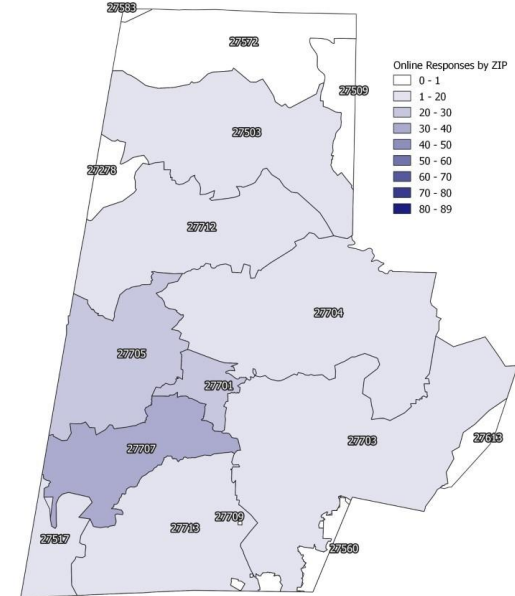
\*showing 367 responses out of 600 people

### Workshops



\*showing 261 responses out of 400 people

### Online Survey



\*showing 130 responses out of 167 people



# List of Top 20 Topics for each Engagement Type

MPO Board 8/12/2020 Item 13

Rank	Engagement Ambassadors	Workshops	Online Survey
1	Housing (202)	Housing (277)	Transit (43)
2	Schools & Education (141)	Engagement Process & Government Accountability (211)	Housing (35)
3	Public Spaces, Activities, & Recreation (126)	Transit (199)	Crime & Policing (33)
4	Transit - Bus (126)	Transit - Bus (195)	Safety (31)
5	Engagement Process & Government Accountability (97)	Growth & Development (170)	Green Spaces (28)
6	Workforce & Wages (96)	Public Spaces, Activities, & Recreation (143)	Diversity (20)
7	Infrastructure (92)	Schools & Education (131)	Inclusivity & Representation (20)

(x) is the number of comments for each topic

# List of Top 20 Topics for each Engagement Type

MPO Board 8/12/2020 Item 13

Rank	Engagement Ambassadors	Workshops	Online Survey
8	Crime & Policing (88)	Infrastructure (124)	Sustainability & Climate Changes (19)
9	Safety (78)	Sustainability & Climate Change (115)	Engagement Process & Government Accountability (17)
10	Youth Spaces & Policies (72)	Walkability (112)	Public Spaces, Activities, & Safety (14)
11	Gentrification & Displacement (70)	Green Spaces (86)	Growth & Development (12)
12	Growth & Development (63)	Safety (79)	Neighborhood Character (12)
13	Health & Wellness (56)	Gentrification & Displacement (71)	Walkability (12)

(x) is the number of comments for each topic

# List of Top 20 Topics for each Engagement Type

MPO Board 8/12/2020 Item 13

Rank	Engagement Ambassadors	Workshops	Online Survey
14	Inclusivity & Representation (40)	Equity (64)	Gentrification & Displacement (11)
15	Community Building (36)	Business & Entrepreneurship (63)	Schools & Education (11)
16	Durham's Identity (36)	Natural Environment (62)	Business & Entrepreneurship (10)
17	Equity (36)	Community Building (60)	Density (10)
18	Food Access (35)	Food Access (60)	Infrastructure (10)
19	Transit (32)	Durham's Identity (57)	History (9)
20	Homelessness (31)	Neighborhood Character (56)	Transit - Car, Rideshare (9)

(x) is the number of comments for each topic

Jump to [Contents](#) 33

This is the list of all topics used to categorize input so far:

- Access to Information
- Accessibility - people with disabilities
- Affordability
- Arts
- Belonging
- Business & Entrepreneurship
- Community Building
- Community Trauma
- Cooperative Planning
- Crime & Policing
- Criminal Justice
- Cultural Identity
- Demographics - Black people
- Demographics - Latinx people
- Demographics - White people
- Density
- Diversity
- Downtown
- Duke
- Durham's Identity
- Engagement Process & Developer Accountability
- Engagement Process & Government Accountability
- Equity
- Food Access
- Food & Beverage
- Funding & Taxes
- Gentrification & Displacement
- Green Spaces
- Growth & Development
- Health & Wellness
- Highway 147 / Redlining / Urban Renewal
- History
- Homelessness
- Housing

This is the list of all topics used to categorize input so far (continued):

- Inclusivity & Representation
- Infrastructure
- Investment
- Lack of Trust
- Left Out
- Locals vs. Newcomers
- McDougald Terrace
- Middle Class
- Minority-owned Business
- Mixed-income Neighborhoods
- Mixed Use
- Natural Environment
- Neighborhood Character
- Nuisance
- Poverty
- Public Spaces, Activities, & Recreation
- Racism
- Regionalism
- Resources
- Safety
- Schools & Education
- Senior Spaces & Policies
- Social Services
- Sustainability & Climate Change
- Taxes
- Transit
- Transit - Bike
- Transit - Bus
- Transit - Car, Rideshare
- Transit - Light or Commuter Rail
- Transit - Public
- Two Durhams
- Walkability
- Water
- Workforce & Wages
- Youth Spaces & Policies
- Zoning & Regulation

# Thank you!

Thank you to all the residents who have participated and shared their voices in this process so far. And thank you to everyone who has helped make this engagement happen, including:

- the ENGAGEDurham Outreach Team
- the Engagement ambassadors
- Neighborhood Improvement Services staff and
- the City, County, GoTriangle, and Durham Public Schools staff that assisted with workshops, data entry, theming, etc.



