

Member Governments

Town of Carrboro
Town of Chapel Hill
County of Chatham
City of Durham
County of Durham
Town of Hillsborough
NC Department of
Transportation
County of Orange

**DURHAM – CHAPEL HILL - CARRBORO
METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION ADVISORY COMMITTEE (TAC)**

**September 12, 2012
9:00 am**

**Committee Room
2nd Floor Durham City Hall**

- 1. Roll Call**
- 2. Adjustments to the Agenda**
- 3. Public Comments**
- 4. Directives to Staff (Attachment 4)**

ACTION ITEMS

- 5. August 8, 2012 TAC Meeting Minutes (9:00-9:05)
Attachment 5**

A copy of the August 8, 2012 TAC meeting minutes is enclosed as Attachment 5.

TAC Action: Approve minutes of the August 8, 2012 TAC meeting.

- 6. 2040 Metropolitan Transportation Plan (MTP), Comprehensive Transportation Plan (CTP), Collector Street Plan (CSP) – Public Hearing (9:05-10:05)
Attachment 6 (to be posted shortly)
Andy Henry, LPA Staff
Yanping Zhang, LPA Staff**

At their August 2012 meeting, the TAC approved the release of the Alternatives Analysis for the MTP and CTP. The LPA released the Alternatives Analysis on August 18, 2012, posting it on the [dhcmpo.org](http://www.dhcmpo.org) website and emailing a notice out to our mailing list. The Alternatives Analysis report is located on the DCHC MPO website

http://www.dhcmpo.org/index.php?option=com_content&task=view&id=92&Itemid=35 and will be sent to TAC members. LPA staff will present the results to the TAC (Attachment 6 – to be posted shortly). The TAC will conduct a public hearing on the Alternatives Analysis report.

TCC Recommendation: That TAC conduct a public hearing.

TAC Action: Receive presentation. Conduct a public hearing. Provide guidance to staff on development of a Preferred Option.

- 7. Triangle Regional Transit Program – New Starts Application and Orange County Bus and Rail Investment Plan (10:05-10:25)
Attachment 7, 7A
Patrick McDonough, Triangle Transit**

Wib Gulley, Triangle Transit
Ellen Beckmann, LPA Staff

Triangle Transit will provide an update on the New Starts application for the Durham-Orange transit corridor. The application is anticipated to be sent to the Federal Transit Administration on September 13, 2012.

The Orange County Transit Plan must be adopted by the county, DCHC MPO, Burlington-Graham MPO, and Triangle Transit. The BG MPO approved the plan at their August 21, 2012 meeting. At the June TAC meeting, the TAC's action was to approve the plan in concept and state that the MPO must have a role in the Implementation Agreement. The TAC Chair sent a letter describing the TAC's position after the meeting (Attachment 7). LPA, Orange County, and Triangle Transit staffs have met several times to discuss the Implementation Agreement over the past few months. LPA staff will provide an update on these discussions. Attachment 7A is a summary of the Implementation Agreement.

TAC Action: Receive updates on the New Starts application and Implementation Agreement.

8. Public Involvement Policy (10:25-10:35)

Attachment 8, 8A, 8B

Ellen Beckmann, LPA Staff

Felix Nwoko, LPA Staff

The one corrective action from the 2011 MPO Certification Review was for the MPO to update our Public Involvement Policy to include a robust Environmental Justice section. The Environmental Justice section should include how the MPO will outreach to non-English speaking populations and conduct a four-factor analysis for the Limited English Proficiency (LEP) population. Attachment 8 is a memo on this item.

The MPO is required to comply with Title VI of the Civil Rights Act of 1964. In July, the TAC Chair signed a policy statement regarding Title VI (Attachment 8A). This policy statement is a standard statement required by the State for all MPOs. The update of the Public Involvement Policy will document our compliance with Title VI (Attachment 8B).

The TCC recommends that the TAC release the Public Involvement Policy for a minimum 45-day public comment period. A public hearing will be scheduled for the October TAC meeting, and approval by the TAC will be requested in November.

TCC Recommendation: That the TAC release the Public Involvement Policy for a 45-day public comment period and schedule a public hearing for October.

TAC Action: Release the Public Involvement Policy for a 45-day public comment period and schedule a public hearing for October.

9. FY 2012-2018 TIP Amendment #5 (10:35-10:45)

Attachment 9, 9A

Ellen Beckmann, LPA Staff

Amendment #5 to the FY 2012-2018 TIP is necessary to match recent amendments to the STIP and to reflect delayed schedules for two STPDA-funded transit projects. Attachment 9 is a memo describing the amendment. Attachment 9A is the resolution and table with the amendment. Administrative modifications are also included in the amendment for information.

TCC Recommendation: That the TAC adopt the Resolution to Modify the 2012-2018 Transportation Improvement Program for the Durham-Chapel Hill-Carrboro Urban Area Amendment #5.

TAC Action: Adopt the Resolution to Modify the 2012-2018 Transportation Improvement Program for the Durham-Chapel Hill-Carrboro Urban Area Amendment #5

10. FY 2011-2012 Unified Planning Work Program – Amendment #6 (Section 5307 only)
(10:45-10:55)

Attachment 10**Maricia Brown, LPA Staff**

The DCHC MPO prepared its FY2011-12 Unified Planning Work Program (UPWP) that details and guides the urban area transportation planning activities, which is based on federal regulations. Funding for the UPWP is provided on an annual basis by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). During the year, as schedules of funding changes and funding needs shift the MPO prepares amendments to the current UPWP. This amendment serves to request a reallocation of the Section 5307 funds for Chapel Hill Transit (CHT). Attachment 10 is a resolution & financial tables that details the requested reallocation.

TCC Recommendation: That the TAC approve the resolution and supporting documents for the FY 2012 UPWP Amendment #6.

TAC Action: Approve the resolution and supporting documents for the FY 2012 UPWP Amendment #6.

11. MPO Board Ethics Requirements (10:55-11:05)

Attachment 11, 11A, 11B**Ellen Beckmann, LPA Staff**

The NC General Assembly enacted legislation in 2012 that requires that MPOs and RPOs be subject to the State Ethics Act. The requirements apply to both the TAC and TCC and both members and alternates. A presentation on these requirements is Attachment 11. Attachment 11A is frequently asked questions and deadlines. Attachment 11B is the Statement of Economic Interest.

TAC Action: Receive information on the MPO board ethics requirements.

REPORTS:

12. Report from the TAC Chair

Lydia Lavelle, TAC Chair

TAC Action: Receive Report from TAC Chair

13. Report from the TCC Chair

Mark Ahrendsen, TCC Chair

TAC Action: Receive Report from TCC Chair

14. Report from Staff

Attachment 14

Felix Nwoko, LPA Staff

15. NCDOT Report

Attachment 15

Wally Bowman, Division 5 – NCDOT

Mike Mills, Division 7 – NCDOT

Julie Bollinger, Transportation Planning Branch – NCDOT

David Bender, Public Transportation Division – NCDOT

Kelly Becker, Traffic Operations – NCDOT

TAC Action: Receive report of NCDOT

INFORMATIONAL ITEMS

16. Recent News Articles and Updates

Attachment 16

Adjourn

Next meeting: October 10, 2012

A Joint DCHC MPO – Capital Area MPO TAC meeting will be held the morning of October 31, 2012 at the Research Triangle Foundation. Please reserve this date.

Dates of Upcoming Transportation-Related Meetings:

9/13/2012 MTP/CTP Public Workshop, Hillsborough Town Barn, 4-7 pm
9/18/2012 MTP/CTP Public Workshop, Durham Station Transportation Center, 4-7 pm
9/20/2012 MTP/CTP Public Workshop, Chapel Hill Town Hall, 4-7 pm

You can now follow the DCHC MPO on Twitter www.twitter.com/dchcmpo

TAC Directives to Staff

06/11/03 – 12/31/10 (Pending/In Progress/On Going)

01/01/11 – Present (Completed/Pending/In Progress)

Meeting Date	Directive	Status
11/11/09	Provide the TAC a summary of the Regional Transit Leadership Group meetings and status of the county transit plans.	<u>In Progress</u> : Status provided to TAC, TAC Chair and elected officials on an ongoing basis
3/10/10	Address the issues raised regarding the Farrington Road Corridor Study.	<u>In Progress</u>
2/9/11	Expedite the contract amendment for the NC 54 Corridor Study and direct the consultant to review the land use assumptions.	<u>Completed</u>
3/9/11	Provide a presentation on the NCDOT tier system and funding levels in the TIP.	<u>Completed</u> : See 5/11/11 TAC Agenda.
3/9/11	Improve public outreach and add links to other transportation organizations to the MPO website	<u>In Progress</u> : DCHC MPO is now on Twitter. Website enhancements are in progress.
3/9/11	Provide an update on the implementation of the Greenhouse Gas Plan.	<u>In Progress</u>
3/9/11	Provide an update on the implementation of the Travel Demand Management program.	<u>Completed</u> : See 8/10/11 TAC Agenda
3/9/11 8/10/11	TAC tabled this issue at 6/13/12 meeting.	<u>Completed</u> : See 8/10/11 TAC and 6/13/2012 TAC Agenda Public meeting held 5/1/12, 5-7 pm, Trinity School
4/13/11	Send a letter to the State Board of Education requesting that bicycle and pedestrian safety be added to the driver's education program	<u>Completed</u> : Bicycle and pedestrian education has been added.
4/13/11	Send a letter to the General Assembly regarding the proposed state budget	<u>Completed</u> : See 5/11/11 TAC Agenda.
4/13/11 8/10/11	Send a letter to the DCHC MPO federal legislative delegation regarding the federal budget.	<u>Completed</u> : See 9/14/11 TAC Agenda.
8/10/11	Send letters to members of the DCHC MPO state legislative delegation and other state legislators regarding the 2011 session	<u>Completed</u> : See 9/14/11 TAC Agenda.
8/10/11	Develop an approval schedule for the Locally Preferred Alternative that takes into consideration review by local boards and commissions and public involvement.	<u>Completed</u> : See 11/9/11 TAC Agenda.
9/14/11	Send a letter to NCDOT requesting an extension of the deadline for submitting MPO rankings.	<u>Completed</u> : Deadline has been extended to 12/16/2011

10/12/11	Send a letter requesting the free use of the toll road by public buses.	<u>In Progress:</u> MPO and transit staffs have reviewed the relevant state legislation and are considering the legal issues related to allowing free use by transit vehicles.
11/9/11	Schedule a presentation on the state gas tax	<u>Completed:</u> See 12/14/11 TAC Agenda
11/9/11	Invite Paul Morris to a TAC meeting to discuss transit	<u>Completed:</u> See 1/11/12 TAC Agenda
12/14/11	Follow-up with Chatham County regarding participation on the TAC	<u>Completed:</u> A letter was sent on 1/25/12. Chatham County's TAC member has been in contact with LPA staff.
5/9/2012	Refer to the Durham-Wake County transit corridor project as "regional rail" not "commuter rail"	<u>In Progress:</u> The change will be integrated into MPO documents and plan.
6/13/2012	Work with Orange County and Triangle Transit on developing the Implementation Agreement for the Orange County Bus and Rail Investment Plan	<u>In Progress:</u>
8/8/2012	Write a letter to the BGMPO regarding the MPO boundaries. Develop a mutually agreeable recommendation.	<u>In Progress:</u> Letter was sent and MPO staff attended BGMPO meeting. BGMPO approved the development of an agreement. Orange County and Mebane are considering the issue.

44 Lydia Lavelle, TAC Chair, called the meeting to meeting to order at 9:04 a.m. and the Roll Call
45 was conducted.

46 **PRELIMINARIES:**

47 **Adjustments to the Agenda**

48 Lydia Lavelle stated handouts were distributed at the beginning of the TAC meeting and will
49 be discussed during the appropriate agenda item.

50 **Public Comments**

51 There were no comments from the public.

52 **Directives to Staff (Attachment 4)**

53 The Directives to Staff are attached for review.

54 **ACTION ITEMS:**

55 **June 13, 2012 TAC Meeting Minutes (Attachment 5)**

56 Lydia Lavelle stated that suggested changes to the minutes by Alice Gordon for the June 13,
57 2012 TAC meeting minutes were distributed at the beginning of the meeting. Ed Harrison also made
58 a change to the minutes on line 232. It should read as follows: "Ed Harrison stated we need to be
59 very careful because at least one Chapel Hill development applicant has used the data to justify the
60 density."

61 A motion was made by Bernadette Pelissier and seconded by Ellen Reckhow to approve the
62 June 13, 2012 TAC Meeting Minutes with the corrections provided by Alice Gordon and Ed Harrison.

63 The motion carried unanimously.

64 **Triangle Regional Transit Program – New Starts Application and Orange County Bus and Rail**
65 **Investment Plan – Update (Attachment 6)**

66
67 Ellen Beckmann provided an introduction for the Triangle Regional Transit Program - New
68 Starts Application and Orange County Bus and Rail Investment Plan – Update, along with the

69 attachment. Patrick McDonough will provide an update on the New Starts application and Wib
70 Gulley will discuss the Implementation Agreement.

71 Ms. Beckmann stated at the June TAC meeting, the TAC conditionally approved the Orange
72 County Bus and Rail Investment Plan dependent on the development of the Implementation
73 Agreement and stated the MPO must have a role in the agreement. The TAC Chair sent a letter
74 detailing the MPO's position after the meeting which is attached. Staff continues to work with
75 Orange County and Triangle Transit and don't have a recommendation at this point. We hope to
76 bring back a recommendation next month.

77 Patrick McDonough stated things are moving along well with the New Starts application. The
78 scoping documents have been out and we have received comments back from several of the key
79 agencies; such as EPA, NCDOT, FHWA, and NCDENR. Recently, FTA has asked to take a look into how
80 we calculate fares in the model. Pre-paid fare is an issue for modeling ridership. FTA is investigating
81 if there is a better way to model the ridership that would strengthen our application. The downside
82 is it may result in a delay in submitting the New Starts application. We may miss the deadline this
83 year. If it is submitted later, we could still deliver the project on the same schedule.

84 Ellen Reckhow stated the Durham County Commute Trip Reduction Ordinance should be able
85 to help. Major employers have surveys of their employees, and perhaps we could use the employers
86 to get data. Ed Harrison stated that Chapel Hill Transit also has data available for use. Mr.
87 McDonough stated they have already been working on it. FTA seems very interested in counts from
88 the UNC and Go Passes. The Durham-Orange County corridor is not like Charlotte. We have
89 provided data to FTA showing the success of the UNC and the Duke programs. Ellen Reckhow stated
90 the Duke ridership has exceeded expectations.

91 Patrick McDonough stated that Mike Nunn and Bob Harkrader with the Burlington-Graham
92 MPO are attending this meeting.

93 Wib Gulley stated Triangle Transit sent a new draft to Orange County and the MPO staff for
94 the Implementation Agreement. A staff meeting has been set for next week. This is not an off-the-
95 shelf agreement. We need a document that will work for 20 to 30 years. We want an agreement
96 that could work for other counties as well.

97 Alice Gordon asked if Durham County is contemplating doing an implementation agreement.

98 Ellen Reckhow stated Durham County hasn't discussed it as they feel comfortable that there are
99 enough checks and balances and there is no need for a formal agreement.

100 **2040 Metropolitan Transportation Plan and Comprehensive Transportation Plan (Attachments 7,**
101 **7A, 7B, 7C, 7D, and 7E)**

102
103 Ellen Beckmann provided an introduction for the 2040 Metropolitan Transportation Plan and
104 Comprehensive Transportation Plan, along with the attachments.

105 Ms. Beckmann introduced items that were distributed at the beginning of the meeting which
106 will become part of this item. The Long Range Transportation Plan (LRTP) is now called the
107 Metropolitan Transportation Plan (MTP) per federal legislation. We will be discussing the
108 Comprehensive Transportation Plan (CTP) which will also be released the same time as the MTP. We
109 will be discussing the Collector Street Plan (CSP) as well. The CTP includes the needs over thirty years
110 or more, it is not fiscally constrained. It is a State required document and it must be adopted by the
111 MPO and State Board of Transportation. The MTP is a minimum 20 year plan and adopted by the
112 MPO and is a federal requirement. The TIP is a short term seven year plan. The CSP is not
113 necessarily on a timeframe. It will include all the collector streets that we want completed as
114 development occurs.

115 The CTP is what we are calling the old Thoroughfare Plan. The MPO does not have a CTP
116 now; we have several old thoroughfare plans for the MPO. Once we adopt the CTP, the CTP will
117 replace them. State legislation now only recognizes the CTP. Staff plans on having the CTP and MTP
118 in a single document; but they have separate federal and state processes. We are voluntarily doing

119 the CSP; it is not a federal or state requirement. The MPO requested it, and it is a compilation of
120 local collector street plans. But in areas between jurisdictions, there is some coordination involved
121 so we thought it would be useful to have a MPO adopted document and local governments will use
122 this in development review.

123 The SE data is not adopted until the plan is adopted so we will be tweaking it until the final
124 MTP document is adopted. The community plan scenario is based on local comprehensive plans
125 and all-in transit intensifies growth around transit stations. Ellen Reckhow asked how development
126 is concentrated along rail stations. David Bonk replied that fifteen factors go into the suitability
127 rating and they are weighted. Under the moderate scenario, the weightings balance highway and
128 transit to some degree. In the transit all-in scenario, the weighting was pushed heavily toward
129 transit attractiveness. Ms. Reckhow suggested that when we get to the discussion and have to pick
130 one of the approaches that it would be helpful to have that the estimates. Alice Gordon agreed with
131 Ms. Reckhow. Ms. Gordon is supportive of doing the two plans (CTP and MTP) at the same time,
132 but putting them into one document might present an issue because for the last LRTP we had a
133 unified document with CAMPO. Staff is planning on coordinating with CAMPO and is planning on
134 producing one report. John Hodges-Copple stated there will still be a joint report like last time and
135 to the degree that either MPO wants to include the CTP or CSP; those will become supplemental
136 chapters.

137 Ms. Beckmann stated that for the highway intensive scenario it only includes today's transit.
138 There is no rail transit. Ms. Reckhow stated it doesn't make sense, being that we have already put
139 some transit lines into our Long Range Transportation Plan, to say they don't exist and weren't
140 approved seems wrong. Ms. Beckmann stated that these are extreme network scenarios designed to
141 produce noticeable differences in the performance measures. The model and resulting performance

142 measures are not sensitive to small changes. We don't anticipate that any of the scenarios will be
143 identical to the final adopted network, but we wanted to study all potential projects.

144 Ed Harrison asked why the MLK bus rapid transit is pulled out as a separate project because it
145 is a part of the county plan. David Bonk stated it is listed as part of the network as is the rest of the
146 county plan as approved. In the transit intensive scenario, we have included not just the MLK bus
147 rapid transit, but all the bus rapid transit lines that we have previously shown.

148 Ed Harrison stated a resolution was submitted in 2007 on the use of George King Road as the
149 major connector for SW Durham Drive and he would like it included.

150 Ms. Beckmann stated Attachment 7B has a lot of data. Right now it only has the results from
151 the highway intensive model run. We are going to be adding the four other ones by next week.
152 There are performance measures and different maps included. Staff hopes to have it finalized next
153 week and out for public review until October and then a public hearing at the September TAC
154 meeting. Alice Gordon stated since the information isn't going to be available until August 27, 2012
155 and there are already a lot of questions, what is the absolute deadline for approving it. Ms.
156 Beckmann said the driver of the schedule is air quality conformity. We need our new air quality
157 conformity determination by June 15, 2013. Once we adopt a plan subject to air quality conformity,
158 we have to make sure the air quality conformity document is written, reviewed by all the federal
159 agencies, and approved before the June date so we avoid any type of lapse. For that to work, we
160 need to adopt in December. John Hodges-Copple stated we were able to do it last time because we
161 didn't have to change the model. Unless there is a really good reason to delay, he recommends
162 adopting it in December.

163 Ms. Beckmann stated the schedule as outlined: release the Alternatives Analysis today; hold
164 a public hearing on that in September; and adopt and release a preferred alternative in October; hold
165 a public hearing on that in November; and adopt the final plan in December. Ms. Beckmann stated

166 she is comfortable staying with a September public hearing. There will be public workshops,
167 newsletters, and we are going to solicit comments from environmental and resource agencies.

168 Ms. Beckmann stated staff will provide a full report with all the data to the TAC plus a more
169 detailed analysis, such as the SW Durham Drive study at the next TAC meeting.

170 Ms. Beckmann stated they are also going to release the CSP at the same time. The method
171 was to consolidate local collector plans. We have an MPO adopted SW Durham Collector Street Plan
172 that is incorporated into this and there was a Durham-Wake County Collector Street Plan for eastern
173 Durham and western Wake County that was adopted several years ago and is incorporated. The
174 Town of Chapel Hill and the Town of Carrboro also have Collector Street Plans that are also
175 incorporated. The dotted lines are proposed and solid exist today. The gold is the old version and
176 the purple is the new version. Alice Gordon asked for clarification on the existing and proposed
177 differences.

178 Diane Catotti asked if a citizen is concerned about a road, what is the best way to have a
179 conversation about it; should they attend a workshop? Ellen Beckmann stated yes that is a way to
180 address it. Ms. Catotti asked specifically about Roadway project #94; Roxboro Street – Cornwallis to
181 MLK – It says new location; but what does that mean. Ms. Catotti would like more information and
182 Ms. Beckmann stated they can discuss offline.

183 Ellen Reckhow stated she sees very little changes in northern Durham. Ms. Beckmann stated
184 more growth is expected in eastern Durham. Ms. Reckhow asked about the Snow Hill Road or North
185 Durham Parkway alignment. Ms. Beckmann will check and get back to Ms. Reckhow.

186 Mike Woodard suggested holding a PAC-1 meeting for the CSP. Ms. Beckmann stated a
187 notice will go to everyone affected by the CSP. Ellen Reckhow stated she doesn't want to rile up
188 people that might not be directly affected. Alice Gordon stated it may be better to send notices to

189 everyone in the affected area. Ms. Reckhow stated there is not a funding source and current owners
190 have little interest as it won't affect them unless development occurs.

191 Mark Kleinschmidt stated it will be of most concern to the rest of the community, not the
192 current property owners.

193 Alice Gordon asked how the public will be informed about the plan if not by mail. Mark
194 Kleinschmidt stated we need consultants for community outreach, and more effective tools on
195 community outreach. The mail is not an efficient way to inform the public. Diane Catotti stated staff
196 needs to work with public affairs, planning department, and an e-mail list. Lydia Lavelle stated staff
197 needs to work with the Town of Carrboro to provide information to the citizens. Ellen Reckhow
198 stated outreach needs to have public information. We need to educate the public on the value of
199 planning for new development.

200 A motion was made by Mike Woodard and seconded by Diane Catotti to release the
201 Alternatives Analysis and Collector Street Plan for a minimum 30-day public comment period and
202 schedule a public hearing for the September TAC meeting. The motion carried unanimously.

203 **EB-4707-Old Durham-Chapel Hill Road-STP-DA Funding Request (Attachment 8)**

204 Ellen Beckmann provided an introduction and update for the EB-4707, Old Durham-Chapel
205 Hill Road – STP – DA Funding Request, along with the attachment.

206 Diane Catotti asked for the split between the different components cost for the Durham
207 segment. Is the roundabout more expensive and do we have the volume to warrant a light instead?

208 Ed Harrison stated the dual roundabout idea came up some time ago. The left turn from
209 Pope Road is dangerous. Mr. Harrison objects the use of bike and pedestrian funds for motor vehicle
210 improvements. Individuals avoid the Pope Road intersection. It adds mobility for bike and
211 pedestrians in the corridor. The Town of Chapel Hill will continue to wait for sidewalks.

212 Diane Catotti stated TTA has proposed moving the bus route off of Durham-Chapel Hill Road
213 and Ms. Catotti has expressed a concern.

214 Ellen Reckhow stated it would be ideal to work with Chapel Hill. It won't feel right if one side
215 is much different. David Bonk stated removing the sidewalk from one side is an option. There is a lot
216 of cost in right of way acquisition. It is important to maintain commitment to bike lanes. Ellen
217 Reckhow stated maybe Durham is okay with some of those changes too. Diane Catotti stated while
218 expensive, it is an important improvement and will support rail. Ed Harrison stated the
219 improvements should be funded by highway funds; not bike and pedestrian funds which are already
220 scarce. It is sad that the projects are moving forward separately; but Chapel Hill just doesn't have the
221 funds.

222 A motion was made by Diane Catotti and seconded by Ellen Reckhow to direct LPA staff to
223 amend the STPDA database to add \$2,781,291 federal STPDA to EB-4707. The motion carried
224 unanimously.

225 **Section 5307 – FFY12 Apportionment & Split Recommendation (Attachments 9 and 9A)**

226 Maricia Brown provided an introduction for the Section 5307 – FFY12 Apportionment & Split
227 Recommendation, along with the attachment.

228 A motion was made by Ellen Reckhow and seconded by Mike Woodard for the TAC Chair to
229 endorse a letter to FTA for the split of the FFY12 (full) Apportionment of Section 5307 funds. The
230 motion carried unanimously.

231 **Watch for Me NC – Update (Attachment 10)**

232 Ellen Beckmann provided an introduction for Helen Chaney with the Bicycle/Pedestrian
233 Division of NCDOT. Ms. Chaney will be providing a presentation on Watch for Me NC.

234 Ms. Chaney provided a PowerPoint Presentation on Watch for Me NC. They are not using
235 fear tactic ads because they don't want to discourage walking. Mark Kleinschmidt stated an
236 unexpected image catches your attention.

237 Michael Page stated he is glad to see this campaign. He advised that we need to spend time
238 on college campuses – perhaps contacting the student ambassadors. Ed Harrison is glad to see the
239 campaign and wants press coverage.

240 Alice Gordon commended being proactive about the number of people killed or injured as it
241 doesn't always make the headlines.

242 Diane Catotti wants Dale McKeel to produce a list of priority intersections. Is DMV providing
243 information in the driver education, and Ms. Chaney stated yes. Ms. Catotti stated they need to
244 work with the student affairs offices, and Ms. Chaney stated it is going to be distributed to the TDM
245 coordinators at universities. Mark Kleinschmidt suggested contacting student government.

246 Mark Kleinschmidt asked why it isn't including bicycles and Ms. Chaney stated the grant was
247 specifically for a pedestrian campaign.

248 Lydia Lavelle stated most of the messaging is for drivers. Pedestrians also need to be
249 educated on walking facing traffic. Perhaps signage for neighborhoods and email list messages are
250 good communication sources.

251 **MPO Boundary – Update (Attachment 11 and 11A)**

252 Ellen Beckmann provided an introduction and update for the MPO Boundary – Update, along
253 with the attachments.

254 On the Roxboro-Person County expansion, Mike Woodard asked the reasons why staff felt
255 the expansion was not desired at this time. Ms. Beckmann stated primarily it was the distance
256 between Roxboro and Durham County, and that there is an area that we don't expect to be
257 urbanized in between. Mr. Woodard asked based on what because there are a lot of preliminary

258 plans. The Durham and Person commissioners have had discussions for economic development. Mr.
259 Woodard feels Person County at least up to Roxboro would be better served if in our MPO than in
260 the RPO.

261 Ellen Beckmann stated one important factor that the TCC discussed is that we receive federal
262 funding based on the population of our urbanized area and we don't get additional funds for
263 extending beyond that. We would be taking on additional planning responsibilities and not receiving
264 compensation.

265 Alice Gordon stated she understands Mr. Woodard's issue, but because of the budgetary
266 implications in the future and the lack of funding issues she would prefer a more informal
267 relationship.

268 Ellen Beckmann stated for areas that we don't add to the MPO, we discussed developing a
269 Memorandum of Understanding with the organization that would outline how we intend to
270 coordinate with them on things that tie us together. This could provide for better coordination and
271 communication with areas like Roxboro and Person County.

272 In regards to the Mebane-Orange County expansion; Ms. Beckmann provided an introduction
273 explaining that the Burlington's urbanized area is now within our boundary. There are several
274 options available. We have an agreement in place with the Capital Area MPO to make decisions for
275 the Durham and Raleigh urbanized areas that overlap the county boundary. Another option is to
276 move our boundary back so that we don't include any of the Burlington UZA. If we did that, we
277 would probably move our boundary back to the Eno River just to the east of Efland. We could
278 modify our boundary to just take out the Burlington UZA. We have even floated the idea of moving
279 the boundary to the county line but that would require approval by Mebane and it would really
280 negatively affect them.

281 Ms. Beckmann stated it is her understanding that the BG-MPO may take action at their
282 August 21, 2012 meeting. When we expanded the last time, Orange County did not have
283 membership on the BG-MPO, but that is in the process of being changed. Mark Kleinschmidt and
284 Alice Gordon asked what action the BG-MPO is going to take at their next meeting. Ms. Beckmann
285 stated their staff will recommend that they add the census UZA to their current boundary. NCDOT
286 stated they would approve Burlington adjusting their boundary to include it because it meets the
287 minimum federal requirements, and the census has said it is tied more to Burlington than Durham.
288 Mark Kleinschmidt stated our error was clerical and theirs is an invasion. It is taking what we
289 understand to be part of our MPO without our consent. Ms. Beckmann stated the census data
290 defines the MPO – it was not a BG-MPO decision to extend the Burlington UZA.

291 Mike Woodard thinks there is more of a connection from Efland to the west not the east.
292 Mr. Woodard agrees with Mr. Kleinschmidt.

293 Bernadette Pelissier stated she thinks Efland has a fear of being annexed by Mebane. Orange
294 County has done small area plans for the Efland area affected.

295 Julie Bollinger stated NCDOT sent a letter in April stating that the US Census Bureau issued
296 designation of the urbanized area. The urbanized area around Efland is tied to the Burlington
297 Graham UZA.

298 Alice Gordon stated she could understand it better if it weren't already in our MPO. What is
299 the process? NCDOT would approve it, but doesn't the Governor have to approve it? Ms. Beckmann
300 stated her understanding is that the Governor must approve it. Julie Bollinger stated NCDOT makes a
301 recommendation to the Governor. Ms. Gordon stated she understands the overlap, but Ms. Gordon
302 doesn't understand how the BG-MPO could expand without Orange County's involvement. Does
303 Burlington-Graham MPO have any discretion to not approve and work something out with Orange
304 County? Ms. Beckmann stated an option is to have an agreement with the neighboring MPO that

305 we will plan for part of their UZA - which is what we currently have with CAMPO. However, this
306 requires mutual approval. Alice Gordon stated there has been discussion at the local staff levels, and
307 she thought it was proceeding in a cooperative way. Ms. Gordon stated she was hoping it would get
308 to the policy board and local elected officials for discussion before being finalized.

309 Bob Harkrader, TCC Chair for the Burlington- Graham MPO, spoke. Mr. Harkrader stated
310 staff's recommendation to their TAC is going to be that they don't expand. They have been told they
311 have to address the expanded UZA and the overlap area. The direction of growth clearly is from west
312 to east from Mebane. Mr. Harkrader stated he is not sure if their TAC will approve it or not.
313 However, there are real implications for them to expand. They are a much smaller staff, and
314 Burlington pays the local match. There are a lot of fiscal implications for us to expand and my
315 recommendation is that we don't expand.

316 Alice Gordon stated we really need to work this out because if you have two parties and one
317 does not want to expand, it seems an agreement could be made.

318 Bob Harkrader stated after speaking with Mebane representatives, he understood that they
319 only want to be in one MPO. Alice Gordon stated we need to work it out. Mr. Harkrader stated he
320 has talked to the Orange County TAC representative and again, he respects Mebane's wishes.

321 Alice Gordon stated the Orange County Board of County Commissioners has not even
322 discussed this and she doesn't understand why it can't be discussed at the local elected official levels.
323 Again Mr. Harkrader stated he has discussed it with the Orange County elected official that is on the
324 BG-MPO. Mr. Harkrader stated he doesn't think expansion is in the MPO's best interest.

325 Jill Stark with FHWA stated the regulations stated that any area in the UZA needs to be
326 represented by one MPO. In extenuating circumstances, there would have to be an agreement
327 signed by both MPOs.

328 Lydia Lavelle suggested writing a letter with the MPO's concerns to the BG-MPO TAC to
329 suggest developing and agreement, and asking the BG-MPO to delay their vote.

330 Mr. Harkrader asked if it is the position of this board that we want this area in the DCHC
331 MPO. Mark Kleinschmidt stated we expanded in this area purposely with the intention and
332 understanding that it belonged in our MPO. Mr. Harkrader stated the Orange County staff wants to
333 retract it and he doesn't understand. Ms. Gordon and Ms. Pelissier stated it has never been brought
334 to the BOCC. Craig Benedict stated there has not been a good meeting at the staff level. They are in
335 the process of scheduling another meeting to bring options back.

336 Ellen Beckmann stated we can reschedule a staff meeting to go over what the options are,
337 and get feedback from Orange County and Mebane. Then we can bring back a recommendation at a
338 later TAC meeting. The request would be that the Burlington-Graham defer action until we can work
339 on resolving it. Again, Alice Gordon stated it needs to be discussed at the elected official level.

340 A motion was made by Alice Gordon and seconded by Mark Kleinschmidt for the Chair and
341 LPA staff to draft a letter summarizing the discussion and respectfully ask the BG-MPO to defer
342 action on the boundary until the elected officials of the jurisdictions involved and staff have time to
343 work out something that is mutually agreeable. The motion carried unanimously.

344 **REPORTS:**

345 **Report from the TAC Chair**

346 Lydia Lavelle stated at this point it doesn't look like there will be a Joint TAC Meeting.

347 **Report from the TCC Chair**

348 There was nothing to report from the TCC Chair.

349 **Report from Staff (Attachment 14)**

350 The Report from Staff is attached for review.

351 **NCDOT Report (Attachment 15)**

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

June 25, 2012

Bernadette Pelissier
Chair
Orange County Board of Commissioners
4516 Mystic Lane
Hillsborough, NC 27278

Dear Ms. ~~Pelissier~~: *Bernadette He =*

As you know, on June 13, 2012, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) Transportation Advisory Committee (TAC) approved the Orange County Bus and Rail Investment Plan in concept, stating that the MPO must have a role in the Implementation Agreement. While the TAC is supportive of the Bus and Rail Investment Plan and Orange County's decision to hold the sales tax referendum this fall, the TAC deferred final approval of the plan until there is clarification of the MPO's role in the Implementation Agreement. We directed MPO staff to work with Orange County and Triangle Transit to bring the agreement and final plan back to the TAC as soon as possible.

As the alternate member for Orange County on the TAC, you participated in the TAC's discussion on this matter. MPO staff and every TAC member who spoke recommended that the MPO be a party to the agreement. You were supportive of this concern as well. You will recall that the motion that was passed was a compromise to the opinion expressed by Alice Gordon (Orange County's member on the TAC) that the MPO not be a party to the agreement. Other than this issue, no TAC members expressed any objections to adopting the plan.

There are overwhelming, compelling reasons why the MPO should be a party to this agreement. It should first be noted that the Bus and Rail Investment Plan speaks to this very important issue. It states that the Implementation Agreement will detail the following areas:

- “(a) Annual review presentations of the activities and progress made in implementation of the Plan by Triangle Transit to the County and the MPO;
- (b) The process for review and vote by the County, the MPO and Triangle Transit's Board of Trustees or the role of the operating agency regarding any significant or substantial revisions to the Plan required by changes experienced in revenues received, capital costs, operating expenses, or other substantial issues affecting the Plan;
- (c) A recognition and preservation of decision making responsibilities of the operating agencies;

- (d) Responsibility of Triangle Transit for direct disbursement of funds from the revenues received per Section V (above) to the public agency responsible for implementing the bus services set forth in the Plan; and
- (e) Other necessary provisions regarding implementation of this Plan as agreed to by the County, the MPO, and Triangle Transit.”

Items a, b, and e directly affect the MPO and items c and d are critical to the implementation of the plan and the MPO’s Long Range Transportation Plan (LRTP). The DCHC MPO is clearly affected by the agreement, and therefore we believe it should be a full party to the agreement.

Of primary concern to the MPO is the process for review and vote by the County, MPO, and Triangle Transit on any changes to the plan. The Durham-Orange rail transit corridor project is the most costly single project in the MPO’s LRTP, and it cannot be implemented without the local, state, and federal funding as outlined in the Orange County Bus and Rail Investment Plan. Further, the Bus and Rail Investment Plan also includes funding for future local and regional bus services that are commitments in our LRTP, important to the MPO’s member agencies, and critical to the success of the rail system. The MPO has a high degree of interest in making sure that these bus and rail projects are implemented. Any changes to the Bus and Rail Investment Plan must be approved by the MPO, must be consistent with our LRTP, and must also be included in the MPO’s Transportation Improvement Program (TIP) as they are funded. As such, the MPO must be a part of developing the language in the Implementation Agreement that describes the process for changing the plan and this language must require Orange County and Triangle Transit to coordinate with the MPO. In short, we believe that the DCHC MPO needs to be a full party to the Implementation Agreement for the Orange County Bus and Rail Investment Plan. This would best ensure that the MPO’s interests are protected.

We understand that Orange County has concerns that if the MPO were a party to the agreement, the MPO may be able to change the Bus and Rail Investment Plan without Orange County’s approval. This is not the case. *The Congestion Relief and Intermodal Transport Fund Act (HB 148) requires that the plan be approved by the County, Triangle Transit, and the MPO. None of the parties can adopt or change the plan unilaterally. North Carolina House Bill 148 required approval by all three because each has an important role in transit planning and implementation.* We believe that the development of the plan has benefitted from close collaboration between the three parties and we believe that continuing this close collaboration will only serve to improve the plan and successfully implement the bus and rail projects in the plan.

We are competing with other regions across the country for limited federal transit funding. *It is critical to be able to demonstrate to the federal government that our plan was developed collaboratively and is supported by local jurisdictions and transit operators.* The DCHC MPO TAC is a forum for regional collaboration between counties, municipalities, Triangle Transit, and state and federal agencies. We have had a history of collegial discussion on issues of regional importance at TAC meetings. Including the DCHC MPO as a party to the Implementation Agreement will help continue the successful regional

collaboration we have had on transit planning issues and demonstrate to the federal government that we are unified in our support for the rail and bus projects in the plan.

You mentioned at the TAC meeting on June 13 that perhaps the Orange County Board of Commissioners needed to have a better understanding of exactly how the MPO operates. In this letter, we have attempted to explain how very important it is that the MPO be a full party to this agreement. Based on the discussion at our June meeting and in accordance with the aforementioned comments, a majority of the TAC members may insist that the MPO be a party to the agreement as a condition of approving the plan. If you need further explanation from any of us about why we believe this is necessary, please do not hesitate to ask.

As stated, we have directed MPO staff to work with Orange County and Triangle Transit staff on the Implementation Agreement and to bring back a recommendation to the TAC later this summer. At that time, we will also consider final approval of the Orange County Bus and Rail Investment Plan. The TAC will carefully consider how the Implementation Agreement accommodates the MPO's interests when we consider final approval of the plan. TAC members and MPO staff look forward to working with Orange County and Triangle Transit on developing an Implementation Agreement that satisfactorily protects the interests of the County, Triangle Transit, and the MPO. Again, please feel free to contact me or DCHC MPO staff with any questions you have on the MPO's position.

Sincerely,



Lydia Lavelle, Chair
Transportation Advisory Committee

CC: DCHC MPO TAC
Orange County Commissioners
Frank Clifton, Orange County
John Roberts, Orange County
Craig Benedict, Orange County
David King, Triangle Transit
Wib Gulley, Triangle Transit
Damien Graham, Triangle Transit
Patrick McDonough, Triangle Transit
Mark Ahrendsen, City of Durham/TCC Chair

MEMORANDUM

To: Transportation Advisory Committee
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: September 12, 2012

Subject: **Orange County Implementation Agreement**

The Orange County Transit Plan must be adopted by the county, DCHC MPO, Burlington-Graham MPO, and Triangle Transit. The BG MPO approved the plan at their August 21, 2012 meeting. At the June TAC meeting, the TAC's action was to approve the plan in concept and state that the MPO must have a role in the Implementation Agreement. The TAC Chair sent a letter describing the TAC's position after the meeting (Attachment 7). LPA, Orange County, and Triangle Transit staffs have met several times to discuss the Implementation Agreement over the past few months. A summary of the Implementation Agreement and an outline of the three outstanding issues to be resolved are below. The TAC action is to receive this update and provide feedback as needed on the agreement.

Summary

The working draft of the Implementation Agreement puts forth a process for providing annual updates to the TTA Board, Orange Board of County Commissioners, and DCHC MPO TAC on progress towards implementing the Orange County Transit Plan, a process for reviewing the full plan in detail every four years in coordination with the development of the DCHC MPO's MTP, a process for reviewing the plan if the New Starts application is not successful, and a process for receiving recommendations for changes or revisions to the plan. The agreement distinguishes between material changes that require approval by the executive boards of the parties to the agreement and non-material changes that will require approval by a staff working group made up of staff representatives of the parties to the agreement.