Comprehensive Plan  
Transit Plan



# GREATER TRIANGLE COMMUTER RAIL STUDY UPDATE

**GO FORWARD**  
A COMMUNITY INVESTMENT IN TRANSIT

**August 2020**

**DCHC MPO – August 12**

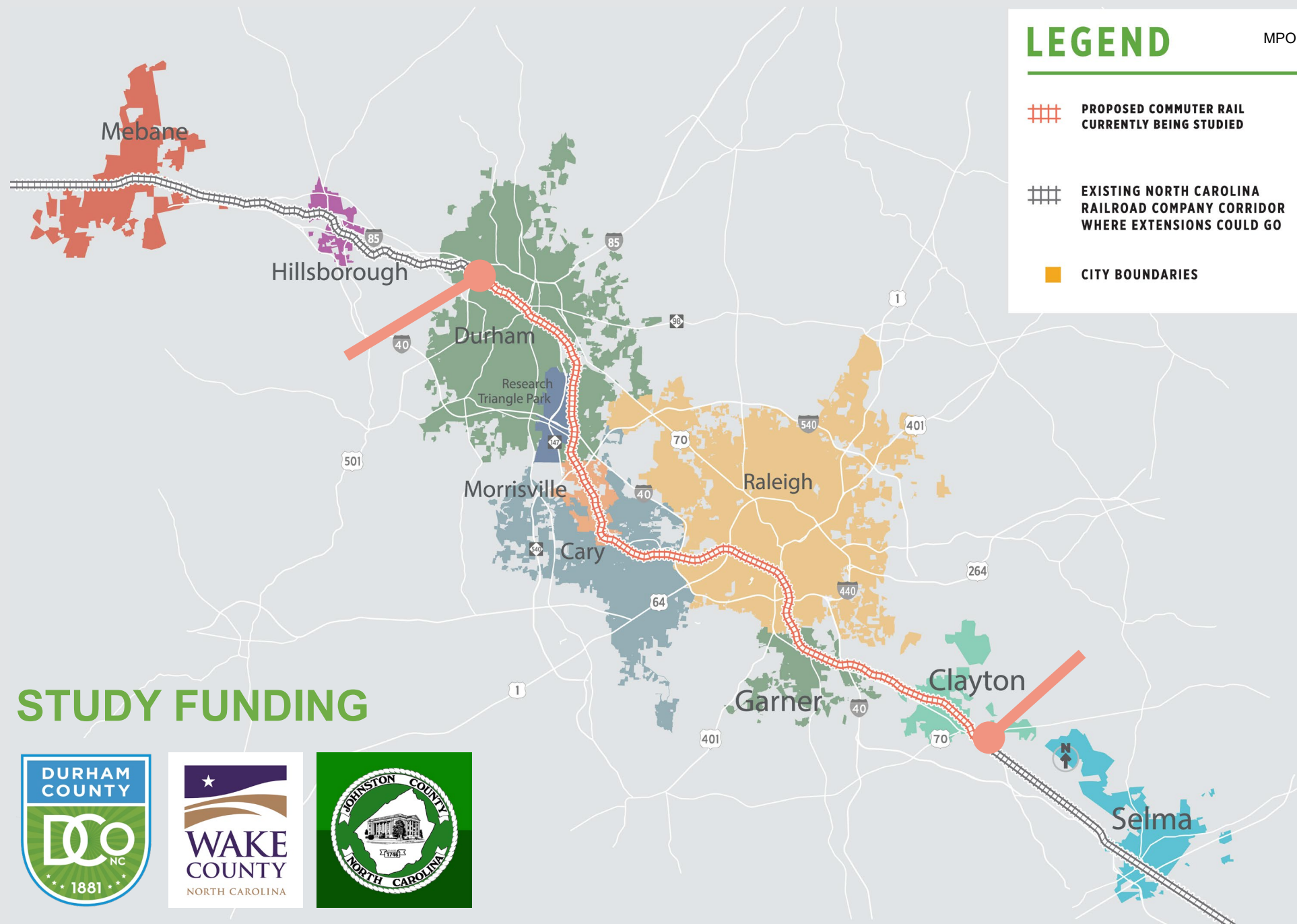


# LEGEND

### PROPOSED COMMUTER RAIL  
CURRENTLY BEING STUDIED

### EXISTING NORTH CAROLINA  
RAILROAD COMPANY CORRIDOR  
WHERE EXTENSIONS COULD GO

■ CITY BOUNDARIES

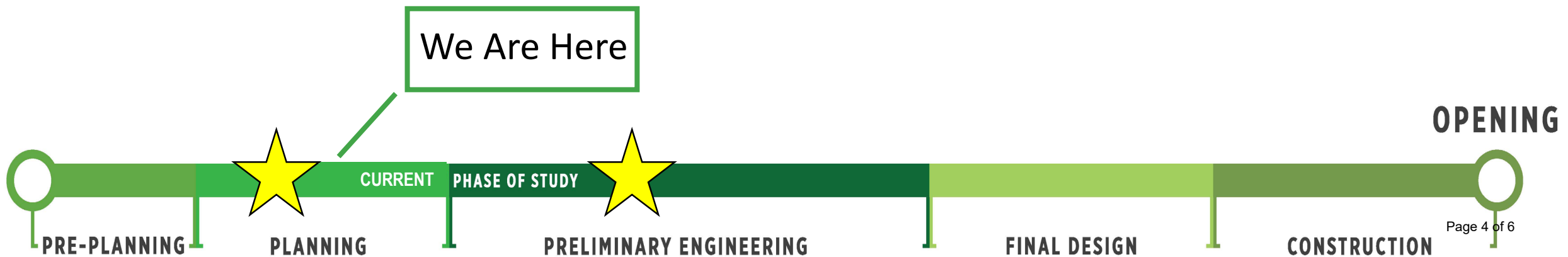


## STUDY FUNDING



# CURRENT STUDY

- Engage the community to share information and get feedback from the public
- Work with railroad owner and operators to determine what infrastructure improvements and construction would be needed to add more train traffic
- Further analyze engineering challenges and potential project benefits (e.g. economic development, congestion relief, environment)





# Downtown Durham Engineering Challenges

MPO Board 8/12/2020 Item 14

- Environmental Screening
- Track design, station siting, roadway/traffic, utilities, stormwater
- Stakeholder and community engagement





## Questions and Comments



# Regional **FAST** network study:

## An enhanced Freeway And Street-based Transit vision for the Triangle

The regional business community along with local and state transportation partners seek to **accelerate a region-wide network of high-quality transit routes** to better connect and serve the entire Triangle area.

**Funded by RTA, GoTriangle and NCDOT**, the Freeway And Street-based Transit (**FAST**) study is developing an illustrative, scalable approach to transform our roadways into multimodal corridors that can provide rapid, frequent, and reliable transit service across the region.

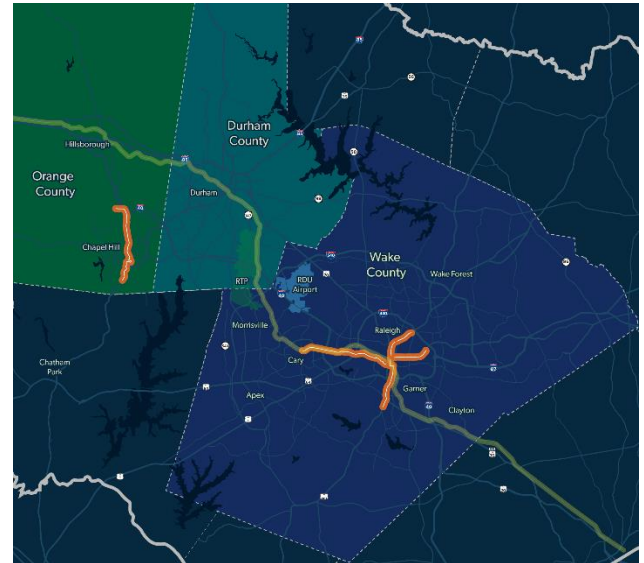
A **FAST** network will **Capitalize** on the great work that has already been done by the various agencies in the Triangle, **Complement** the existing investments being made on transit studies, plans and implementation, and become a **Champion** to leverage the existing freeway and street system with targeted transit advantage to improve accessibility and opportunity.

The **FAST** study envisions a truly regional transit network, connecting our largest communities and activity centers and serving RDU Airport and Research Triangle Park.

### **FAST Objectives: Aspirational and Actionable**

- Define an illustrative regional **FAST** network for the Triangle
- Identify rapid projects and pilots for the next 18 months
- Create scalable network buildouts for 2025, 2030, 2035
- Develop a **FAST** guide for prioritizing transit on roadways

*The FAST study is the pre-planning work designed to inspire, inform, and advance ideas for improving regional connectivity, supported by technical analysis.*



**The FAST network will successfully link the five approved bus rapid transit corridors and connect to the proposed commuter rail.**

### **FAST Features: Sample Strategies for the Triangle**

- Freeway priority lanes for transit
- Bus On Shoulder System (BOSS) expansion
- Dedicated 'RED' transit lanes on streets
- Direct linkages, ramps, and bypass lanes for transit
- High quality stations that provide regional accessibility

*The FAST study aims to institutionalize transit accommodations as part of roadway projects to improve mobility for all travelers.*

Consulting firm VHB is leading the **FAST** study with team members Stantec and Catalyst Design.

Preliminary study findings will be released July 16. Details will be posted to [letsgetmoving/FASTnetwork](https://letsgetmoving.org/FASTnetwork).

# Frequently Asked Questions

## **What is the purpose of the FAST network study, and why do we need it?**

The regional business community along with local and state transportation partners seek to accelerate a region-wide network of high-quality transit routes to better connect and serve the entire Triangle area.

## **Who is leading the study?**

The study is being funded by a 50:50 private:public partnership, via the Regional Transportation Alliance business leadership group, our state NCDOT, and regional transit provider GoTriangle. In addition, a number of local, regional, and state partners are engaged in the study.

## **What is a FAST network?**

The FAST network concept seeks to transform many of our roadways into multimodal freeways and streets, through purposeful, scalable investments in “transit advantage” infrastructure, complementary operational priority measures, and enhanced, higher-frequency transit service. The FAST study seeks to accrue network benefits for current and future transit users by quickly advancing improved mobility across the region.

## **What are some of the unique elements of the FAST network concept?**

The proposed network incorporates multiple connections between our cities and towns, Research Triangle Park, and RDU Airport. It includes transit advantages that we have not yet used in our market, including transit bypasses of on-ramp signals, direct priority connections between freeways and streets, and interlining of high-frequency routes along busway segments to optimize transit operations and the user experience.

## **What are FAST corridors?**

Proposed *FASTfreeways* are corridors like I-40, 540, and US 1 that could incorporate higher frequency express service and future high-frequency all day service to connect the region. Transit vehicles will use Bus On Shoulder System (BOSS) operation and/or our growing turnpike system, and potential future express lanes, to avoid traffic and stay on schedule.

Proposed *FASTstreets* are roadways like NC 54, US 70, and 15-501 that could add to or expand existing local and regional transit service by activating high-frequency, all-day service to connect communities and our region. All corridors will add transit advantage techniques including transit signal priority, queue jumps, and other provisions to keep transit moving.

## **What are SuperFAST projects?**

*SuperFAST* projects are pilot projects that incorporate rapid, low-cost improvements to service and/or infrastructure and serve as a proof-of-concept to inform the implementation of scalable ideas across the region.

## **How were the various proposed FAST corridors and elements selected?**

The proposed corridor elements were identified through a robust technical process that reviewed existing roadway footprints and proposed enhancements, land use, population, employment, travel, and other considerations that highlight potential demand for enhanced transit. The corridors were also reviewed for the potential for accelerating new connections and expanding overall network benefits across the entire regional roadway system.

### **How does the proposed FAST network concept tie into other transit plans: the approved Wake County Transit Plan, and developing plans in Orange and Durham counties?**

There are six active transit corridor projects in the region: five bus rapid transit and one regional commuter rail project – all of which will be funded by county transit taxes, state funding, and federal funding. This study builds on those efforts by identifying ways to extend and connect enhanced transit routes, and highlighting a scalable vision for a robust regional network.

### **How does the FAST network tie into GoTriangle's strategic goals for regional connectivity?**

GoTriangle is charged with providing reliable, effective regional transit service, via buses, vanpools, paratransit, and future commuter rail. This study speaks to the future of GoTriangle's freeway and street-based services and provides an opportunity to explore and accelerate new ways of connectivity.

### **How might this study influence future investments and priorities of GoTriangle and NCDOT?**

As a regional transit provider, GoTriangle is constantly looking for more efficient and innovative ways to serve the growing Triangle market. The North Carolina Department of Transportation has a statewide responsibility that includes multimodal partnerships with local and regional areas. This study will inform the thinking and planning for both entities and other transit partners.

### **Why is multi-modal transit important?**

Improved access to a variety of mobility options will connect people to greater employment and educational opportunities, supporting individuals in their career goals and contributions to their family and community. In our spread-out region, personal automobile travel is both efficient and empowering, but not everyone wants to or can drive. This accelerated "FAST" study gives us the opportunity to transform important roadways into multimodal freeways and streets that can effectively serve cars, buses, vanpools, and other shared vehicles.

### **How, and why should we, push beyond local jurisdictional lines in transit planning?**

This region already collaborates very well together from a transit planning perspective. The FAST study is one more example of partnerships with regional and state governmental partners and the private sector.

## MEMORANDUM

**To:** DCHC MPO Board

**From:** DCHC MPO Lead Planning Agency

**Date:** August 12, 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) – Amendment #2**

- Release Amendment #2 for public comment – September 2020
- Public hearing for Amendment #2 – October 2020
- Adopt Amendment #2 – November 2020

#### **2050 Metropolitan Transportation Plan (MTP)**

- Approve Public Engagement Plan – August 2020
- Approve Goals and Objectives – August 2020
- Approve land use model and Triangle Regional Model for use in 2050 MTP – January 2021
- Release Deficiency Analysis – April 2021
- Release Alternatives Analysis for public comment – June 2021
- Release Preferred Option for public comments – September 2021
- Adopt 2050 MTP and Air Quality Conformity Determination Report – March 2021

#### **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**

- ✓ 3<sup>rd</sup> public workshop: evaluate alternative strategies – October 2019
- Stakeholder meetings to discuss Chapel Hill cross-section, northern quadrant road, New Hope Commons access – ongoing
- 4<sup>th</sup> alternative for Chapel Hill cross-section – September 2020
- MPO Board approval of final plan – Fall 2020