Outstanding Issues

The three outstanding issues that are still being discussed by staff are: defining who is a party to the agreement; defining the amount of funding from the plan that can be used to support existing transit services; and defining which board will have the authority to decide how sales tax revenue that exceeds projections by more than five percent will be spent.

As described in the letter the TAC Chair sent, the MPO has many reasons why it should be a party to the agreement. Orange County staff has continued to advocate for a two party agreement, excluding the MPO, to be consistent with the Orange County board's previous action. If the agreement is a two party agreement, the TAC would not be required to approve any material changes to the plan. MPO staff would also not be included in the staff working group to approve any non-material changes. Instead, it has been suggested that the MPO could be asked to review changes and provide advice to the other two boards.

The draft Orange County Transit Plan includes the allocation of 6,000 annual bus hours, or \$582,000, to Chapel Hill Transit to support existing transit service. Chapel Hill Transit is concerned about the potentially escalating cost to run the current system and would like to have flexibility to use revenue from the Plan to respond to decreases in federal or state funding for transit or unanticipated increases in cost to run the current bus system. Understandably, Chapel Hill Transit wants to avoid a situation where increasing costs or decreasing revenues forces them to cut back on bus service while revenues from the Plan are only allowed to be spent on new services (which may not serve as many people or be as effective as services that are simultaneously being cut). However, others believe that the intention of the Congestion Relief Intermodal Transit legislation was to expand transit services, and, while it may be legally defensible, supporting existing services is not in the spirit of the legislation. In addition there is concern that the inflation of costs to run the current Chapel Hill Transit system could potentially affect the funding available to other transit operators and the funding available for the Durham-Orange light rail project if revenue is used to support existing services

Orange County staff has suggested that if sales tax revenues exceed expectations by more than five percent that the Orange Board of County Commissioners would alone have the authority to decide what to do with the additional revenues. It would be solely their decision regardless if the agreement is a two party or three party agreement.

TAC Action: Receive update and provide feedback as needed.

MEMORANDUM

TO: Transportation Advisory Committee (TAC)
FROM: Lead Planning Agency
DATE: September 12, 2012
RE: MPO Public Involvement Policy

The one corrective action from the 2011 DCHC MPO Certification Review was for the MPO to update our Public Involvement Policy (PIP) to include a robust Environmental Justice section. The Environmental Justice section should include how the MPO will outreach to non-English speaking populations and conduct a four-factor analysis for the Limited English Proficiency (LEP) population.

The MPO is required to comply with Title VI of the Civil Rights Act of 1964. In July, the TAC Chair signed a policy statement and assurances regarding Title VI (Attachment 8A). This policy statement is a standard statement required by the State for all MPOs. The TAC Chair requested that staff consider adding sexual orientation to the Title VI policy statement. An additional sentence could be added to end of the policy statement. Suggested language is "In addition, it is the policy of the DCHC MPO to ensure that no person shall, on the ground of sexual orientation, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity". A revised statement could be signed with approval of the revised PIP.

The update of the PIP will document our compliance with the Title VI policy statement. Attachment 8B is a revised PIP that includes a section on Title VI (Page 9) and includes the proposed LEP Plan as an appendix. The proposed updates are focused on addressing the corrective action from the certification review. A few additional minor changes are included such as changing references to the LRTP to say the MTP and references to the MTIP to say the TIP.

In reviewing the PIP, LPA Staff noted that additional changes may be desired to improve the document and our public outreach practices. In anticipation of forthcoming guidance from the USDOT on MAP-21 and the likelihood that the MPO may need to soon update the PIP again to comply with this guidance, the TCC recommends addressing other areas of the document at a later time.

Areas that may be necessary to review and address at a later time include:

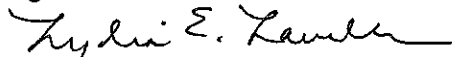
- Page 1: The PIP says that the MPO will hold a public hearing every three years to seek input and feedback on the MPO's public involvement efforts. The MPO should evaluate the best way to evaluate our efforts.

- Page 1 (and throughout): The PIP references consistency with the requirements of SAFETEA-LU
- Page 1-2: Objectives section could be strengthened with the addition of specific strategies or targets that measure our achievement of the objectives. This would allow us to better evaluate the effectiveness of our public outreach.
- Page 5 -6: The PIP says that we will always use legal notices in local newspapers. The MPO should evaluate the effectiveness of print advertising.
- Page 5: The PIP says that we will maintain separate mailing lists for EJ/LEP, MTP/CTP, TIP, and UPWP, among others. The MPO should evaluate the efficiency of maintaining some of these separate mailing lists.
- Page 9: The PIP includes review procedures for the PIP including documentation of effectiveness of the policy.
- Page 11: Objectives section for the MTP could be strengthened with the addition of specific strategies or targets.
- Page 12: May need to evaluate the effectiveness of the MTP Public Involvement Process.
- Page 19: Air quality conformity determination has its own procedure separate from the MTP.

The TCC recommends that the TAC release the Public Involvement Policy for a minimum 45-day public comment period. A public hearing will be scheduled for the October TAC meeting, and approval by the TAC will be requested in November.

Title VI Policy Statement

It is the policy of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (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 any other related non-discrimination Civil Rights laws and authorities.



Lydia Lavelle.
Chair, DCHC MPO TAC

7/16/12

Date



Felix Nwoko, Transportation Planning Manager
DCHC MPO Administrator

7/16/2012

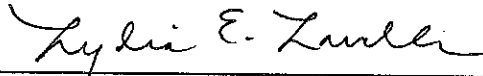
Date

For more information contact:

Felix Nwoko, Transportation Planning Manager/MPO Administrator
The Lead Planning Agency, City of Durham, Department of Transportation
101 City Hall Plaza
Durham, NC 27701
919-560-4366
Felix.nwoko@durhamnc.gov

Título VI Declaración de Póliza


Es póliza del Departamento de Transporte de Carolina del Norte garantiza que ninguna persona, por motivos de raza, color, sexo, edad, origen nacional, o discapacidad, sea excluido de participar en, o sean negado los beneficios de, o ser sujeto de otra manera a discriminación bajo cualquier programa o actividad a lo dispuesto en el Título VI del Acta de Derechos Civiles de 1964, la Ley de Restauración de Derechos Civiles de 1987, y cualquier otra relacionada con la no discriminación, derecho civil y las autoridades.



Lydia Lavelle.
Presidenta, DCHC MPO TAC

7/16/12

Fecha



Félix Nwoko. Manager de Transportación y Planeamiento
DCHC MPO Administrator

7/16/2012

Fecha

Para más información contacte:

Felix Nwoko, Transportation Manager/MPO Administrator
The Lead Planning Agency, City of Durham, Department of Transportation
101 City Hall Plaza
Durham, NC 27701
919-560-4366
Felix.nwoko@durhamnc.gov

Standard DCHC MPO Title VI Assurances

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

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

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

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

3. That the Recipient shall insert the clauses of Appendix A of this assurance in every contract subject to the Act and the Regulations.
4. That the Recipient shall insert the clauses of Appendix B of this assurance, as a covenant running with the land, in any deed from the United States effecting a transfer of real property, structures, or improvements thereon, or interest therein.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the assurance shall extend to the entire facility and facilities operated in connection therewith.

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

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

Lydia E. Lavelle

Lydia Lavelle.
Chair, DCHC MPO TAC

7/16/12

Date

Felix Nwoko, PhD.
Transportation Planning Manager/Administrator, DCHC MPO

Felix Nwoko 7/16/2012

Signature and Date

Appendices A, B and C must be included with all contracts for services

APPENDIX A

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

(1) **Compliance with Regulations:** The contractor shall comply with the Regulations relative to nondiscrimination in Federally-assisted programs of the Department of Transportation (hereinafter, "DOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

(2) **Nondiscrimination:** The Contractor, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, age, sex, color, disability, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.

(3) **Solicitations for Subcontractors, Including Procurements of Materials and Equipment:** In all solicitations either by competitive bidding or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the contractor of the contractor's obligations under this contract and the Regulations relative to nondiscrimination on grounds of race, color, or national origin.

(4) **Information and Reports:** The contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by **DCHC MPO**, the North Carolina Department of Transportation or the Federal Highway Administration to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information the contractor shall so certify to **DCHC MPO**, the North Carolina Department of Transportation, or the Federal Highway Administration as appropriate, and shall set forth what efforts it has made to obtain the information.

(5) **Sanctions for Noncompliance:** In the event of the contractor's noncompliance with the nondiscrimination provisions of this contract, the **DCHC MPO** and/or the North Carolina Department of Transportation shall impose such contract sanctions as it or the Federal Highway Administration may determine to be appropriate, including, but not limited to:

- (a) withholding of payments to the contractor under the contract until the contractor complies, and/or
- (b) cancellation, termination or suspension of the contract, in whole or in part.

(6) **Incorporation of Provisions:** The contractor shall include the provisions of paragraph (1) through (6) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto.

The contractor shall take such action with respect to any subcontract or procurement as the **DCHC MPO**, North Carolina Department of Transportation or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for non-compliance: Provided, however, that, in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the contractor may request the **DCHC MPO** to enter into such litigation to protect the interests of the **DCHC MPO**, and, in addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

APPENDIX B

The following clauses shall be included in any and all deeds effecting or recording the transfer of real property, structures or improvements thereon, or interest therein from the United States.

(GRANTING CLAUSE)

NOW, THEREFORE, the Department of Transportation, as authorized by law, and upon the condition that the NCDOT will accept title to the lands and maintain the project constructed thereon, in accordance with Title 23, United States Code, the Regulations for the Administration of Federal-Aid for Highways and the policies and procedures prescribed by Federal Highway Administration of the Department of Transportation and, also in accordance with and in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the Department of Transportation (hereinafter referred to as the Regulations) pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252; 42 U.S.C. 2000d to 2000d-4), does hereby remise, release, quitclaim and convey unto the state of North Carolina all the right, title and interest of the Department of Transportation in and to said lands described in Exhibit "A" attached hereto and made a part hereof.

(HABENDUM CLAUSE)

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

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

APPENDIX C

The following clauses shall be included in all deeds, licenses, leases, permits or similar instruments entered into by the North Carolina Department of Transportation pursuant to the provisions of Assurance 6(a).

The (grantee, licensee, lessee, permittee, etc., as appropriate) for himself, his heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree [in the case of deeds and leases add "as a covenant running with the land"] that in the event facilities are constructed, maintained, or otherwise operated on the said property described in this (deed, license, lease, permit, etc.) for a purpose for which a Department of Transportation program or activity is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permittee, etc.) shall maintain and operate such facilities and services in compliance with all other requirements imposed pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the Department of Transportation-Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations may be amended.

That in the event of breach of any of the above nondiscrimination covenants, the STATE shall have the right to terminate the {license, lease, permit, etc.} and to re-enter and repossess said land and the facilities thereon, and hold the same as if said [licenses, lease, permit, etc.] had never been made or issued.

That in the event of breach of any of the above nondiscrimination covenants, the STATE shall have the right to re-enter said lands and facilities thereon, and the above described lands and facilities shall thereupon revert to and vest in and become the absolute property of the STATE and its assigns.

The following shall be included in all deeds, licenses, leases, permits, or similar agreements entered into by the North Carolina Department of Transportation pursuant to the provisions of Assurance 6(b).

The (grantee, licensee, lessee, permittee, etc., as appropriate) for himself, his personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds, and leases add "as a covenant running with the land") that (1) no person on the ground of race, sex, age, color, disability, or national origin shall be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over or under such land and the furnishing of services thereon, no person on the ground of race, sex, age, color, disability, or national origin shall be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, lessee, permittee, etc.) shall use the premises in compliance with all other requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the Department of Transportation-Effectuation of Title VI of the Civil Rights Act of 1964), and as said Regulations may be amended.

That in the event of breach of any of the above nondiscrimination covenants, *DCHC MPO AGENCY* shall have the right to terminate the [license, lease, permit, etc.] and to re-enter and repossess said land and the facilities thereon, and hold the same as if said [license, lease, permit, etc.] had never been made or issued.

That in the event of breach of any of the above nondiscrimination covenants, the *DCHC MPO AGENCY* shall have the right to re-enter said land and facilities thereon, and the above described lands and facilities shall thereupon revert to and vest in and become the absolute property of the *DCHC MPO AGENCY* and its assigns.

Appendices A, B and C must be included with all of our contracts for services

Appendices D and E are to be used as often as possible in subcommittee, citizen committees, and any "publicly" open committee or workgroup the MPO sets up.

Information voluntarily give will be compared with "study or work area" demographics to determine whether sufficient representation is being sought/utilized.

If sufficient representation of Minority/Low-Income/or Title VI protected classes is not being met, the MPO is required to make additional outreach in an attempt to provide membership invitations on committees etc to Title VI classes etc.

APPENDIX D

DCHC MPO'S TITLE VI NOTICE TO PUBLIC

U.S. Department of Justice regulations, 28 Code of Federal Regulations, Section 42.405, Public Dissemination of Title VI Information, require recipients of Federal financial assistance to publish or broadcast program information in the news media. Advertisements must state that the program is an equal opportunity program and/or indicate that Federal law prohibits discrimination. Additionally, reasonable steps shall be taken to publish information in languages understood by the population eligible to be served or likely to be directly affected by transportation projects.

The DCHC MPO hereby gives public notice that it's the policy of the MPO to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, Executive Order 13166 *Improving Access to Services for Persons with Limited English Proficiency*, and related nondiscrimination statutes and regulations in all programs and services. It is the MPO's policy that no person in the United States shall, on the grounds of race, color, sex, age, income status, national origin, or disabilities be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program, activities, or services for which DCHC MPO receives Federal financial assistance.

Any person who believes they have been mistreated by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with the MPO. Any such complaint must be in writing or in person with NDCHC MPO, **Attn: Civil Rights, Title VI, City of Durham, Transportation Dept., 101 City Hall Plaza, Durham, NC 27701**, within one hundred eighty (180) days following the date of the alleged discrimination occurrence. Title VI Discrimination Complaint forms may be obtained from the Office of Civil Rights at no cost by calling **919-560-4366**, toll free **800-xxx-xxxx**, or via internet at www.dchcmopo.org

NCDOT'S TÍTULO VI NOTICIA PUBLICA

El Departamento de Justicia de regulaciones de EU, Código 28 de Regulaciones Federales, Sección 42.405, Difusión Pública del Título VI de la información, exige que el beneficiario de la ayuda financiera del gobierno federal publique o difunda la información del programa a los medios de comunicación. Los anuncios deben indicar que el programa es un programa de igualdad de oportunidades y / o indicar que la ley federal prohíbe la discriminación. Además, deben tomarse pasos razonables para publicar la información en los idiomas de la población a la cual servirán, o que puedan ser directamente afectadas por los proyectos de transporte.

El Departamento de Transporte de Carolina del Norte notifica públicamente que es póliza del Departamento asegurar el pleno cumplimiento del Título VI del Acta de Derechos Civiles de 1964, la Ley de Restauración de Derechos Civiles de 1987, la Orden Ejecutiva 12898 Dirección Federal de Acciones para la Justicia Ambiental en Poblaciones minoritarias y poblaciones de bajos ingresos, la Orden Ejecutiva 13166 Mejorar el acceso a los Servicios para Personas con Inglés Limitado, y de los estatutos y reglamentos relacionados con la no discriminación en todos los programas y servicios. El Departamento está comprometido a ofrecer oportunidades de participación significativa en sus programas, servicios y actividades a las minorías, poblaciones de bajos recursos y personas que no dominan bien el idioma Inglés. Además, reconocemos la necesidad de evaluar el potencial de impactos a estos grupos a través del proceso de toma de decisiones, así como la obligación de evitar, minimizar y mitigar impactos adversos en los que son desproporcionadamente altos. Es política del Departamento que ninguna persona en los Estados Unidos, por motivos de raza, color, sexo, edad, nivel de ingresos, origen nacional o discapacidad sea excluido de la participación en, sea negado los beneficios de, o sea de otra manera sujeto a discriminación bajo cualquier programa, actividades o servicios para los que NCDOT recibe asistencia financiera federal.

Cualquier persona que crea haber sido maltratada por una práctica discriminatoria ilegal en virtud del Título VI tiene derecho a presentar una queja formal con NCDOT. Cualquier queja debe ser por escrito o en persona con NCDOT, **Office of Civil Rights, Title VI Section, 1511 Mail Service Center, Raleigh, NC 27699**, dentro de los ciento ochenta (180) días siguientes a la fecha en que ocurrió la supuesta discriminación. Los formatos de quejas por discriminación del Título VI

pueden obtenerse en la Oficina de Derechos Civiles sin costo alguno o llamando al **919-508-1830**, llamada sin costo al **800-522-0453**, o a través de Internet en www.ncdot.org/business/ocr/.

APPENDIX E

TITLE VI VOLUNTARY PUBLIC INVOLVEMENT FORM

Completing this form is **completely** voluntary. You are not required to provide the information requested in order to participate in this meeting.

Meeting Type:	Date:
Location:	
TIP No.:	
Project Description:	

In accordance with Title VI of the Civil Rights Act of 1964 and related authorities, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) assures that no person(s) shall be excluded from participation in, denied the benefits of, or subjected to discrimination under any of the NCDOT's programs, policies, or activities, based on their race, color, national origin, disability, age, income, or gender.

Completing this form helps meet our data collection and public involvement obligations under Title VI and NEPA, and will improve how we serve the public. Please place the completed form in the designated box on the sign-in table, hand it to a NCDOT official or mail it to the DCHC MPO, Civil Rights, Title VI Section at City of Durham, Transportation, 101 City Hall Plaza, Durham, NC 27701.

All forms will remain on file at the DCHC MPO as part of the public record.

Zip Code: _____	Gender: <input type="checkbox"/> Male <input type="checkbox"/> Female
Street Name: (i.e. Main Street) _____	Age: <input type="checkbox"/> Less than 18 <input type="checkbox"/> 45-64 <input type="checkbox"/> 18-29 <input type="checkbox"/> 65 and older <input type="checkbox"/> 30-44
Total Household Income: <input type="checkbox"/> Less than \$12,000 <input type="checkbox"/> \$47,000 – \$69,999 <input type="checkbox"/> \$12,000 – \$19,999 <input type="checkbox"/> \$70,000 – \$93,999 <input type="checkbox"/> \$20,000 – \$30,999 <input type="checkbox"/> \$94,000 – \$117,999 <input type="checkbox"/> \$31,000 – \$46,999 <input type="checkbox"/> \$118,000 or greater	Disabled: <input type="checkbox"/> Yes <input type="checkbox"/> No
Race/Ethnicity: <input type="checkbox"/> White <input type="checkbox"/> Black/African American <input type="checkbox"/> Asian <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Other (please specify): _____	National Origin: (if born outside the U.S.) <input type="checkbox"/> Mexican <input type="checkbox"/> Central American: _____ <input type="checkbox"/> South American: _____ <input type="checkbox"/> Puerto Rican <input type="checkbox"/> Chinese <input type="checkbox"/> Vietnamese <input type="checkbox"/> Korean <input type="checkbox"/> Other (please specify): _____

For more information regarding Title VI or this request, please contact the NCDOT Title VI Section at (919) 508-1808 or toll free at 1-800-522-0453, or by email at slipscomb@ncdot.gov.

Thank you for your participation!

TÍTULO VI ENCUESTA DE PARTICIPACIÓN PÚBLICA

El llenado de este formato es completamente voluntario. Usted no está obligado a proporcionar la información solicitada con el fin de participar en esta reunión.

Tipo de Reunión:	Fecha:
Lugar de la Reunión:	
TIP No.:	
Descripción del Proyecto:	

De conformidad con el Título VI del Acta de Derechos Civiles de 1964 y otras disposiciones de derechos civiles de la ley Federal estatutaria, el Departamento de Transporte de Carolina del Norte (NCDOT por sus siglas en inglés) asegura que ninguna persona(s) afectada por sus programas, pólizas o actividades, quedarán excluidos de su participación en, negado los beneficios de, o sometidos a la discriminación por motivos de raza, color, origen nacional, discapacidad, edad, ingresos o género.

Este formato ayuda a que el Departamento de Transporte del Estado (DOT) cumpla con sus obligaciones legales para la recopilación de datos y la participación del público en virtud del Título VI y NEPA. Por favor deposite el formato llenado en la casilla designada en la mesa de registro o envíe por correo a NCDOT Office of Civil Rights, Title VI Section at 1511 Mail Service Center, Raleigh, NC 27699-1511.

Los formatos completados serán guardados en los archivos de NCDOT como parte del registro público.

Código Postal: _____	Sexo: <input type="checkbox"/> Masculino <input type="checkbox"/> Femenino
Nombre de la Calle: (ej. Main Street) _____	Edad: <input type="checkbox"/> Menor de 18 <input type="checkbox"/> 45-64 <input type="checkbox"/> 18-29 <input type="checkbox"/> 65 o Mayor <input type="checkbox"/> 30-44
Ingreso Total del Hogar: <input type="checkbox"/> Menos de \$12,000 <input type="checkbox"/> \$47,000 – \$69,999 <input type="checkbox"/> \$12,000 – \$19,999 <input type="checkbox"/> \$70,000 – \$93,999 <input type="checkbox"/> \$20,000 – \$30,999 <input type="checkbox"/> \$94,000 – \$117,999 <input type="checkbox"/> \$31,000 – \$46,999 <input type="checkbox"/> \$118,000 o Mayor	Discapacidad: <input type="checkbox"/> Si <input type="checkbox"/> No
Raza/Etnicidad: <input type="checkbox"/> Blanco <input type="checkbox"/> Afro Americano <input type="checkbox"/> Asiático <input type="checkbox"/> Indio Americano/Nativo de Alaska <input type="checkbox"/> Nativo de Hawái/Isias del Pacífico <input type="checkbox"/> Hispano/Latino <input type="checkbox"/> Otra (por favor especifique): _____	Nacionalidad de Origen: (Si nació fuera de los EU) <input type="checkbox"/> Mexicano <input type="checkbox"/> Centro Americano: _____ <input type="checkbox"/> Sudamericano: _____ <input type="checkbox"/> Puertorriqueño <input type="checkbox"/> Chino <input type="checkbox"/> Vietnamita <input type="checkbox"/> Coreano <input type="checkbox"/> Otro (por favor especifique): _____

Para más información relacionada con el Título VI o este proceso, por favor contacte a NCDOT Sección Título VI al teléfono (919) 508-1808 o llame sin costo al 1-800-522-0453, o por correo electrónico slipscomb@ncdot.gov.

¡Gracias por su cooperación!

DISCRIMINATION COMPLAINT PROCESS

INTRODUCTION

The complaint procedures outlined herein apply to the MPO and other primary recipients and sub-recipients of Federal financial assistance. These procedures cover discrimination complaints filed under Title VI of the Civil Rights Act of 1964, Civil Rights Restoration Act of 1987, Section 504 of the Rehabilitation Act of 1973, and other nondiscrimination authorities relating to any program, services, or activities administered by the NCDOT and its sub-recipients, consultants, and contractors.

DCHC MPO will make every effort to obtain early resolution of complaints at the lowest level possible. Complaints of alleged discrimination will be investigated by the appropriate authority. The option of informal mediation meeting(s) between the affected parties and the OCR staff may be utilized for resolution. Upon completion of each investigation, the OCR staff will inform every complainant of all avenues of appeal.

PURPOSE

The purpose of the discrimination complaint procedures is to describe the process used by the MPO for processing complaints under Title VI of the Civil Rights Act of 1964, related statutes and authorities.

FILING OF COMPLAINTS

1. **Applicability** – The complaint procedures apply to the beneficiaries of the MPO's programs, activities, and services, including but not limited to the public, contractors, subcontractors, consultants, and other sub-recipients of federal and state funds.
2. **Eligibility** – Any person or class of persons who believes that he/she has been subjected to discrimination or retaliation prohibited by any of the Civil Rights authorities, based upon race, color, sex, age, national origin, or disability may file a written complaint with DCHC MPO's Civil Rights Office. The law prohibits intimidation or retaliation of any sort. The complaint may be filed by the affected individual or a representative and must be in writing.
3. **Time Limits and Filing Options** – A complaint must be filed no later than 180 calendar days after the following:
 - The date of the alleged act of discrimination; or
 - The date when the person(s) became aware of the alleged discrimination; or
 - Where there has been a continuing course of conduct, the date on which that conduct was discontinued or the latest instance of the conduct.

Title VI complaints may be submitted to the following entities:

- **DCHC MPO, Attn:** Civil Rights, Title VI/EO Contract Compliance, The Lead Planning Agency, City of Durham Transportation, 101 City Hall Plaza, Durham, NC 27701; 919-560-4366 or toll free 800-xxx-xxxx
- **US Department of Transportation**, Departmental Office of Civil Rights, External Civil Rights Programs Division, 1200 New Jersey Avenue, SE, Washington, DC 20590; 202-366-4070
 - Federal Highway Administration**, Office of Civil Rights, 1200 New Jersey Avenue, SE, 8th Floor, E81-314, Washington, DC 20590, 202-366-0693 / 366-0752
 - Federal Highway Administration**, North Carolina Division Office, 310 New Bern Avenue, Suite 410, Raleigh, NC 27601, 919-747-7010

Federal Transit Administration, Office of Civil Rights, ATTN: Title VI Program Coordinator, East Bldg. 5th Floor – TCR, 1200 New Jersey Avenue, SE, Washington, DC 20590

Federal Aviation Administration, Office of Civil Rights, 800 Independence Avenue, SW, Washington, DC 20591, 202-267-3258

- **US Department of Justice**, Special Litigation Section, Civil Rights Division, 950 Pennsylvania Avenue, NW, Washington, DC 20530, 202-514-6255 or toll free 877-218-5228

4. **Format for Complaints** – Complaints shall be in **writing** and **signed** by the complainant(s) or a representative and include the complainant's name, address, and telephone number. Complaints received by fax or e-mail will be acknowledged and processed. Allegations received by telephone will be reduced to writing and provided to the complainant for confirmation or revision before processing (see "Complaint Form" in Appendix G). Complaints will be accepted in other languages including Braille.
5. **Complaint Basis** – Allegations must be based on issues involving race, color, national origin, sex, age, or disability. The term "basis" refers to the complainant's membership in a protected group category.

Protected Categories	Definition	Examples
Race	An individual belonging to one of the accepted racial groups; or the perception, based usually on physical characteristics that a person is a member of a racial group	Black/African American, Hispanic/Latino, Asian, American Indian/Alaska Native, Native Hawaiian/Pacific Islander, White
Color	Color of skin, including shade of skin within a racial group	Black, White, light brown, dark brown, etc.
National Origin	Place of birth. Citizenship is not a factor. Discrimination based on language or a person's accent is also covered by national origin.	Mexican, Cuban, Japanese, Vietnamese, Chinese
Sex	Gender	Women and Men
Age	Persons of any age	21 year old person
Disability	Physical or mental impairment, permanent or temporary, or perceived.	Blind, alcoholic, para-amputee, epileptic, diabetic, arthritic

INTERNAL COMPLAINT PROCESS

1. **Initial Contact** – As resources, OCR will provide complainants with an explanation of the filing options, information concerning the discrimination complaint process and a Title VI Discrimination Complaint Form.
2. **The Complaint Review Process**
 - a. The Title VI Section will review complaints upon receipt to ensure that relevant information is provided, the complaint is timely, and satisfies jurisdictional requirements.
 - b. All complaints shall be investigated unless:
 - The complaint is withdrawn;
 - The complainant fails to provide required information in a timely manner;
 - The complaint is not filed timely; and
 - Any issues that do not involve discrimination, or are not based on a protected basis will be directed to the appropriate entity. Under no circumstances will complainants be discouraged from filing a complaint.
 - c. The Title VI Section will investigate all complaints filed against DCHC MPO's contractors, subcontractors, consultants, and other sub-recipients.
 - d. Complaints filed against the DCHC MPO will be forwarded to the appropriate federal agency for processing and investigation.

- e. Upon determination that the complaint warrants an investigation, the complainant is sent a certified letter acknowledging receipt of the complaint within 10 days of receipt of the complaint. The name of the investigator is provided as well as the complainant's rights under Title VI and related statutes.
- f. The respondent is notified by certified mail that he/she has been named in a complaint and is provided with his/her rights under Title VI and related statutes. The letter identifies the investigator's name and informs the respondent that he/she will be contacted for an interview.
- g. A letter is sent to the Division Engineer when the complainant(s) or respondent(s) are located in a division office. If the parties are located in Headquarters, the manager will be informed that a complaint was filed; the letter will list the names of the parties involved, the basis of the complaint, and the assigned investigator.

INVESTIGATION

1. Investigative Plan

The investigator shall prepare an investigative plan that includes, but is not limited to the following:

- Complainant(s) name and address;
- Respondent(s) name and address;
- Applicable law(s);
- Basis for the complaint;
- Allegations, events or circumstances that caused the person to believe that he/she has been discriminated against;
- Appropriate information needed to address the issue;
- Name of persons to be interviewed and issues of which they have first-hand knowledge;
- Questions for the complainant, respondent, and witness(es);
- Evidence to be obtained during the investigation; and
- Remedy sought by the complainant.

2. Conducting the Investigation

- The investigation will address only those issues relevant to the allegations in the complaint.
- Confidentiality will be maintained to the fullest extent possible.
- Interviews will be conducted to obtain the facts and evidence regarding the allegations in the complaint. The investigator will ask questions to elicit information about aspects of the case that the witness can provide firsthand information.
- Interviews are taped/recorded with the interviewee's consent.
- A chronological contact sheet is maintained in the case file throughout the investigation.
- The investigation working papers are completed, cross-referenced and indexed.
- The interviewee may have representation of his/her choice at the interview.

3. Informal Resolution

The Alternative Dispute Resolution (ADR) process is offered as an alternative for resolving Title VI complaints. During the investigative process, the investigator will make every effort to assist the parties with reaching a voluntary, negotiated resolution. During the initial interviews with the complainant and respondent, the investigator will request information regarding specifically requested relief and settlement opportunities. The attempts to resolve complaints using ADR are required by the Alternative Dispute Resolution Act of 1998.

4. Investigation Reporting Process

- Within 60 days of conducting the investigation, the investigator will prepare an investigative report and submit the report and supporting documentation to the Title VI Manager for review. The investigative report should include recommended decisions.

- The investigative report should outline the following complaint details: Date of written complaint, contract number, contractor and/or subcontractor name, and the complaint basis (race, color, national origin, etc).
- The Title VI Manager will review the file and investigative report. Subsequent to the review, the Title VI Manager will submit the investigative reports, investigative files, and recommended decisions to the Director of OCR.
- Upon the Director's approval, the investigative report and recommended decisions shall be forwarded to FHWA for a final agency decision.

RECORDS

All records and investigative working files will be maintained in a confidential area within the OCR. Records are kept for four years internally, and then archived for a period of ten years at the State Records Center.

PROCESO DE QUEJAS POR DISCRIMINACIÓN

INTRODUCCIÓN

Los procedimientos de quejas presentadas en este documento se aplican a NCDOT y otros destinatarios principales y los sub-receptores que reciben ayuda Federal. Estos procedimientos se aplicarán a las quejas por discriminación presentadas en virtud del Título VI del Acta de Derechos Civiles de 1964, Ley de Restauración de Derechos Civiles de 1987, la Sección 504 del Acta de Rehabilitación de 1973, y autoridades de la no discriminación en relación con cualquier otras actividades, programas, o servicios administrados por el NCDOT y sus sub-receptores, consultores y contratistas.

NCDOT hará todo lo posible para obtener pronta resolución de las quejas en el nivel más bajo posible de administración. Denuncias de presunta discriminación serán investigadas por las autoridades competentes. La opción de reunión(es) de mediación informal entre las partes afectadas y el personal de OCR pueden ser utilizados para su resolución. Al término de cada investigación, el personal de la OCR informará a cada demandante todas las vías de recursos.

PROPÓSITO

El propósito de los procedimientos de denuncia por discriminación es describir el proceso utilizado por el NCDOT para tramitar las quejas en virtud del Título VI del Acta de Derechos Civiles de 1964, relacionados con los estatutos y las autoridades.

PRESENTACIÓN DE QUEJAS

1. **Aplicación** – Los procedimientos de queja aplican a los beneficiarios de los programas del NCDOT, actividades y servicios, incluyendo pero no limitando a la opinión pública, contratistas, subcontratistas, consultores y otros sub-receptores de fondos federales y estatales.
2. **Eligibilidad** – Cualquier persona o grupo de personas que crea haber sido objeto de discriminación o represalia prohibida por alguna de las autoridades de Derechos Civiles, basada en la raza, color, sexo, edad, origen nacional o discapacidad, puede presentar una queja por escrito a la Oficina de Derechos Civiles de NCDOT. La ley prohíbe la intimidación o represalias de todo tipo. La denuncia podrá ser presentada por la persona afectada o un representante y debe ser por escrito.
3. **Plazos y opciones de presentación** – La queja debe ser presentada a más tardar 180 días naturales después de lo siguiente:
 - La fecha del supuesto acto de discriminación; o
 - La fecha en que la persona(s) se dió cuenta de la supuesta discriminación; o
 - Cuando ha sido un curso continuo de conducta, la fecha en que dicho comportamiento se interrumpió o en el último ejemplo de dicha conducta.

Título VI las quejas podrán presentarse a las siguientes entidades:

- **North Carolina Department of Transportation**, Office of Civil Rights, Title VI/EO Contract Compliance Section, 1511 Mail Service Center, Raleigh, NC 27699-1511; 919-508-1830 or toll free 800-522-0453
 - **US Department of Transportation**, Departmental Office of Civil Rights, External Civil Rights Programs Division, 1200 New Jersey Avenue, SE, Washington, DC 20590; 202-366-4070
 - Federal Highway Administration**, Office of Civil Rights, 1200 New Jersey Avenue, SE, 8th Floor, E81-314, Washington, DC 20590, 202-366-0693 / 366-0752
 - Federal Highway Administration**, North Carolina Division Office, 310 New Bern Avenue, Suite 410, Raleigh, NC 27601, 919-747-7010
 - Federal Transit Administration**, Office of Civil Rights, ATTN: Title VI Program Coordinator, East Bldg. 5th Floor – TCR, 1200 New Jersey Avenue, SE, Washington, DC 20590
 - Federal Aviation Administration**, Office of Civil Rights, 800 Independence Avenue, SW, Washington, DC 20591, 202-267-3258
 - **US Department of Justice**, Special Litigation Section, Civil Rights Division, 950 Pennsylvania Avenue, NW, Washington, DC 20530, 202-514-6255 or toll free 877-218-5228
4. **Formato de Quejas** – Las denuncias deberán ser **por escrito y firmadas** por el denunciante (s) o un representante, e incluir el nombre del autor, dirección y número de teléfono. Las denuncias recibidas por fax o correo electrónico serán confirmadas y procesadas. Las denuncias recibidas por teléfono serán transcritas y proporcionadas al denunciante para la confirmación o su revisión antes de ser procesadas. (Se consulte Appendix G). Quejas serán aceptadas en otros lenguajes, incluyendo Braille.
5. **Fundamento de la Queja**– Las denuncias deberán basarse en cuestiones relacionadas con la raza, color, origen nacional, sexo, edad o discapacidad. El término "fundamento" se refiere a la pertenencia del autor de la queja en una categoría del grupo protegido.

Grupo Protegido	Definición	Ejemplos
Raza	Un individuo perteneciente a uno de los grupos raciales aceptados; o la percepción, basada generalmente en las características físicas de que una persona es miembro de un grupo racial.	Afro Americano, Hispano/Latino, Asiático, Indio Americano/Nativo de Alaska, Nativo de Hawai/Islas del Pacífico, Blanco.
Color	Color de piel, incluyendo tono de piel dentro de un grupo racial.	Negro, blanco, moreno claro, moreno oscuro, etc.
Origen Nacional	Lugar de Nacimiento. La ciudadanía no es un factor. La discriminación basada en el idioma o acento de una persona también está cubierta por el origen nacional.	Mexicanos, cubanos, japoneses, vietnamitas, chinos.
Sexo	Género.	Mujer y hombre.
Edad	Personas de cualquier edad.	Personas de 21 años
Discapacidad	Disabilidad física o mental, permanente o temporal, o percibida.	Ciego, alcohólico, para-amputado, epilépticos, diabéticos, artríticos

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization
DISCRIMINATION COMPLAINT FORM

APPENDIX G

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

DISCRIMINATION COMPLAINT FORM

Page 2

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

- US Equal Employment Opportunity Commission _____
- Federal Highway Administration _____
- US Department of Transportation _____
- Federal or State Court _____
- Other _____

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

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

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

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

COMPLAINANT'S SIGNATURE

DATE

MAIL COMPLAINT FORM TO:

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO)
 ATTN: CIVIL RIGHTS TITLE VI /EO CONTRACT COMPLIANCE
 CITY OF DURHAM, TRANSPORTATION
 101 City Hall Plaza
 Durham, NC 27701

or call
 919-560-4366 or 800-xxx-xxxx

FOR OFFICE USE ONLY

Date Complaint Received: _____

Processed by: _____

Case #: _____

Referred to: FHWA Date Referred: _____



North Carolina Department of Transportation
FORMATO DE QUEJAS POR DISCRIMINACIÓN

Apellido:		Nombre:		<input type="checkbox"/> Hombre
				<input type="checkbox"/> Mujer
Dirección:		Ciudad	Estado	Código Postal
Teléfono de Casa:	Teléfono de Trabajo:	Dirección de correo electrónico		
Identificar la categoría de la Discriminación:				
<input type="checkbox"/> RAZA	<input type="checkbox"/> COLOR	<input type="checkbox"/> ORIGEN NACIONAL	<input type="checkbox"/> EDAD	
<input type="checkbox"/> RELIGIÓN	<input type="checkbox"/> DISCAPACIDAD	<input type="checkbox"/> SEXO/GÉNERO		
Identificar la Raza del Demandante				
<input type="checkbox"/> Afro Americano	<input type="checkbox"/> Blanco	<input type="checkbox"/> Hispano	<input type="checkbox"/> Asiático Americano	
<input type="checkbox"/> Indio Americano	<input type="checkbox"/> Nativo de Alaska	<input type="checkbox"/> Islas del Pacífico	<input type="checkbox"/> Otra _____	
Fecha y lugar de la acción discriminatoria alegada(s). Por favor, incluya la fecha más antigua de la discriminación y la fecha más reciente de la discriminación.				
Nombre de las personas responsables de la acción discriminatoria (s):				
¿Cómo fué discriminado? Describir la naturaleza de la acción, decisión, o condiciones de la supuesta discriminación. Explicar lo más claramente posible lo que ocurrió y por qué usted cree que su condición de protección (fundamento) fué un factor en la discriminación. Incluya de qué manera otras personas fueron tratadas de manera diferente a usted. (Si es necesario adjunte página(s) adicional(es).)				
La ley prohíbe la intimidación o represalias contra cualquier persona porque él o ella han tomado medidas, o ha participado activamente, para garantizar los derechos protegidos por estas leyes. Si usted siente que ha sido víctima de represalias, además de la supuesta discriminación, por favor explique las circunstancias a continuación. Explique qué medidas tomó usted que cree que fueron la causa de las supuestas represalias.				
Nombre de las personas (testigos, compañeros de trabajo, supervisores, u otros) que podemos contactar para obtener información adicional y apoyar o aclarar su queja: (Adjuntar página(s) adicional(es), si es necesario). Nombre, Dirección y Teléfono				
1.				
2.				
3.				
4.				

FORMATO DE QUEJAS POR DISCRIMINACIÓN

Página 2

¿Ha presentado o tiene intenciones de presentar una queja con respecto a cualquiera de las siguientes cuestiones planteadas? En caso afirmativo, indique la fecha de presentación. Marque todas las que aplican.

- US Comisión de Igualdad de Oportunidades de empleo _____
- Administración de Carreteras Federales _____
- US Departamento de Transporte _____
- Corte Federal o Estatal _____
- Otros _____

¿Ha discutido la denuncia con algún representante de NCDOT? En caso afirmativo, indique el nombre, puesto, y fecha de la discusión.

Por favor proporcione cualquier información adicional que considere usted pueda ayudar a una investigación.

Explique brevemente qué remedio, o acción, está usted buscando debido a la supuesta discriminación.

**** NO PODEMOS ACEPTAR QUEJAS SIN FIRMAR. POR FAVOR INCLUYA SU FIRMA Y FECHA EN EL SIGUIENTE FORMATO.**

FIRMA DEL SOLICITANTE

FECHA

ENVÍE SU FORMATO DE QUEJA A:

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
OFFICE OF CIVIL RIGHTS
TITLE VI/EO CONTRACT COMPLIANCE SECTION
1511 MAIL SERVICE CENTER
RALEIGH, NC 27699-1511

FOR OFFICE USE ONLY

Date Complaint Received: _____

Processed by: _____

Case #: _____

Referred to: FHWA Date Referred: _____



Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

Member Governments:

**Town of Carrboro
Town of Chapel Hill
County of Chatham
City of Durham
County of Durham
Town of Hillsborough
N.C. Department of
Transportation
County of Orange**

Draft Public Involvement Policy

August 14, 2012

**City of Durham
Transportation Division
101 City Hall Plaza
Durham, NC 27701**

(919) 560-4366

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Appendix

Limited English Proficiency Plan

I. Introduction

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization's (DCHC MPO's) Public Involvement Policy is an umbrella policy, encompassing the plans and programs of the Urban Area's transportation planning process. Public involvement is an integral part of the DCHC MPO's planning efforts. The Public Involvement Policy is comprised of the public involvement programs for all the major planning activities, including the Transportation Plan, the Transportation Improvement Program (TIP), the Air Quality Conformity Determination, the Major Investment Study (MIS), the Unified Planning Work Program (UPWP), the MPO's provisions for the American with Disabilities Act (ADA), and on-going transportation planning (3C) process. The policy decision making body, the Transportation Advisory Committee (TAC), also has a standing public process as part of its monthly meetings. The planning activities mentioned above are, therefore, subject to the TAC's process for public involvement. The Policy also contains a review component to assess the value of the MPO programs on a triennial basis.

The DCHC MPO will seek public input through a menu of techniques, including public notices, comment periods, workshops, charrettes, public hearings, newsletters, surveys, media relations and input from committees and commissions that are appointed by local member governments. The techniques employed will vary, depending on the specific planning task. The MPO will hold a forty-five (45) day public comment period for amendments to the Policy and will hold a public hearing every three years to seek input and feedback on the MPO's public involvement efforts. The DCHC MPO's Public Involvement Policy will be consistent with the requirements of the Safe, Accountable, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the National Environmental Policy Act (NEPA) and the FTA/FHWA Guidance and Proposed Rule Making (NRM) on Public Participation.

II. Purpose

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.

III. Objectives

1. Bring a broad cross-section of the public into the public policy and transportation planning decision-making process.

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2. Maintain public involvement from the early stages of the planning process through detailed project development.
3. Use different combinations of public involvement techniques to meet the diverse needs of the general public.
4. Determine the public's knowledge of the metropolitan transportation system and the public's values and attitudes concerning transportation.
5. Educate citizens and elected officials in order to increase general understanding of transportation issues.
6. Make technical and other information available to the public using the MPO web site and other electronically accessible formats and means as practicable.
7. Employ visualization techniques to MPO metropolitan transportation plans, TIPs and other project planning activities.
8. Consult with federal and State agencies responsible for land management, natural resources, environmental protection, conservation, historic preservation and economic development in the development of metropolitan transportation plans TIPs and project planning.
9. Establish a channel for an effective feedback process.
10. Evaluate the public involvement process and procedures to assess their success at meeting requirements specified in the SAFETEA-LU, NEPA and the Interim FTA/FHWA Guidance on Public Participation.

IV. General Policy Framework

It is the policy of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organizations (DCHC MPO) to have a proactive public involvement process that provides complete information, timely public notice, and full public access to DCHC MPO activities at all key stages in the decision making process. It is also DCHC-MPO policy to involve the public early in the planning process, and to actively seek out the involvement of communities most affected by particular plans or projects. Furthermore, it is a goal of the PIP that the MPO's TIP, UPWP and transportation plans and programs, be developed in a manner that assures that the public, and affected communities in particular, are afforded ample opportunity to participate in the development of such plans.

IV.A Activities Subject to Public Involvement

DCHC MPO shall provide early and continuing public involvement opportunities throughout the transportation planning and programming process.

IV.A.1. Planning Activities: Special emphasis shall be given to engage the public in planning studies that form the basis for later programming decisions. Planning activities include corridor studies and special regional studies, environmental assessment studies, development of the DCHC MPO Metropolitan Transportation Plan (MTP) and Comprehensive Transportation Plan (CTP). The MPO shall make every effort to involve the affected community through methods such as local direct mailing, transportation related committees of local jurisdictions, public information meetings, and newsletters.

IV.A.2. Programming Activities: Opportunities for the public to participate shall also be provided through the project selection, programming, NEPA Process and project development phases. These activities include the development of the Regional Priority List and the Transportation Improvement Program (TIP), and the adoption or amendment of the Regional Priority List and TIP.

IV.B Definition of Public and Stakeholders

The DCHC-MPO shall make an effort to inform and engage both the general public and stakeholders as appropriate.

IV.B.1. General Program: As part of its general planning and programming process, the DCHC MPO will try to involve the following: citizens, member municipalities, affected public agencies, representatives of neighborhood groups, public and private providers of transportation, and other parties who express an interest in the process.

IV.B.2. Special Studies: For special studies that the DCHC MPO conducts, it shall make an effort to identify and involve persons and groups that might be affected by potential changes to the particular transportation service or facility under review. Examples include the following; abutting property owners, neighborhood associations, environmental groups, appropriate federal, State and local agencies responsible for land-use, environmental and economic development, and businesses within the study area.

IV.B.3. Outreach to Special Groups: The DCHC MPO shall also make a special effort to seek out and consider the needs of groups or communities traditionally not well-served by existing transportation systems. These include,

DCHC MPO Public Involvement Policy
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but are not limited to low-income households and minority households. To assure adequate participation of these groups, the MPO shall use tools such as advisory boards (whose members shall be either low-income or minority individuals, or represent low-income or minority groups), target mailing list, workshops, and public notices in minority or low-income targeted media outlets.

The MPO's efforts in this regard shall be consistent with the Environmental Justice Executive Order (EO 12898) dated February 11, 1994, and other related guidance from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

The MPO shall also make a special effort to seek out and consider the needs of individuals or communities with Limited English Proficiency. The DCHC-MPO efforts in this regard shall be consistent with the signed Executive Order 13166, "Improving Access to Services for Persons with Limited English Proficiency," dated August 11, 2000, and other related guidance from the FHWA and FTA.

Federal regulations define Persons with Limited English Proficiency as individuals with a primary or home language other than English who must, due to limited fluency in English, communicate in that primary or home language if the individuals are to have an equal opportunity to participate effectively in or benefit from any aid, service or benefit in federally-funded programs and activities.

IV.C. Adequate Time for Public Comment

The MPO shall allow reasonable time for public review and comment at key decision points. These include, but are not limited to, action on the Metropolitan Transportation Plan (MTP), Unified Planning Work Program (UPWP) and the Transportation Improvement Program (TIP). Minimum notification periods shall be as follows:

- Amendments to DCHC-MPO's Public Involvement Policy – 45 days
- Adoption of the TIP & major TIP amendments – 21 days
- Adoption of the TIP Regional Priority List & major amendments – 21 days
- Adoption of the MTP/CTP & major amendments – 42 days
- Adoption of the Air Quality Conformity Determination – 30 days
- Adoption of the UPWP & major amendments – 21 days
- Policy Board (TAC) & Technical Committee (TCC) meetings – 7 days

IV.D. Method of Notifying the Public

Page 6 Public Involvement Policy

The MPO shall use appropriate methods to notify the public of its activities and of opportunities for public involvement. Determination of which methods to use must be done for each individual transportation planning program or study. However, the minimum requirements are listed below:

- Legal notices in local newspapers
- MPO web site
- Mailing lists
- Targeted mailings to neighborhood and advocacy groups
- Press Releases
- Periodic MPO newsletters

IV.D.1. Schedule of Meetings: For regularly scheduled meetings (Transportation Advisory Committee - TAC and the Technical Coordinating Committee -TCC), the annual schedule of meetings shall be filed with the City of Durham (the Lead Planning Agency) clerk's office and each town clerk's office at the beginning of each calendar year.

IV.D.2. Meeting Notices: A notice of each TCC and TAC meeting shall be filed with every town clerk's office. A notice for MPO public involvement meetings or workshops shall be advertised in local newspapers. The notice for public meetings/workshop shall include a statement, in Spanish, that translator services may be requested in advance. The notice shall also include a statement that sign language services may be requested in advance.

IV.D.3. TAC & TCC Meetings Public Comment: Every TCC and TAC meeting agenda by DCHC MPO will include an opportunity for public comment.

IV.D.4. Mailing Lists: DCHC MPO shall maintain a master mailing list for public involvement/outreach activities. The mailing list shall include broad representation of MPO member jurisdictions, multi-modal transportation groups, environmental justice communities, neighborhood groups, local and State agencies responsible for environmental protection, conservation, land use management, natural resources, historic preservation, etc. The following separate lists shall be maintained: TAC, TCC, EJ/LEP, special projects, bicycle and pedestrian advocacy, MTP/CTP, TIP, sub-area projects and UPWP. Notices of meetings shall be sent to all persons on the corresponding mailing list. Anyone may request that his or her name be added to a particular mailing list by indicating the particular list and providing either an email address or a regular mail address.

IV.D.5. DCHC MPO web site: DCHC MPO shall maintain a calendar of meetings and activities on its web site. The MPO also shall make

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technical and other information available to the public using the MPO web site and other electronically accessible formats and means as practicable. The web site shall also include copies of appropriate reports, plans, maps and visualization information pertaining to MPO planning activities and programs.

IV.D.6. Visualization Techniques: DCHC MPO shall employ visualization techniques in disseminating information relating to MPO metropolitan transportation plans, TIPs and other planning programs. The goal of the MPO visualization policy is to help the public and decision makers visualize and interact with transportation plans and projects, alternatives, large data sets and land-use information more effectively. Visualization techniques will vary, and could range from GIS displays, mappings and land-use/transportation scenario planning tools to information technology, such as three-dimensional digital models, web-based information systems, transportation and urban simulation, and Internet communications.

IV.D.7. Legal Notices in Newspapers: Anytime the MPO initiates a formal public comment period, notice of the opportunity to comment shall be posted in a legal ad in the area's major daily newspaper, and other local, minority, or alternative language newspapers, as appropriate.

IV.D.8. Interested Parties: DCHC MPO shall mail meeting notices to persons who have expressed a special interest in DCHC MPO's overall transportation program, or specific studies. The MPO shall add persons who have expressed such an interest to the appropriate DCHC MPO mailing list.

IV.D.9. Additional Methods: The DCHC MPO shall give consideration to alternative methods of involving the public that are appropriate to the project. Such methods may include, but are not limited to newsletters, transportation related committees of MPO member jurisdictions, advertising in minority and alternative language newspapers, distributing information through public libraries and community groups (especially those serving EJ and LEP communities, the elderly and persons with disabilities), using local government cable access stations, using open house format meetings, involving focus groups for specially selected topics, preparing press releases, and holding events at special locations.

IV.E. Documentation of Public Comment & Response:

DCHC MPO shall document public comments received during the course of public input process. The MPO shall also document how it responded to public comments.

IV.E.1. Comments Received: Documentation of comments may be accomplished in a manner appropriate to the project and the nature of the comments. Documentation may consist of meeting minutes, a file of letters, or a special memo that summarizes the comments. A written summary of comments and responses shall be prepared to provide the feedback to the public.

IV.E.2. Response to Comments: DCHC MPO shall provide a descriptive summary of how it responded to significant public comments during the development of a plan or document such as the MTP/CTP, air quality conformity, Regional Priority List and TIP. The summary may be produced as a separate report or included as a short section in the final plan or document.

V. Policy Elements

The DCHC MPO's Public Involvement Policy is comprised of a number of sub-policies. All planning programs and activities are required to go through the Transportation Advisory Committee's public process. In addition, the MPO has initiated public involvement programs for the Transportation Plan, the Transportation Improvement Program (TIP), the Air Quality Conformity Determination, the Major Investment Study (MIS), the Unified Planning Work Program (UPWP) and the MPO's provisions for American with Disabilities Act (ADA). The final component of the Public Involvement Policy is the policy review element designed to ensure that the programs are meeting their goals.

VI. Specific Requirements

The Durham-Chapel Hill-Carrboro MPO's Public Involvement Policy is designed to be consistent with the requirements of SAFETEA-LU, NEPA and the Interim FTA/FHWA Guidance of Public Participation. These requirements are included in the appendix of this document.

VII. Access to MPO Documents and Technical Information.

DCHC MPO shall provide reasonable public access to technical and policy information used in the development of the Metropolitan Transportation Plan (MTP), the Transportation Improvement Program (TIP), and related studies, plans, and programs.

VIII. Title VI

Title VI of the Civil Rights Act of 1964 and the 1994 President's Executive Order on Environmental Justice #12898 state that no person or group shall be excluded from participation in, or denied the benefits of, any program or activity utilizing federal funds.

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) is required to identify any disproportionately high and adverse health or environmental effects of its programs on minority and low-income populations. The DCHC MPO is also charged with evaluating the MPO plans and programs for environmental justice (EJ) sensitivity, including expanding their outreach efforts to low-income, minority, and other disadvantaged populations, as part of the United States Department of Transportation's certification requirements. The MPO's environmental justice initiatives accomplish this by involving the potentially affected public in developing transportation projects that fit harmoniously within their communities.

It is the policy of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (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 any other related non-discrimination Civil Rights laws and authorities.

A copy of the DCHC MPO's Civil Rights Title VI Compliance Report, Policy Statement and Assurances can be found at the DCHC MPO website, specifically at the following link: <http://www.dchcmo.org/Title VI> or call (919) 560-4366.

VIII.A Limited English Proficiency (LEP) Plan

The DCHC MPO's Limited English Proficiency (LEP) Plan identifies the Limited English Proficient populations in our service area and provides guidelines for MPO staff to help ensure that information and services are accessible to LEP persons. A copy of the DCHC MPO's Limited English Proficiency Plan is in an appendix to this document and can be found at the DCHC MPO website, specifically at the following link: <http://www.dchcmo.org/LEP> or call (919) 560-4366.

IX. Review Procedures/Reassessment of PIP

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (MPO) Public Involvement Policy will be reviewed and evaluated on a triennial basis to ensure that the objectives of the plan are being met and that the process provides full and open access to all. A forty-five (45) day public comment period and a public meeting will be held during the triennial review to solicit input on the Public Involvement Policy. A summary highlighting the results of the evaluation review will be prepared. The summary will document the effectiveness of the various public involvement mechanisms and will respond to public comments received. The public comments and the MPO's response will be included in the appendix of the updated Public Involvement Policy.

The MPO will also solicit comments on the effectiveness of the Public Involvement Policy through outreach programs to seek out and consider the needs of those traditionally under-served by existing transportation systems, including environmental justice (low-income & minority), elderly and LEP households.

1. Transportation Advisory Committee

Transportation Advisory Committee (TAC) - The Transportation Advisory Committee is the policy and decision-making body for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization. The TAC is comprised of elected and appointed officials from the City of Durham, the Town of Chapel Hill, the Town of Carrboro, the Town of Hillsborough, Durham County, Orange County, Chatham County and the North Carolina Department of Transportation. The TAC also has advisory (non-voting) members from the Triangle Transit Authority, the Federal Highway Administration and the Research Triangle Foundation of North Carolina. The TAC is responsible for providing opportunities for citizen participation in the transportation planning process.

Regular Public Involvement Opportunities

The TAC holds regular monthly meetings on the 2nd Wednesday of every month. These meetings are open to members of the public and, upon request, anyone can be placed on the TAC mailing list. At the beginning of each regular meeting, the TAC provides time to receive public comments as a set part of its agenda.

Public Involvement for Specific Planning Items

For particular planning issues (i.e. plan development & updates, studies, amendments to planning documents, etc.), the TAC will open a public comment period (3-6 weeks depending on the item) and hold a public hearing. The notice for the public comment period and the public hearing are advertised in the major daily newspapers, and other local, minority, or alternative language newspapers, as appropriate, as well as on the public service announcement on Time Warner Cable. Local member jurisdictions are advised to publicize the public comment period/hearing in their local media, as well. The notices will include an announcement that states that persons with disabilities will be accommodated. Special provisions will be made if notified 48 hours in advance (i.e. having available large print documents, audio material, someone proficient in sign language, a translator or other provisions as requested). Both written and oral comments received are compiled by the planning staff and reviewed by the TAC.

Response to Public Comment

The TAC acknowledges public comments in two ways. The TAC may incorporate public comments and the MPO's response, as an appendix, into the specific planning document. Or, depending on the number of comments, the TAC may instruct the planning staff to respond directly by letter. Acknowledging public comments is a

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way to let the public know that its comments are being addressed and are part of the public involvement feedback process.

2. Transportation Plan

Preamble

The Transportation Plan public review and participation process is designed to provide early and adequate opportunities for citizens and public officials (including elected officials) to be involved in the Durham-Chapel Hill-Carrboro (DCHC) Transportation Plan development. This public participation program is designed to involve all parties in the early stages of plan development and the subsequent update process. It is also designed to provide gradual progression from the general information (vision setting and formulation of goals, objectives and policies) pertaining to the plan to very specific information regarding alternatives and plan selection. Each public forum or input technique will use information collected at previous "forums" in order to build progression concluding with the adoption of the Transportation Plan.

The entire process will be implemented for a plan update, which commonly involves an evaluation of most highway, transit and non-motorized transportation modes, and therefore requires several years to complete. An appropriate subset of the public involvement elements will be implemented for major and minor revisions, which commonly involve an evaluation of only several projects, and therefore require a process that is much less complex.

Purpose of Public Involvement Process

The purpose of the public involvement policy is to develop and implement strategies to inform and involve citizens in all stages of the development and update of the Transportation Plan.

Mission of the Public Participation Process

Public ownership of the Transportation Plan: the goal of the program is to ensure that policy decisions (at key decision points) will reflect the values, needs, and priorities of those affected by the decisions (i.e. the general public).

Objectives

1. Encourage citizens to take a proactive role in the development of Transportation Plan.
2. Bring a broad cross-section of members of the public into the public policy and transportation planning decision making process.

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3. Educate the public and elected officials in order to increase public understanding of both the options and the constraints of transportation alternatives.
4. Determine the public's knowledge of metropolitan transportation system and public values and attitudes concerning transportation.
5. Determine public concerns/perceived impacts of elements of the Transportation Plan.
6. Determine which elements of the Transportation Plan would support or diminish the citizens' desired lifestyle.
7. Establish a channel for an effective feedback process.

Elements of the Public Involvement Procedure

The Public Involvement Process for the Transportation Plan consists of a series of innovative public participation techniques, including: transportation related committees of MPO jurisdictions, public service announcements, a newsletter, public meetings, surveys, and the mass media. These techniques will be employed at various stages of the development of a plan update, and as appropriate for major or minor revisions.

Public Involvement Process

1. The Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization will provide opportunity for early and meaningful public involvement in the development and update of the Transportation Plan. The MPO shall develop a public involvement plan for the development and update of metropolitan transportation plans.
2. Proactive participation techniques will be employed to involve citizens and provide full access to information and technical data. The technique will generally include, but not be limited to: public meetings/hearings; surveys; focus groups; newsletters; public service announcements; charrette; transportation related committees, and mass media.
3. Information dissemination, notification of meeting, publication of proposed plans will be integral elements of the public involvement process.
4. The DCHC MPO will initiate the Transportation Plan update process as required by the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEAU-LU), the Clean Air Act

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Amendments (CAAA) and subsequent federal regulations. Elements of the Transportation Plan, and/or amendments will meet all current Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Environmental Protection Agency (EPA), and the North Carolina Department of Transportation (NCDOT) requirements.

5. A draft work program and schedule for the Transportation Plan update process will be developed by the TCC and made available for public review. The work program will detail the strategy for the Transportation Plan update process including work elements and a tentative schedule.
6. Copies of the draft work program and schedule will be distributed to the member jurisdictions, citizen groups and agencies, and will also be placed in the local libraries. Notification of the draft Transportation Plan work program will be provided in a major daily newspaper, and other local, minority, or alternative language newspapers, as appropriate.

The notification will inform the public of the availability of the draft work plan for review and comment, where to send written comments, and addresses and phone numbers of contact persons. The notices also will include an announcement that states that persons with disabilities will be accommodated. Special provisions will be made if notified 48 hours in advance (i.e. having available large print documents, audio material, someone proficient in sign language, a translator, or other provisions, as requested). Additionally, the notice will inform the public that copies of the draft Transportation Plan work program are available for review at local libraries, and offices of member agencies.

7. The public comment period will be for a minimum six-week (42-day) public comment period, effective from the date of the public notice publication. Written comments will be received during the comment period and will be directed to the Lead Planning Agency (LPA). The Lead Planning Agency's contact person, phone number and e-mail address will be included in the public notice.
8. Public meeting(s)/workshops will be held to: formulate a vision for the Transportation Plan development; provide the public background information on the metropolitan transportation system and other issues as well as the proposed framework of the Transportation Plan update process; and receive citizen input.
9. Public meetings (forums) designed to solicit public comment will be held at various locations around the metropolitan area to encourage the greatest public participation. Public meetings will be held at a location which is

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accessible to persons with disabilities and which is located on a transit route.

10. The TCC will assemble all comments and forward comments to the Transportation Advisory Committee (TAC). The TAC may choose to hold a public hearing before adopting the strategy and work program for the Transportation Plan. Comments regarding the draft strategy will be considered and addressed in adopting the final program.
11. Any significant revision and amendment to the Transportation Plan work program will be subject to the public review process as outlined above.
12. The public participation component of the Transportation Plan will generally follow the same citizen input and review as outlined in aforementioned PIP Policy Framework. Public input will be solicited to review and comment on any major Transportation Plan amendment proposal as well as analyses conducted as part of the amendment request. Adequate opportunity will be provided for public involvement in the amendment of the Transportation Plan, and any significant revisions to the Transportation Plan will also be subject to public comment period as described in # 7 of this policy.
13. The DCHC MPO will consult with federal and State agencies responsible for land management, natural resources, environmental protection, conservation, historic preservation and economic development in the development of metropolitan transportation plans and LRTP air quality conformity determination.
14. The DCHC MPO will employ visualization techniques in disseminating information relating MPO metropolitan transportation plans. Visualization tools is intended to aid the public and decision makers visualize and interact with transportation plans and projects, alternatives, large data sets and land-use information more effectively. Visualization techniques will vary, and could range from GIS displays, mappings and land-use/transportation scenario planning tools to information technology, such as three-dimensional digital models, web-based information systems, transportation and urban simulation, and Internet communications.
15. The DCHC MPO will make technical and other information available to the public using the MPO web site and other electronically accessible formats and means as practicable. The web site shall also include copies of appropriate reports, plans, maps and visualization information pertaining to the MTP.
16. The DCHC MPO will endeavor to involve the public at key decision points of the Transportation Plan development. Decision points are those stages where

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Page 17

the TAC will be required to endorse or take action on particular work elements. These include, but are not limited to:

- Formulation of vision, goals and objectives;
 - Policy development;
 - Review and approval of socio-economic and demographic projections;
 - Review of land use information and scenarios;
 - Review of modeling process;
 - Review and determination of transportation deficiencies;
 - Identification of transportation (facility) needs;
 - Evaluation of alternatives and selection of preferred option; and,
 - Plan recommendation and adoption;
17. The process for developing, updating, and amending the Transportation Plan will generally follow the sequence described above.

3. Transportation Improvement Program

Overview

The Transportation Improvement Program (TIP) is the document that describes the funding and scheduling of transportation improvement projects (highway, bicycle, pedestrian, and transit capital and operating assistance) using State and federal funds. The TIP serves as the project selection document for transportation projects and, therefore, is the implementation mechanism by which the objectives of the Transportation Plan are reached. The Safe, Accountable, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and preceding legislation, TEA-21 and ISTEA mandate an opportunity for public review of the TIP. The following is the proposed public involvement procedure for the Durham-Chapel Hill-Carrboro Transportation Improvement Program.

Introduction

The Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization (MPO) will prepare a Transportation Improvement Program, which is consistent with the requirements of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU), and any implementing federal regulations. The TIP will be developed based on: 1) revenue estimates provided by the North Carolina Department of Transportation (NCDOT); and, 2) the DCHC MPO Regional Priority List. The public input element of the Transportation Improvement Program is presented as follows:

Public Involvement Process

1. The DCHC Technical Coordinating Committee (TCC) will develop a draft Regional Priority List from the Local Project Priorities of the MPO jurisdictions.
2. The Regional Priority List will be published for a minimum three-week (21-day) public comment period and the notice will be published by the Lead Planning Agency (LPA) in a major daily newspaper, and other local, minority, or alternative language newspapers, as appropriate.

The notices for the public comment period and the public hearing will include an announcement that states that persons with disabilities will be accommodated. Special provisions will be made if notified 48 hours in advance (i.e. having available large print documents, audio material, someone proficient in sign language, a translator or other provisions as requested). The Regional Priority List will be on file in the City of Durham Department of Transportation, Town of Chapel Hill Planning

DCHC MPO Public Involvement Policy
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Department, Town of Carrboro Planning Department, Town of Hillsborough Planning Department, Counties of Durham, Orange, Chatham Planning Departments, the Triangle Transit Authority and the county public libraries for public review and comment.

3. The Transportation Advisory Committee (TAC) will hold a public hearing on the draft Regional Priority List. The public hearing will be held at a location which is accessible to persons with disabilities and which is located on a transit route. The TAC will approve a final Regional Priority List after considering the public comments received.
4. The DCHC MPO Technical Coordinating Committee will develop a draft TIP from the approved Regional Priority List and from revenue estimates provided by the North Carolina Department of Transportation. The TCC will forward the draft TIP to the Transportation Advisory Committee. The Transportation Advisory Committee will publish the draft TIP for public review and comment.
5. Copies of a draft TIP will be distributed to TAC members and the transportation related committees of MPO member jurisdictions. Each jurisdiction will also have copies available for public review. The draft TIP will follow the same notification procedures as outlined above for the Regional Priority List.
6. The public comments will be assembled and presented to the Durham-Chapel Hill Carrboro TAC. The TAC will hold a public hearing on the draft TIP. The public hearing will be held at a location which is accessible to persons with disabilities and which is located on a transit route. Public comments will be addressed and considered in the adoption of the TIP.
7. The DCHC MPO, being a maintenance area for air quality will provide additional opportunity for public comment on the revision of the draft TIP (if the final TIP is significantly different and/or raises new material issues).
8. The process for updating and approving the Transportation Improvement Program will follow the sequence and procedure as described in the aforementioned PIP framework.
9. Amendments to TIP will be available for public review and comment, if they make a substantial change to the TIP. A substantial change is classified as the addition or deletion of a project with an implementation cost exceeding \$1 million. Public comment on project additions or

deletions of less than \$1 million may be sought at the discretion of the TAC by majority vote. As long as a project's description, scope or expected environmental impact have not materially changed, the TAC may approve changes to project funding without a separate public meeting.

10. Written public comments and their responses will be published as an appendix to the final TIP.

4. Air Quality Conformity Determination

Introduction

The Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization (MPO) is required to make a conformity determination on its Transportation Plan. The Transportation Improvement Program is a subset of the Transportation Plan and is therefore covered by the conformity analysis.

Public Involvement Procedure for the Air Quality Determination

1. The DCHC MPO in conjunction and cooperation with the air quality inter-agency partners will prepare an air quality conformity analysis for the Durham-Chapel Hill-Carrboro metropolitan planning area boundary. The DCHC Technical Coordinating Committee will provide comments to the Air Quality Inter-Agency Partners during the interagency comment period.
2. The DCHC Technical Coordinating Committee will receive the final draft Conformity Report, review it, and forward it to the Transportation Advisory Committee (TAC). The Transportation Advisory Committee will then publish the draft Conformity Report for public review and comment.
3. Copies of a draft Conformity Report will be distributed to TAC members. Each jurisdiction will also have copies available for public review. Notices regarding the draft Air Quality Conformity Report will be advertised by the Lead Planning Agency in a major daily newspaper, and other local, minority, or alternative language newspapers, as appropriate.

Notices may also be published in member jurisdictions' local newspapers by the member agencies' staff. The notice will inform the public that a draft Conformity Report has been published by the DCHC MPO and that copies are available for public review and comment at local MPO jurisdictions and the county libraries. The notices will include an announcement that states that persons with disabilities will be accommodated. Special provisions will be made if notified 48 hours in advance (i.e. having available large print documents, audio material, someone proficient in sign language, a translator or other provisions as requested).

4. The public review period will be for a minimum one-month (30-day) period, effective from the date of public notice publication. Written comment will be received during the public review period, and will be

directed to the LPA. The Lead Agency's contact person, phone number and e-mail will be included in the public notice.

5. The public comments will be assembled and presented to the Durham-Chapel Hill Carrboro TAC. The TAC will hold a public hearing on the draft Air Quality Conformity Report. The public hearing will be held at a location which is accessible to persons with disabilities and which is located on a transit route. Public comments will be addressed and considered in the Air Quality Conformity Determination.
6. The DCHC MPO, being a maintenance area will provide additional opportunity for public comment on any revisions to the draft Conformity Report (if the final Conformity Report is significantly different than the one which was made available for public comment by the MPO, and raises new material issues, which interested parties could not reasonably have foreseen for the public review notifications).
7. The Air Quality Determination is valid for four years, unless changes are made to the Transportation Plan (or TIP) which would have an impact on the air quality analysis. If such changes are made, a new analysis and public involvement procedure needs to be conducted as outlined above.
8. The process for updating and approving the MTP Air Quality Conformity Determination shall generally follow the principles as described in the PIP Framework of this document.

5. Major Investment Studies

Introduction

The major investment study (MIS) supports decisions on significant federally-funded transportation investments along a corridor or subarea level of the metropolitan area. The MIS identifies all reasonable strategies for the study area in order to meet its transportation demands and relieve any transportation problems. It is a detailed analysis designed to provide local decision makers with more comprehensive corridor level technical analysis early in the transportation planning process. Although an MIS is no longer required by SAFETEA-LU (MIS was required by TEA-21), federal regulations encourage the integration of an MIS with the MPO planning process.

Public Involvement Process

The scope of a major investment study for the Durham-Chapel Hill-Carrboro will be determined on a project-by-project basis. Therefore, the MPO will choose the appropriate public involvement initiatives to meet the goals of the MIS. The public involvement techniques that may be used are public informational meetings, newsletters, media relations and the formation of an advisory committee.

These techniques will be used through the development and approval of the MIS. The MIS will also be subject to the public procedures of the Transportation Advisory Committee and will be consistent with the MPO's ADA provisions.

6. Unified Planning Work Program

Introduction

The Safe, Accountable, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires that each Metropolitan Planning Organization (MPO) prepare an annual work program known as the Unified Planning Work Program (UPWP). The UPWP must identify the MPO planning tasks to be undertaken with the use of federal transportation funds, including highway and transit.

Purpose

The purpose of public involvement in the UPWP process is to keep the public apprised of and to receive input on the planning activities to be undertaken by the Metropolitan Planning Organization.

Public Involvement Process

1. The Distribution Formula for FTA Section 5307 funds for the appropriate federal fiscal year is submitted to the Transportation Advisory Committee (TAC) for approval. The TAC meetings are open to the public and comments on the Distribution Formula may be received at this time.
2. The Lead Planning Agency distributes FHWA Section 104(f) planning funds based on the TAC-approved formula.
3. The local jurisdictions will prepare a list of tasks and funding for the federal fiscal year according to the approved Distribution Formula. These lists are submitted to the Lead Planning Agency for compilation into a draft Unified Planning Work Program.
4. The draft Unified Planning Work Program is reviewed by the Technical Coordinating Committee (TCC). The TCC meetings are open to the public. The TCC then endorses a draft UPWP and forwards the document to the TAC for release for a minimum 21-day comment period.
5. The draft UPWP is then reviewed by the TAC. The TAC releases a draft UPWP for a 21-day comment period. The draft is sent to the NCDOT Public Transportation Division for comments.
6. The final UPWP comes back again to the TAC for approval. Upon TAC approval, the UPWP is then forwarded on to the State and FHWA/FTA.

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7. The process for updating and approving the annual UPWP shall generally follow the principles as described in the PIP Framework of this document.

7. Americans with Disabilities Act (ADA) Provisions

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

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

The Durham Area Transit Authority (DATA)

- There is a Durham Area Transit Authority (DATA) Access Advisory Committee for Durham which serves as an ongoing mechanism for public participation. The Committee is composed of paratransit users, persons with disabilities who are not paratransit users and representatives from agencies and employers who work with disabled persons.
- Committee meetings are held bi-monthly and are advertised by notices on paratransit vehicles, in the City Calendar, and notices sent to Radio Reading Services.
- The written notices are printed in large (15 point) font.
- For policy changes, public forums and public hearings are held. Announcements are advertised through public notices in local newspapers, public service announcements on local radio and television stations, the Radio Reading Service and large print notices posted in the paratransit vehicles.
- DATA has updated its Paratransit Plan and is in compliance with the ADA requirements. Copies of the Paratransit Plan are available in large print and on audio cassette.

Chapel Hill Transit

- The Chapel Hill and Carrboro Transportation Boards serve as an ongoing mechanism for public participation.
- For policy changes, the Transportation Boards hold public hearings. Notices are published in the local newspapers.
- Chapel Hill Transit has updated its Paratransit Plan and is in compliance with the ADA requirements. Copies of the Paratransit Plan are available in large print and on audio cassette.

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

LIMITED ENGLISH PROFICIENCY PLAN- LEP

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Overview

A Limited English Proficient person is one who does not speak English as their primary language and who has a limited ability to read, speak, write, or understand English. The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) Limited English Proficiency (LEP) Plan is part of a comprehensive effort to provide language assistance for LEP persons seeking meaningful access to DCHC MPO plans, programs, and activities as required by Executive Order 13166.

The plan details procedures on how to identify a person who may need language assistance, the ways in which assistance may be provided, and guidelines to notify LEP persons that assistance is available. In developing this LEP Plan, the DCHC MPO staff conducted a US Department of Transportation (USDOT) Four-Factor LEP analysis, which considered the following:

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by DCHC MPO programs, activities, or services;
2. The frequency with which LEP individuals come in contact with DCHC MPO programs, activities, or services;
3. The nature and importance of the program, activity or service provided by the DCHCMPO to the LEP population; and
4. The resources available to the DCHC MPO and overall cost to provide LEP assistance.

For more information about this plan, please contact the DCHCMPO at (919) 560-4366 or comments@dchcmpo.org.

1 Background

A Limited English Proficiency person is one who does not speak English as their primary language and who has a limited ability to read, speak, write, or understand English. The purpose of this Limited English Proficiency Plan is to outline the responsibilities of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) in regards to Limited English Proficient (LEP) persons and establish a process for providing assistance to LEP persons for DCHC MPO programs, activities, and services pursuant to Title VI of the Civil Rights Act of 1964 and Executive Order 13166.

Title VI of the Civil Rights Act of 1964

"No person in the United States shall, on the ground 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."

2 Executive Order 13166

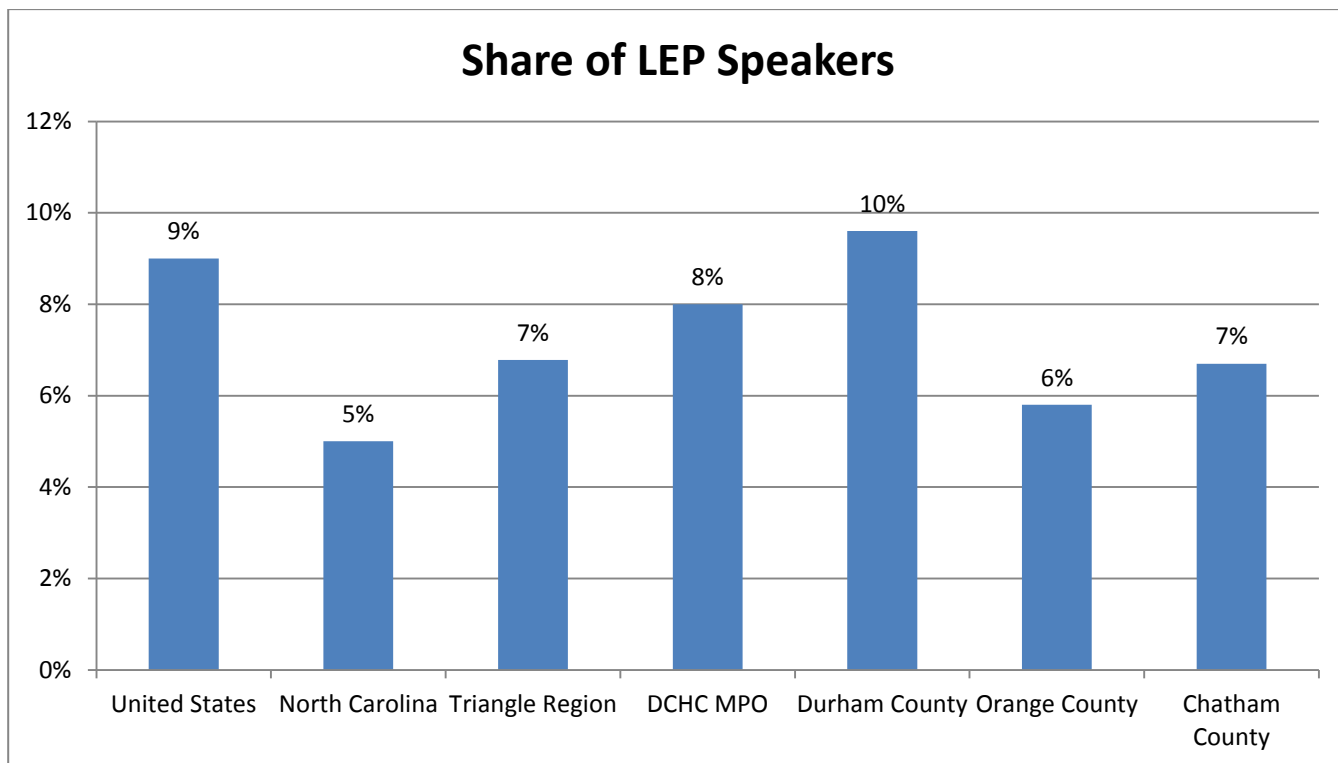
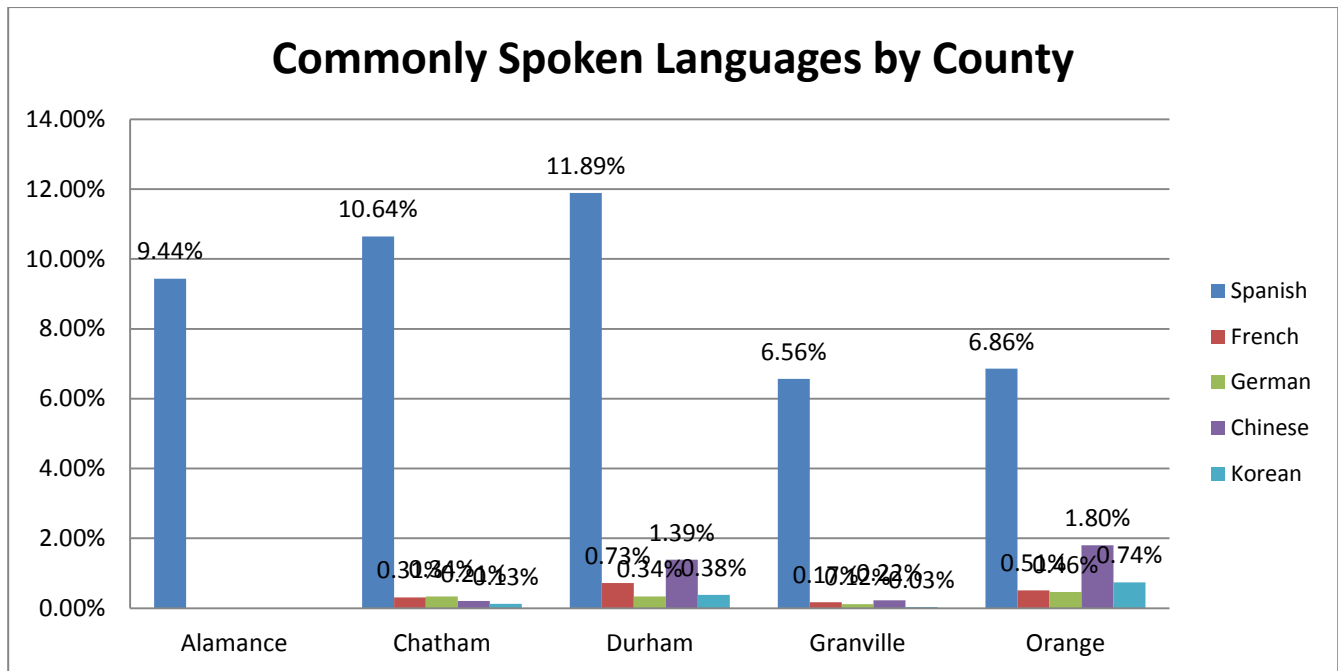
Different treatment based upon a person's inability to speak, read, write, or understand English may be a type of national origin discrimination. Executive Order 13166 *"Improving Access to Services for Persons With Limited English Proficiency,"* directs each Federal agency that is subject to the requirements of Title VI of the Civil Rights Act of 1964 to publish guidance for its respective recipients and sub-recipients clarifying that obligation. The U.S. Department of Transportation (USDOT) published policy guidance on December 14, 2005 to clarify the responsibilities of recipients of Federal financial assistance from the USDOT.