### **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

### **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

**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

**Upcoming Projects**

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



<b>Contract Number:</b> C202581 <b>Division:</b> 5 <b>TIP Number:</b> EB-4707A <b>Length:</b> 0.96 miles <b>NCDOT Contact:</b> James M. Nordan, PE <b>Location Description:</b> SR-1838/SR-2220 FROM US-15/501 IN ORANGE COUNTY TO SR-1113 IN DURHAM COUNTY. <b>Contractor Name:</b> S T WOOTEN CORPORATION <b>Contract Amount:</b> \$4,614,460.00 <b>Work Began:</b> 05/28/2019 <b>Original Completion Date:</b> 02/15/2021 <b>Latest Payment Thru:</b> 07/07/2020 <b>Latest Payment Date:</b> 07/23/2020		<b>Route:</b> SR-1838 <b>County:</b> Durham <b>Federal Aid Number:</b> STPDA-0537(2) <b>NCDOT Contact No:</b> (919)220-4680 <b>Letting Date:</b> 04/16/2019 <b>Revised Completion Date:</b> <b>Construction Progress:</b> 10.52%	
<b>Contract Number:</b> C203394 <b>Division:</b> 5 <b>TIP Number:</b> U-0071 <b>Length:</b> 4.009 miles <b>NCDOT Contact:</b> Cameron D. Richards <b>Location Description:</b> EAST END CONNECTOR FROM NORTH OF NC-98 TO NC-147 (BUCK DEAN FREEWAY) IN DURHAM. <b>Contractor Name:</b> DRAGADOS USA INC <b>Contract Amount:</b> \$141,949,500.00 <b>Work Began:</b> 02/26/2015 <b>Original Completion Date:</b> 05/10/2020 <b>Latest Payment Thru:</b> 07/22/2020 <b>Latest Payment Date:</b>		<b>Route:</b> I-885, NC-147, NC-98 <b>US-70</b> <b>County:</b> Durham <b>Federal Aid Number:</b> <b>NCDOT Contact No:</b> (919)835-8200 <b>Letting Date:</b> 11/18/2014 <b>Revised Completion Date:</b> 12/05/2020 <b>Construction Progress:</b> 91.13%	
<b>Contract Number:</b> C203567 <b>Division:</b> 5 <b>TIP Number:</b> U-3308 <b>Length:</b> 1.134 miles <b>NCDOT Contact:</b> James M. Nordan, PE <b>Location Description:</b> NC-55 (ALSTON AVE) FROM NC-147 (BUCK DEAN FREEWAY) TO NORTH OF US-70BUS/NC-98 (HOLLOWAY ST). <b>Contractor Name:</b> ZACHRY CONSTRUCTION CORPORATION <b>Contract Amount:</b> \$39,756,916.81 <b>Work Began:</b> 10/05/2016 <b>Original Completion Date:</b> 03/30/2020 <b>Latest Payment Thru:</b> 07/15/2020 <b>Latest Payment Date:</b> 07/29/2020		<b>Route:</b> NC-55 <b>County:</b> Durham <b>Federal Aid Number:</b> STP-55(20) <b>NCDOT Contact No:</b> (919)220-4680 <b>Letting Date:</b> 07/19/2016 <b>Revised Completion Date:</b> 02/11/2021 <b>Construction Progress:</b> 71.64%	
<b>Contract Number:</b> C204211 <b>Division:</b> 5 <b>TIP Number:</b> U-5968 <b>Length:</b> 0.163 miles <b>NCDOT Contact:</b> James M. Nordan, PE <b>Location Description:</b> CITY OF DURHAM. <b>Contractor Name:</b> BROOKS BERRY HAYNIE & ASSOCIATES, INC. <b>Contract Amount:</b> \$19,062,229.77 <b>Work Began:</b> 02/18/2020 <b>Original Completion Date:</b> 08/01/2024 <b>Latest Payment Thru:</b> 06/30/2020 <b>Latest Payment Date:</b> 07/23/2020		<b>Route:</b> I-40, I-85, NC-55 <b>NC-98, US-15, US-501</b> <b>US-70</b> <b>County:</b> Durham <b>Federal Aid Number:</b> STBG-0505(084) <b>NCDOT Contact No:</b> (919)220-4680 <b>Letting Date:</b> 04/16/2019 <b>Revised Completion Date:</b> 04/09/2025 <b>Construction Progress:</b> 10.03%	
<b>Contract Number:</b> C204256 <b>Division:</b> 5 <b>TIP Number:</b> <b>Length:</b> 15.89 miles <b>NCDOT Contact:</b> James M. Nordan, PE <b>Location Description:</b> 1 SECTION OF US-70, 1 SECTION OF NC-98, AND 3 SECTIONS OF SECONDARY ROADS. <b>Contractor Name:</b> CAROLINA SUNROCK LLC <b>Contract Amount:</b> \$3,782,133.02		<b>Route:</b> NC-98, SR-1800, SR-1809 <b>SR-1811, US-70</b> <b>County:</b> Durham <b>Federal Aid Number:</b> STATE FUNDED <b>NCDOT Contact No:</b> (919)220-4680	

<b>Work Began:</b> 03/13/2020	<b>Letting Date:</b> 10/16/2018
<b>Original Completion Date:</b> 11/30/2019	<b>Revised Completion Date:</b> 07/15/2021
<b>Latest Payment Thru:</b> 07/22/2020	
<b>Latest Payment Date:</b>	<b>Construction Progress:</b> 38.1%