3 Summary of DCHC MPO LEP Plan & Factor Analysis

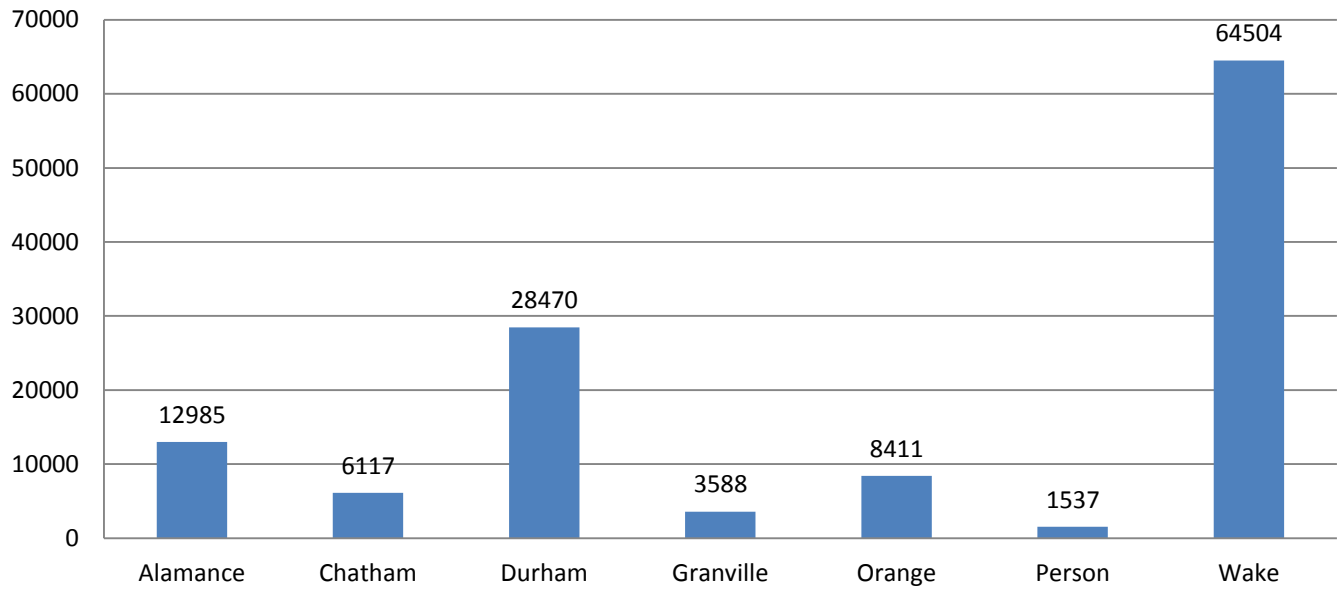
DCHC MPO has developed this Limited English Proficiency Plan (LEP) to provide language assistance for LEP persons seeking meaningful access to DCHCMPO programs as required by Executive Order 13166 and USDOT's policy guidance. Essentially, the MPO's Limited English Proficiency Plan (LEP) is intended to help identify reasonable steps to provide language assistance for LEP persons seeking meaningful access to the transit system's services as required by Executive Order 13166. **A Limited English Proficiency person is one who does not speak English as their primary language and who has a limited ability to read, speak, write, or understand English.** This plan details procedures on how to identify a person who may need language assistance, the ways in which assistance may be provided, and guidelines to notify LEP persons that assistance is available. In developing the DCHC MPO LEP Plan, the DCHC MPO staff undertook a USDOT Four-Factor LEP analysis, which considers the following:

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by DCHCMPO programs, activities, or services.
2. The frequency with which LEP individuals come in contact with DCHCMPO programs, activities, or services;
3. The nature and importance of the program, activity or service provided by the DCHCMPO to the LEP population; and
4. The resources available to the DCHCMPO and overall cost to provide LEP assistance.

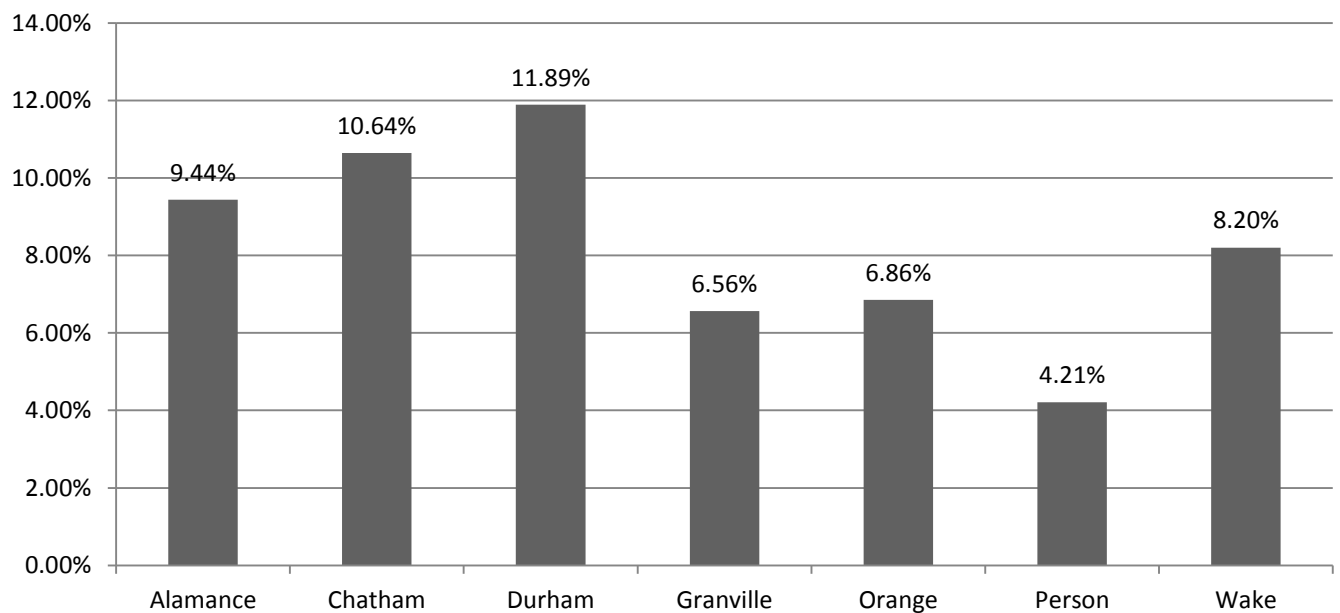
Demographic Profile of LEP Population

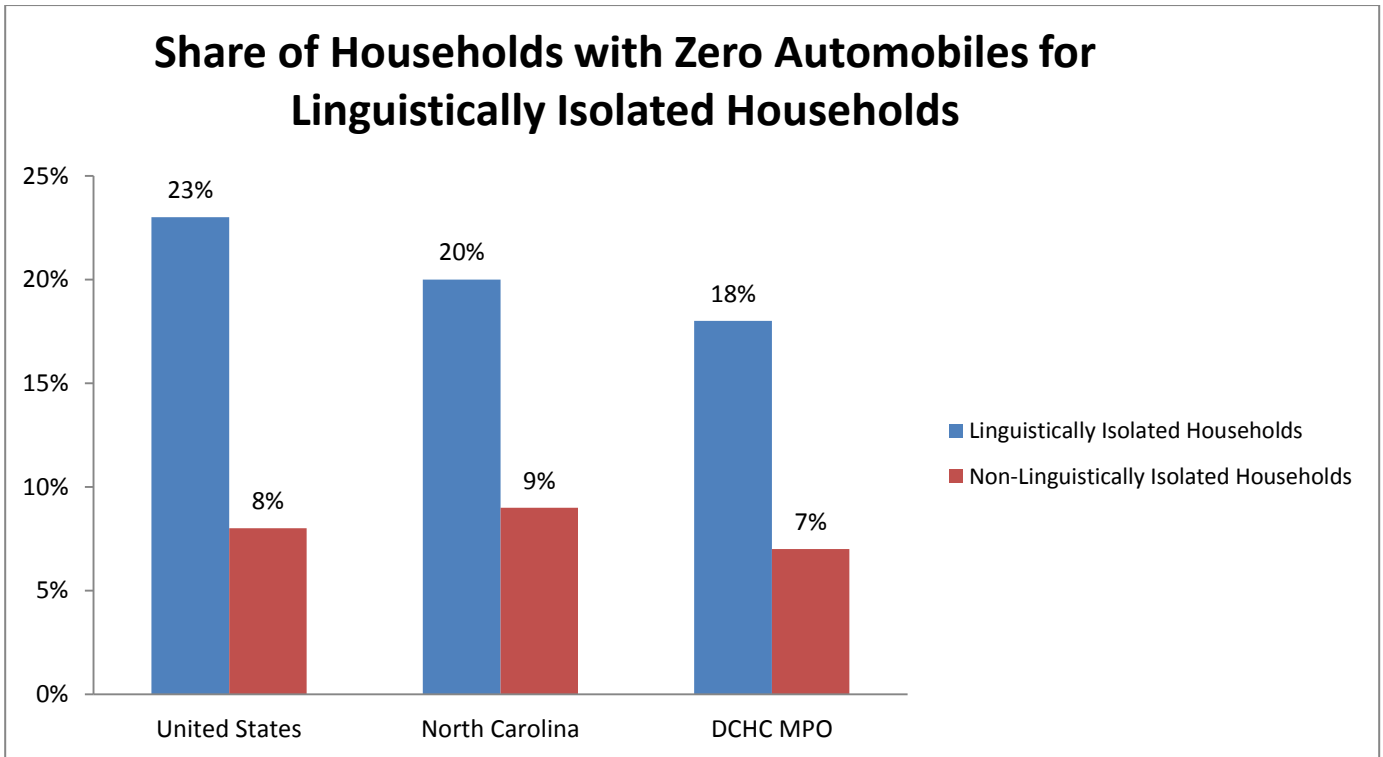
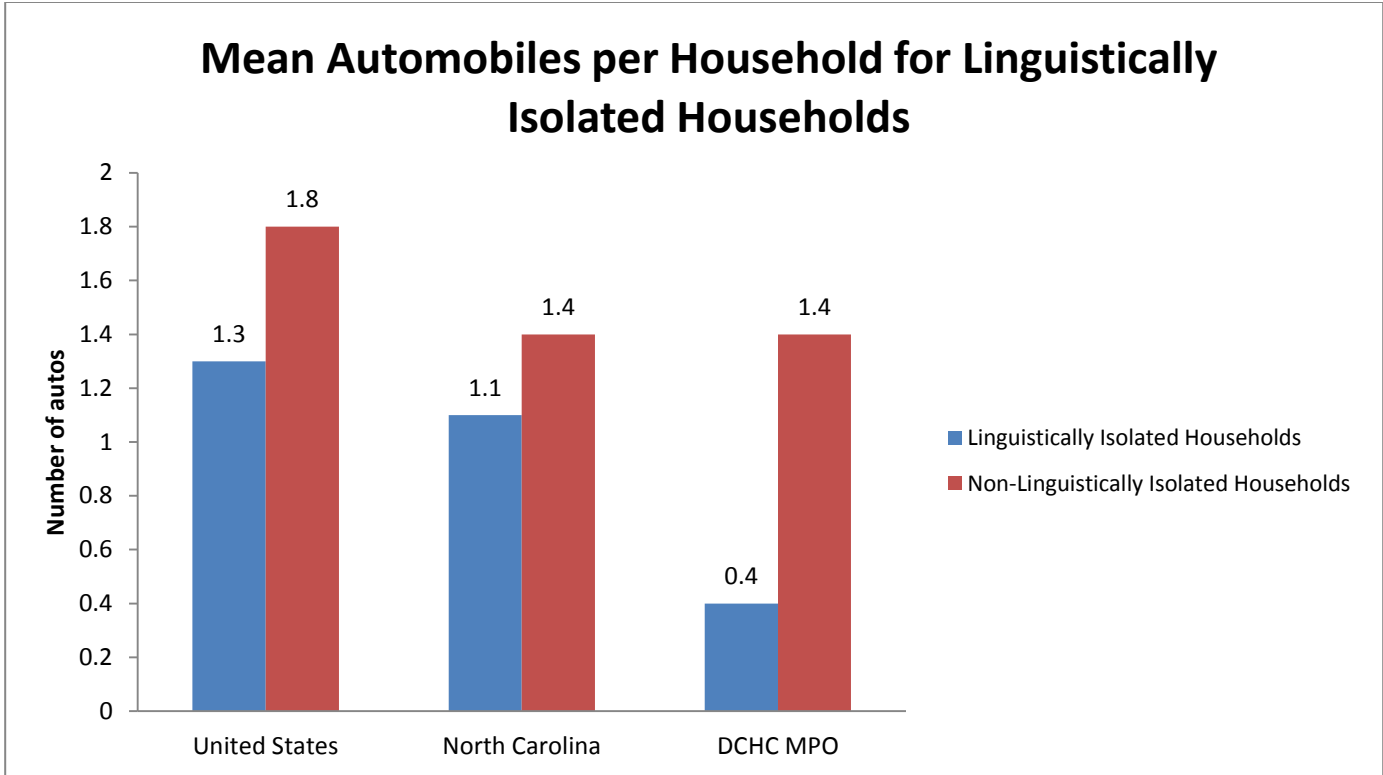


Number of People who Speak Spanish at Home, by County

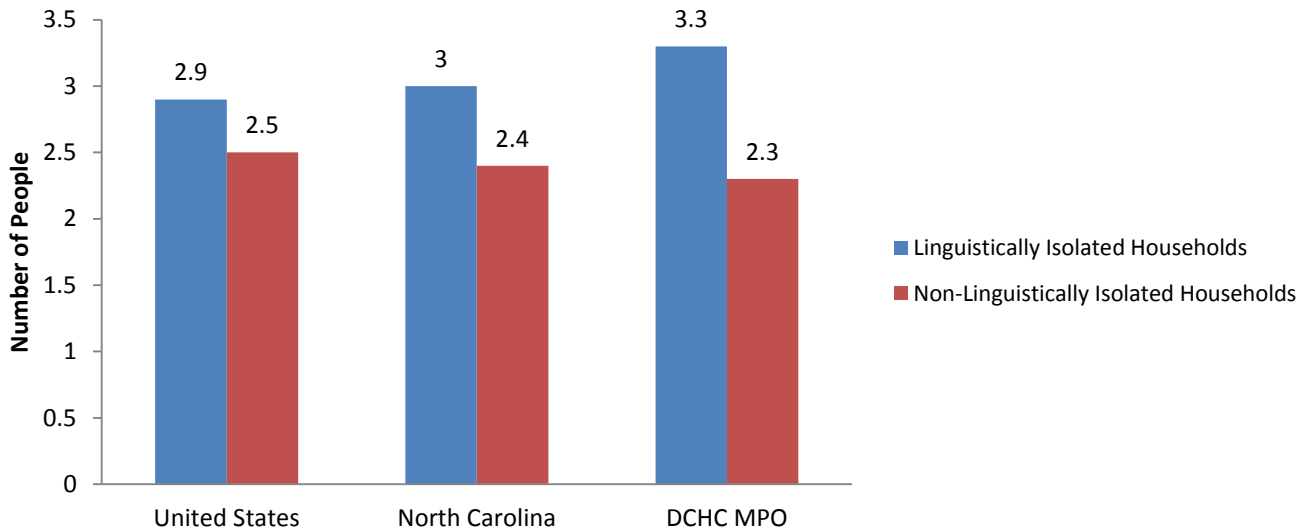


Percent of Population that Speaks Spanish at Home, by County

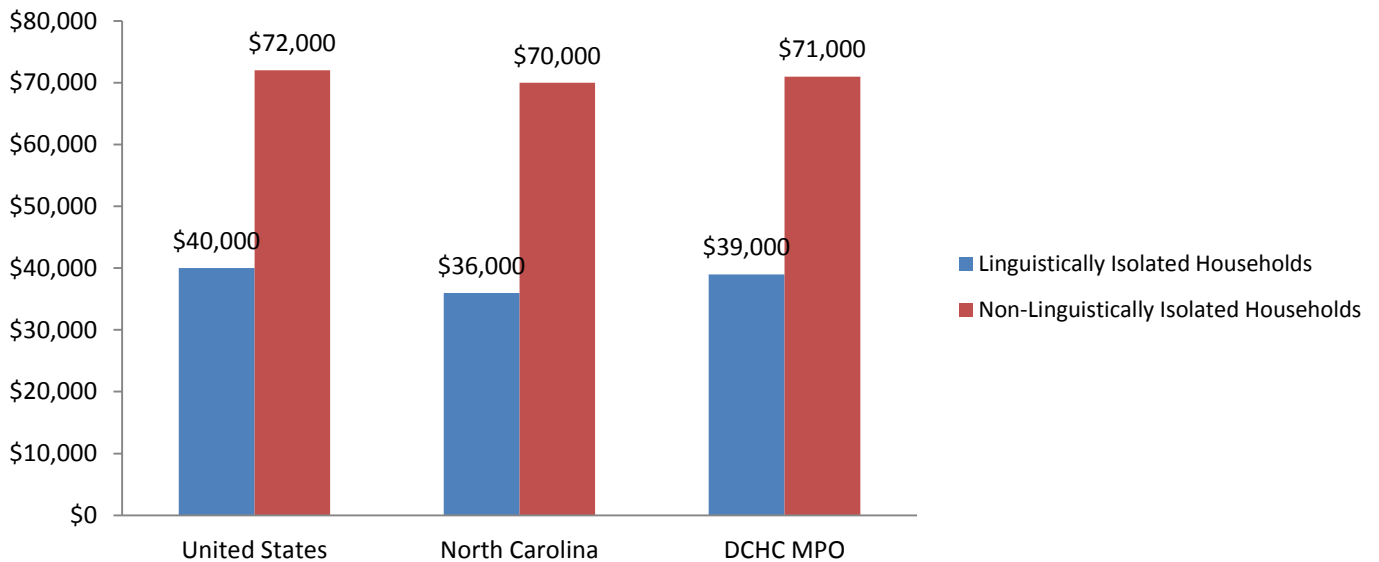




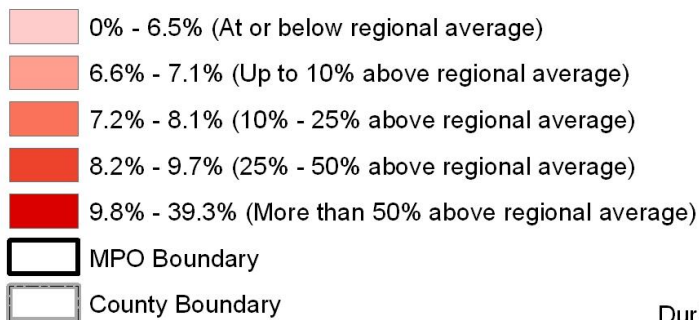
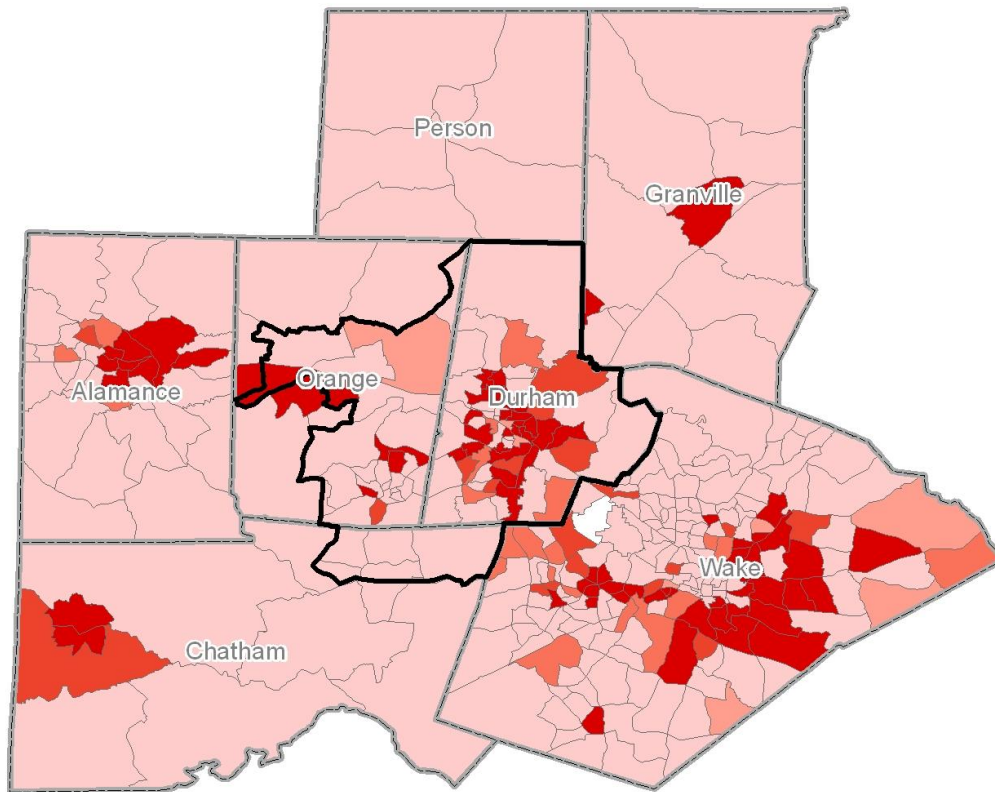
Average Household Size for Linguistically Isolated Households



Mean Household Income for Linguistically Isolated Households

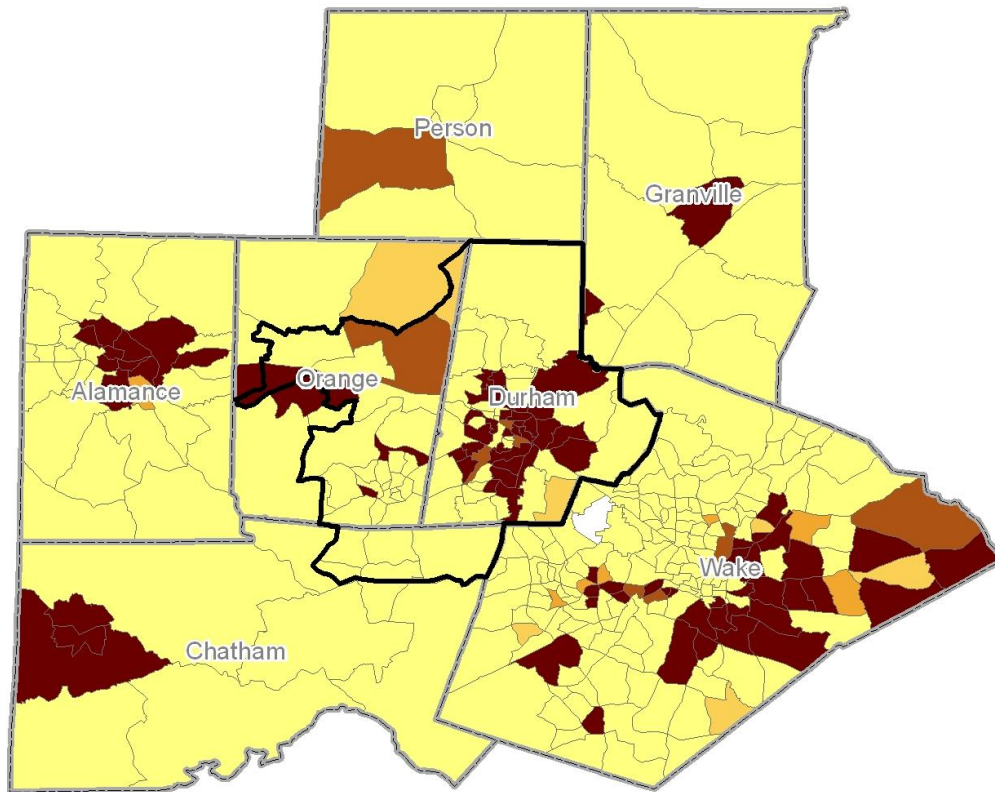


Percent of Census Tract Population with Limited English Proficiency



Durham Chapel Hill Carrboro MPO

Percent of Total Population that Speaks Spanish and has Limited English Proficiency

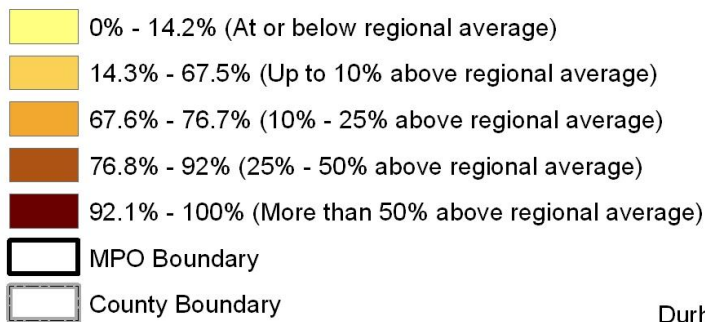
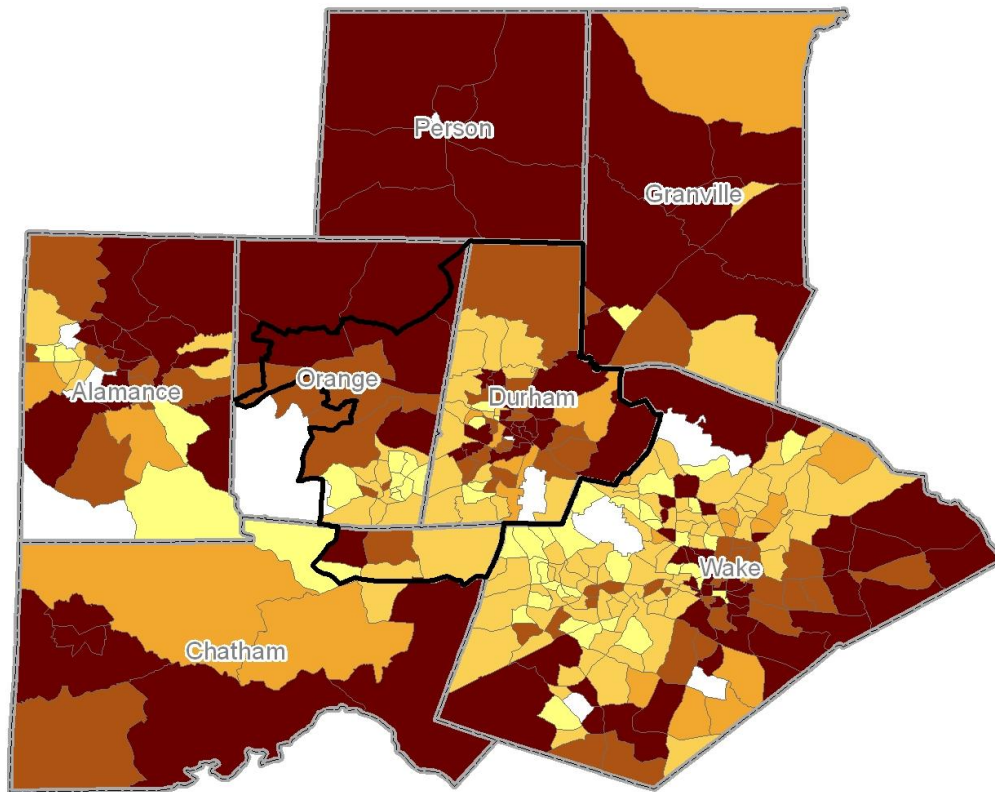


- 0% - 4.6% (At or below regional average)
- 4.7% - 5.1% (Up to 10% above regional average)
- 5.2% - 5.8% (10% - 25% above regional average)
- 5.9% - 6.9% (25% - 50% above regional average)
- 7% - 37.1% (More than 50% above regional average)

- MPO Boundary
- County Boundary

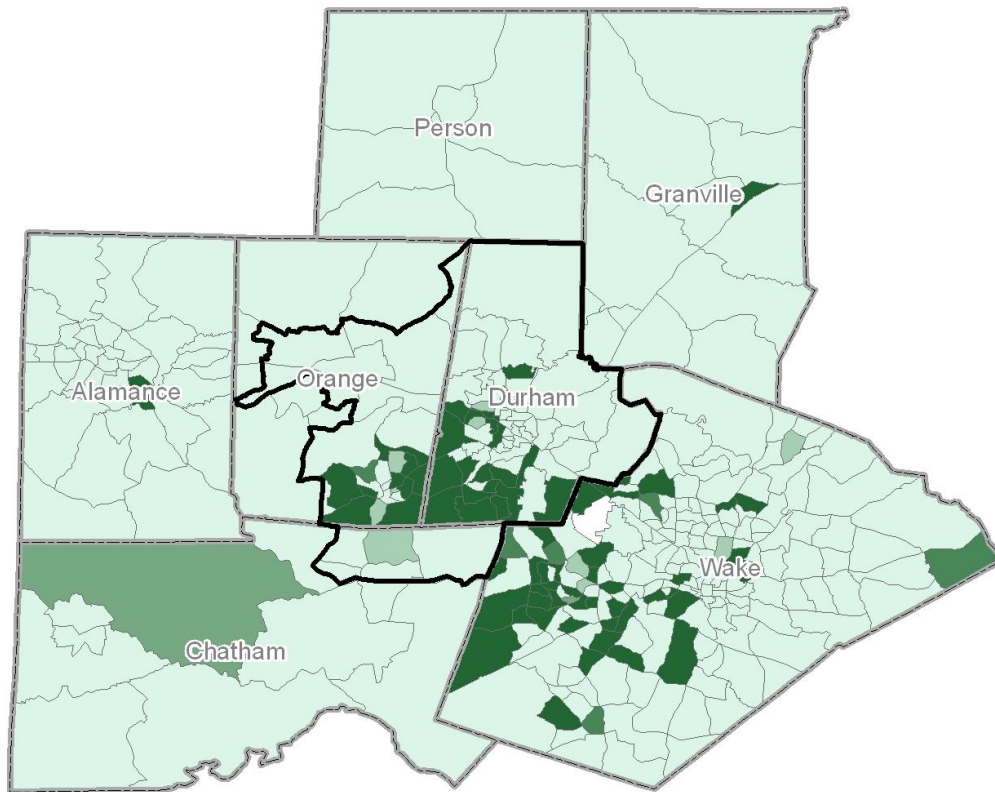
Durham Chapel Hill Carrboro MPO

Percent of LEP Population that Speaks Spanish



Durham Chapel Hill Carrboro MPO

Percent of Total Population that Speaks Chinese and has Limited English Proficiency

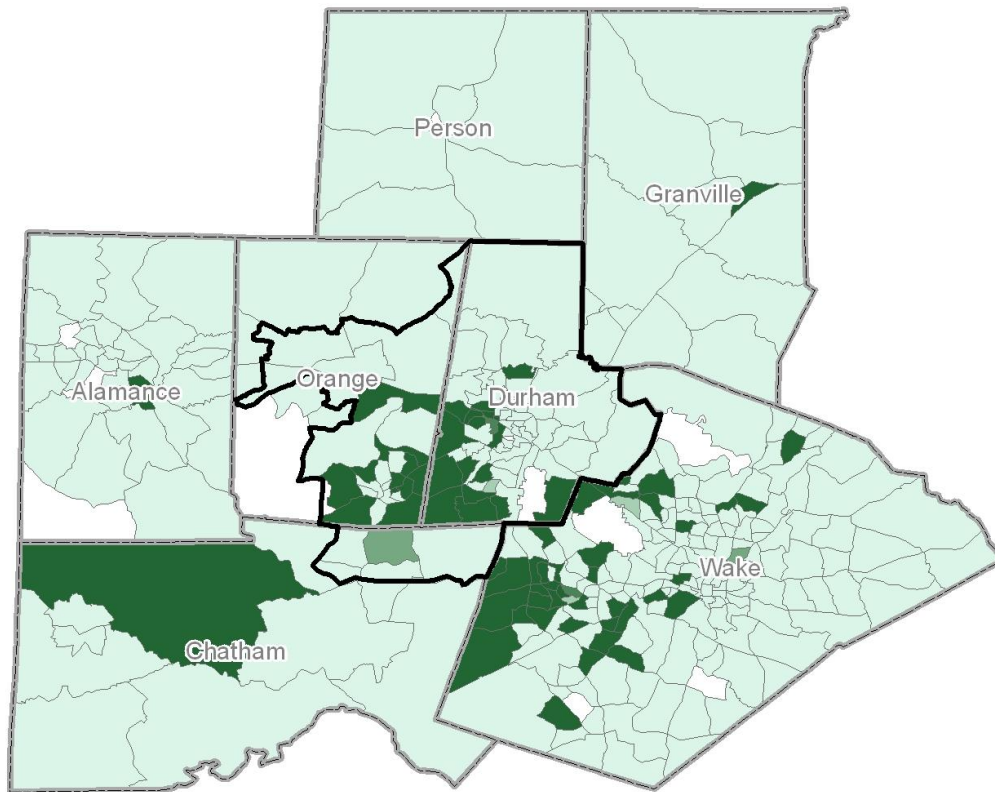


- 0% - 0.41% (At or below regional average)
- 0.42% - 0.45% (Up to 10% above regional average)
- 0.46% - 0.51% (10% - 25% above regional average)
- 0.52% - 0.61% (25% - 50% above regional average)
- 0.62% - 7.72% (More than 50% above regional average)

- MPO Boundary
- County Boundary

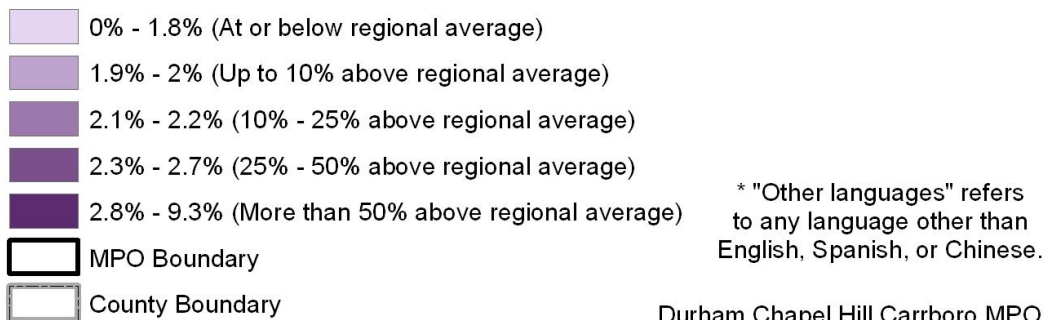
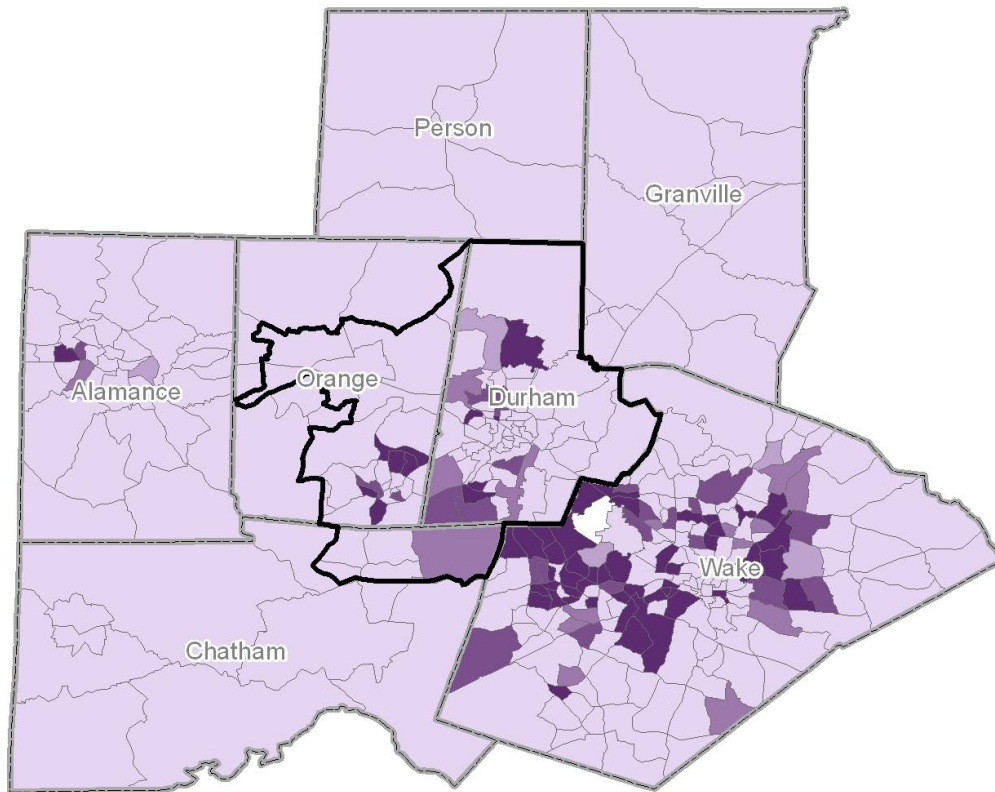
Durham Chapel Hill Carrboro MPO

Percent of LEP Population that Speaks Chinese



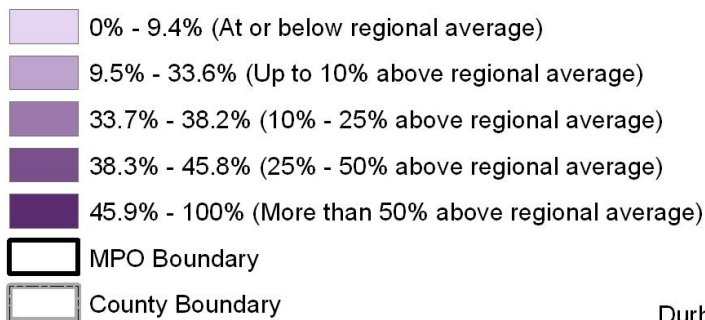
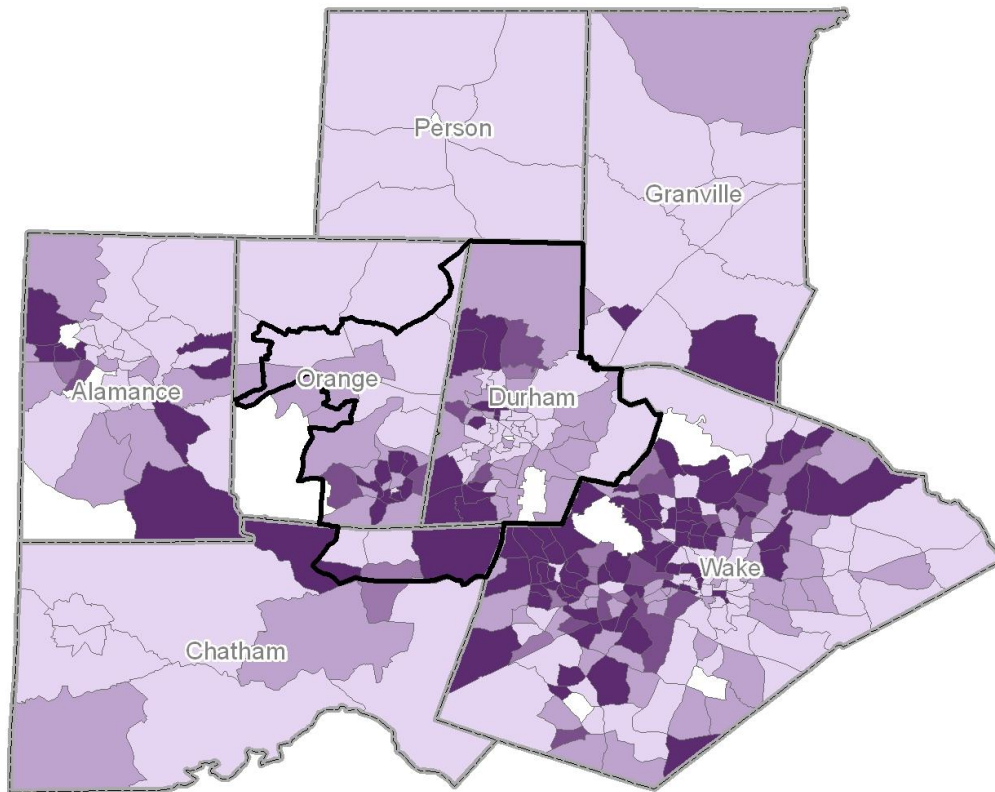
Durham Chapel Hill Carrboro MPO

Percent of Total Population that Speaks Other Languages* and has Limited English Proficiency



Durham Chapel Hill Carrboro MPO

Percent of LEP Population that Speaks Other Languages*



* "Other languages" refers to any language other than English, Spanish, or Chinese.

Durham Chapel Hill Carrboro MPO

FACTOR 1: Number or proportion of LEP persons eligible to be served or likely to encounter in the eligible DCHC MPO programs, activities, or services.

In order to determine the number of LEP persons, the DCHC MPO collected analyzed various data from the US Census Bureau. This data was used to evaluate whether certain language groups met the Safe Harbor clause of the LEP guidance, whether a language LEP group exceeds 5% of the regional population, or have a minimum threshold of 1000 LEP persons in a certain language.

Using the US 2010 CENSUS and American Community Survey (ACS) 2005-2009, the LEP population was ascertained. Based on the population 5 years and older, 0.81% of the DCHC MPO (3 counties, Durham, Orange and Chatham) population is deemed an LEP person, i.e. persons with limited English proficiency. The largest language subpopulation within the LEP population was that of Spanish, which constitutes about 86% of the LEP population. The remaining LEP population that did not speak English well or Spanish, were not significant and very miniscule therefore collapse as "other". The MPO examined the 2010 U.S. Census Bureau's profile for the Counties within the DCHC MPO. Tables 1a, 1b and Figures 1 to 5 show the number/percent of persons with regard to their English language skills for the DCHC planning area.

Figures showing the LEP data tabulation and visual display (mapping by census tract) are illustrated in the accompanying appendices.

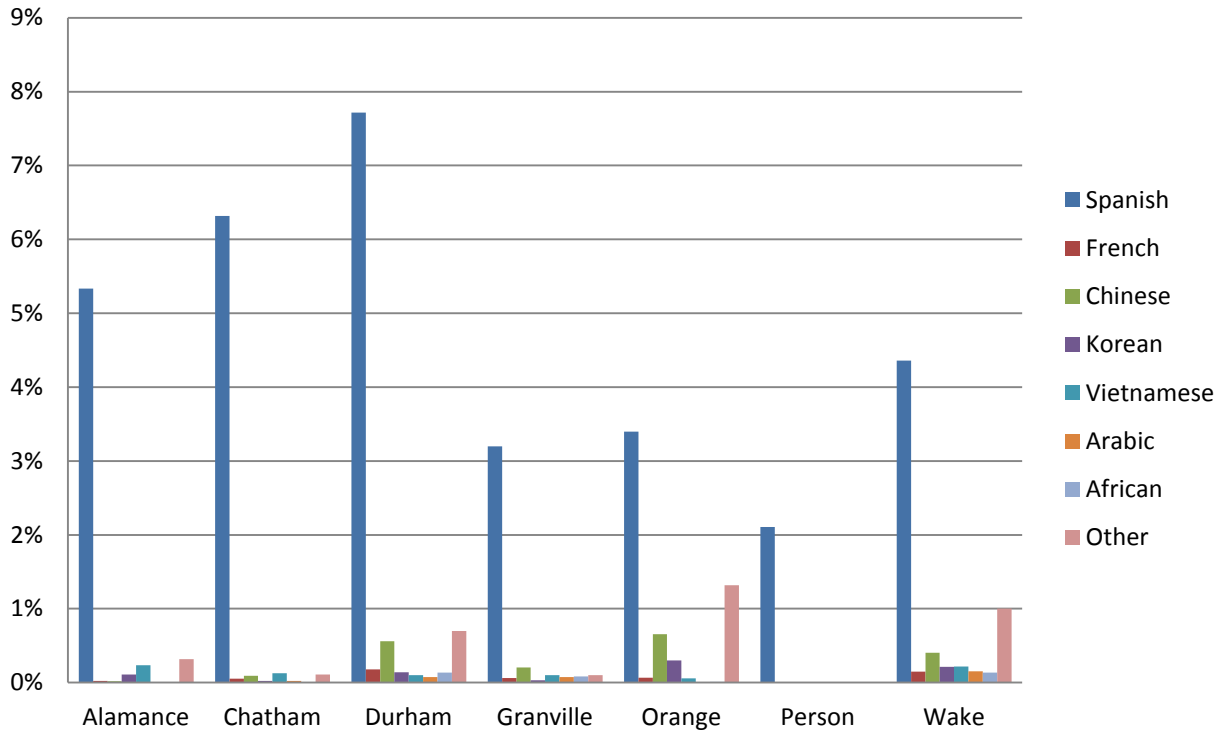
Limited English Proficiency Population by County

County	Total Pop	Total LEP	Spanish	French	Chinese	Korean	Vietnamese	Arabic	African	Other
Alamance	137600	8304	7338	32	26	148	324	0	0	436
Chatham	57464	3872	3629	30	52	13	74	12	0	62
Durham	239459	22993	18483	432	1340	333	236	177	320	1672
Granville	54675	2108	1749	33	113	17	55	42	45	54
Orange	122668	7125	4168	80	806	368	69	4	14	1616
Person	36524	769	769	0	0	0	0	0	0	0
Wake	786528	52168	34299	1173	3168	1681	1723	1186	1073	7865

Limited English Proficiency by Language, as % of total Population

County	Spanish	French	Chinese	Korean	Vietnamese	Arabic	African	Other
Alamance	5.33%	0.02%	0.02%	0.11%	0.24%	0.00%	0.00%	0.32%
Chatham	6.32%	0.05%	0.09%	0.02%	0.13%	0.02%	0.00%	0.11%
Durham	7.72%	0.18%	0.56%	0.14%	0.10%	0.07%	0.13%	0.70%
Granville	3.20%	0.06%	0.21%	0.03%	0.10%	0.08%	0.08%	0.10%
Orange	3.40%	0.07%	0.66%	0.30%	0.06%	0.00%	0.01%	1.32%
Person	2.11%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Wake	4.36%	0.15%	0.40%	0.21%	0.22%	0.15%	0.14%	1.00%

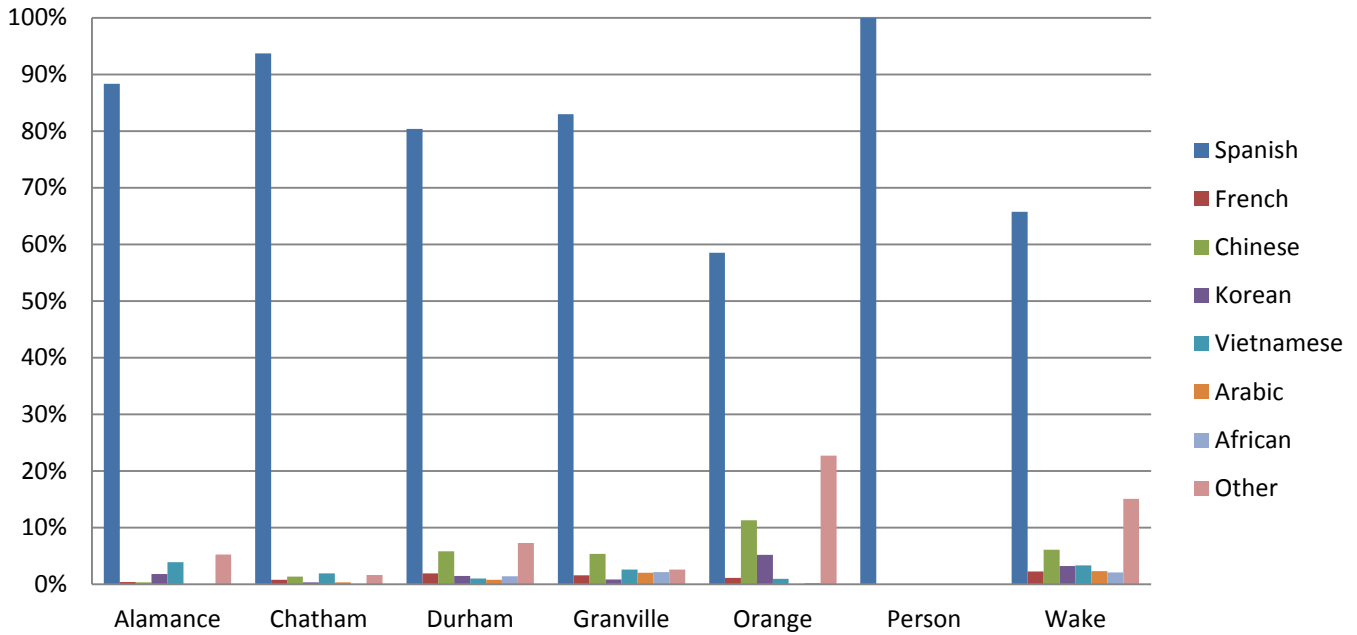
Limited English Proficiency, as % of Total Population



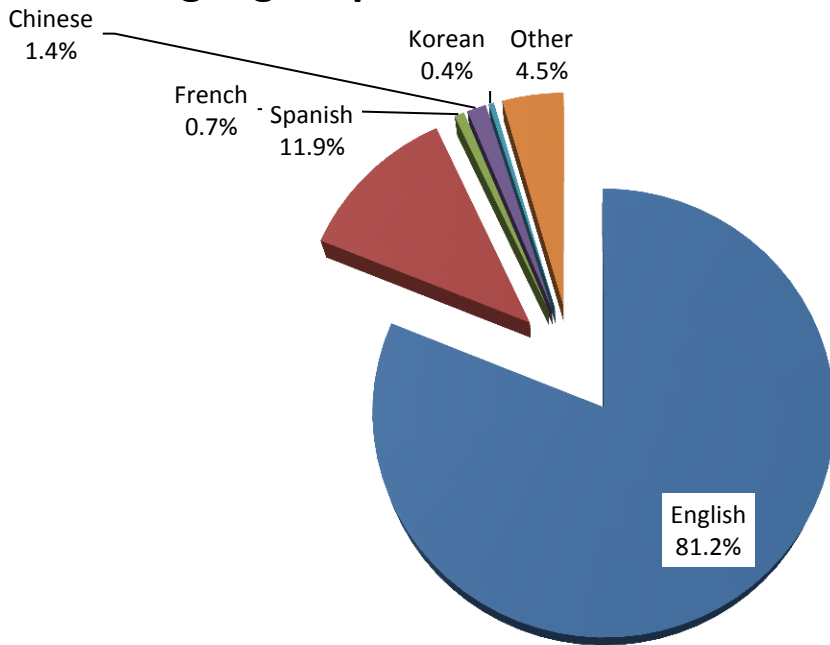
Limited English Proficiency by Language, as % of LEP Population

County	Spanish	French	Chinese	Korean	Vietnamese	Arabic	African	Other
Alamance	88.37%	0.39%	0.31%	1.78%	3.90%	0.00%	0.00%	5.25%
Chatham	93.72%	0.77%	1.34%	0.34%	1.91%	0.31%	0.00%	1.60%
Durham	80.39%	1.88%	5.83%	1.45%	1.03%	0.77%	1.39%	7.27%
Granville	82.97%	1.57%	5.36%	0.81%	2.61%	1.99%	2.13%	2.56%
Orange	58.50%	1.12%	11.31%	5.16%	0.97%	0.06%	0.20%	22.68%
Person	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Wake	65.75%	2.25%	6.07%	3.22%	3.30%	2.27%	2.06%	15.08%

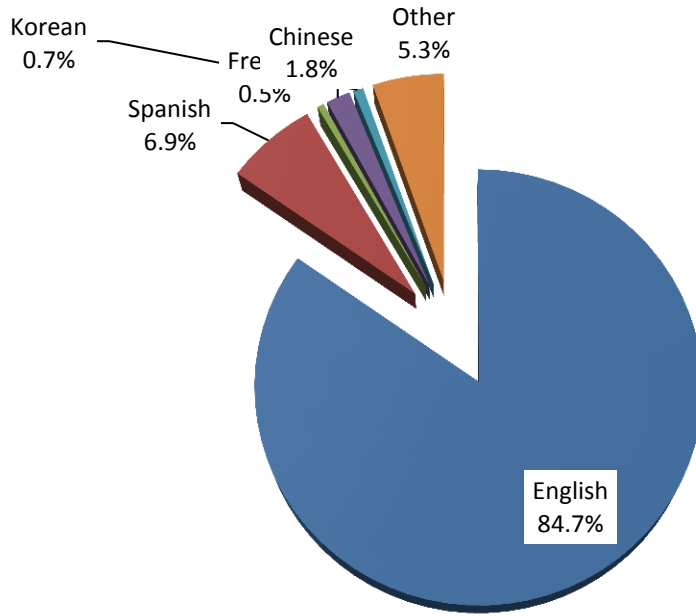
Limited English Proficiency, as % of Total Limited English Proficiency Population



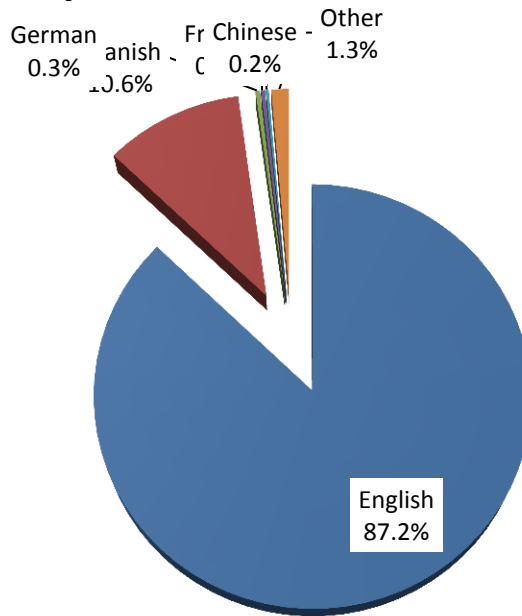
Languages Spoken at Home in Durham County



Languages Spoken at Home in Orange County



Languages Spoken at Home in Chatham County



FACTOR 2: Frequency with which LEP individuals come in contact with DCHCMPO programs, activities, or services.

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

FACTOR 3: Nature and importance of the program, activity or service provided by the DCHCMPO to the LEP population.

The MPO ensures that all segments of the population, including LEP persons, have been involved, or have the opportunity to become involved, in the transportation planning process. The impact of proposed transportation investments on underserved and underrepresented population groups is part of the evaluation process for use of federal funds in three major areas: 1) an annual unified planning work program, 2) a seven-year transportation improvement program, 3) a long-range transportation plan covering 20+ years.

Inclusive public participation is a priority and other MPO plans studies and programs as well. The impacts of transportation improvements resulting from these planning activities do have an impact on all residents. Understanding and involvement are encouraged throughout the process. The MPO is concerned with input from all stakeholders, and every effort is made to make the planning process as inclusive as possible. Progress towards project planning and construction under the responsibility of NCDOT is coordinated with the MPO. NCDOT has its own policies to ensure that LEP individuals participate in the project planning.

To assess the nature and importance of the programs, activities, and services provided by DCHCMPO to LEP and general community, the DCHCMPO conducted an internal and external review:

Internal Review

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

- Metropolitan Transportation Plan
- Transportation Improvement Plan
- Unified Planning Work Program
- Public Participation Plan

Based on this evaluation and the language assessment in Factor 1 of the Four Factor analysis, the staff will seek partner organizations proficient in Spanish to provide information about DCHCMPO plans and programs. Translation and/or interpretation services, for Spanish and other languages, will be considered upon request and in coordination with partner agencies in the region. Furthermore, public meeting notices

would be classified as vital documents requiring translation services. To facilitate the translation process for public meeting notices, the staff will prepare a template for the selected primary LEP language.

If any notice or document bears a direct impact toward a localized population that meets or exceeds the LEP Safe Harbor clause, then the notice or document will be considered for translation as described previously, to include translating notices and key information contained within vital documents.

External Review

Externally, a public outreach effort within the identified language communities will be conducted. Community groups that work with the Spanish populations will be contacted for their input. In this outreach, the DCHC MPO staff will provide community groups a synopsis of what the primary purpose and functions of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization and ask what key issues, programs, services, are and activities they perceive are critical. These will be noted in the transportation planning process and sent forward to the appropriate agency and/or locality as applicable.

FACTOR 4: Resources available to the DCHCMPO and Overall Costs to Provide LEP Assistance

Given the size of the LEP population in the MPO's planning boundary and financial constraints, full translation of all transportation plan documents, except for vital documents (a document that contains information critical to obtaining federal funds or benefits), is not appropriate at this time. However, continued growth of our area and its Spanish-speaking population makes offering Spanish translation, in many areas, a good community investment; therefore, the MPO will make efforts to collaborate with state and local agencies to provide language translation and interpretation services were impractical within the scope of funding available.

The MPO will use a “seven business day” notification statement in order to be most accommodating to the public. If the seven-day notice becomes impractical to meet LEP assistance requests, this LEP plan standard will be changed.

4 DCHC MPO Transit Operators LEP Initiatives

MPO transit operators are constantly looking for ways to improve communication and enhanced contact and accessibility with LEP patrons. Over the past several years, transit officials organized a public work sessions dedicated to LEP patrons who use their systems. Overall, an average 20 people mostly Spanish speaking attended. Others were from French Speaking SE Asia and Africa. The purpose of the meetings was to provide the patrons the opportunity to understand the transit system operations and also afford them insight into the language and outreach needs of the group.

Key Ideas from these meetings are summarized as follows:

- The importance of communicating with these groups through their children, most of whom speak both native languages and English.
- Incorporating images into our communications for those who prefer not to read whether it is in English or Spanish.
- Attending major festivals and events with space or booth to attract visitors - can have games

and/or giveaways.

- Using the radio to leverage communications. The radio stations are highly listened to while some are at home or on the jobs. We can work with the DJs to promote educational opportunity for public transit. The community looks up to the DJs.
- The introduction of the transit user advocates or ambassadors program as well as introduction of the Citizens meetings to afford riders the opportunity to provide input to various service initiatives that may impact LEP communities.

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

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

4.1 Transit Regional Call Centers and LEP Outreach/Awareness

Transit operators in the Triangle Region teamed up and established a regional consolidated call center for Triangle residents to access transit service information from a single source. This center has been in operation for the past 5 years and is currently operated by the Triangle Transit. It has several customer service attendants who take live calls and answer patrons questions related to transit services in the Triangle Region. Over the past 5 years calls have more than quadruple. An increasing number of these calls now come from riders with Limited English Proficiency or LEP group. To assist this group the center constantly has a bilingual (English & Hispanic) call takers to assist the largest LEP population in the triangle –Spanish speaking population. Over the past 3 years non-English speaking calls have averaged 1% of all calls received, making it imperative for the service to acknowledge the importance of this population group. In the past two years there have been 185 calls originating from non-English speakers of mostly Spanish origin.

In addition to the live or voice response system transit operators and the Call Center periodically administers surveys asking patrons to indicate if there was other languages that needed to be covered. So far, French has been the only language that has been requested. Since the request came from a single source the individual was directed to a French-Speaking staff for direct assistance.

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

Regional Call
Center FY2011

**Phone Call Distribution by
Individual Transit Systems**

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

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

Customer Feedback Totals

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

4.2 Interpretation and Translation Services

Latino media outlets and television and radio stations; La Conexion, Que Pasa, Univison, Telefutura, La

Ley and EL Centro help provide translation and interpretation services to various MPO agencies and transit operators. These media outlets are typically used to resolve public safety needs, to assist with general interpretation and translation, to provide court-certified interpreters, to communicate with the audibly impaired, or to provide language proficiency testing for public safety personnel. Further, DCHC MPO member agencies use the aforementioned Latino media sources below to offer interpretation and translation services, mostly in Spanish free of Charge to the City.

4.2.1 Bus Operators:

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

4.2.2 Paratransit Operators:

The paratransit operators use mostly the services of the County Social services which has translator resources for Hispanic community. The Department also works with Churches and with the Latino community organizations within the metropolitan area. Brochures, announcements and news about our paratransit program programs relating to our services are sent to this organization for dissemination of in the inbound calls coming through the our scheduler voice response system are sometimes sent to Spanish speaking customer service staffers. In very rare case do the paratransit system utilize Spanish speaking driver to provide assistance or by request this is because 99 percent of the paratransit (demand responsive) clients are English speaking patrons. In very rare occasions when a non-English Speaking client ask for a service our in-house Spanish speaking staff is able to offer that assistance.

4.2.3 Transit Security Police Unit

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

5 Meeting the LEP Requirements

Engaging the diverse population within the MPO boundaries is important. DCHCMPO is committed to providing quality services to all citizens, including the LEP population we serve. Spanish has been identified as, by far, the most dominant language spoken by LEP individuals in this MPO service area. All language access activities detail below will be coordinated in collaboration with the MPO board and staff.

5.1 Providing notice to LEP persons

The USDOT LEP guidance indicates that once an agency has decided, based on the four factors, to provide language services, it is important that the recipient notify LEP persons of service is available free of charge in languages LEP persons would understand. Examples of methods of notification include:

1. Stating in outreach documents that language services are available
2. Signage that free language assistance is available with advance notice
3. Working with community-based organizations and other stakeholders to inform LEP individuals of the MPO services and the availability of language assistance
4. Providing information as to the availability of translation services (parenthesis free of charge) when advertising for public hearings were MPO related workshops.

Other reasonable steps will depend on:

- The number and proportion of LEP persons potentially served by the program or activity and the variety of languages spoken in the service area.
- The frequency with which LEP individuals are affected by the program or activity.
- The importance of the effect of the program on LEP individuals.
- The resources available to the recipient and the urgency of the situation.
- The level of services provided to fully English proficient people.
- Whether LEP persons are being excluded from services or provided a lower level of services.
- Whether the recipient has adequate justification for restrictions, if any, on special language services or on speaking languages other than English.

DCHCMPO intends to take reasonable steps to make available interpreter services, free of charge, and to include, at a minimum, Spanish translators upon request of at least seven business days prior to MPO board and committee meetings, workshops, forums, or events. The MPO is defining an interpreter as a person who translates spoken language as opposed to a translator who translates written language and transfer the meaning of written text from one language into another. The MPO transit operators currently have interpretation and translation services as described in the transit section of this report. The Lead Planning Agencies will coordinate interpretation and translation efforts with transit operators.

5.2 Proposed Ongoing LEP Services include:

- Coordination with the appropriate MPO agencies to provide an interpreter for phone and/or walk-in customers.
- Coordination with Que Pasa newspaper to translate small documents - up to two pages.
- Coordination with the Gov. Morehead School to convert small documents - up to three pages - to Braille provided there is a seven day advance notice.
- Coordination with partner agencies and special needs organizations to meet requested needs.
- Creation of a list of inside and outside sources that can provide competent oral and written translation services
- Analysis of the cost of these services, if any
- Identification of potential budget and personnel limitations pertaining to these services
- When an interpreter is needed, either in person or on the telephone, we first determine which language is required. If a translator for the required language is not available or a formal

interpretation is required staff shall consider using one of the following translation service companies

5.3 MPO staff training

Appropriate DCHCMPO (LPA) staff will be provided access to the LEP Plan and will be offered training on procedures and services available. Training topics will include:

- Understanding Title VI of the Civil Rights Act of 1964 and LEP responsibilities.
- LEP program responsibilities and obligations.
- Language assistance services offered.
- Use of LEP Language Assistance Cards ("*I Speak Cards*").
- Documentation of language assistance requests.

Such training will be developed to ensure that staff is fully aware of LEP policies and procedures and are effectively able to work in person and/or by telephone with LEP individuals. Other MPO agencies' staff will be provided with the LEP plan and will be educated on procedures and services available. An information brochure will be prepared and will establish meaningful access to information and services for LEP individuals and employees in public contact positions, especially those who will serve as translators for interpreters.

Signs will be posted that language assistance is available in public areas such as at DCHCMPO reception, conference room waiting areas, and the DCHCMPO website.

5.4 Outreach Techniques

- If DCHCMPO staff knows that they will be presenting a topic in a geographic location with a known concentration of LEP persons, DCHCMPO staff will make a concerted effort to have meeting notices, fliers, advertisements, or agendas printed in the alternative language. MPO staff will coordinate with local community groups to have someone available who can help interpret information at the meeting.
- When running a general public meeting notice in a geographic location that could be of potential importance to LEP persons or if staff will be hosting a meeting or a workshop, DCHCMPO staff will, to the extent possible, insert the following clause: "An interpreter will be available" in the predominant language. DCHCMPO staff will seek to coordinate with local community groups to have someone available who can help interpret information at the meeting.
- Include an LEP assistance statement when running general public meeting notices:

6 Language Assistance Measures & LEP Strategies

When an interpreter is needed, in person or on the telephone, DCHCMPO staff will first determine what language is required. DCHCMPO staff will provide the service if available. If not available, the request will be directed to the LEP Coordinator, who will check the MPO *LEP Employee Guide* to see what languages are offered. If the required is not available, the LEP coordinator will seek to address the request from the on-call. The following DCHCMPO documents will be available in Spanish:

- DCHCMPO LEP brochure.
- Nondiscrimination Complaint Form.
- Citizens Guide (Provides an overview of transportation planning processes).
- Additional translation and/or interpretation services will be considered upon request and in coordination with partner agencies in the region.

LEP Strategies for DCHCMPO Agencies

Agency	Telephone Services	Printed Material	In-Person Assistance	Media Ads	Web Info	Translation	Bus Divers' Assistance	Citizen Advisory Committee
DCHC MPO - LPA	*	*	*	*	*	*		*
DATA	*	*	*	*	*	*	*	
Triangle Transit	*	*	*	*	*	*	*	
Chapel Hill Transit	*	*	*	*	*	*	*	
Chapel Hill	*	*				*		
Carrboro	*	*				*		
Durham City	*	*	*			*		
Durham County	*	*				*		
Hillsborough	*	*				*		
Chatham County	*	*				*		
Orange County	*	*				*		
Call Center	*							

7 Monitoring and updating the LEP plan

This plan is designed to be flexible and is one that can be easily updated. At a minimum, the MPO will update the LEP plan on a bi-annual basis. Each update should examine all plan components, such as:

- How many LEP persons were encountered?
- Were their needs met?
- What is the current LEP population of the MPO area by County?
- Has there been a change to the type of languages where translation services are needed?
- Have the MPO's available resources, such as technology, staff, and financial costs, changed?
- Has the MPO fulfilled the goals of the LEP plan?
- Were any complaints received?

The DCHCMPO will follow the Title VI Program monitoring and reporting schedule for the LEP Plan, which includes bi-annual reports to NCDOT and FHWA. Reports will address the following questions:

- How many LEP persons were encountered?
- What is the current LEP population in DCHC metropolitan area?
- Has there been a change in the languages where translation services are needed?
- Is there still a need for continued language assistance for previously identified DCHCMPO programs?
- Are there other programs that should be included?
- Have DCHCMPO available resources, such as technology, staff, and financial costs changed?

8 Website

The Lead Planning Agency and the MPO transit operators have websites for public outreach and information dissemination. The information is essentially in English. However bus maps and route schedules are provide and posted at the sites in both English and Spanish, the predominantly leading language that most of our non English speaking patrons use. The MPO is in the process of updating the MPO website to include a Spanish page.

DCHCMPO staff will post the LEP Plan on its website at <http://www.dchcmo.org>. Any person with Internet access will be able to view the plan. Copies of the LEP Plan will also be provided to the DCHCMPO member jurisdictions and interested parties upon request.

9. Assessment of Resource Availability for Ongoing LEP Implementation

The DCHCMPO assessment for available resources will be an ongoing activity. Initially, volunteer staff translators and interpreters will be identified. The Lead Planning Agency (LPA) staff will conduct outreach to identify volunteer interpreters, civic groups, and community organizations to further coordinate language assistance services.

The following sections provide more details about how DCHCMPO staff will provide assistance for persons of Limited English Proficiency, train staff, distribute LEP information to the public, and monitor the LEP plan.

- Examine records of requests for language assistance from past meetings and events to anticipate the possible need for assistance at upcoming meetings;
- Set up a sign-in sheet table at DCHCMPO-sponsored events, have a staff member greet and briefly speak to attendees to informally gauge the attendee's ability to speak and understand English;
- Have the Census Bureau's "*I Speak Cards*" at workshop or conference sign-in sheet table. While staff may not be able to provide translation assistance at this meeting, the cards are an excellent tool to identify language needs for future meetings;
- Assistance in the DCHCMPO reception area;

10 Dissemination of the MPO LEP plan

The LEP plan will be posted on the MPO website at www.dchcmo.org. Any person, including social service, nonprofit, and other community partners with Internet access, will be able to access the plan. For those without personal Internet service, County libraries offer free Internet access. Copies of the LEP plan will be provided to each member jurisdiction's personnel department, NCDOT, FHWA, FTA, and any person or

agency requesting a copy. Each MPO sub recipient will be provided a copy and will be educated on the importance of providing language assistance.

Any questions or comments regarding this plan should be directed to the MPO staff:

Felix Nwoko, PhD, Transportation Planning Manager

DCHCMPO

101 City Hall Plaza

Durham, NC 27701

(919) 560-4366 Telephone

(919) 560-4561 Facsimile

felix.nwoko@durhamnc.gov E-mail

DCHC MPO discrimination complaint procedure

Title VI of the civil rights act of 1964 as of today prohibits discrimination on the basis of race, color, national origin in programs and activities receiving federal financial assistance. As a sub recipient of NCDOT, the capillary MPO has in place the following discrimination complaint procedures:

1. Any person who believes that he or she or any specific class of persons has been subjected to discrimination or retaliation prohibited by title VI of the Civil Rights Act of 1964 as amended and related statutes may file a written complaint. All written complaints received by the capillary MPO shall be referred immediately by that MPO's title VI specialists will notify the complainant in writing of the final decision reached, including the proposed disposition of the matter. The notification will advise the complainant of his/her right to file a formal complaint with the NCDOT, EEO, if they are dissatisfied with the final decision rendered by the MPO. The MPO Title VI coordinator will also provide NCDOT Title VI coordinator with a copy of this decision and summary of findings.
2. The MPO title VI specialists will maintain a log of all verbal or written complaints received. The log will include the following information:
 - a. Name of complainant
 - b. Name of alleged discriminating official
 - c. Basis of complaint: i.e. , race, color, national origin, sex, age, disability, religion, familial status, or retaliation.
 - d. Date verbal or not written complaint was received by the MPO
 - e. Did the MPO Title VI coordinator notify the NCDOT, Title VI Coordinator as appropriate of the verbal or written complaints.
 - f. Explanation of the actions the MPO has taken or has proposed to take to resolve the allegations raised in the complaint.

Title VI of the Civil Rights Act of 1964, as amended, prohibits discrimination on the basis of race, color, or national origin. Subsequent laws and Presidential Executive Orders added handicap, sex, age, income status and limited English proficiency to the criteria for which discrimination is prohibited, in programs and activities receiving federal financial assistance. As a sub-recipient of federal assistance, the DCHCMPO has adopted a Discrimination Complaint Procedure as part of its Nondiscrimination Plan to comply with Title VI and associated statutes.

1. Any person who believes that he or she, individually, as a member of any specific class, or in connection with any disadvantaged business enterprise, has been subjected to discrimination prohibited by Title VI of the Civil Rights Act of 1964, as amended, or any nondiscrimination authority, may file a complaint with the DCHCMPO. A complaint may also be filed by a representative on behalf of such a person. All complaints will be referred to the DCHCMPO Title VI Coordinator for review and action.
2. In order to have the complaint considered under this procedure, the complainant must file the complaint no later than 180 days after:
 - a. The date of the alleged act of discrimination; or
 - b. Where there has been a continuing course of conduct, the date on which that conduct was discontinued

In case, the recipient or his/her designee may extend the time for filing or waive the time limit in the interest of justice, specifying in writing the reason for so doing.

1. Complaints shall be in writing and shall be signed by the complainant and/or the complainant's representative. Complaints should set forth as fully as possible the facts and circumstances surrounding the claimed discrimination. In the event that a person makes a verbal complaint of discrimination to an officer or employee of the recipient, the person shall be interviewed by the Title VI Coordinator. If necessary, the Title VI Coordinator will assist the person in putting the complaint in writing and submit the written version of the complaint to the person for signature. The complaint shall then be handled in the usual manner.
2. Within 10 days, the DCHCMPO Title VI Coordinator will in acknowledge receipt of the allegation in writing, inform the complainant of action taken or proposed action to process the allegation, advise the respondent of their rights under Title VI and related statutes, and advise the complainant of other avenues of redress available, such as the North Carolina Department of Transportation (NCDOT) and the Federal Highway Administration (FHWA).
3. Within 10 days, a letter will be sent to the NCDOT, Civil Rights Division, and a copy to the FHWA Raleigh Division Office. This letter will list the names of the parties involved, the basis of the complaint, and the assigned investigator.
4. In the case of a complaint against the DCHCMPO, NCDOT Civil Right investigator will prepare a final investigative report and send it to the complainant, respondent (DCHCMPO person listed), the DCHCMPO Title VI Coordinator, and FHWA Raleigh office.

5. Within 60 days, the DCHCMPO Title VI Coordinator will conduct and complete an investigation of the allegation and based on the information obtained, will render a recommendation for action in a report of findings to the Executive Director of the recipient of federal assistance. The complaint should be resolved by informal means whenever possible. Such informal attempts and their results will be summarized in the report of findings.
6. Within 90 days of receipt of the complaint, the DCHCMPO Title VI Coordinator will notify the complainant in writing of the final decision reached, including the proposed disposition of the matter. The notification will advise the complainant of his/her appeal rights with NCDOT or the Federal Highway Administration (FHWA), if they are dissatisfied with the final decision rendered by the DCHCMPO. The DCHCMPO's Title VI Coordinator will also provide the NCDOT Civil Rights Office with a copy of the determination and report findings.
7. In the case a nondiscrimination complaint that was originated at the DCHCMPO is turned over to and investigated by VDOT, FHWA or another agency, the DCHCMPO Title VI Coordinator will monitor the investigation and notify the complainant of updates, in accordance with applicable regulations and NCDOT policies and procedures.
8. In accordance with federal law, the DCHCMPO will require that applicants of federal assistance notify the DCHCMPO of any law suits filed against the applicant or sub-recipients of federal assistance or alleging discrimination; and a statement as to whether the applicant has been found in noncompliance with any relevant civil rights requirements.
9. The DCHCMPO will submit Title VI accomplishment reports to the NCDOT, Civil Rights Office, in compliance with NCDOT's established processes.
10. The DCHCMPO will collect demographic data on staff, committees, and program areas in accordance with 23 CFR, 49 CFR and NCDOT's established procedures and guidelines.
11. Pursuant to the North Carolina Public Records Act, the DCHCMPO will retain Discrimination Complaint Forms and a log of all complaints filed with or investigated by the DCHCMPO.
12. Records of complaints and related data will be made available by request in accordance with the USDOT and North Carolina Freedom of Information Act.

Please provide the following information, necessary in order to process your complaint. Assistance is available upon request. Complete this form and mail or deliver to: DCHC MPO, The lead Planning City of Durham, Transportation, 101 City Hall Plaza, Durham, NC 27701.

If the complaint is against the DCHCMPO, you may complete this form and mail or deliver to: NCDOT

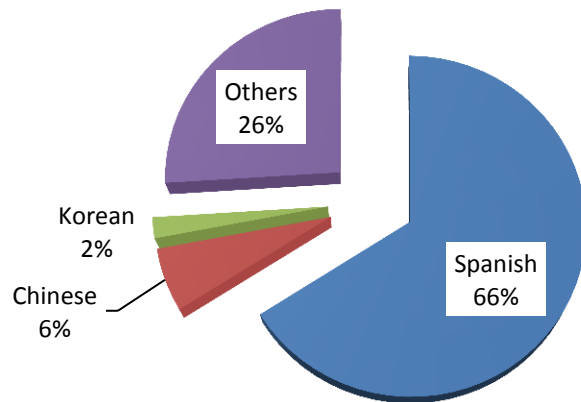
NCDOT
Civil Rights Manager,
Address1700
Raleigh, NC 27xxx.

For any questions, you can reach our office Monday-Friday from 8:00am to 4:30pm at (919) 560-4366, or you can email the DCHCMPO Title VI Coordinator at TitleVI-Coordinator@dchcmo.org.