NCDOT DIVISION 5  
DURHAM PROJECT LIST\_ 5- Year Program  
August 2020

MPO Board 8/12/2020 Item 19

Project ID	Description	R/W Acq Beings	Let Type	P Let Date	Let Date	Project Manager	Current Project Status	Shelved Status	Shelved Date	ROW \$	CONST \$	COMMENTS
17BP.5.R.83	BRIDGE 84 OVER CHUNKY PIE CREEK ON SR 1815		Division POC Let (DPOC)		03/13/30	Lisa Gilchrist						
17BP.5.R.134	BRIDGE 82 OVER LICK CREEK ON SR 1815 (N MINERAL SPRINGS ROAD)		Division POC Let (DPOC)		08/09/28	Lisa Gilchrist						
17BP.5.R.133	BRIDGE 49 OVER ENO RIVER ON SR 1401 (COLE MILL ROAD)		Division POC Let (DPOC)		07/26/28	Lisa Gilchrist						
17BP.5.R.126	BRIDGE 262 OVER A CREEK ON SR 1607 (BAHAMA ROAD)		Division POC Let (DPOC)		03/10/27	Lisa Gilchrist						
17BP.5.R.97	BRIDGE 89 OVER LICK CREEK ON SR 1902		Division POC Let (DPOC)		10/26/22	Lisa Gilchrist						
SM-5705I	Construct Left Turn Lane on US 15/501 Southbound Ramp at US 70 Bus (Hillsborough Road)		Division POC Let (DPOC)		04/27/22	Stephen Davidson					\$350,000	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)		04/27/22	Stephen Davidson					\$550,000	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)		04/27/22	Stephen Davidson					\$600,000	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	10/18/24	Raleigh Letting (LET)	06/16/26	10/17/28	PAM R. WILLIAMS				\$11,000,000	\$30,900,000	
U-5774C	NC 54 FROM SR 1110 (BARBEE CHAPEL ROAD) TO I- 40	10/18/24	Raleigh Letting (LET)	06/16/26	10/17/28	PAM R. WILLIAMS				\$3,000,000	\$23,700,000	
U-5774F	NC 54 FROM I-40/NC 54 INTERCHANGE	10/18/24	Raleigh Letting (LET)	10/20/26	10/17/28	PAM R. WILLIAMS				\$54,800,000	\$39,300,000	
U-6067	US 15/US 501 DURHAM COUNTY FROM I-40 TO US 15/US 501 BUSINESS IN DURHAM UPGRADE CORRIDOR TO EXPRESSWAY.	02/21/25	Raleigh Letting (LET)	02/16/27	07/18/28	PAM R. WILLIAMS				\$55,000,000	\$140,300,000	
U-5720A	US 70 (MIAMI BLVD) FROM LYNN ROAD TO SR 1959 (SOUTH MIAMI BOULEVARD/SR 1811 (SHERRON ROAD)	12/15/23	Raleigh Letting (LET)	03/19/24	10/20/26	PAM R. WILLIAMS				\$35,800,000	\$57,000,000	
U-5720B	US 70 (MIAMI BLVD) AT SR 1959 (SOUTH MIAMI BOULEVARD)/SR 1811 (SHERRON ROAD)INTERSECTION	12/15/23	Raleigh Letting (LET)	03/19/24	10/20/26	PAM R. WILLIAMS				\$17,321,000	\$25,300,000	
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.	10/14/22	Raleigh Letting (LET)	03/21/23	10/20/26	PAM R. WILLIAMS				\$10,202,000	\$47,001,000	
P-5706	NORFOLK SOUTHERN H LINE, EAST DURHAM RAILROAD SAFETY PROJECT. PROJECT WILL STRAIGHTEN EXISTING RAILROAD CURVATURE BETWEEN CP NELSON AND CP EAST DURHAM AND INCLUDES A COMBINATION OFGRADE SEPARATIONS AND CLOSURES AT ELLIS ROAD SOUTH END CROSSING (734737A), GLOVER ROAD (734735L), AND WRENN ROAD (734736	02/28/21	Raleigh Letting (LET)		01/20/26	BRADLEY SMYTHE				\$9,000,000	\$33,173,000	

NCDOT DIVISION 5  
DURHAM PROJECT LIST\_ 5- Year Program  
August 2020

MPO Board 8/12/2020 Item 19

Project ID	Description	R/W Acq Beings	Let Type	P Let Date	Let Date	Project Manager	Current Project Status	Shelved Status	Shelved Date	ROW \$	CONST \$	COMMENTS
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 COMPONETS.	01/21/25	Design Build Let (DBL)		01/21/25	PAM R. WILLIAMS				\$20,000	\$54,530,000	
I-5941	I-85 FROM ORANGE COUNTY LINE TO US 15 /US 501 IN DURHAM PAVEMENT REHABILITATION		Division Design Raleigh Let (DDRL)	12/19/23	12/17/24	CHRISTOPHER A. HOFFMAN					\$2,973,000	
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)	12/19/23	12/17/24	CHRISTOPHER A. HOFFMAN					\$8,357,000	
B-5674	REPLACE BRIDGE 80 OVER SR 1308 IN DURHAM ON US 15-501 NORTHBOUND	09/16/22	Raleigh Letting (LET)		01/16/24	KEVIN FISCHER				\$110,000	\$2,209,000	
U-5934	NC 147 FROM I-40 TO FUTURE I-885(EAST END CONNECTOR)IN DURHAM ADD LANES AND REHABILITATE PAVEMENT	10/17/23	Design Build Let (DBL)	02/15/22	10/17/23	PAM R. WILLIAMS				\$2,148,000	\$177,100,000	
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.	06/20/22	NON - DOT LET (LAP)		09/20/23	RAYMOND JOSEPH HAYES				\$50,000	\$525,000	
I-5707	I-40 - FROM NC 55 (ALSTON AVENUE) TO NC 147 (DURHAM FREEWAY/TRIANGLE EXPRESSWAY) IN DURHAM	10/16/20	Raleigh Letting (LET)		06/20/23	PAM R. WILLIAMS				\$323,000	\$7,600,000	
U-5516	AT US 501 (ROXBORO ROAD) TO SR 1448 (LATTA ROAD) / SR 1639 (INFINITY ROAD) INTERSECTION IN DURHAM. INTERSECTION IMPROVEMENTS.	04/16/21	Division Design Raleigh Let (DDRL)		05/16/23	JOHN W. BRAXTON JR		Shelved at Final Planning Document	09/30/19	\$6,501,430	\$12,400,000	Project is suspended due to cash balance shortfall.
U-5717	US 15 / US 501 DURHAM CHAPEL-HILL BOULEVARD AND SR 1116 (GARRETT ROAD) CONVERTING THE AT-GRADE INTERSECTION TO AN INTERCHANGE	04/23/19	Division Design Raleigh Let (DDRL)	04/20/21	04/18/23	JOHN W. BRAXTON JR		Shelved at R/W Plans Complete	09/30/19	\$53,500,000	\$32,000,000	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.	02/19/21	Division Design Raleigh Let (DDRL)		02/21/23	BENJAMIN J. UPSHAW				\$5,769,000	\$13,770,000	Project planning work was suspended 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)		01/25/23	CHRISTOPHER A. HOFFMAN					\$3,800,000	
W-5705AM	DURHAM TRAFFIC SIGNAL REVISIONS TO INSTALL "NO TURN ON RED"BLANK OUT SIGNS AT SIX LOCATIONS		Division POC Let (DPOC)		12/07/22	JEREMY WARREN					\$62,000	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)		09/21/22	STEPHEN REID DAVIDSON		Shelved at Final Planning Document	06/15/20		\$460,000	Letting delayed due to cash balance shortfall.
EB-5834	NC 157 / SR 1322 (GUESS RD.) FROM HILLCREST DRIVETO SR 1407(WEST CARVER STREET) IN DURHAM. CONSTRUCT SIDEWALKS ON BOTHSIDES.	06/30/21	NON - DOT LET (LAP)		09/20/22	RAYMOND JOSEPH HAYES				\$204,000	\$589,000	

NCDOT DIVISION 5  
DURHAM PROJECT LIST\_ 5- Year Program  
August 2020

MPO Board 8/12/2020 Item 19

Project ID	Description	R/W Acq Beings	Let Type	P Let Date	Let Date	Project Manager	Current Project Status	Shelved Status	Shelved Date	ROW \$	CONST \$	COMMENTS
EB-5904	DUKE BELT LINE TRAIL - PETTIGREW STREET TO AVONDALE STREET IN DURHAM, CONSTRUCT A MULTI-USE TRAIL ON FORMER RAIL CORRIDOR	09/04/18	NON - DOT LET (LAP)		07/14/22	RAYMOND JOSEPH HAYES				\$7,100,000	\$3,750,000	
P-5717	NORFOLK SOUTHERN H LINE CROSSING 734742W AT SR 1121 (CORNWALLIS ROAD) IN DURHAM. CONSTRUCT GRADE SEPARATION.	09/01/20	Raleigh Letting (LET)		06/21/22	KUMAR TRIVEDI				\$4,378,000	\$23,100,000	
EB-5703	DURHAM - LASALLE STREET FROM KANGAROO DRIVE TO SPRUNT AVENUE IN DURHAM. CONSTRUCT SIDEWALKS ON BOTH SIDES FROM KANGAROODRIVE TO US 70 BUSINESS (HILLSBOROUGH ROAD) AND ON ONE SIDE FROM HILLSBOROUGH ROAD TO SPRUNT AVENUE.	09/30/19	NON - DOT LET (LAP)		05/31/22	RAYMOND JOSEPH HAYES				\$515,000	\$1,440,000	
EB-5708	NC 54 FROM NC 55 TO RESEARCH TRIANGLE PARK WESTERN LIMIT IN DURHAM CONSTRUCT SECTIONS OF SIDEWALK ON SOUTH SIDE	09/30/19	NON - DOT LET (LAP)		05/30/22	RAYMOND JOSEPH HAYES				\$177,000	\$491,000	
W-5705T	SR 1815 / SR 1917 (SOUTH MINERAL SPRINGS ROAD) AT SR 1815 (PLEASANT DRIVE)	06/01/20	Division POC Let (DPOC)		04/13/22	STEPHEN REID DAVIDSON				\$85,000	\$800,000	PE work was suspended in May.
W-5705AI	US 501 BUSINESS (ROXBORO STREET) AT SR 1443 (HORTON ROAD) /SR 1641 (DENFIELD STREET)	01/30/21	Division POC Let (DPOC)		03/23/22	STEPHEN REID DAVIDSON				\$210,000	\$630,000	Project surveys requested.
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)		01/26/22	CHRISTOPHER A. HOFFMAN					\$4,541,000	
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	01/31/20	NON - DOT LET (LAP)		01/21/22	RAYMOND JOSEPH HAYES				\$829,000	\$2,680,000	
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)		01/18/22	CHRISTOPHER A. HOFFMAN					\$18,000,000	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)		01/18/22	CHRISTOPHER A. HOFFMAN					\$9,100,000	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)		01/18/22	CHRISTOPHER A. HOFFMAN					\$5,272,000	
U-4726HN	CONSTRUCT BIKE LANES/SIDEWALKS IN DURHAM - HILLANDALE ROAD	04/30/20	NON - DOT LET (LAP)		10/30/21	RAYMOND JOSEPH HAYES					\$2,860,000	
C-4928	SR 1317 (MORRENE ROAD) FROM NEAL ROAD TO SR 1320 (ERWIN ROAD) IN DURHAM. CONSTRUCT BIKE LANES AND SIDEWALKS.	04/30/20	NON - DOT LET (LAP)		09/30/21	RAYMOND JOSEPH HAYES				\$7,000	\$5,783,000	
EB-5720	BRYANT BRIDGE NORTH/GOOSE CREEK WEST TRAIL, NC 55 TO DREW-GRANBY PARK IN DURHAM. CONSTRUCT SHARED-USE PATH AND CONNECTING SIDEWALKS.	09/30/20	NON - DOT LET (LAP)		09/30/21	RAYMOND JOSEPH HAYES				\$14,000	\$4,432,000	

NCDOT DIVISION 5  
DURHAM PROJECT LIST\_ 5- Year Program  
August 2020

MPO Board 8/12/2020 Item 19

Project ID	Description	R/W Acq Beings	Let Type	P Let Date	Let Date	Project Manager	Current Project Status	Shelved Status	Shelved Date	ROW \$	CONST \$	COMMENTS
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.	09/30/20	NON - DOT LET (LAP)		09/30/21	RAYMOND JOSEPH HAYES					\$4,978,000	
U-4726HO	CARPENTER - FLETCHER ROAD BIKE - PED; CONSTRUCT BIKE LANES / SIDEWALKS (CITY MAINTAINED) FROM WOODCROFT PARKWAY (CITY MAINTAINED ) TO ALSTON AVENUE (SR 1945).	03/31/20	NON - DOT LET (LAP)		09/30/21	RAYMOND JOSEPH HAYES					\$4,413,816	
U-5823	WOODCROFT PARKWAY EXTENSION. FROM SR 1116 (GARRETT ROAD) TONC 751 (HOPE VALLEY ROAD) IN DURHAM. CONSTRUCT ROADWAY ON NEW ALIGNMENT.	01/27/20	NON - DOT LET (LAP)		08/30/21	RAYMOND JOSEPH HAYES				\$421,000	\$1,798,000	
EB-5704	DURHAM - RAYNOR STREET FROM NORTH MIAMI BOULEVARD TO NORTH HARDEE STREET	09/16/19	NON - DOT LET (LAP)		06/30/21	RAYMOND JOSEPH HAYES					\$510,000	
EB-5837	THIRD FORK CREEK TRAIL FROM SOUTHERN BOUNDARIES PARK TO THEAMERICAN TOBACCO TRAIL IN DURHAM	06/30/20	NON - DOT LET (LAP)		06/30/21	RAYMOND JOSEPH HAYES				\$161,000	\$2,546,000	
W-5601EM	SR 1118 (FAYETTEVILLE ROAD) AT PILOT STREET AND CECIL STREET IN DURHAM		On Call Contract (OCC)		12/03/20	JEREMY WARREN					\$14,000	On hold due to cash balance shortfall.
W-5705M	I-40 WESTBOUND AT NC 147 SAFETY IMPROVEMENTS (MP: 9.359 - 9.359)		On Call Contract (OCC)		10/07/20	JEREMY WARREN					\$80,000	On hold due to cash balance shortfall.
C-5605E	DURHAM BIKE LANE STRIPING		NON - DOT LET (LAP)		09/10/20	RAYMOND JOSEPH HAYES					\$504,000	
C-5605H	DOWNTOWN DURHAM WAYFINDING PROGRAM TO INSTALL SIGNS & KIOSKS TO FACILITATE NAVIGATION AND PARKING		NON - DOT LET (LAP)		09/10/20	RAYMOND JOSEPH HAYES					\$605,000	
C-5605I	NEIGHBORHOOD BIKE ROUTES IN CENTRAL DURHAM		NON - DOT LET (LAP)		09/10/20	RAYMOND JOSEPH HAYES					\$540,883	
W-5705U	US 70 BUSINESS (MORGAN STREET) AT CAROLINA THREATRE		On Call Contract (OCC)		09/04/20	JEREMY WARREN					\$20,000	On hold due to cash balance shortfall.
W-5705V	NC 54 AT HUNTINGRIDGE ROAD		On Call Contract (OCC)		09/04/20	JEREMY WARREN					\$80,000	On hold due to cash balance shortfall.
C-5183B	SR 1945 (S ALSTON AVENUE) FROM SR 1171 (RIDDLE ROAD) TO CAPPS STREET. CONSTRUCT SIDEWALKS IN DURHAM		NON - DOT LET (LAP)		08/18/20	RAYMOND JOSEPH HAYES				\$99,000	\$706,000	