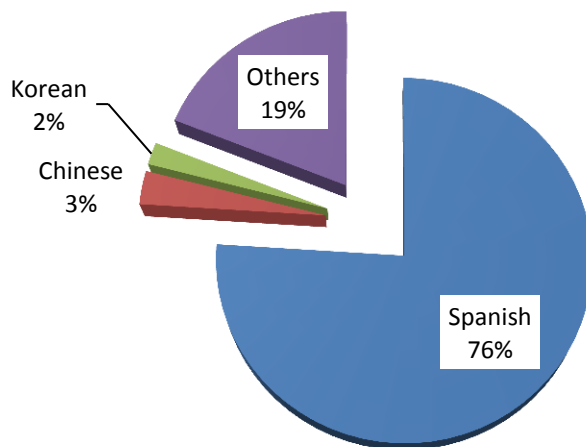
Appendices

Appendix 1:

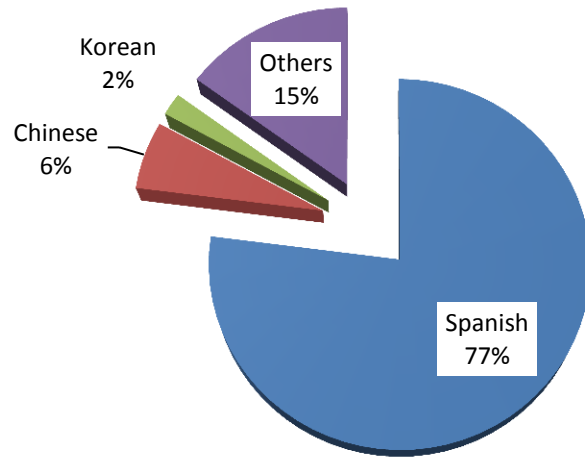
LEP Speakers in United States by Language Spoken at Home



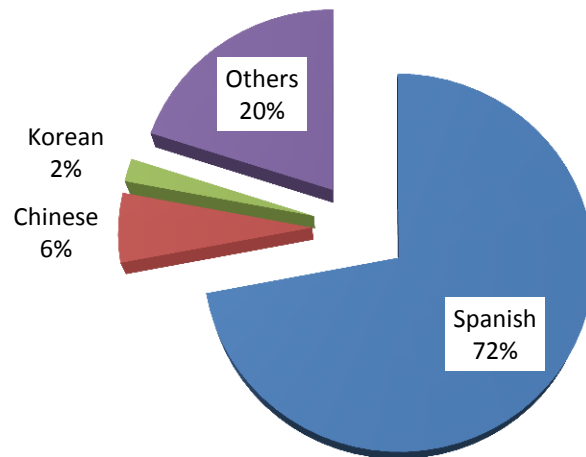
LEP Speakers in North Carolina by Language Spoken at Home



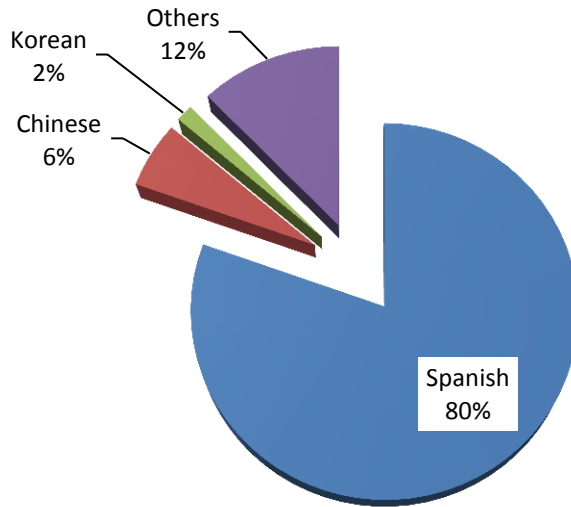
LEP Speakers in DCHC MPO Region by Language Spoken at Home



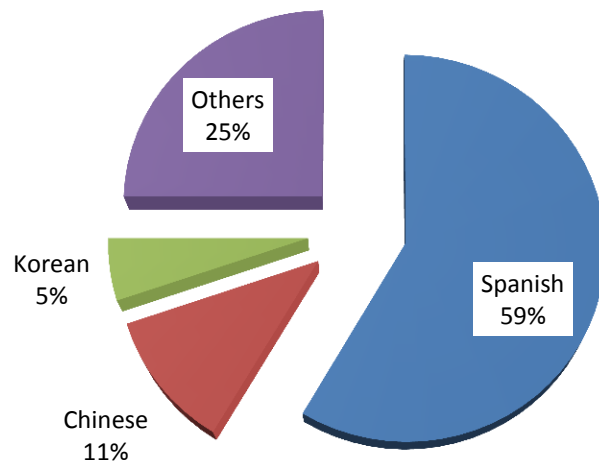
LEP Speakers in Triangle Region by Language Spoken at Home



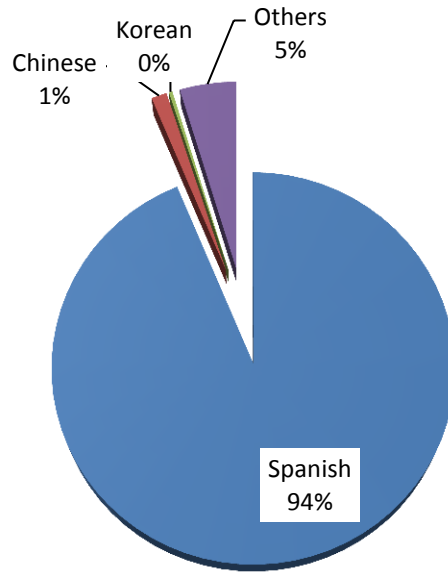
LEP Speakers in Durham County by Language Spoken at Home



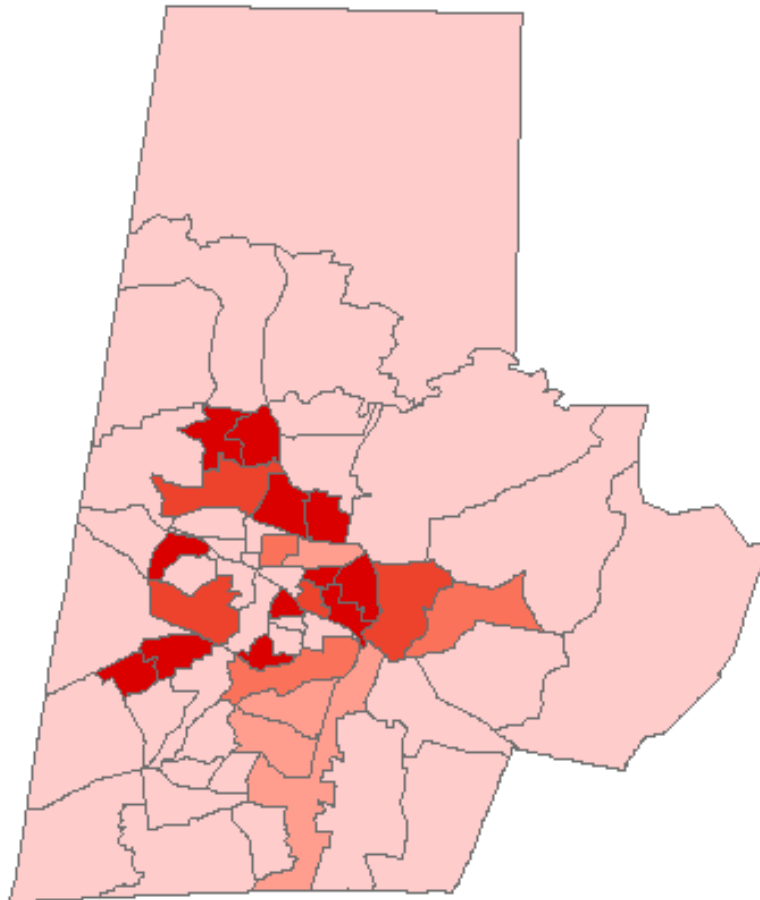
LEP Speakers in Orange County by Language Spoken at Home



LEP Speakers in Chatham County by Language Spoken at Home



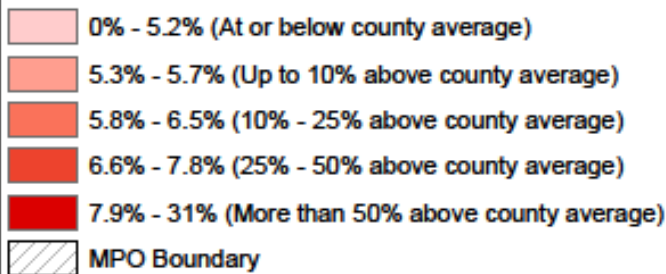
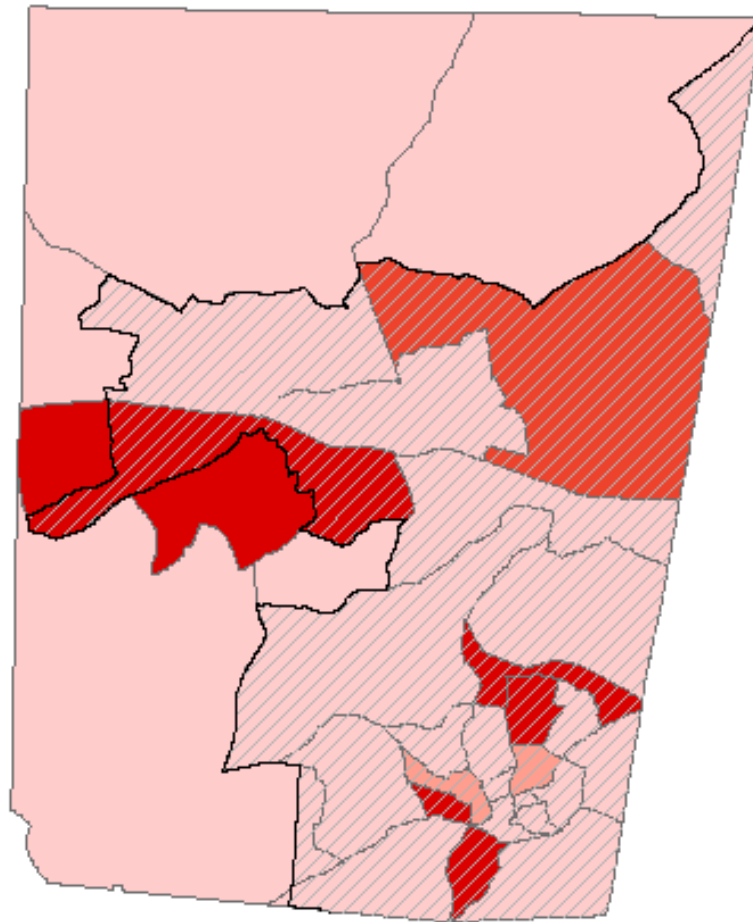
Percent of Census Tract Population with Limited English Proficiency in Durham County



- 0% - 9.5% (At or below county average)
- 9.6% - 10.4% (Up to 10% above county average)
- 10.5% - 11.8% (10% - 25% above county average)
- 11.9% - 14.2% (25% - 50% above county average)
- 14.3% - 35.9% (More than 50% above county average)

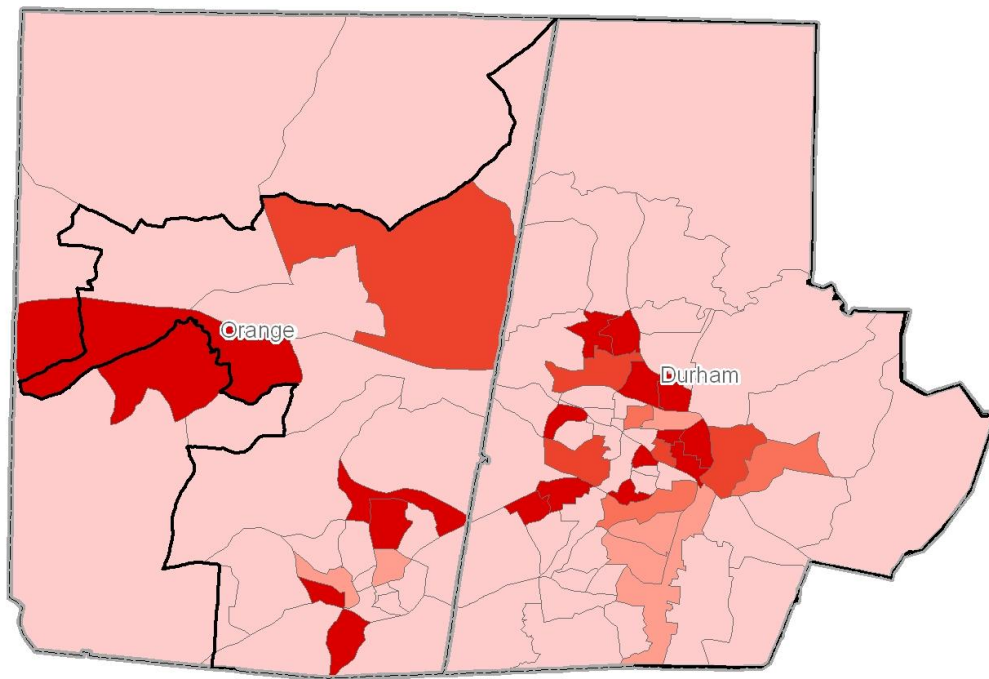
Durham Chapel Hill Carrboro MPO








Percent of Census Tract Population with Limited English Proficiency in Orange County



Durham Chapel Hill Carrboro MPO

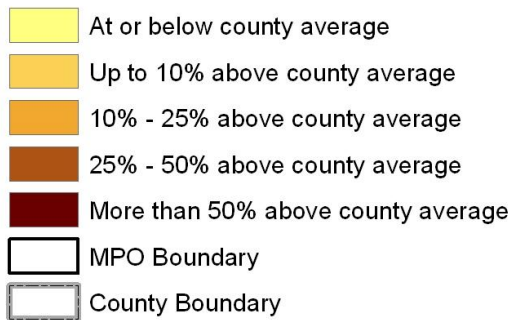
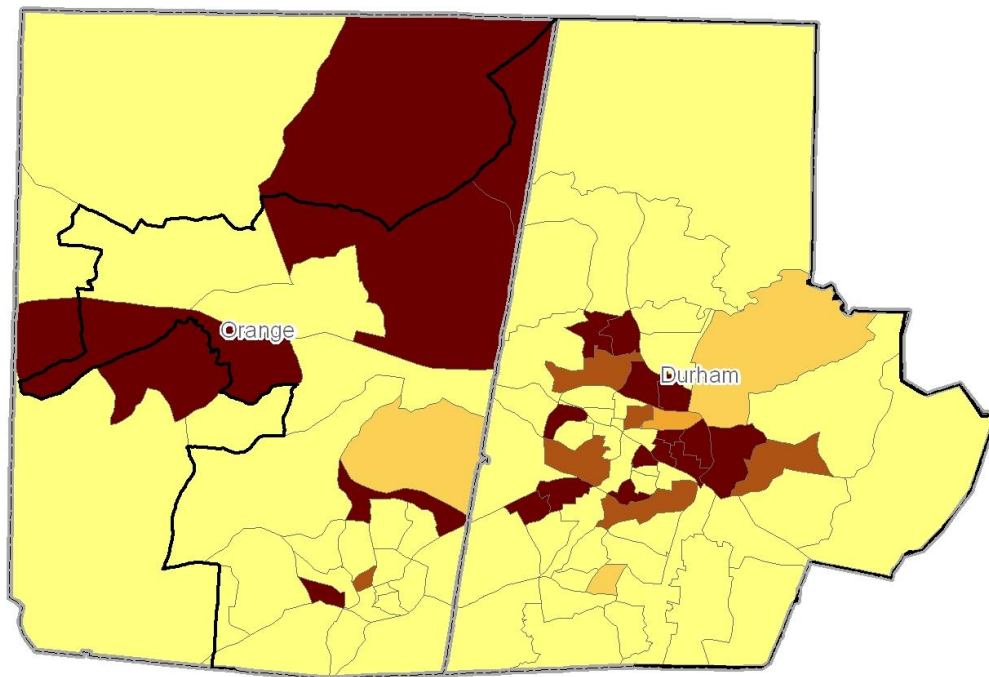
Percent of Census Tract Population with Limited English Proficiency in Durham and Orange Counties



-  At or below county average
-  Up to 10% above county average
-  10% - 25% above county average
-  25% - 50% above county average
-  More than 50% above county average
-  MPO Boundary
-  County Boundary

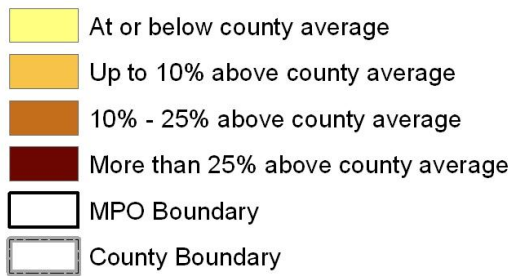
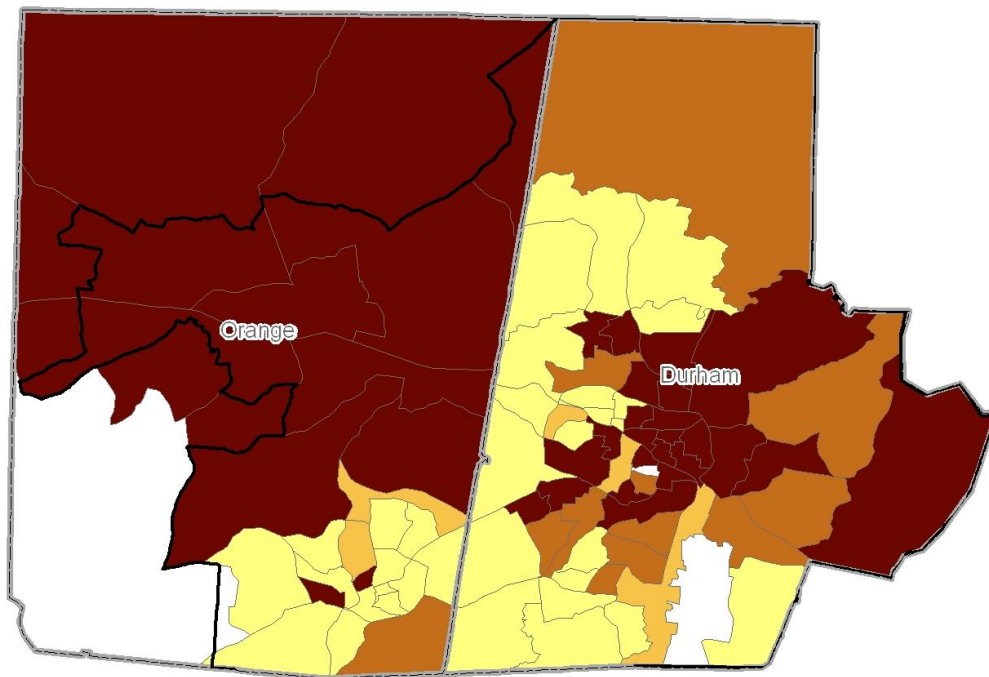
Durham Chapel Hill Carrboro MPO

Percent of Total Population that speaks Spanish and has Limited English Proficiency in Durham and Orange Counties



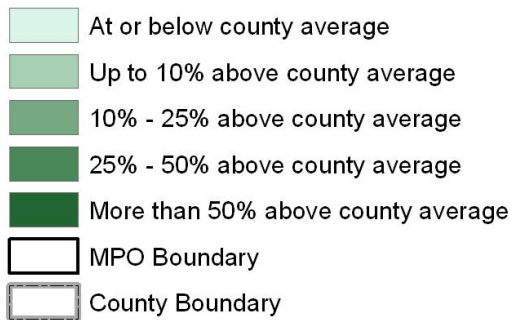
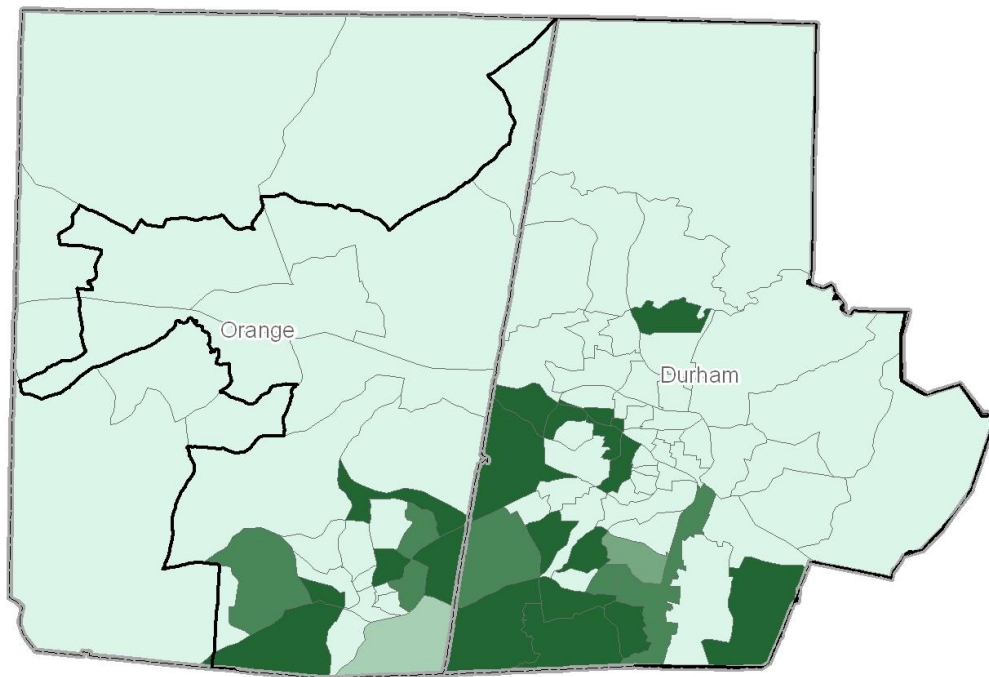
Durham Chapel Hill Carrboro MPO

Percent of LEP Population that Speaks Spanish in Durham and Orange Counties



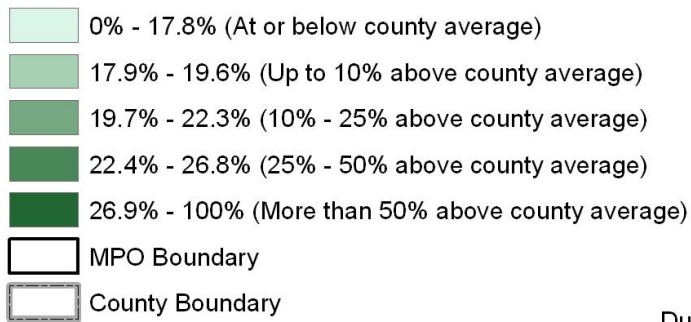
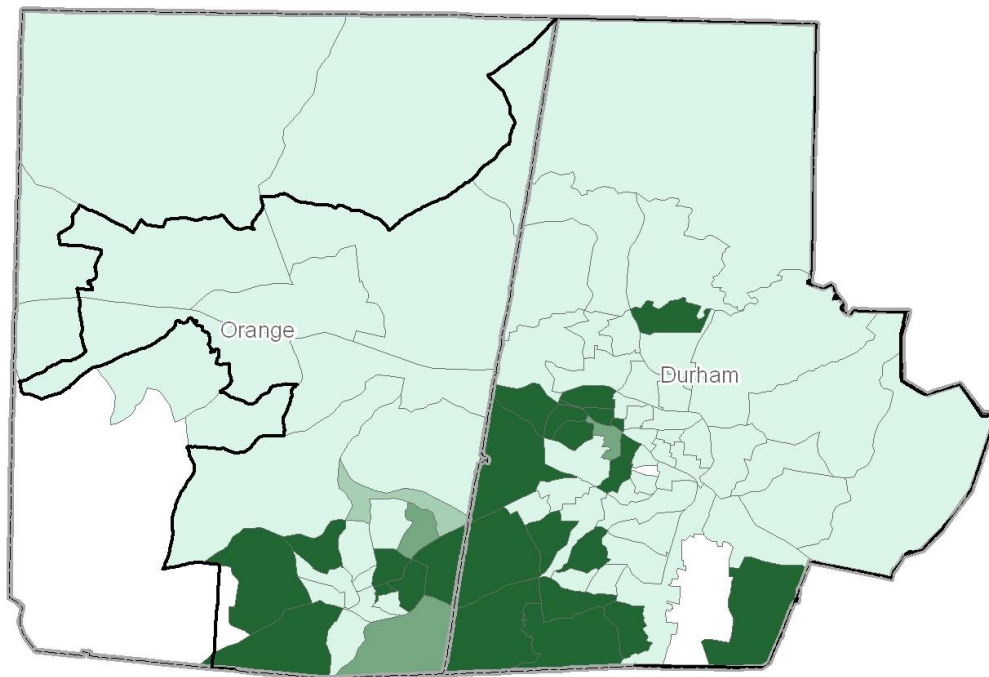
Durham Chapel Hill Carrboro MPO

Percent of Total Population that speaks Chinese and has Limited English Proficiency in Durham and Orange Counties



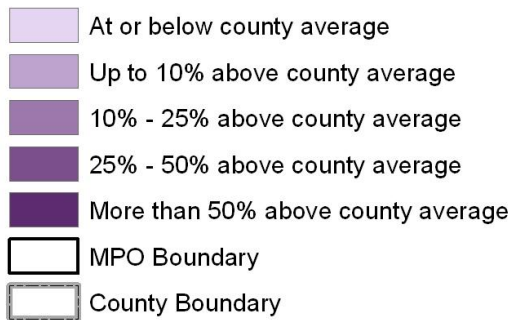
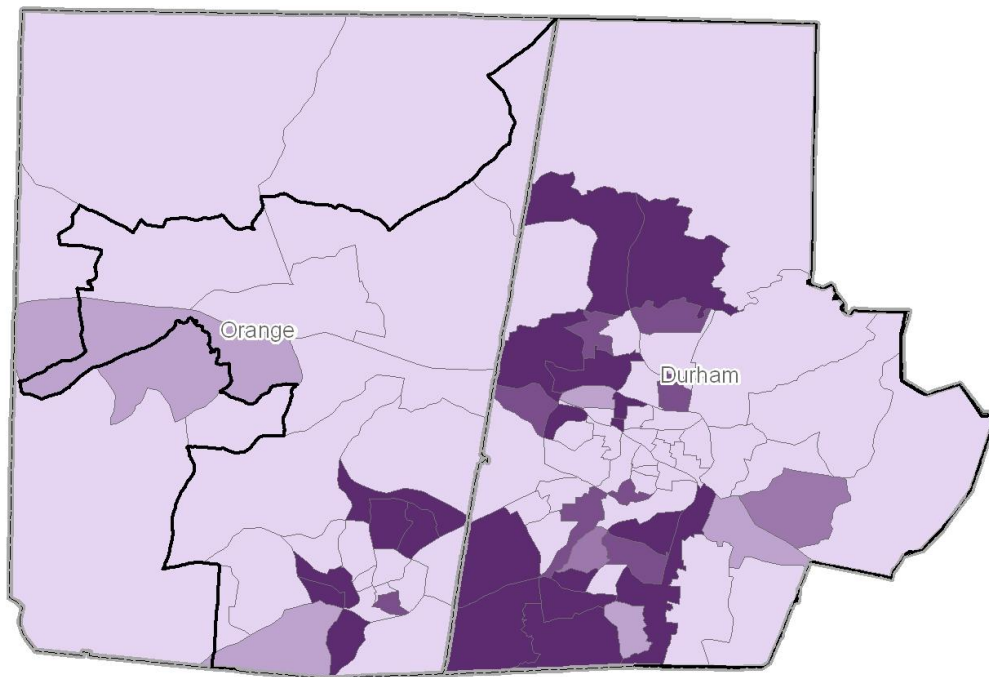
Durham Chapel Hill Carrboro MPO

Percent of LEP Population that Speaks Chinese in Durham and Orange Counties



Durham Chapel Hill Carrboro MPO

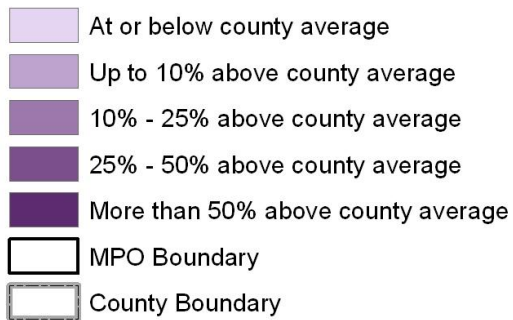
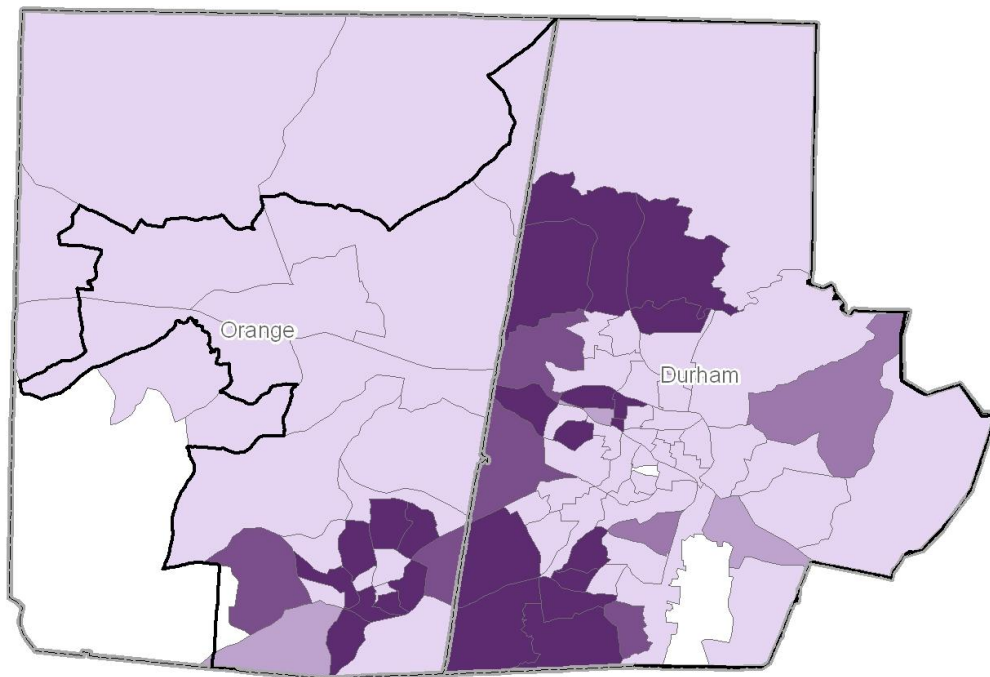
Percent of Total Population that speaks Other Languages* and has Limited English Proficiency in Durham and Orange Counties



* "Other languages" refers to any language other than English, Spanish, or Chinese.

Durham Chapel Hill Carrboro MPO

Percent of LEP Population that Speaks Other Languages* in Durham and Orange Counties



* "Other languages" refers to any language other than English, Spanish, or Chinese.

Durham Chapel Hill Carrboro MPO

MEMORANDUM

To: Transportation Advisory Committee
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: September 12, 2012

Subject: **MTIP Amendment #5 – STIP Amendments and Modifications**

FY 2012-2018 MTIP Amendment #5 is needed to match recent amendments and modifications to the STIP. In May, June, July, and August, the State Board of Transportation adopted these amendments and modifications for the STIP.

The amendments approved in May were shared with the TCC and TAC as informational items since MPO staff believed that they were only administrative modifications not requiring formal MPO approval. However, two of the projects on this handout were modifications to the STIP that meet the federal criteria to be considered amendments. As such, the MPO must formally adopt the amendments.

An “amendment” can be an addition (a new project), deletion (an existing project no longer funded/needed), or modification (a change to an existing project) of the STIP that meets certain criteria. An “administrative modification” is a change to an existing project that is small or does not significantly diminish the ability to achieve the original project intent.

Amendments

Y-5500 is a statewide project for traffic separation study implementation and closures at railroad crossings. Z-5400 is statewide project for highway-rail grade crossing safety improvements. These projects could be anywhere in the state and may or may not have components in the DCHC MPO. M-0452 is a statewide project for tolling/financial feasibility studies. This is a placeholder for NC Turnpike Authority studies that could be anywhere in the state. There are no immediate studies planned in the DCHC MPO. However, the addition of Managed Lanes on I-40 could be a future eligible study.

U-5516 is a new project to improve the US 501/Latta Road/Infinity Road intersection in northern Durham. This is a Mobility Fund project that also includes City of Durham local funding. NCDOT will commence work on the environmental review and design of the project after the STIP and TIP amendments have been approved.

U-5517 is a new project to construct a slip ramp from Farrington Road to I-40 eastbound at NC 54. This is a Mobility Fund project that was initially proposed in the MPO’s NC 54/I-40 Corridor Study. NCDOT will commence work on the environmental review and design of the project after the STIP and TIP amendments have been approved.

U-4716B modifies the schedule for the Hopson Road grade crossing and railroad improvements in southern Durham County. The schedule has been adjusted a couple of times based on the Keystone

developer's schedule and NCDOT and the NCTA's acquisition of right-of-way for the project and the Triangle Parkway.

Administrative Modifications

P-4405 is a Division 7 project for private railroad crossing safety improvements. NCDOT is looking at private railroad crossings from Raleigh to Charlotte to determine ways to close the unprotected crossing and provide alternate access to property owners. There are several potential projects that are in various stages from concept to final plan design.

I-4743 is an administrative modification that would accelerate the schedule for I-85 widening from US 70 to Red Mill Road. U-4722 is an administrative modification that would accelerate the schedule for the US 501 widening from Duke Street to Goodwin Road. The acceleration of these two projects reflects the Urban Loop schedule released last year based on NCDOT's prioritization process. Although these projects are several years out, NCDOT decided to update the STIP to reflect the Urban Loop schedule for all projects at the same time.

Amendments and Modifications Necessary to Due to Delay of STPDA Projects

DATA and CHT both have STPDA funded transit projects that have been delayed past the schedules in the TIP. TT-5109 is a CHT project to install transit signal prioritization on NC 86. This project was formerly called U-5119, but has been converted to a transit project as the funds will be flexed to FTA. The MPO has approved \$452,000 of STPDA funding for this project in FY 2012. CHT has requested that it be moved to FY 2013. CHT has submitted to the MPO a schedule for the project that would begin in October 2012 and conclude by June 2013. This is an administrative modification.

TG-4738 is a DATA project for routine capital expenses including passenger amenities. The MPO approved \$86,274 federal STPDA for this project. It was programmed in the FY 2009-2015 TIP for FY 2009. The MPO requested the flex of funds for this project on November 18, 2008. Since then, DATA did not proceed with the grant for these funds. Flexed funds must be entered into a grant within three years. As a result, these funds may lapse on September 30, 2012. DATA would like to have access to the funding, and now needs the funds to be shown in the current 12-18 TIP. The amendment would add these funds to the current TIP. These are not new STPDA funds for DATA. The NCDOT BOT is expected to approve the STIP amendment on September 6, 2012.

The MPO has several other STPDA projects programmed for FY 2012. As we are nearing the end of the federal fiscal year, LPA staff would like to provide an update to the TAC on the status of these projects and identify which projects have been delayed beyond their program year. Additional TIP/STPDA database amendments may be needed to reflect the current status of these projects. LPA Staff will bring forward a list of delayed projects next month.

TCC Recommendation: That the TAC adopt the Resolution to Modify the 2012-2018 Transportation Improvement Program for the Durham-Chapel Hill-Carrboro Urban Area Amendment #5.

TAC Action: Adopt the Resolution to Modify the 2012-2018 Transportation Improvement Program for the Durham-Chapel Hill-Carrboro Urban Area Amendment #5.

**RESOLUTION TO MODIFY THE
2012-2018 TRANSPORTATION IMPROVEMENT PROGRAM
FOR THE DURHAM-CHAPEL HILL-CARRBORO URBAN AREA**

**AMENDMENT #5
September 12, 2012**

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

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) is a staged multiple year listing of all federally funded transportation projects scheduled for implementation within the Durham-Chapel Hill-Carrboro Urban 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 Transportation Advisory Committee (TAC); 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 MTIP have been modified in accordance with certain provisions of the SAFETEA-LU Federal Transportation Act and guidance provided by the State; and

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

WHEREAS, the North Carolina Department of Transportation and the Transportation Advisory Committee have determined it to be in the best interest of the Urban Area to amend the FY 2012-2018 Metropolitan Transportation Improvement Program as described in the attached sheet; and

WHEREAS, there has been no change in the MTIP project schedule or project design concept and scope with regard to the air quality conformity finding made by the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee on September 14, 2011; and

WHEREAS, the DCHC MPO certifies that this MTIP amendment is consistent with the intent of the DCHC MPO 2035 LRTP; and

BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee hereby amends the FY 2012-2018 Metropolitan Transportation Improvement Program of the Durham-Chapel Hill-Carrboro Urban Area, as approved by the TAC on September 14, 2011, and as described in the “Attachment to Resolution for Amendment #5 to DCHC 2012-2018 MTIP” provided here on this, the 12th day of September, 2012.

Lydia E. Lavelle, TAC Chair

Durham County, North Carolina

I certify that Lydia E. Lavelle personally appeared before me this day acknowledging to me that she signed the forgoing document.

Date: September 12, 2012

Frederick Brian Rhodes, Notary Public
My commission expires: May 10, 2015

Attachment to Resolution for Amendment #5 to DCHC 2012-2018 MTIP

Amendments

* Y-5500 STATEWIDE	VARIOUS, TRAFFIC SEPARATION STUDY IMPLEMENTATION AND CLOSURES. <u>ADD RIGHT OF WAY AND CONSTRUCTION IN FY 13 NOT PREVIOUSLY PROGRAMMED.</u>	RIGHT-OF-WAY CONSTRUCTION	FY 2012 - FY 2013 - FY 2012 - FY 2013 -	\$150,000 (RR) \$500,000 (RR) \$250,000 (RR) \$2,500,000 (RR)	
				\$3,400,000	

* Z-5400 STATEWIDE	VARIOUS, HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS. <u>ADD RIGHT OF WAY AND CONSTRUCTION IN FY 13 NOT PREVIOUSLY PROGRAMMED.</u>	RIGHT OF WAY CONSTRUCTION	FY 2013 - FY 2012 - FY 2013 -	\$500,000 (RR) \$12,309,000 (RR) \$3,000,000 (RR)	
				\$15,809,000	

STATEWIDE

* M-0452 STATEWIDE	VARIOUS, TOLLING/FINANCIAL FEASIBILITY STUDIES. <u>ADD PRELIMINARY ENGINEERING IN FY 12, 13, 14, 15, AND 16 NOT PREVIOUSLY PROGRAMMED.</u>	ENGINEERING	FY 2012 - FY 2013 - FY 2014 - FY 2015 - FY 2016 -	\$200,000 (S) \$200,000 (S) \$200,000 (S) \$200,000 (S) \$200,000 (S)	
				\$1,000,000	

DIVISION 5

* U-5516 DURHAM	US 501 (ROXBORO ROAD), SR 1448 (LATTA ROAD) / SR 1639 (INFINITY ROAD) INTERSECTION. ADD LANES THROUGH INTERSECTION. <u>MOBILITY FUND PROJECT.</u>	RIGHT-OF-WAY CONSTRUCTION	FY 2013 - FY 2014 -	\$2,000,000 (C) \$2,100,000 (MOB)	
				\$4,100,000	

* U-5517 DURHAM	NC 54, SR 1110 (FARRINGTON ROAD) TO I-40 EASTBOUND ENTRANCE RAMP. CONSTRUCT SLIP RAMP. <u>MOBILITY FUND PROJECT.</u>	RIGHT-OF-WAY CONSTRUCTION	FY 2014 - FY 2014 -	\$300,000 (MOB) \$1,300,000 (MOB)	
				\$1,600,000	

* U-4716B DURHAM	SR 1980 (CHURCH STREET), NORFOLK SOUTHERN RAILROAD / NC RAILROAD TO SR 1978 (HOPSON ROAD) REALIGN AND CLOSE CROSSING 734 748M OF THE NORFOLK SOUTHERN-NORTH CAROLINA RAILROAD <u>ACCELERATE CONSTRUCTION FROM POST YEAR TO FY 13 IN ACCORDANCE WITH CONSULTANT SCHEDULE</u>	RIGHT-OF-WAY CONSTRUCTION	FY 2012 - FY 2013 -	\$634,000 (O) \$1,700,000 (STHSR)	
				\$2,334,000	

Add Funding:

Durham Area Transit Authority	TG-4738	Routine Capital - Bus stop shelters, benches, shop equip., spare parts, engines, service vehicles, etc.			FY 2012
			STPDA US	C	\$ 86,274
			STPDA L	C	\$ 21,569

Administrative Modifications

DIVISION 7

* P-4405	VARIOUS, PRIVATE CROSSING SAFETY INITIATIVE TO	ENGINEERING	FY 2012 -	\$934,000	(STHSR)
CABARRUS	CLOSE OR ENHANCE PROTECTION AT RAILROAD		FY 2012 -	\$500,000	(O)
ROWAN	CROSSINGS BETWEEN RALEIGH AND CHARLOTTE.		FY 2013 -	\$700,000	(STHSR)
ALAMANCE	<u>ADD RIGHT OF WAY IN FY 12 NOT PREVIOUSLY</u>		FY 2013 -	\$200,000	(O)
DAVIDSON	<u>PROGRAMMED.</u>		FY 2014 -	\$100,000	(STHSR)
DURHAM			FY 2015 -	\$64,000	(STHSR)
WAKE		RIGHT-OF-WAY	FY 2012 -	\$1,250,000	(STHSR)
MECKLENBURG			FY 2013 -	\$1,250,000	(STHSR)
GUILFORD			FY 2014 -	\$750,000	(STHSR)
ORANGE			FY 2015 -	\$712,000	(STHSR)
			FY 2016 -	\$474,000	(STHSR)
		CONSTRUCTION	FY 2014 -	\$3,000,000	(STHSR)
			FY 2014 -	\$881,000	(O)
			FY 2015 -	\$3,000,000	(STHSR)
			FY 2015 -	\$881,000	(O)
			FY 2016 -	\$3,000,000	(STHSR)
			FY 2016 -	\$880,000	(O)
			FY 2017 -	<u>\$941,000</u>	(STHSR)
				\$19,517,000	

DIVISION 5

I-4743	I-85 / US 15, US 70 TO SR 1632 (RED MILL ROAD) IN	UTILITIES	FY 2020 -	\$500,000	(T)
DURHAM	DURHAM. WIDEN TO SIX LANES.	RIGHT-OF-WAY	FY 2020 -	\$10,150,000	(T)
	<u>ACCELERATE RIGHT OF WAY FROM POST YEAR TO</u>	UTILITIES	FY 2021 -	\$500,000	(T)
	<u>FY 20 TO MATCH REVISED URBAN LOOP SCHEDULE</u>	RIGHT-OF-WAY	FY 2021 -	\$10,150,000	(T)
	<u>BASED ON USE OF GARVEE REVENUE BONDS.</u>	CONSTRUCTION	POST YR.	<u>\$81,200,000</u>	(T)
				\$102,500,000	

DIVISION 5

U-4722	US 501 (ROXBORO ROAD), US 501 BYPASS (DUKE	UTILITIES	FY 2020 -	\$900,000	(T)
DURHAM	STREET) TO SR 1640 (GOODWIN ROAD) IN DURHAM.	RIGHT-OF-WAY	FY 2020 -	\$4,450,000	(T)
	WIDEN TO SIX LANES WITH MEDIAN.	UTILITIES	FY 2021 -	\$900,000	(T)
	<u>ACCELERATE RIGHT OF WAY FROM POST YEAR TO</u>	RIGHT-OF-WAY	FY 2021 -	\$4,450,000	(T)
	<u>FY 20 TO MATCH REVISED URBAN LOOP SCHEDULE.</u>	CONSTRUCTION	POST YR.	<u>\$17,800,000</u>	(T)
				\$28,500,000	

Change from a U to a TT Project, Delay Project:

Chapel Hill Transit	TT-5109	Bus Rapid Transit Operational Improvements in Chapel Hill			FY 2013
			STPDA US	C	\$ 452,000
			STPDA L	C	\$ 113,000

RESOLUTION

TO APPROVE AMENDMENT #6 TO THE FY 2011-2012 UNIFIED PLANNING WORK PROGRAM OF THE DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION (DCHC MPO)

September 12, 2012

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

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

WHEREAS, The Durham-Chapel Hill-Carrboro MPO requests an amendment to the 2011-2012 UPWP as outlined on the attached tables; and

WHEREAS, Members of the Transportation Advisory Committee agree that the Unified Planning Work Program amendment effectively advances transportation planning for 2011-2012.

Now, therefore, be it resolved that the Transportation Advisory Committee hereby endorses Amendment #5 of the Durham-Chapel Hill-Carrboro Urban Area Unified Planning Work Program for the FY 2011-2012 as described in the attached sheets.

I, Lydia E. Lavelle, TAC Chair, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Durham-Chapel Hill- Carrboro Urban Area Transportation Advisory Committee, duly held on the _____ day of _____, 2012.

Lydia E. Lavelle, TAC Chair

Durham County, North Carolina

I certify that Lydia E. Lavelle personally appeared before me on this day acknowledging to me she signed the foregoing document.