**NCDOT DIV 7 PROJECTS LOCATED IN DCHCMPO - UNDER DEVELOPMENT**

MPO Board 8/12/2020 Item 19

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 <b>Chapel Hill and Carrboro</b>	5/31/2019	Jul. 2020	\$350,000	Construction - 100% complete, RTE final inspection pending	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, RTE final inspection pending	Dawn McPherson
SS-6007C 48888.1.1 48888.3.1	Guardrail installation on NC 86 just north of SR 1839 (Alexander Drive).	Oct. 2020	Apr. 2021	\$50,400	Funds approved 9/5/19 but not released	Chad Reimakoski Derek Dixon
P-5701 46395.1.1 46395.3.1	Construct Platform, Passenger Rail Station Building at Milepost 41.7 Norfolk Southern H-line in <b>Hillsborough</b>	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 <b>Chapel Hill</b>	3/15/2022	FY2024	\$37,635,000	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 <b>Chapel Hill</b>	3/15/2022	FY2024	\$15,200,000	Planning and Design activities underway, Environmental document completed 3/21/19 under I-3306A, LET combined with I-3306AB and W-5707C	Laura Sutton
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 <b>Chapel Hill</b> . Resurfacing I-40 WB by use of contingency funds	3/15/2022	FY2022	\$425,000	No bids on most recent letting, LET combined with I-3306AB and AC	Chad Reimakoski
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. 2022	Nov. 2022	\$261,000	Planning and design activities underway	Chad Reimakoski

# NCDOT DIV 7 PROJECTS LOCATED IN DCHCMPO - UNDER DEVELOPMENT

MPO Board 8/12/2020 Item 19

TIP/WBS #	Description	LET/Start Date	Completion Date	Cost	Status	Project Lead
SS-6007E 49115.1.1 49115.3.1	All Way Stop installation and flashing beacon revisions at the intersection of SR 1005 (Old Greensboro Road) and SR 1956 (Crawford Dairy Road/Orange Chapel Clover Garden Road)	Jun. 2022	Sept. 2022	\$28,800	Funds approved 3/5/20 but not released	Dawn McPherson
R-5821A 47093.1.2 47093.2.2 47093.3.2	Construct operational improvements including Bicycle/Pedestrian accommodations on NC 54 from SR 1006 (Orange Grove Road) to SR 1107 /SR 1937 (Old Fayetteville Road).	6/21/2022	FY2024	\$3,194,000	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 <b>Chapel Hill</b>	3/21/2023	FY2025	\$88,000,000	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 <b>Hillsborough</b>	7/16/2024	FY 2027	\$39,390,000	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 <b>Hillsborough</b>	10/15/2024	FY2027	\$16,900,000	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 <b>Hillsborough</b>	11/18/2025	FY2027	\$11,000,000	Planning and Design activities underway, Coordinate with I-0305 and I-5959	Laura Sutton
I-0305 34142.1.2 34142.2.2 34142.3.2	Widening of I-85 from west of SR1006 (Orange Grove Road) in Orange Co. to west of SR 1400 (Sparger Road) in Orange Co.	10/17/2028	FY2032	\$132,000,000	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

6/8/2020

## 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 DURHAM COUNTY. DIVISION 5	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	1.98
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	24	26.36
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	Lorenz, PE, Kris	\$846,340.66	4/1/2019	10/11/2019	43977			
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
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	11/26/2020	73.86	56.95
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	Hayes, PE, Meredith D	\$3,270,144.99	7/8/2019	10/30/2020	12/9/2019	10/30/2020	19.8	60.89
DG00483		RESURFACE SR 1010 (MAIN STREET/FRANKLIN STREET) FROM SR 1005 (JONES FERRY ROAD) TO NC 86 (COLUMBIA STREET)	CAROLINA SUNROCK LLC	Howell, Bobby J	\$845,631.59	5/18/2019	8/7/2020				
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	36	33.65

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

Contract # or WBS # or TIP #	Route	Description	Let Date	Completion Date	Contractor	Project Admin.	STIP Project Cost	Notes
U-6192	US 15-501	Add Reduced Conflict Intersections - from US 64 Pitts. Byp to SR 1919 (Smith Level Road) Orange Co.	FY 2027	TBD	TBD	Greg Davis (910) 773-8022	\$45,640,000	Right of Way FY 2025
R-5825	NC 751 at SR 1731 (O'Kelly Chapel Road)	Upgrade and Realign Intersection	11/8/2022	TBD	TBD	Greg Davis (910) 773-8022	\$759,000	

For Immediate Release: July 23, 2020

## **Durham Receives \$25K Grant to Transform West Club Boulevard Pedestrian Safety with Artwork**

*Durham One of 16 U.S. Cities to Receive Bloomberg Philanthropies Grant to Create a Safer Pedestrian Experience Through Ground Plane Art*

DURHAM, N.C. – If you live or travel along West Club Boulevard and Glendale Avenue in Durham, in just a few short months you'll soon see new ground plane art designed to make it safer for pedestrians.

The City of Durham is one of 16 U.S. cities to receive \$25,000 from Bloomberg Philanthropies' [Asphalt Art Initiative](#) grant program, which assists small and medium-sized cities looking to use art and design to improve street safety, revitalize public spaces, and engage their communities. The grant program is designed to create vibrant, new public spaces while also building city capacity for future collaborations with artists and community groups on transportation infrastructure projects.