Date: September 12, 2012

Frederick Brian Rhodes, Notary Public
My commission expires: May 10, 2015

Durham-Chapel Hill-Carrboro Urban Area
FY 2011-2012 Unified Planning Work Program
Funding Distribution by Agency Funding Sources

Chapel Hill Transit

	Task Description	Section 5303			Section 5307			FTA - Task Funding Summary			
		Highway/Transit			Transit			Local	NCDOT	Federal	Total
		Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%				
II A	Surveillance of Change										
	1 Traffic Volume Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Traffic Accidents	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Transit System Data	\$500	\$500	\$4,000	\$6,000	\$6,000	\$48,000	\$6,500	\$6,500	\$52,000	\$65,000
	6 Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Air Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8 Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Travel Time Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Mapping	\$3,000	\$3,000	\$24,000	\$0	\$0	\$0	\$3,000	\$3,000	\$24,000	\$30,000
	11 Central Area Parking Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12 Bike & Ped. Facilities Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13 Bike & Ped. Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
II B	Long Range Transp. Plan										
	1 Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Travel Model Updates	\$300	\$300	\$2,400	\$0	\$0	\$0	\$300	\$300	\$2,400	\$3,000
	4 Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Forecast of Data to Horizon year	\$1,000	\$1,000	\$8,000	\$0	\$0	\$0	\$1,000	\$1,000	\$8,000	\$10,000
	6 Community Goals & Objectives	\$500	\$500	\$4,000	\$0	\$0	\$0	\$500	\$500	\$4,000	\$5,000
	7 Forecast of Future Travel Patterns	\$300	\$300	\$2,400	\$0	\$0	\$0	\$300	\$300	\$2,400	\$3,000
	8 Capacity Deficiency Analysis	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Highway Element of th LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Transit Element of the LRTP	\$1,000	\$1,000	\$8,000	\$0	\$0	\$0	\$1,000	\$1,000	\$8,000	\$10,000
	11 Bicycle & Ped. Element of the LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12 Airport/Air Travel Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13 Collector Street Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	14 Rail, Water or other mode of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	15 Freight Movement/Mobility Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	16 Financial Planning	\$300	\$300	\$2,400	\$2,000	\$2,000	\$16,000	\$2,300	\$2,300	\$18,400	\$23,000
	17 Congestion Management Strategies	\$500	\$500	\$4,000	\$0	\$0	\$0	\$500	\$500	\$4,000	\$5,000
	18 Air Qual. Planning/Conformity Anal.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
II C	Short Range Transit Planning										
	1 Short Range Transit Planning	\$0	\$0	\$0	\$5,000	\$5,000	\$40,000	\$5,000	\$5,000	\$40,000	\$50,000
III-A	Planning Work Program	\$200	\$200	\$1,600	\$1,000	\$1,000	\$8,000	\$1,200	\$1,200	\$9,600	\$12,000
III-B	Transp. Improvement Plan	\$300	\$300	\$2,400	\$1,800	\$1,800	\$14,400	\$2,100	\$2,100	\$16,800	\$21,000
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.										
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Minority Business Enterprise	\$0	\$0	\$0	\$500	\$500	\$4,000	\$500	\$500	\$4,000	\$5,000
	4 Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Safety/Drug Control Planning	\$0	\$0	\$0	\$2,000	\$2,000	\$16,000	\$2,000	\$2,000	\$16,000	\$20,000
	6 Public Involvement	\$0	\$0	\$0	\$1,000	\$1,000	\$8,000	\$1,000	\$1,000	\$8,000	\$10,000
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Incidental Png./Project Dev.										
	1 Transportation Enhancement Png.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Enviro. Analysis & Pre-TIP Png.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Special Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Regional or Statewide Planning	\$2,000	\$2,000	\$16,000	\$1,825	\$1,825	\$14,600	\$3,825	\$3,825	\$30,600	\$38,250
III E	Management & Operations										
	1 Management & Operations	\$3,550	\$3,550	\$28,397	\$19,500	\$19,500	\$156,000	\$23,050	\$23,050	\$184,397	\$230,496
	Totals	\$13,450	\$13,450	\$107,597	\$40,625	\$40,625	\$325,000	\$54,075	\$54,075	\$432,597	\$540,746

Durham-Chapel Hill-Carrboro Urban Area
FY 2011-2012 Unified Planning Work Program
Funding Distribution by Agency Funding Sources

Amendment #6 Changes

Chapel Hill Transit

	Task Description	Section 5303			Section 5307			FTA - Task Funding Summary			
		Highway/Transit			Transit			Local	NCDOT	Federal	Total
		Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%				
II A	Surveillance of Change										
	1 Traffic Volume Counts				\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Vehicle Miles of Travel				\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Street System Changes				\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Traffic Accidents				\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Transit System Data				\$3,752	\$3,752	\$30,014	\$3,752	\$3,752	\$30,014	\$37,517
	6 Dwelling Unit, Pop. & Emp. Change				\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Air Travel				\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8 Vehicle Occupancy Rates				\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Travel Time Studies				\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Mapping				\$0	\$0	\$0	\$0	\$0	\$0	\$0
	11 Central Area Parking Inventory				\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12 Bike & Ped. Facilities Inventory				\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13 Bike & Ped. Counts				\$0	\$0	\$0	\$0	\$0	\$0	\$0
II B	Long Range Transp. Plan										
	1 Collection of Base Year Data				\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Collection of Network Data				\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Travel Model Updates				\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Travel Surveys				\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Forecast of Data to Horizon year				\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Community Goals & Objectives				\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Forecast of Future Travel Patterns				\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8 Capacity Deficiency Analysis				\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Highway Element of th LRTP				\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Transit Element of the LRTP				\$0	\$0	\$0	\$0	\$0	\$0	\$0
	11 Bicycle & Ped. Element of the LRTP				\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12 Airport/Air Travel Element of LRTP				\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13 Collector Street Element of LRTP				\$0	\$0	\$0	\$0	\$0	\$0	\$0
	14 Rail, Water or other mode of LRTP				\$0	\$0	\$0	\$0	\$0	\$0	\$0
	15 Freight Movement/Mobility Planning				\$0	\$0	\$0	\$0	\$0	\$0	\$0
	16 Financial Planning				\$2,000	\$2,000	\$16,000	\$2,000	\$2,000	\$16,000	\$20,000
	17 Congestion Management Strategies				\$0	\$0	\$0	\$0	\$0	\$0	\$0
	18 Air Qual. Planning/Conformity Anal.				\$0	\$0	\$0	\$0	\$0	\$0	\$0
II C	Short Range Transit Planning										
	1 Short Range Transit Planning				(\$3,458)	(\$3,458)	(\$27,667)	(\$3,458)	(\$3,458)	(\$27,667)	(\$34,584)
III-A	Planning Work Program				(\$1,000)	(\$1,000)	(\$8,000)	(\$1,000)	(\$1,000)	(\$8,000)	(\$10,000)
III-B	Transp. Improvement Plan				(\$1,800)	(\$1,800)	(\$14,400)	(\$1,800)	(\$1,800)	(\$14,400)	(\$18,000)
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.										
	1 Title VI				\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Environmental Justice				\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Minority Business Enterprise				(\$478)	(\$478)	(\$3,826)	(\$478)	(\$478)	(\$3,826)	(\$4,782)
	4 Planning for the Elderly & Disabled				\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Safety/Drug Control Planning				(\$1,663)	(\$1,663)	(\$13,307)	(\$1,663)	(\$1,663)	(\$13,307)	(\$16,634)
	6 Public Involvement				(\$270)	(\$270)	(\$2,162)	(\$270)	(\$270)	(\$2,162)	(\$2,703)
	7 Private Sector Participation				\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Incidental Plng./Project Dev.										
	1 Transportation Enhancement Plng.				\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Enviro. Analysis & Pre-TIP Plng.				\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Special Studies				\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Regional or Statewide Planning				(\$470)	(\$470)	(\$3,757)	(\$470)	(\$470)	(\$3,757)	(\$4,696)
III E	Management & Operations										
	1 Management & Operations				\$3,388	\$3,388	\$27,106	\$3,388	\$3,388	\$27,106	\$33,882
	Totals	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Durham-Chapel Hill-Carrboro Urban Area
FY 2011-2012 Unified Planning Work Program
Funding Distribution by Agency Funding Sources

Chapel Hill Transit

	Task Description	Section 5303			Section 5307			FTA - Task Funding Summary			
		Highway/Transit			Transit			Local	NCDOT	Federal	Total
		Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%				
II A	Surveillance of Change										
	1 Traffic Volume Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Traffic Accidents	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Transit System Data	\$500	\$500	\$4,000	\$9,752	\$9,752	\$78,014	\$10,252	\$10,252	\$82,014	\$102,517
	6 Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Air Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8 Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Travel Time Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Mapping	\$3,000	\$3,000	\$24,000	\$0	\$0	\$0	\$3,000	\$3,000	\$24,000	\$30,000
	11 Central Area Parking Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12 Bike & Ped. Facilities Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13 Bike & Ped. Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
II B	Long Range Transp. Plan										
	1 Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Travel Model Updates	\$300	\$300	\$2,400	\$0	\$0	\$0	\$300	\$300	\$2,400	\$3,000
	4 Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Forecast of Data to Horizon year	\$1,000	\$1,000	\$8,000	\$0	\$0	\$0	\$1,000	\$1,000	\$8,000	\$10,000
	6 Community Goals & Objectives	\$500	\$500	\$4,000	\$0	\$0	\$0	\$500	\$500	\$4,000	\$5,000
	7 Forecast of Future Travel Patterns	\$300	\$300	\$2,400	\$0	\$0	\$0	\$300	\$300	\$2,400	\$3,000
	8 Capacity Deficiency Analysis	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Highway Element of th LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Transit Element of the LRTP	\$1,000	\$1,000	\$8,000	\$0	\$0	\$0	\$1,000	\$1,000	\$8,000	\$10,000
	11 Bicycle & Ped. Element of the LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12 Airport/Air Travel Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13 Collector Street Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	14 Rail, Water or other mode of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	15 Freight Movement/Mobility Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	16 Financial Planning	\$300	\$300	\$2,400	\$4,000	\$4,000	\$32,000	\$4,300	\$4,300	\$34,400	\$43,000
	17 Congestion Management Strategies	\$500	\$500	\$4,000	\$0	\$0	\$0	\$500	\$500	\$4,000	\$5,000
	18 Air Qual. Planning/Conformity Anal.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
II C	Short Range Transit Planning										
	1 Short Range Transit Planning	\$0	\$0	\$0	\$1,542	\$1,542	\$12,333	\$1,542	\$1,542	\$12,333	\$15,416
III-A	Planning Work Program	\$200	\$200	\$1,600	\$0	\$0	\$0	\$200	\$200	\$1,600	\$2,000
III-B	Transp. Improvement Plan	\$300	\$300	\$2,400	\$0	\$0	\$0	\$300	\$300	\$2,400	\$3,000
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.										
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Minority Business Enterprise	\$0	\$0	\$0	\$22	\$22	\$174	\$22	\$22	\$174	\$218
	4 Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Safety/Drug Control Planning	\$0	\$0	\$0	\$337	\$337	\$2,693	\$337	\$337	\$2,693	\$3,366
	6 Public Involvement	\$0	\$0	\$0	\$730	\$730	\$5,838	\$730	\$730	\$5,838	\$7,297
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Incidental Png./Project Dev.										
	1 Transportation Enhancement Png.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Enviro. Analysis & Pre-TIP Png.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Special Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Regional or Statewide Planning	\$2,000	\$2,000	\$16,000	\$1,355	\$1,355	\$10,843	\$3,355	\$3,355	\$26,843	\$33,554
III E	Management & Operations										
	1 Management & Operations	\$3,550	\$3,550	\$28,397	\$22,888	\$22,888	\$183,106	\$26,438	\$26,438	\$211,502	\$264,378
	Totals	\$13,450	\$13,450	\$107,597	\$40,625	\$40,625	\$325,000	\$54,075	\$54,075	\$432,597	\$540,746

CHAPEL HILL TRANSIT (CHT) FTA TASK NARRATIVE TABLE FY2011-2012 (FY 2012) UPWP

- 1. MPO Durham-Chapel Hill-Carrboro (DCHC)
- 2. FTA Code **442400**
- 3. Task Code **II A 5**
- 4. Title ***Transit System Data***

5. Task Objective **Preparation and analysis of transit ridership revenue and expense data by route. Collect and analyze ridership data, prepare ridership reports and APC sampling statistics to assess future options.**

6. Tangible Product Expected **Chapel Hill Data Book update**

7. Expected Completion / Date of Products **Jun-12**

8. Previous Work **2010 Databook Update**

9. Prior FTA Funds (\$ amount/Funding Year) **Sec 5303 \$10,000 FY11/STP-DA \$50,000 FY11**

10. Relationship **Supports implementation of 2035 LRTP**

11. Agency **Chapel Hill Transit**

				Totals By Funding Source (100%)
12. HPR - Highway	NCDOT	20%	\$0	
13. HPR - Highway	FHWA	80%	\$0	\$0 HPR
14. Section 104 (f) PL	Local	20%	\$0	
15. Section 104 (f) PL	FHWA	80%	\$0	\$0 PL
16. Section 5303	Local	10%	\$500	
17. Section 5303	NCDOT	10%	\$500	
18. Section 5303	FTA	80%	\$4,000	\$5,000 5303
19. Section 5307 (planning)	Local	10%	\$9,752	
20. Section 5307 (planning)	NCDOT	10%	\$9,752	
21. Section 5307 (planning)	FTA	80%	\$78,014	\$97,517 5307
22. Additional Funds	Local	100%	\$0	\$0 Misc.

CHAPEL HILL TRANSIT (CHT) FTA TASK NARRATIVE TABLE FY2011-2012 (FY 2012) UPWP

4. Title	<i>Mapping</i>		
5. Task Objective	To maintain and prepare maps of the Chapel Hill transit		
6. Tangible Product Expected	Transit, bicycle and pedestrian network maps		
7. Expected Completion / Date of Products	Ongoing		
8. Previous Work			
9. Prior FTA Funds (\$ amount/Funding Year)	Sec 5303 20000 FY11		
10. Relationship	Supports implemenation of 2035 LRTP and development		
11. Agency	Chapel Hill Planning/ Transit		
	Totals By Funding Source (100%)		
12. HPR - Highway	NCDOT	20%	\$0
13. HPR - Highway	FHWA	80%	\$0
			\$0 HPR
14. Section 104 (f) PL	Local	20%	\$0
15. Section 104 (f) PL	FHWA	80%	\$0
			\$0 PL
16. Section 5303	Local	10%	\$3,000
17. Section 5303	NCDOT	10%	\$3,000
18. Section 5303	FTA	80%	\$24,000
			\$30,000 5303
19. Section 5307 (planning)	Local	10%	\$0
20. Section 5307 (planning)	NCDOT	10%	\$0
21. Section 5307 (planning)	FTA	80%	\$0
			\$0 5307
22. Additional Funds	Local	100%	\$0
			\$0 Misc.

CHAPEL HILL TRANSIT (CHT) FTA TASK NARRATIVE TABLE FY2011-2012 (FY 2012) UPWP

1. MPO	Durham-Chapel Hill-Carrboro (DCHC)			
2. FTA Code	442301			
3. Task Code	II-B-3			
4. Title	<i>Travel Model Updates</i>			
5. Task Objective	To provide input to the enhancement of the Triangle			
6. Tangible Product Expected	Update TRM			
7. Expected Completion / Date of Products	Dec-11			
8. Previous Work				
9. Prior FTA Funds (\$ amount/Funding Year)	\$0			
10. Relationship	Supports development of 2040 LRTP			
11. Agency	Chapel Hill Planning/Transit			
	Totals By Funding Source (100%)			
12. HPR - Highway	NCDOT	20%	\$0	
13. HPR - Highway	FHWA	80%	\$0	----- \$0 HPR
14. Section 104 (f) PL	Local	20%	\$0	
15. Section 104 (f) PL	FHWA	80%	\$0	----- \$0 PL
16. Section 5303	Local	10%	\$300	
17. Section 5303	NCDOT	10%	\$300	
18. Section 5303	FTA	80%	\$2,400	----- \$3,000 5303
19. Section 5307 (planning)	Local	10%	\$0	
20. Section 5307 (planning)	NCDOT	10%	\$0	
21. Section 5307 (planning)	FTA	80%	\$0	----- \$0 5307
22. Additional Funds	Local	100%	\$0	----- \$0 Misc.

CHAPEL HILL TRANSIT (CHT) FTA TASK NARRATIVE TABLE FY2011-2012 (FY 2012) UPWP

1. MPO	Durham-Chapel Hill-Carrboro (DCHC)		
2. FTA Code	442301		
3. Task Code	II-B-5		
4. Title	<i>Forecast of Data to Horizon year</i>		
5. Task Objective	To prepare 2040 projections of housing and employment		
	Revised 2040 socio economic projections		
6. Tangible Product Expected			
7. Expected Completion / Date of Products	December, 2011		
8. Previous Work			
9. Prior FTA Funds (\$ amount/Funding Year)	\$0		
10. Relationship	Supports development of 2040 LRTP		
11. Agency	Chapel Hill Transit (CHT)		
	Totals By Funding Source (100%)		
12. HPR - Highway	NCDOT	20%	\$0
13. HPR - Highway	FHWA	80%	\$0
			\$0 HPR
14. Section 104 (f) PL	Local	20%	\$0
15. Section 104 (f) PL	FHWA	80%	\$0
			\$0 PL
16. Section 5303	Local	10%	\$1,000
17. Section 5303	NCDOT	10%	\$1,000
18. Section 5303	FTA	80%	\$8,000
			\$10,000 5303
19. Section 5307 (planning)	Local	10%	\$0
20. Section 5307 (planning)	NCDOT	10%	\$0
21. Section 5307 (planning)	FTA	80%	\$0
			\$0 5307
22. Additional Funds	Local	100%	\$0
			\$0 Misc.

CHAPEL HILL TRANSIT (CHT) FTA TASK NARRATIVE TABLE FY2011-2012 (FY 2012) UPWP

1. MPO	Durham-Chapel Hill-Carrboro (DCHC)		
2. FTA Code	442301		
3. Task Code	II B 6		
4. Title	Community Goals and Objectives		
5. Task Objective	To coordinate the development of MPO community goals		
6. Tangible Product Expected	2040 MPO Community Goals and Objectives		
7. Expected Completion / Date of Products	Dec-11		
8. Previous Work			
9. Prior FTA Funds (\$ amount/Funding Year)	\$0		
10. Relationship	Supports development of 2040 LRTP		
11. Agency	Chapel Hill Planning/Transit		
	Totals By Funding Source (100%)		
12. HPR - Highway	NCDOT	20%	\$0
13. HPR - Highway	FHWA	80%	\$0
			\$0 HPR
14. Section 104 (f) PL	Local	20%	\$0
15. Section 104 (f) PL	FHWA	80%	\$0
			\$0 PL
16. Section 5303	Local	10%	\$500
17. Section 5303	NCDOT	10%	\$500
18. Section 5303	FTA	80%	\$4,000
			\$5,000 5303
19. Section 5307 (planning)	Local	10%	\$0
20. Section 5307 (planning)	NCDOT	10%	\$0
21. Section 5307 (planning)	FTA	80%	\$0
			\$0 5307
22. Additional Funds	Local	100%	\$0
			\$0 Misc.

CHAPEL HILL TRANSIT (CHT) FTA TASK NARRATIVE TABLE FY2011-2012 (FY 2012) UPWP

1. MPO	Durham-Chapel Hill-Carrboro (DCHC)		
2. FTA Code	442301		
3. Task Code	II-B-7		
4. Title	Forecast Future Travel Patterns		
5. Task Objective	To review information from TRM and other sources to		
6. Tangible Product Expected	Regional travel demand estimates		
7. Expected Completion / Date of Products	Jun-11		
8. Previous Work			
9. Prior FTA Funds (\$ amount/Funding Year)	Sec 5303 5000 FY11		
10. Relationship	Supports development of 2040 LRTP		
11. Agency	Chapel Hill Planning/Transit		
	Totals By Funding Source (100%)		
12. HPR - Highway	NCDOT	20%	\$0
13. HPR - Highway	FHWA	80%	\$0
			----- \$0 HPR
14. Section 104 (f) PL	Local	20%	\$0
15. Section 104 (f) PL	FHWA	80%	\$0
			----- \$0 PL
16. Section 5303	Local	10%	\$300
17. Section 5303	NCDOT	10%	\$300
18. Section 5303	FTA	80%	\$2,400
			----- \$3,000 5303
19. Section 5307 (planning)	Local	10%	\$0
20. Section 5307 (planning)	NCDOT	10%	\$0
21. Section 5307 (planning)	FTA	80%	\$0
			----- \$0 5307
22. Additional Funds	Local	100%	\$0
			----- \$0 Misc.

CHAPEL HILL TRANSIT (CHT) FTA TASK NARRATIVE TABLE FY2011-2012 (FY 2012) UPWP

1. MPO	Durham-Chapel Hill-Carrboro (DCHC)		
2. FTA Code	442301		
3. Task Code	II B 10		
4. Title	<i>Transit Element of LRTP</i>		
5. Task Objective	To prepare the transit element of the 2040 MPO LRTP		
6. Tangible Product Expected	2040 LRTP		
7. Expected Completion / Date of Products	Jun-11		
8. Previous Work			
9. Prior FTA Funds (\$ amount/Funding Year)	Sec 5303 - 5,000 FY2011		
10. Relationship	Supports development of 2040 LRTP		
11. Agency	Chapel Hill Transit (CHT)		
	Totals By Funding Source (100%)		
12. HPR - Highway	NCDOT	20%	\$0
13. HPR - Highway	FHWA	80%	\$0
			\$0 HPR
14. Section 104 (f) PL	Local	20%	\$0
15. Section 104 (f) PL	FHWA	80%	\$0
			\$0 PL
16. Section 5303	Local	10%	\$1,000
17. Section 5303	NCDOT	10%	\$1,000
18. Section 5303	FTA	80%	\$8,000
			\$10,000 5303
19. Section 5307 (planning)	Local	10%	\$0
20. Section 5307 (planning)	NCDOT	10%	\$0
21. Section 5307 (planning)	FTA	80%	\$0
			\$0 5307
22. Additional Funds	Local	100%	\$0
			\$0 Misc.

CHAPEL HILL TRANSIT (CHT) FTA TASK NARRATIVE TABLE FY2011-2012 (FY 2012) UPWP

1.	MPO	Durham-Chapel Hill-Carrboro (DCHC)		
2.	FTA Code	442301		
3.	Task Code	II B 16		
4.	Title	Financial Planning		
5.	Task Objective	To provide input to the development of the 2040 LRTP financial plan. Staff preparation of partner's packets, the 2012-2013 operating budget and federal and State grant project development.		
6.	Tangible Product Expected	2040 LRTP		
7.	Expected Completion / Date of Products	Jun-12		
8.	Previous Work	Annual operating budget preparation.		
9.	Prior FTA Funds (\$ amount/Funding Year)	\$0		
10.	Relationship	Supports implementation of 2035 LRTP and 2040 LRTP.		
11.	Agency	Chapel Hill Transit (CHT)		
				Totals By Funding Source (100%)
12.	HPR - Highway	NCDOT	20%	\$0
13.	HPR - Highway	FHWA	80%	\$0
				----- \$0 HPR
14.	Section 104 (f) PL	Local	20%	\$0
15.	Section 104 (f) PL	FHWA	80%	\$0
				----- \$0 PL
16.	Section 5303	Local	10%	\$300
17.	Section 5303	NCDOT	10%	\$300
18.	Section 5303	FTA	80%	\$2,400
				----- \$3,000 5303
19.	Section 5307 (planning)	Local	10%	\$4,000
20.	Section 5307 (planning)	NCDOT	10%	\$4,000
21.	Section 5307 (planning)	FTA	80%	\$32,000
				----- \$40,000 5307
22.	Additional Funds	Local	100%	\$0
				----- \$0 Misc.

CHAPEL HILL TRANSIT (CHT) FTA TASK NARRATIVE TABLE FY2011-2012 (FY 2012) UPWP

1. MPO	Durham-Chapel Hill-Carrboro (DCHC)		
2. FTA Code	442301		
3. Task Code	II B 17		
4. Title	<i>Congestion Management Strategies</i>		
5. Task Objective	To prepare congestion management strategies and		
	TDM and TSM elements of the 2040 LRTP		
6. Tangible Product Expected			
7. Expected Completion / Date of Products	Jun-12		
8. Previous Work			
9. Prior FTA Funds (\$ amount/Funding Year)	PL 2,500 FY2011		
10. Relationship	Supports development of 2040 LRTP		
11. Agency	Chapel Hill Planning/Transit		
	Totals By Funding Source (100%)		
12. HPR - Highway	NCDOT	20%	\$0
13. HPR - Highway	FHWA	80%	\$0
			----- \$0 HPR
14. Section 104 (f) PL	Local	20%	\$0
15. Section 104 (f) PL	FHWA	80%	\$0
			----- \$0 PL
16. Section 5303	Local	10%	\$500
17. Section 5303	NCDOT	10%	\$500
18. Section 5303	FTA	80%	\$4,000
			----- \$5,000 5303
19. Section 5307 (planning)	Local	10%	\$0
20. Section 5307 (planning)	NCDOT	10%	\$0
21. Section 5307 (planning)	FTA	80%	\$0
			----- \$0 5307
22. Additional Funds	Local	100%	\$0
			----- \$0 Misc.

CHAPEL HILL TRANSIT (CHT) FTA TASK NARRATIVE TABLE FY2011-2012 (FY 2012) UPWP

1. MPO	Durham-Chapel Hill-Carrboro (DCHC)		
2. FTA Code	442301		
3. Task Code	II C		
4. Title	Short Range Transit Plan		
5. Task Objective	To develop a 5-7 year transit capital and service plan.		
6. Tangible Product Expected	Short Range Transit Plan		
7. Expected Completion / Date of Products	Jun-12		
8. Previous Work	Comprehensive Operations Analysis		
9. Prior FTA Funds (\$ amount/Funding Year)	STP-DA 72,800 FY2011		
10. Relationship			
11. Agency	Chapel Hill Planning/Transit		
	Totals By Funding Source (100%)		
12. HPR - Highway	NCDOT	20%	\$0
13. HPR - Highway	FHWA	80%	\$0
			\$0 HPR
14. Section 104 (f) PL	Local	20%	\$0
15. Section 104 (f) PL	FHWA	80%	\$0
			\$0 PL
16. Section 5303	Local	10%	\$0
17. Section 5303	NCDOT	10%	\$0
18. Section 5303	FTA	80%	\$0
			\$0 5303
19. Section 5307 (planning)	Local	10%	\$1,542
20. Section 5307 (planning)	NCDOT	10%	\$1,542
21. Section 5307 (planning)	FTA	80%	\$12,333
			\$15,416 5307
22. Additional Funds	Local	100%	\$0
			\$0 Misc.

CHAPEL HILL TRANSIT (CHT) FTA TASK NARRATIVE TABLE FY2011-2012 (FY 2012) UPWP

4.	Title	<i>PWP</i>		
5.	Task Objective	To prepare the Chapel Hill element of the 2013 PWP		
6.	Tangible Product Expected	2013 PWP - 100% local funds used.		
7.	Expected Completion / Date of Products	Jun-12		
8.	Previous Work	Development of the 2012 UPWP		
9.	Prior FTA Funds (\$ amount/Funding Year)	PL - 1,000/Sec 5303 - 1,288/STP-DA 5,000		
10.	Relationship	Supports implementation of adopted LRTP		
11.	Agency	Chapel Hill Transit (CHT)		
				Totals By Funding Source (100%)
12.	HPR - Highway	NCDOT	20%	\$0
13.	HPR - Highway	FHWA	80%	\$0
				\$0 HPR
14.	Section 104 (f) PL	Local	20%	\$400
15.	Section 104 (f) PL	FHWA	80%	\$1,600
				\$2,000 PL
16.	Section 5303	Local	10%	\$200
17.	Section 5303	NCDOT	10%	\$200
18.	Section 5303	FTA	80%	\$1,600
				\$2,000 5303
19.	Section 5307 (planning)	Local	10%	\$0
20.	Section 5307 (planning)	NCDOT	10%	\$0
21.	Section 5307 (planning)	FTA	80%	\$0
				\$0 5307
22.	Additional Funds	Local	100%	\$10,000
				\$10,000 Misc.

CHAPEL HILL TRANSIT (CHT) FTA TASK NARRATIVE TABLE FY2011-2012 (FY 2012) UPWP

3. Task Code	III B 1		
4. Title	TIP		
5. Task Objective	To monitor the adopted TIP and prepare information for the new TIP		
6. Tangible Product Expected	Updated TIP - 100% local funds.		
7. Expected Completion / Date of Products	Ongoing		
8. Previous Work	MTIP/STIP Amendments		
9. Prior FTA Funds (\$ amount/Funding Year)	PL - 1,000/Sec 5303 - 1,000/STP-DA 5,000 FY2011		
10. Relationship			
11. Agency	Chapel Hill Transit (CHT)		
			Totals By Funding Source (100%)
12. HPR - Highway	NCDOT	20%	\$0
13. HPR - Highway	FHWA	80%	\$0
			\$0 HPR
14. Section 104 (f) PL	Local	20%	\$300
15. Section 104 (f) PL	FHWA	80%	\$1,200
			\$1,500 PL
16. Section 5303	Local	10%	\$0
17. Section 5303	NCDOT	10%	\$0
18. Section 5303	FTA	80%	\$0
			\$0 5303
19. Section 5307 (planning)	Local	10%	\$0
20. Section 5307 (planning)	NCDOT	10%	\$0
21. Section 5307 (planning)	FTA	80%	\$0
			\$0 5307
22. Additional Funds	Local	100%	\$18,000
			\$18,000 Misc.

CHAPEL HILL TRANSIT (CHT) FTA TASK NARRATIVE TABLE FY2011-2012 (FY 2012) UPWP

1.	MPO	Durham-Chapel Hill-Carrboro (DCHC)		
2.	FTA Code	442700		
3.	Task Code	III C 3		
4.	Title	Minority Business Enterprise		
5.	Task Objective	Reduced by amendment.		
6.	Tangible Product Expected	Continued search for DBE/MBE/SBE participation.		
7.	Expected Completion / Date of Products	Jun-12		
8.	Previous Work	Development of DBE goal		
9.	Prior FTA Funds (\$ amount/Funding Year)	STP-DA 5,000 FY2011		
10.	Relationship			
11.	Agency	Chapel Hill Transit (CHT)		
				Totals By Funding Source (100%)
12.	HPR - Highway	NCDOT	20%	\$0
13.	HPR - Highway	FHWA	80%	\$0
				----- \$0 HPR
14.	Section 104 (f) PL	Local	20%	\$0
15.	Section 104 (f) PL	FHWA	80%	\$0
				----- \$0 PL
16.	Section 5303	Local	10%	\$0
17.	Section 5303	NCDOT	10%	\$0
18.	Section 5303	FTA	80%	\$0
				----- \$0 5303
19.	Section 5307 (planning)	Local	10%	\$22
20.	Section 5307 (planning)	NCDOT	10%	\$22
21.	Section 5307 (planning)	FTA	80%	\$174
				----- \$218 5307
22.	Additional Funds	Local	100%	\$0
				----- \$0 Misc.

CHAPEL HILL TRANSIT (CHT) FTA TASK NARRATIVE TABLE FY2011-2012 (FY 2012) UPWP

4.	Title	<i>Safety/Drug Control Planning</i>			
5.	Task Objective	To continue training of safety sensitive employees			
6.	Tangible Product Expected	Increased safety			
7.	Expected Completion / Date of Products	Jun-12			
8.	Previous Work	Ongoing safety training and reporting - 83% local funds.			
9.	Prior FTA Funds (\$ amount/Funding Year)	STP-DA 11,000 FY2011			
10.	Relationship				
11.	Agency	Chapel Hill Transit (CHT)			
					Totals By Funding Source (100%)
12.	HPR - Highway	NCDOT	20%	\$0	
13.	HPR - Highway	FHWA	80%	\$0	\$0 HPR
14.	Section 104 (f) PL	Local	20%	\$0	
15.	Section 104 (f) PL	FHWA	80%	\$0	\$0 PL
16.	Section 5303	Local	10%	\$0	
17.	Section 5303	NCDOT	10%	\$0	
18.	Section 5303	FTA	80%	\$0	\$0 5303
19.	Section 5307 (planning)	Local	10%	\$337	
20.	Section 5307 (planning)	NCDOT	10%	\$337	
21.	Section 5307 (planning)	FTA	80%	\$2,693	\$3,366 5307
22.	Additional Funds	Local	100%	\$16,634	\$16,634 Misc.

CHAPEL HILL TRANSIT (CHT) FTA TASK NARRATIVE TABLE FY2011-2012 (FY 2012) UPWP

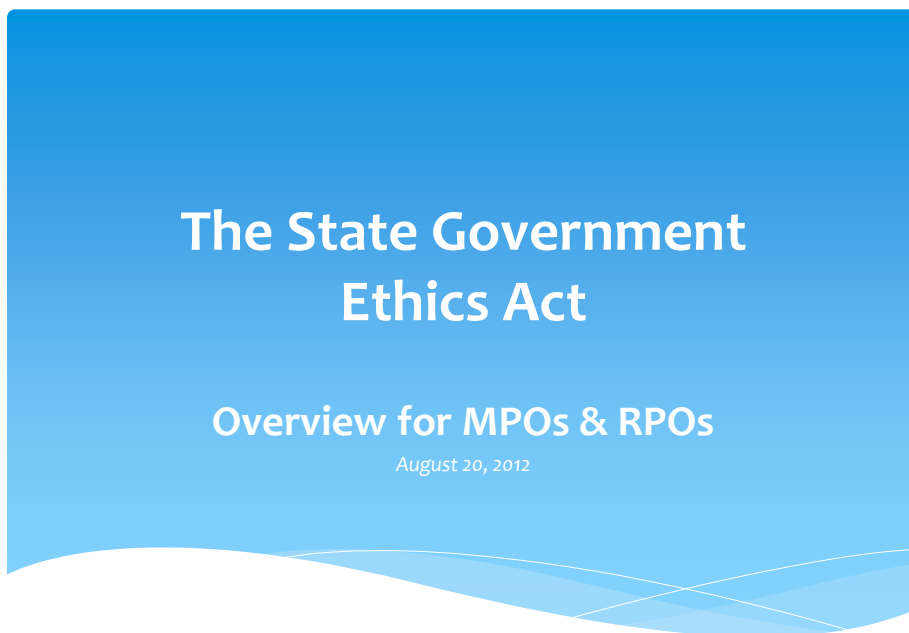
1.	MPO	Durham-Chapel Hill-Carrboro (DCHC)		
2.	FTA Code	442100		
3.	Task Code	III C 6		
4.	Title	Public Involvement		
5.	Task Objective	To conduct marketing strategies and continue working with the public for an open exchange of ideas and information.		
6.	Tangible Product Expected	Public forum meetings and mailings announcing various projects - 27% local funds used.		
7.	Expected Completion / Date of Products	Jun-12		
8.	Previous Work	Public Meetings		
9.	Prior FTA Funds (\$ amount/Funding Year)	STP-DA 12,000 FY2011		
10.	Relationship			
11.	Agency	Chapel Hill Transit (CHT)		
				Totals By Funding Source (100%)
12.	HPR - Highway	NCDOT	20%	\$0
13.	HPR - Highway	FHWA	80%	\$0
				\$0 HPR
14.	Section 104 (f) PL	Local	20%	\$0
15.	Section 104 (f) PL	FHWA	80%	\$0
				\$0 PL
16.	Section 5303	Local	10%	\$0
17.	Section 5303	NCDOT	10%	\$0
18.	Section 5303	FTA	80%	\$0
				\$0 5303
19.	Section 5307 (planning)	Local	10%	\$730
20.	Section 5307 (planning)	NCDOT	10%	\$730
21.	Section 5307 (planning)	FTA	80%	\$5,838
				\$7,297 5307
22.	Additional Funds	Local	100%	\$2,703
				\$2,703 Misc.

CHAPEL HILL TRANSIT (CHT) FTA TASK NARRATIVE TABLE FY2011-2012 (FY 2012) UPWP

7.	Expected Completion / Date of Products	Jun-12			
8.	Previous Work	On-going participation in regional and statewide planning - 23% local funds used.			
9.	Prior FTA Funds (\$ amount/Funding Year)	PL 2,466/Sec 5303 5,000/STP-DA 40,000 FY2011			
10.	Relationship	Supports DCHC-MPO activities			
11.	Agency	Chapel Hill Transit (CHT)			
				Totals By Funding Source (100%)	
12.	HPR - Highway	NCDOT	20%	\$0	
13.	HPR - Highway	FHWA	80%	\$0	\$0 HPR
14.	Section 104 (f) PL	Local	20%	\$351	
15.	Section 104 (f) PL	FHWA	80%	\$1,403	\$1,754 PL
16.	Section 5303	Local	10%	\$2,000	
17.	Section 5303	NCDOT	10%	\$2,000	
18.	Section 5303	FTA	80%	\$16,000	\$20,000 5303
19.	Section 5307 (planning)	Local	10%	\$1,355	
20.	Section 5307 (planning)	NCDOT	10%	\$1,355	
21.	Section 5307 (planning)	FTA	80%	\$10,843	\$13,554 5307
22.	Additional Funds	Local	100%	\$4,696	\$4,696 Misc.

CHAPEL HILL TRANSIT (CHT) FTA TASK NARRATIVE TABLE FY2011-2012 (FY 2012) UPWP

3. Task Code	III E 1			
4. Title	Management and Operations			
5. Task Objective	To assist, support and facilitate a comprehensive transit			
6. Tangible Product Expected	Grants management and quarterly reporting.			
7. Expected Completion / Date of Products	Jun-12			
8. Previous Work	Same			
9. Prior FTA Funds (\$ amount/Funding Year)	PL - 3,726/Sec 5303 - 107,596/Sec 5307 - 88,024/STP-DA - 445,000 FY2011			
10. Relationship				
11. Agency	Chapel Hill Transit (CHT)			
				Totals By Funding Source (100%)
12. HPR - Highway	NCDOT	20%	\$0	
13. HPR - Highway	FHWA	80%	\$0	----- \$0 HPR
14. Section 104 (f) PL	Local	20%	\$3,000	
15. Section 104 (f) PL	FHWA	80%	\$12,000	----- \$15,000 PL
16. Section 5303	Local	10%	\$3,550	
17. Section 5303	NCDOT	10%	\$3,550	
18. Section 5303	FTA	80%	\$28,397	----- \$35,496 5303
19. Section 5307 (planning)	Local	10%	\$22,888	
20. Section 5307 (planning)	NCDOT	10%	\$22,888	
21. Section 5307 (planning)	FTA	80%	\$183,106	----- \$228,882 5307
22. Additional Funds	Local	100%	\$0	----- \$0 Misc.



The State Government Ethics Act

Overview for MPOs & RPOs

August 20, 2012



Overview of MPOs, RPOs &
The State Government Ethics Act:

Background

What is the State Government Ethics Act?

- * Chapter 138A of the NC General Statutes.
- * Establishes a code of conduct for certain elected and appointed public officials and employees.
- * Requires financial disclosures & ethics education.
- * Prohibits certain conduct.
- * Interpreted & enforced by the State Ethics Commission.
 - * 8 members appointed by the Governor & General Assembly.

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Why Are MPOs & RPOs Covered by the Ethics Act

- * In 2012, the General Assembly enacted legislation covering all MPOs & RPOs (S.L. 2012-142)

APPLY STATE ETHICS ACT TO METROPOLITAN PLANNING ORGANIZATIONS AND RURAL PLANNING ORGANIZATIONS

SECTION 24.16.(a) G.S. 136-202 is amended by adding a new subsection to read:

"(e) A Metropolitan Planning Organization shall be treated as a board for purposes of Chapter 138A of the General Statutes."

SECTION 24.16.(b) G.S. 136-211 is amended by adding a new subsection to read:

"(e) Ethics Requirements. – A Rural Transportation Planning Organization shall be treated as a board for purposes of Chapter 138A of the General Statutes."

SECTION 24.16.(c) Members of Metropolitan Planning Organizations and Rural Transportation Planning Organizations shall file an initial Statement of Economic Interest with the State Ethics Commission no later than April 15, 2013. All information provided in the Statement of Economic Interest shall be current as of December 31, 2012. The initial Statement of Economic Interest shall be filed electronically.

SECTION 24.16.(d) This section becomes effective January 1, 2013.

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Are Both the TCCs & TACs Covered and When Does Coverage Begin?

- * Both the TCC & TAC of each MPO and RPO are covered by the Ethics Act
- * Coverage begins **JANUARY 1, 2013.**

*Overview of MPOs, RPOs &
The State Government Ethics Act:*

Duties & Responsibilities

File Financial Disclosure: Statement of Economic Interest (SEI)

WHAT

- * Certain financial, professional & personal information about you & your *immediate family*, including: spouse, unless legally separated; unemancipated children living in your household & members of your *extended family who live with you*.