"We are thrilled to receive this grant from Bloomberg Philanthropies since we're constantly seeking ways to connect and engage our neighbors through creative public art projects," said Mayor Steve Schewel. "These grant funds will be used by our staff to not only help to calm traffic near Club Boulevard Elementary School, but will also visually bridge to the South Ellerbe Creek Trail across West Club Boulevard to create a safer place for our pedestrians in this area."

Durham's award will fund collaboration between the City's Transportation Department, Cultural and Public Art Program, and the Durham Parks Foundation to improve street and pedestrian safety throughout the Club Crossing project to tie distinct elements of this corridor together: Club Boulevard Elementary, Northgate Park, Ellerbe Creek Trail, and the East Coast Greenway. The intersection of West Club Boulevard and Glendale Avenue was selected for this project because the site has a well-documented speeding problem and it attracts many pedestrian and cyclists including students at Club Boulevard Elementary, visitors to Northgate Park, and users of the Ellerbe Creek Trail.

According to Cultural and Public Art Program Manager Rebecca Brown with the City's General Services Department, the Club Crossing project will use creative intervention to form a fun environment for elementary school students, families, and residents to safely experience street crossing and connectivity for the Club Boulevard Elementary School, Northgate Park, and the Ellerbe Creek Trail. "The project intends to activate the intersection and travel lanes by adding artwork to the crosswalks in front of Club Boulevard Elementary, reducing speeding on West Club Boulevard, and increasing yielding to pedestrians crossing West Club Boulevard and Glendale Avenue near the school," Brown said.

According to Brown, later this fall community members and stakeholders in this project area will be able to provide their input through a community survey as well as visit a new project website for more details. The City also plans to partner with Club Boulevard Elementary School to ensure that the artwork reflects the community's vision. Ground plane artwork will then be painted at the intersection of West Club Boulevard and Glendale Avenue during spring 2021.

Artists interested in applying for the project should complete their registration by July 31 on the City of Durham's [Pre-Qualified Artists Registry](#). Candidates are eligible regardless of race, color, religion, national origin, gender identification, military status, sexual orientation, marital status, or physical ability. For questions or additional assistance, artists may also contact Brown at (912) 398-8075 or by [email](#).

#### **About the City of Durham Public Art Committee**

The [Public Art Committee](#) serves as an advisory body to the Durham City Council and the City Manager, and its functions include assisting the City's General Services Department on matters relating to public art; implementation of the Public Art Policy; and reviewing proposals for public art projects brought to it by the City administration; and making recommendations to the Durham [Cultural Advisory Board](#) regarding project approvals. To further help artists connect with opportunities, the City has also launched a [Durham Calls for Artists](#) page on its website, which lists a number of upcoming opportunities for artists in and around Durham. Artists and other stakeholders who would like to be notified of current and future art-related opportunities and news can now sign up for alerts through the [Cultural and Public Arts Calls for Art mailing list](#). For more information about the City's Cultural and Public Arts Program, visit the City's [cultural and public arts page](#).

#### **About the City of Durham General Services Department**

The [General Services Department](#) builds and maintains City properties to make Durham a great place for people to live, work, and play. Guided by the City's [Strategic Plan](#), the department's core functions include the acquisition and sale of properties, design and management of new construction and renovation projects, building maintenance, landscaping and urban forestry services, cemeteries management, sustainability and energy management, and supporting the nonprofit [Keep Durham Beautiful](#).

#### **About the City of Durham Transportation Department**

The [Transportation Department](#) remains steadfast in its commitment to providing and maintaining quality, multimodal infrastructure to improve mobility, promote environmental sustainability, and enhance the quality of life for current and future Durham residents, businesses, and visitors. To learn more, follow the department on [Twitter](#).

#### **About the Durham Parks Foundation**

The [Durham Parks Foundation](#) exists to preserve, strengthen and expand parks, trails, open space and recreational opportunities in Durham through diverse community involvement, fundraising, partnerships and education. Founded in 2015 to facilitate public/private partnerships for the benefit of all in Durham, the foundation assists groups with fundraising, providing information about future projects in parks, and advocating for the expansion and improvement of parks, trails, and open space in Durham. For more information, follow on [Facebook](#) and [Twitter](#).

#### **About Bloomberg Philanthropies**

[Bloomberg Philanthropies](#) invests in more than 570 cities and over 160 countries around the world to ensure better, longer lives for the greatest number of people. The organization focuses on five key areas for creating lasting change: the Arts, Education, Environment, Government Innovation and Public Health. Bloomberg Philanthropies encompasses all of Michael R. Bloomberg's giving, including his foundation and personal philanthropy as well as Bloomberg Associates, a pro bono consultancy that



works in cities around the world. In 2019, Bloomberg Philanthropies distributed \$3.3 billion. For more information, follow on [Facebook](#), [Instagram](#), [YouTube](#), [Twitter](#), [Snapchat](#), and [Flickr](#).

## SPOT 6 Proposed Changes - July 2020

			Current				Proposed				
SPOT ID	Mode	Jurisdiction	Route	From	To	Project Description	Route	From	To	Project Description	Reason for Change
H170037	Highway	Durham	Hopson Road	NC 54	Distribution Drive	Widen to four lanes with bicycle/pedestrian improvements	NC 98	Sherron/Patterson	Stallings	Intersection improvements per the NC 98 corridor study	Division 5 no longer submitting NC 98 project; Hopson Road will have developer-funded improvements per City-approved development plan
B170402	Bike/Ped	Chapel Hill	NC 86 (MLK)	Estes Drive	Homestead Road	Construct bicycle lanes and upgrade sidewalks	NC 86 (MLK)	Estes Drive	Homestead Road	Install sidepath	Town prefers sidepath to bicycle lanes
T192630	Transit	Durham					Fayetteville Street	Durham Station	Southpoint	Bus Rapid Transit (BRT) line with minimum 15-minute headways, utilizing transit signal prioritization (TSP) and queue jumps	N/A - NEW PROJECT
T192632	Transit	Durham/Wake	CRT	Hillsborough	Auburn (Garner)	Commuter rail	CRT	West Durham	Raleigh	Commuter rail	Orange County not pursuing commuter rail at this time; CAMPO already submitting preferred commuter rail options
T192633	Transit	Durham/Wake	CRT	Hillsborough	Clayton	Commuter rail	Durham	Regional Transit Center (light)		New regional transit center	Orange County not pursuing commuter rail at this time; GoTriangle requested additional Regional Transit Center submission of a smaller scale
T192636	Transit	Chapel Hill/Durham	BRT	UNC Hospital	Southpoint	BRT	Chapel Hill/Durham	BRT	UNC Hospital	RTP	Project should score better going to RTP than to Southpoint
T192638	Transit	Carrboro/Chapel Hill/Durham	BRT	Carrboro	Leigh Village	BRT	Chapel Hill/Durham	BRT	UNC Hospital	RTP via Downtown Durham	Ridership shows this project will score better