WHEN

- * **Filing Period Opens: January 1, 2013.**
- * **Deadline: April 15, 2013.**
- * Must file **annually no later than April 15th**.
- * After SEI properly completed & filed, no duty to amend or update the SEI during the year.

HOW

- * Must file **electronically** via the Commission's website.

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SEI Penalties

Civil

- * **\$250 civil penalty** for late, incomplete, or non-filing.

Criminal

- * **Criminal penalties** for knowingly concealing or providing false information.

Removal

- * May be removed from position as MPO or RPO member.

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SEI Evaluations

- * SEI evaluated for actual & potential conflicts of interest.
 - * NOTE: Having a potential conflict does not disqualify you from serving!!!
- * SEI & evaluation are **public record**.

Ethics Education

- * Goal is to familiarize you with ethics laws.
- * Can attend a live presentation or complete the online education modules.
- * Schedule & online presentation available on website:
www.ethicscommission.nc.gov/education/default.aspx
- * **Deadline: On or before June 30, 2013.**
- * Must attend refresher presentations at least every 2 years thereafter.
- * Local government ethics education does not satisfy the ethics act education requirement.

Monitor & Avoid Conflicts of Interest

- * Duty to
 - * Identify potential conflicts of interest prior to taking any official action or participating in discussions.
 - * Monitor, evaluate & manage personal, professional & financial affairs for potential conflicts of interest.

Overview of MPOs, RPOs &
The State Government Ethics Act:

Prohibitions

Conflicts of Interest

- * Prohibited from taking any “official action” where you or certain individuals or entities with which you are associated may receive a “financial benefit” from your official action.
- * Recuse yourself from any proceeding where your impartiality might reasonably be questioned due to a relationship with a participant in the proceeding.
- * Are exceptions, or “Safe Harbors” which allow you to take official action notwithstanding the conflict.
- * If no “Safe Harbor” applies, will need to recuse yourself.

“Gift Ban”

- * Cannot accept gifts from certain “prohibited givers”
 - * Lobbyists; lobbyist principals; & “interested persons” (certain persons who have a relationship with or who are affected by your MPO or RPO).
- * **“Gift”** is anything of monetary value from prohibited giver.
- * **Value of gift does not matter!**
- * Are exceptions, especially food & beverage for groups, but must meet ALL criteria for exception to apply.

Other Prohibitions

- * Prohibitions or limitations on use of your title as MPO or RPO board member.
- * Prohibited from misusing confidential or non-public information.
- * Cannot hire or supervise family members.
- * Cannot accept honoraria in some cases.
- * Limited exceptions to all of the above.

Overview of MPOs, RPOs &
The State Government Ethics Act:

Complaints & Consequences

Complaints

- * Anyone can file complaint against you with the State Ethics Commission.
- * Dismiss, settle, or hold a hearing.
- * Complaints & all associated documents are confidential & not public records, unless:
 - * Hearing is held; or,
 - * Sanctions are imposed without a hearing.

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Consequences

- * Can be removed from position as MPO or RPO board member.
- * Civil penalty may apply for SEI violations.
- * Criminal penalties may apply for knowingly providing false information or failing to disclose information on SEI.

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Overview of MPOs, RPOs &
The State Government Ethics Act:

Questions & Advice

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Advice & Advisory Opinions

- * Right to ask about any question you have about ethics act.
- * All requests and associated documents are confidential and not public records.
- * Advisory opinions issued by the State Ethics Commission confer immunity from investigation by the State Ethics Commission.

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Important Dates & Deadlines

- * **January 1, 2013**
 - * Effective date of coverage under State Government Ethics Act.
 - * Conflicts of interest standards, gift ban, and other duties and prohibitions apply.
 - * SEI filing period opens.
- * **April 15, 2013**
 - * Deadline for filing Statement of Economic Interest (SEI).
- * **June 30, 2013**
 - * Deadline for attending ethics education.

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Contact Information

- ❖ **MAILING ADDRESS**
Mail Service Center
Raleigh, NC 27699-1324
- ❖ **STREET ADDRESS**
424 N. Blount Street
Raleigh, NC 27601-1010
- ❖ **PHONE & FAX**
Phone: 919-715-2071
Fax: 919-715-1644
- ❖ **E-MAIL**
 - SEI Questions: SEI@doa.nc.gov
 - Education Questions: Education.Ethics@doa.nc.gov
 - Other Questions: ethics.commission@doa.nc.gov
- ❖ **WEBSITE**
www.ethicscommission.nc.gov

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MPOS, RPOS & THE STATE GOVERNMENT ETHICS ACT FREQUENTLY ASKED QUESTIONS

WHAT IT IS & WHO IS INCLUDED.

1. **What is the State Government Ethics Act & why does it apply to Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs)?**

The State Government Ethics Act establishes a code of conduct for certain public officials and employees. In 2012, the General Assembly passed legislation designating MPOs and RPOs as “boards” under the ethics act.

2. **Are both the Transportation Coordinating Committee (TCC) & the Transportation Advisory Committee (TAC) covered by the ethics act?**

Yes. Since both the TCC and TAC make up the MPO or RPO, both committees are covered.

3. **Since both the TCC and the TAC are covered by the State Government Ethics Act, does that mean that all members of the TCC and TAC are subject to the ethics act?**

Yes. All voting members, including alternates, of both the TCC and TAC of each MPO or RPO are covered by the ethics act.

4. **When does the law become effective?**

January 1, 2013.

DISCLOSURE OF FINANCIAL & OTHER INTERESTS (STATEMENT OF ECONOMIC INTEREST OR “SEI”).

1. **What is an SEI and what do I have to disclose?**

An SEI is a 22 question disclosure about your and your immediate family members’ financial, business and professional relationships.

2. **How do I file my SEI?**

Under the law passed by the General Assembly, you must file your SEI electronically. There is information on the Commission’s website about obtaining a user ID and password (NCID) and filing the form. Instructions on obtaining an NCID & how to electronically file an SEI are on the Commission’s website.

3. **Should I file my SEI prior to January 1, 2013?**

No! Your SEI will be based on responses to the questions *as of December 31, 2012*.

4. **What is the SEI filing deadline?**

April 15, 2013.

5. **Is there a penalty for not filing, late filing, or filing an incomplete SEI?**

Yes. The State Ethics Commission may impose a \$250 fine for late filing or failure to file, and you may be removed from your board membership. There are also criminal penalties for knowingly failing to disclose information or providing false information.

EDUCATION.

1. Am I required to attend ethics education?

Yes. You must attend an Ethics & Lobbying Education Presentation no later than June 30, 2013 and at least every 2 years thereafter.

2. Does the ethics education for local government officials meet the ethics act education requirement?

No. The ethics education presentations for local government officials and the ethics act are based on different laws. Therefore, one cannot satisfy the requirement for the other.

3. If I have previously attended ethics education sponsored by the State Ethics Commission, do I have to attend again?

No. If you have attended an ethics education presentation sponsored by the State Ethics Commission within the last 2 years, you do not have to attend again. However, you are still subject to the 2-year refresher requirement.

4. What are the options for fulfilling the ethics education requirement?

You may attend a live presentation either in Raleigh or at a distance location. You may also fulfill the requirement by completing the Commission's online ethics education presentation.

5. Where can I get information about ethics education options?

A schedule of dates and locations for live presentations as well as access to the online presentation are available on the Commission's website.

PROHIBITIONS & RESTRICTIONS.

1. Are there conflict of interest standards?

Yes. In your role as an MPO or RPO member, you are prohibited from taking certain actions where you or certain other individuals or entities associated with you may receive a benefit. There are some exceptions to the conflict of interest rules.

2. Does the ethics act prohibit accepting "gifts"?

Yes, from certain individuals, including registered lobbyists, lobbyist principals, and individuals or entities which have certain relationships with your MPO or RPO. There are also exceptions to the gift ban.

3. Is using my title as an MPO or RPO member restricted?

Yes, in certain circumstances primarily dealing with non-governmental advertising.

What do I do if I have a question?!

Contact the State Ethics Commission!

Phone: (919) 715-2071

E-Mail:

SEI Questions: sei@doa.nc.gov

Education Questions: Education.Ethics@doa.nc.gov

All Other Questions: ethics.commission@doa.nc.gov

STATE GOVERNMENT ETHICS ACT: IMPORTANT DEADLINES FOR MPOs & RPOs

JANUARY 1, 2013.

- State Government Ethics Act applies to all members of MPOs & RPOs.
- Conflict of interest standards apply.
- Prohibition on accepting gifts from lobbyists, lobbyist principals, or interested persons unless a gift ban exception applies.
- Prohibition on use of title for non-governmental advertising.
- Other miscellaneous prohibitions and restrictions.
- SEI filing period opens.

APRIL 15, 2013.

- Statements of Economic Interest (SEIs) due.
- Penalties may be imposed for late or non-filing.

JUNE 30, 2013.

- Ethics education must be completed.



NORTH CAROLINA STATE ETHICS COMMISSION
2012 STATEMENT OF ECONOMIC INTEREST

919-715-2071

www.ethicscommission.nc.gov

FOR OFFICE USE ONLY

COMPLETE THIS FORM AND MAIL SIGNED, ORIGINAL TO
 STATE ETHICS COMMISSION, 1324 MAIL SERVICE CENTER, RALEIGH, NC 27699-1324

FILER'S NAME (FIRST, MIDDLE, LAST)				
First Name	Middle Name	Last Name	Suffix	
MAILING ADDRESS, CITY, STATE, ZIP+4 ¹				
Address		City	State	Zip
HOME ADDRESS, CITY, STATE, ZIP+4				
<input type="checkbox"/> Same as Mailing Address				
Address		City	State	Zip
CURRENT EMPLOYER		JOB TITLE		
NATURE OF BUSINESS				
DAYTIME PHONE NUMBER		ALTERNATE PHONE NUMBER		
E-MAIL ADDRESS				
REASON FOR FILING (SELECT ALL THAT APPLY)				
<input type="checkbox"/> STATE GOVERNMENT JOB (Please specify the agency for which you work)		<input type="checkbox"/> BOARD/COMMISSION (Please list all boards on which you are serving)		
<input type="checkbox"/> JUDICIAL OFFICER (Please specify the office you hold)		<input type="checkbox"/> LEGISLATOR (Please specify the legislative branch – House or Senate)		
Do other immediate family members reside in your household? ²				
<input type="checkbox"/> Yes <input type="checkbox"/> No				
FULL NAME³	RELATIONSHIP	EMPLOYER	JOB TITLE	NATURE OF BUSINESS

¹ With the exception of judicial officers (including Justices or judges of the General Court of Justice, district attorneys, and clerks of court), persons holding or seeking an elected office with a residency requirement must provide a home address.

² Immediate family includes your spouse (unless legally separated), minor children, and members of your extended family (your and your spouse's adult children, grandchildren, parents, grandparents, and siblings, and the spouses of each of those persons) **that reside in your household.**

³ Filers may use the initials of unemancipated children instead of those children's names. If initials are used, the children's names should be provided on a (non-public) supplement form available from the Commission upon request.

I. \$10,000 PLUS DISCLOSURES

If you, your spouse, or members of your immediate family have assets or liabilities with a market value of at least \$10,000 in the following categories, please provide the requested information as of December 31st of the preceding year unless another time period is specified in the question.

- ▶ Do not list the value of those assets or liabilities.
- ▶ Do not list assets or liabilities held in a blind trust⁴ established by or for the benefit of you or an immediate family member.

1. Do you, your spouse, or members of your immediate family have an ownership interest in North Carolina real estate with a market value of \$10,000 or more?

Yes No

Owner of Real Estate	% Ownership Interest	Location by City	Location by County

2. Do you, your spouse, or members of your immediate family lease or rent to or from the State real estate with a market value of \$10,000 or more?

Yes No

Name of Lessor	Name of Lessee (Renter)	Location by City	Location by County

3. Within the preceding two years, have you, your spouse, or members of your immediate family sold to or bought from the State personal property with a market value of \$10,000 or more?

Yes No

Name of Purchaser	Name of Seller	Type of Property

4. Do you, your spouse, or members of your immediate family currently lease or rent to or from the State personal property with a market value of \$10,000 or more?

Yes No

Name of Lessor	Name of Lessee (Renter)	Type of Property

⁴ A "blind trust" is a trust that meets all of the following criteria: (a) the owner of the trust's assets has no knowledge of the trust's holdings and sources of income, (b) the individual or entity managing the trust's assets ("the trustee") is not a member of the covered person's extended family and is not associated with or employed by the covered person or his or her immediate family, and (c) the trustee has sole discretion to manage the trust's assets. G.S. 138A-3(1).

5(a). Do you, your spouse, or members of your immediate family own interests (generally stock) valued at \$10,000 or more in a publicly owned company?

Yes No

► Do not list ownership interests in a widely held investment fund (including mutual funds, regulated investment companies, or pension or deferred compensation plans) if (i) the fund is publicly traded or its assets are widely diversified and (ii) neither you nor an immediate family member are able to control the assets held in the mutual fund, investment company, or pension or deferred compensation plan.

Owner of Interest	Full Name of Company (Do not use a ticker symbol)

5(b). Do you, your spouse, or members of your immediate family hold stock options valued at \$10,000 or more in a company or business?

Yes No

Owner of Stock Option	Full Name of Company (Do not use a ticker symbol)

6(a). Do you, your spouse, or members of your immediate family have financial interests valued at \$10,000 or more in a non-publicly owned company or business entity (including interests in sole proprietorships, partnerships, limited partnerships, joint ventures, limited liability companies, limited liability partnerships, and closely held corporations)?

Yes No

Owner of Interest	Name of Business Entity

6(b). For each of those non-publicly owned companies or business entities identified in question 6(a) (the "primary company"), please list the names of *any other companies* in which the primary company owns securities or equity interests valued at over \$10,000, *if known*.

Non-Publicly Owned Company (the Primary Company)	Other Companies in which the Primary Company Owns Security or Equity Interests
<input type="checkbox"/> None or Not Known	

6(c). If you know that any company or business entity listed in 6(a) or (b) above has any material business dealings or business contracts *with the State*, or is *regulated by the State*, provide a brief description of that business activity.

Name of Company or Business Entity	Description of Business Activity with the State
<input type="checkbox"/> None or Not Known	

7. Are you, your spouse, or members of your immediate family the beneficiaries of a vested trust with a value of \$10,000 or more that is created, established, or controlled *by you*?

Yes No

► Do not list blind trusts⁴.

Name and Address of Trustee	Description of the Trust	Your Relationship to the Trust

8. Do you, your spouse, or members of your immediate family have a liability (debt) of \$10,000 or more, excluding indebtedness (mortgage) on your primary personal residence? Examples include credit card debts, auto loans, and student loans.

Yes No

Name of Debtor (You, Spouse, Immediate Family Member)	Type of Creditor (Commercial Bank, Credit Union, Individual, etc.)

II. OTHER DISCLOSURES

9(a). During the preceding calendar year, were you, your spouse or members of your immediate family a director, officer, governing board member, employee, independent contractor, or registered lobbyist of a nonprofit corporation or organization operating in the State primarily for religious, charitable, scientific, literary, public health and safety, or educational purposes?

Yes No

► Do not list State boards or entities, or entities created by a political subdivision of the State.

► Do not list organizations of which you are a mere member or subscriber.

Name of Person	His/Her Position	Name of Nonprofit Corporation or Organization	Nature of Business or Purpose of Organization

9(b). If the listed nonprofit corporations or organizations do business with the State or receive State funds, please provide a brief description of the nature of that business, if known, or with which due diligence could reasonably be known.

Name of Nonprofit Corporation or Organization	Describe State Business or State Funding
<input type="checkbox"/> None or Not Known	

10. List all sources of income (not specific amounts) of more than \$5,000 received by you, your spouse, or members of your immediate family during the preceding calendar year. **Include salary, wages, state/local government retirement, professional fees, honoraria, interest, dividends, rental income, and business income.**

Do not include income received from the following sources:

- ▶ Capital gains
- ▶ Federal government retirement
- ▶ Military retirement
- ▶ Social security income/SSDI

Recipient of Income	Name of Source	Type of Business/Industry	Type of Income
<input type="checkbox"/> I had no reportable income over \$5,000 in the preceding calendar year.			

11. Are you a practicing attorney?

Yes No Judicial Officer/State Attorney

If "Yes", check each category of legal representation in which you or the law firm with which you are associated has earned legal fees of \$10,000 or more during the preceding calendar year.

- | | | | |
|---|---|--|-----------------------------------|
| <input type="checkbox"/> Administrative | <input type="checkbox"/> Admiralty | <input type="checkbox"/> Corporate | <input type="checkbox"/> Criminal |
| <input type="checkbox"/> Decedent's Estates | <input type="checkbox"/> Environmental | <input type="checkbox"/> Insurance | <input type="checkbox"/> Labor |
| <input type="checkbox"/> Local Government | <input type="checkbox"/> Real Property | <input type="checkbox"/> Securities | <input type="checkbox"/> Tax |
| <input type="checkbox"/> Tort litigation (including negligence) | <input type="checkbox"/> Utilities Regulation | <input type="checkbox"/> Other category not listed or did not earn legal fees of \$10,000 or more during the preceding calendar year | |

12. Are you (1) a licensed professional (other than an attorney) or do you provide consulting services individually or as a member of a professional association **and** (2) did you charge or were you paid over \$10,000 for those services during the preceding calendar year?

Yes No

Type of Business	Nature of Services Rendered

13. Are you or your employer, your spouse or members of your immediate family, or their employer:

- Licensed by the State board or employing entity with which you are or will be associated **or**
- Regulated by the State board or employing entity with which you are or will be associated **or**
- Have a business relationship with the State board or employing entity with which you are or will be associated?

Yes No Legislator/Judicial Officer - You are not required to complete this question if you are filing because you are a legislator or a judicial officer ("judicial officer" is defined in footnote 1) or you are filing as an appointee to those offices.

Name of Person	Name of Employer (if applicable)	Type of Relationship (Licensing, Regulatory, Business)

14. During the preceding calendar year, were you, your spouse, or members of your immediate family a director, officer, or governing board member of any society, organization, or advocacy group which has an interest pertaining to subject matter areas over which your agency or board may have jurisdiction?

Yes No Legislator/Judicial Officer - You are not required to complete this question if you are filing because you are a legislator or a judicial officer or you are filing as an appointee to those offices.

▶ Do not list organizations of which you are only a member (not a leadership role).

Name of Person	Name of Society, Organization or Advocacy Group	Leadership Position (Director, Officer, Board Member)

15. Have you ever been convicted of a felony for which you have not received either (i) a pardon of innocence or (ii) an order of expungement regarding that conviction?

Yes No

Offense	Date of Conviction	County of Conviction	State of Conviction

16. During any calendar quarter in the preceding year (but only the time period after you were appointed, employed or filed or were nominated as a candidate), did you

- receive any gift(s) exceeding \$200 per quarter from a person or group of persons acting together, **and**
- when both you and those person(s) were outside North Carolina at the time you accepted the gift(s), **and**
- the gift(s) were given under circumstances that would lead a reasonable person to conclude that they were given for lobbying?

Yes No

▶ Do not report gifts given by members of your extended family.

▶ Do not report gifts that have previously been reported by you to the Department of the Secretary of State on the "Expense Report for Exempted Persons."

Date Item Received	Name and Address of Donor(s)	Describe Item Received	Estimated Market Value

17. During the preceding year (but only the time period after you were appointed, employed, or filed or were nominated as a candidate) have you

- accepted a "scholarship" exceeding \$200 from a person or group of persons acting together **and**
- those person(s) were outside North Carolina **and**
- the scholarship was related to your public position? **A "scholarship" is a grant-in-aid to attend a conference, meeting, or similar event.**

Yes No Judicial Officer - You are not required to complete this question if you are a judicial officer or you are filing as a judicial officer appointee.

► Do not report gifts that have previously been reported by you to the Department of the Secretary of State on the "Expense Report for Exempted Persons."
 ► Legislators are not required to report scholarships paid by a nonpartisan legislative organization of which the legislator or the General Assembly is a member or participant or an affiliate of that organization.

Date of Scholarship	Name and Address of Donor(s)	Describe Event	Estimated Market Value

18. Are you or a member of your immediate family currently registered as a lobbyist or lobbyist principal or were you registered as such within the preceding 12 months?

Yes No

Name of Lobbyist	Lobbyist's Principal	Date of Registration	Registration Expiration

19(a). List the name of each business with which you are associated where you or a member of your immediate family is an employee, director, officer, partner, proprietor, or member or manager.

Name of Person	Relationship to Filer	Name of Company	Role of Person
<input type="checkbox"/> No Business Associations			

19(b). If you know that any company or business entity listed in 19(a) above has any material business dealings or business contracts with the State, or is regulated by the State, provide a brief description of that business activity.

Name of Company or Business Entity	Description of Business Activity with the State
<input type="checkbox"/> Not applicable (No entities listed on #19a) <input type="checkbox"/> No relationship / Not known	

20. Did a Council of State member appoint you to or recommend you for appointment to a board covered by the Ethics Act? Council of State members are:

- | | | |
|-----------------------------|-------------------------------|--|
| ▶ Governor | ▶ Lt. Governor | ▶ Secretary of State |
| ▶ State Auditor | ▶ State Treasurer | ▶ Superintendent of Public Instruction |
| ▶ Attorney General | ▶ Commissioner of Agriculture | ▶ Commissioner of Labor |
| ▶ Commissioner of Insurance | | |

Yes No

If "Yes", list all contributions you (not immediate family members) made during the preceding calendar year with a cumulative total of more than \$1,000 to the Council of State member who appointed you.

▶ Contributions are defined in N.C.G.S. 163-278.6(6) and include, but are not limited to, "any advance, conveyance, deposit, distribution, transfer of funds, loan, payment, gift, pledge or subscription of money or anything of value whatsoever."

Date	Amount	Contributed to
<input type="checkbox"/> No contribution(s) with a cumulative total of more than \$1,000		

21. Are you now, or are you a prospective appointee to:

<p>a. the head of a principal state department (e.g. cabinet secretary) appointed by the Governor; or</p> <p>b. a North Carolina Supreme Court Justice, Court of Appeals, Superior or District Court Judge; or</p> <p>c. a member of any of the following boards:</p> <ul style="list-style-type: none"> • ABC Commission • Coastal Resources Commission • State Board of Education • State Board of Elections • Employment Security Commission • Environmental Management Commission • Industrial Commission • State Personnel Commission • Rules Review Commission • Board of Transportation • UNC Board of Governors • Utilities Commission • Wildlife Resources Commission 	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If "No", proceed to question 22.</p>
<p>d. If so, were you appointed to, or are you being considered for, appointment to your public position by a Council of State Member (Governor, Lt. Governor, Secretary of State, State Auditor, State Treasurer, Superintendent of Public Instruction, Attorney General, Commissioner of Agriculture, Commissioner of Labor, or Commissioner of Insurance)?</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If "No", proceed to question 22.</p>
<p>e. If so, you must indicate whether during the preceding calendar year you (not immediate family members) engaged in any of the following activities with respect to or on behalf of the candidate or campaign committee of the Council of State member who appointed you to your public position:</p> <p>i. Collected contributions from multiple contributors, took possession of such multiple contributions, and transferred or delivered those collected contributions to the candidate or committee? Contributions are defined in N.C.G.S. 163-278.6(6) and include, but are not limited to, "any advance, conveyance, deposit, distribution, transfer of funds, loan, payment, gift, pledge or subscription of money or anything of value whatsoever."</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>
<p>ii. Hosted a fundraiser at your residence or place of business?</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>
<p>iii. Volunteered for campaign-related activities, which include, but are not limited to, phone banks, event assistance, mailings, canvassing, surveying, or any other activity that advances the campaign of a candidate?</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>

22. Are you aware of any other information that *you believe* may assist the State Ethics Commission in advising you concerning your compliance with the State Government Ethics Act?

Yes No

AFFIRMATION

I affirm that the information provided in this Statement of Economic Interest and any attachments hereto are true, complete, and accurate to the best of my knowledge and belief.

I also certify that I have not transferred, and will not transfer, any asset, interest, or property for the purpose of concealing it from disclosure while retaining an equitable interest.

I understand that my Statement of Economic Interest and any attachments or supplements thereto are public record.

I acknowledge that I have read and understand N.C.G.S. 138A-26 regarding concealing or failing to disclose material information and N.C.G.S. 138A-27 regarding providing false information:

§ 138A-26. Concealing or failing to disclose material information.

A filing person who knowingly conceals or knowingly fails to disclose information that is required to be disclosed on a statement of economic interest under this Article shall be guilty of a Class 1 misdemeanor and shall be subject to disciplinary action under G.S. 138A-45. (2006-201, s. 1.)

§ 138A-27. Penalty for false information.

A filing person who provides false information on a statement of economic interest as required under this Article knowing that the information is false is guilty of a Class H felony and shall be subject to disciplinary action under G.S. 138A-45. (2006-201, s. 1.)

I Agree

****Notarization is no longer required****

Printed Name

Signature

Date

Submit SIGNED, ORIGINAL documents.

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: September 12, 2012

Subject: **Lead Planning Agency (LPA) Staff Report**

This memorandum provides a summary status of tasks for projects in the FY 2011-2012 Unified Planning Work Program.

- Indicates that task is ongoing and not complete.
- ✓ Indicates that task is complete.

FY 2011- 2012 Unified Planning Work Program (UPWP) – Projects

Town of Carrboro Transportation Study/Main Street Road Diet

- ✓ Consultant selected
- ✓ Scope development/contract negotiation complete
- ✓ Data Collection to commence in September 2011 – Analysis Underway

Town of Hillsborough Downtown Transportation Study

- ✓ Consultant selected
- ✓ Scope development/contract negotiation complete
- ✓ Data Collection to commence in September 2011 – Analysis Underway

2040 Long Range Transportation Plan LRTP

- ✓ LRTP Schedule/Timeline TAC Approval – August 2011
- ✓ Socio-economic and demographic data analysis completed
- ✓ LRTP Public Involvement plan – March/April/May 2012
- ✓ LRTP Goals and Objectives – March/April/May 2012
- ✓ Approval of LRTP Targets - March/April/May 2012
- ✓ Deficiency Analysis – June 2012
- ✓ Socio-economic Forecasts – June 2012
- ✓ Land use Scenario – August 2012
- Alternative Analysis – ongoing
- Draft LRTP Recommendation - September 2012
- Air Quality analysis and Conformity Adopted - October 2012 - February 2013
- Approval of LRTP and Conformity determination - April/May 2013
- Technical report and implementation

Comprehensive Transportation Plan (CTP)

- Draft CTP –Depends on NCDOT Schedule
- Public Input

- Recommended CTP
- Adopted CTP - September 2012
- Technical report and implementation

NC 54/I-40 Corridor/Sub-Area Study

- ✓ Staff study initiation meeting
- ✓ Draft scope of services
- ✓ Agency review of scope and time
- ✓ Request for Proposal notice – October 2008
- ✓ Proposal due January 2009
- ✓ Consultant selected
- ✓ Contract negotiation underway
- ✓ Council contract approval – May 18, 2009
- ✓ Notice to Proceed – June 2009
- ✓ Kickoff Meeting – July 2009
- ✓ Public Outreach Plan – August 2009
- ✓ Prepare Corridor / Subarea Community Profile – Dec 2009
 - ✓ Public Workshop #1 – Fall 2009
- ✓ Development and Evaluation of Scenarios – Apr 2010
 - ✓ Public Workshop #2 – Feb 25, 2010
- ✓ Transportation/Land Use Master Plan – June 2010
 - ✓ Public Workshop #3 – May 11, 2010
- ✓ Documentation and Final Presentation – June 2010
- ✓ Local agency review – ongoing
- ✓ Additional study to address issues raised during public comment
- ✓ Phase 2 – Draft plan completed
- ✓ Study completion – June 2012

GIS/Data Integration and Automation

- ✓ Phase I completed. Internal review and implementation in progress
- ✓ Phase I deployment
- Phase 2 – underway
- Phase 2 Database development – ongoing

Land-use Model Development

- ✓ Multi-year project in progress
- ✓ Phase 1 completed
- ✓ Sensitivity analysis and testing in progress
- ✓ Data development in on-going
- Phase 2- Parcel level model for DCHC
 - ✓ Initial database – TBD
 - Initial model estimation – TBD
 - Initial calibration – TBD

MPO Parking Survey and Study (postponed)

- Parking model specification
- Regional Coordination and planning
- Draft scope of services
- Request for Proposal notice
- Consultant selection

- Council contract approval
- Project commences

MPO Community Viz. Scenarios Planning and Visualization

- ✓ Project kick- off in November 2010 – completed
- ✓ Data collection – completed
- ✓ Build Scenario Planning Tool
- ✓ Develop and approve Place Typology – Place Type Palette – completed
- ✓ Focus Group Meetings – completed
- ✓ Trend Forecasts
- ✓ Partnering Strategy
- ✓ Build Development Strategy
- ✓ Rationalize Scenarios
- Land use and Transportation MOEs
- Documentation/Protocol Report

MPO Congestion Management Process CMP

- ✓ CMP Procedure Plan approval – completed
- ✓ FHWA Approval of CMP procedure plan – August 2011
- ✓ CMP data requirement collection plan – Fall of 2011
- ✓ CMP Data collection and monitoring – ongoing
- ✓ CMP implementation – ongoing
- State- of Systems Report – December 2012
- Evaluation of effective of CMP projects and funded projects - ongoing

MPO Safety and Security Plan

- ✓ Action Plan and schedule to be completed in September 2011

Update of the MPO Public Involvement consistent with Federal Certification Review

- ✓ Action Plan and schedule completed in September 2011

MPO Title VI/Environmental Justice (EJ)/Limited English Proficiency (LEP) Plan

- ✓ Action Plan and schedule completed in September 2011

MPO Climate Change (Sustainability Adaptation) Plan/ Update of Greenhouse Emissions Plan

- ✓ Action Plan and schedule completed in September 2011

MPO Freight Plan and Integration

- ✓ Action Plan and schedule completed in September 2011

[New Search](#)

<p>Contract Number: C201994 Physical Division: 5 Administrative Division: 15 Length: 4.2 miles Resident Engineer: D. Brian Harrington, PE Location Description: TRIANGLE PARKWAY FROM NC-540 IN WAKE CO TO I-40 IN DURHAM CO Type of Work: GRADING, DRAINAGE, PAVING, SIGNALS, TOLL FACILITIES & STRS. Contractor Name: S. T. WOOTEN CORPORATION Contract Amount: \$137,446,000.00 Availability Date: 9/19/2008 Completion Date: 7/1/2011 Revised Completion Date: Last Estimate Thru: Last Estimate Paid:</p>	<p>Route: NC-147 County: Durham TIP Number: U-4763B Federal Aid Number: TIFIA-540(2) RE Phone Number: (919)836-4873 Cost Overrun/Underrun: Letting Date: 8/5/2008 Work Began: 8/3/2009 Estimated Completion: Scheduled Progress: Actual Progress:</p>
<p>Contract Number: C202164 Physical Division: 5 Administrative Division: 5 Length: 0.767 miles Resident Engineer: Mark W. Luther, PE Location Description: SR-1959 (S MIAMI BLVD) FROM SOUTH OF SR-2112 (METHODIST ST) TO NORTH OF SR-1960 (BETHESDA AVE). Type of Work: GRADING, DRAINAGE, PAVING & SIGNALS. Contractor Name: TRIANGLE GRADING & PAVING, INC Contract Amount: \$4,666,751.41 Availability Date: 6/27/2011 Completion Date: 7/13/2012 Revised Completion Date: Last Estimate Thru: 8/15/2012 Last Estimate Paid: 8/29/2012</p>	<p>Route: SR-1959 County: Durham TIP Number: U-4011 Federal Aid Number: STP-1959(3) RE Phone Number: (919)220-4680 Cost Overrun/Underrun: 2.65% Letting Date: 5/17/2011 Work Began: 7/13/2011 Estimated Completion: 9/10/2012 Scheduled Progress: 100% Actual Progress: 89.14%</p>
<p>Contract Number: C202340 Physical Division: 5 Administrative Division: 5 Length: 1.07 miles Resident Engineer: Mark W. Luther, PE Location Description: SR-1321 (HILLANDALE RD) FROM I-85 TO NORTH OF SR-1407 (CARVER AVE). Type of Work: GRADING, DRAINAGE, PAVING, AND SIGNAL. Contractor Name: REA CONTRACTING A DIVISION OF THE LANE CONSTRUCTION CORPORAT Contract Amount: \$4,222,625.78 Availability Date: 8/30/2010 Completion Date: 6/15/2012 Revised Completion Date: 7/1/2012 Last Estimate Thru: 8/7/2012 Last Estimate Paid: 8/15/2012</p>	<p>Route: SR-1321 County: Durham TIP Number: U-3804 Federal Aid Number: STM-0505(50) RE Phone Number: (919)220-4680 Cost Overrun/Underrun: 22.05% Letting Date: 7/20/2010 Work Began: 9/30/2010 Estimated Completion: 10/15/2012 Scheduled Progress: 100% Actual Progress: 79.46%</p>
<p>Contract Number: C202436 Physical Division: 5 Administrative Division: 5 Length: 1.233 miles Resident Engineer: Mark W. Luther, PE Location Description: BRIDGE OVER CAMPUS DR AND APPROACHES ON US-70 BUS AND US-70 BUS (MAIN ST) FROM NINTH ST TO BUCHANAN ST. Type of Work: GRADING, DRAINAGE, PAVING, SIGNALS AND STRUCTURE. Contractor Name: DEVERE CONSTRUCTION COMPANY, INC Contract Amount: \$1,969,734.20 Availability Date: 7/30/2012 Completion Date: 3/18/2014 Revised Completion Date: Last Estimate Thru: Last Estimate Paid:</p>	<p>Route: SR-1322, US-70 County: Durham TIP Number: B-3638, R-5164F Federal Aid Number: BRSTP-70B(2) RE Phone Number: (919)220-4680 Cost Overrun/Underrun: Letting Date: 6/19/2012 Work Began: 9/17/2012 Estimated Completion: Scheduled Progress: Actual Progress:</p>
<p>Contract Number: C202507 Physical Division: 5 Administrative Division: 15</p>	<p>Route: I-540 County: Durham TIP Number: R-2635, U-4763B</p>

<p>Length: 18.8 miles Resident Engineer: Jason R. Peterson, PE Location Description: NC-540 FROM NC-55 NEAR APEX TO NC-54 NEAR RTP AND NC-147 FROM I-40 TO NC-540. Type of Work: DESIGN-BUILD LANDSCAPING. Contractor Name: SOUTHERN GARDEN, INC. Contract Amount: \$4,800,000.00 Availability Date: 8/15/2011 Completion Date: 7/1/2015 Revised Completion Date: Last Estimate Thru: Last Estimate Paid:</p>	<p>Federal Aid Number: TIFIA-540(2) RE Phone Number: (919)571-3000 Cost Overrun/Underrun: Letting Date: 4/21/2011 Work Began: 8/15/2011 Estimated Completion: Scheduled Progress: Actual Progress:</p>
<p>Contract Number: C202538 Physical Division: 5 Administrative Division: 5 Length: 22.96 miles Resident Engineer: Cadmus Capehart, PE Location Description: 1 SECTION OF US-70, 1 SECTION OF NC-55, 1 SECTION OF NC-751 & 13 SECTIONS OF SECONDARY ROADS. Type of Work: MILLING, RESURFACING & SHOULDER RECONSTRUCTION. Contractor Name: TRIANGLE GRADING & PAVING, INC Contract Amount: \$4,474,348.51 Availability Date: 3/15/2010 Completion Date: 12/16/2010 Revised Completion Date: Last Estimate Thru: 6/22/2011 Last Estimate Paid: 7/7/2011</p>	<p>Route: NC-55, NC-751, SR-1118 SR-1357, SR-1404, SR-1615 SR-1641, SR-1646, SR-1656 SR-1670, SR-1671, SR-1901 SR-1954, SR-1955, SR-1981 US-70 County: Durham TIP Number: Federal Aid Number: RE Phone Number: (919)840-0914 Cost Overrun/Underrun: 1.58% Letting Date: 1/19/2010 Work Began: 4/5/2010 Estimated Completion: 3/30/2012 Scheduled Progress: 100% Actual Progress: 98.01%</p>
<p>Contract Number: C202610 Physical Division: 5 Administrative Division: 5 Length: 6.8 miles Resident Engineer: Cadmus Capehart, PE Location Description: NC-147 FROM NORTH OF SR-1322 (BROAD ST) TO NORTH OF SR-2028 (TW ALEXANDER BLVD). Type of Work: DIAMOND GRINDING, CONC PVT SLAB REMOVAL & SHOULDER RECONST. Contractor Name: FSC II LLC DBA FRED SMITH COMPANY Contract Amount: \$4,274,880.20 Availability Date: 3/15/2011 Completion Date: 11/1/2011 Revised Completion Date: Last Estimate Thru: 8/7/2012 Last Estimate Paid: 8/15/2012</p>	<p>Route: NC-147 County: Durham TIP Number: R-5164D Federal Aid Number: STM-0147(3) RE Phone Number: (919)840-0914 Cost Overrun/Underrun: 33.53% Letting Date: 9/21/2010 Work Began: 3/15/2011 Estimated Completion: 8/30/2012 Scheduled Progress: 100% Actual Progress: 96.8%</p>
<p>Contract Number: C202620 Physical Division: 5 Administrative Division: 5 Length: 12.6 miles Resident Engineer: Cadmus Capehart, PE Location Description: I-85 FROM NORTH OF US-70 IN DURHAM COUNTY TO NORTH OF NC-56 IN GRANVILLE COUNTY. Type of Work: PAVEMENT REHABILITATION AND BRIDGE REPAIR OVERLAYS. Contractor Name: FSC II LLC DBA FRED SMITH COMPANY Contract Amount: \$8,098,211.15 Availability Date: 6/1/2011 Completion Date: 7/15/2012 Revised Completion Date: Last Estimate Thru: 7/15/2012 Last Estimate Paid: 7/19/2012</p>	<p>Route: I-85 County: Durham TIP Number: I-5145 Federal Aid Number: IMS-085-4(118)178 RE Phone Number: (919)840-0914 Cost Overrun/Underrun: 5.83% Letting Date: 4/19/2011 Work Began: 6/10/2011 Estimated Completion: 7/30/2012 Scheduled Progress: 100% Actual Progress: 99.93%</p>
<p>Contract Number: C202875 Physical Division: 5 Administrative Division: 5</p>	<p>Route: I-540 County: Durham TIP Number: I-5307, I-5310</p>

Length: 17.133 miles **Federal Aid Number:** IM-0540(23)
Resident Engineer: Cadmus Capehart, PE **RE Phone Number:** (919)840-0914
Location Description: I-540 FROM I-40 OVERPASS TO TRIANGLE TOWN BLVD, AND TRIANGLE TOWN BLVD FROM I-540 TO NEW ASPHALT PAVEMENT JOINT.
Type of Work: MILLING, RESURFACING, SHOULDER RECONST, AND STR REHAB.
Contractor Name: FSC II LLC DBA FRED SMITH COMPANY
Contract Amount: \$8,384,157.45 **Cost Overrun/Underrun:** 0.84%
Availability Date: 2/27/2012 **Letting Date:** 1/17/2012
Completion Date: 11/15/2012 **Work Began:** 2/27/2012
Revised Completion Date: **Estimated Completion:** 11/15/2012
Last Estimate Thru: 8/22/2012 **Scheduled Progress:** 73%
Last Estimate Paid: 8/29/2012 **Actual Progress:** 74%

Contract Number: C202918 **Route:** SR-1002, SR-1400, SR-1628
 SR-1669, SR-1675
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:**
Length: 6.09 miles **Federal Aid Number:**
Resident Engineer: Mark W. Luther, PE **RE Phone Number:** (919)220-4680
Location Description: 5 SECTIONS OF SECONDARY ROADS.
Type of Work: MILLING, RESURFACING & SHOULDER RECONSTRUCTION.
Contractor Name: CAROLINA SUNROCK LLC
Contract Amount: \$1,398,321.31 **Cost Overrun/Underrun:** 0.93%
Availability Date: 4/2/2012 **Letting Date:** 1/17/2012
Completion Date: 6/29/2012 **Work Began:** 5/2/2012
Revised Completion Date: **Estimated Completion:** 8/30/2012
Last Estimate Thru: 7/31/2012 **Scheduled Progress:** 100%
Last Estimate Paid: 8/7/2012 **Actual Progress:** 95.43%

Contract Number: C202928 **Route:** NC-54, SR-1103, SR-1107
 SR-1171, SR-1815, SR-1902
 SR-1911, SR-1926, SR-1945
 SR-1977
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:**
Length: 13.57 miles **Federal Aid Number:**
Resident Engineer: Cadmus Capehart, PE **RE Phone Number:** (919)840-0914
Location Description: NC-54 FROM NC-55 TO WEST OF DAVIS DR AND 10 SECTIONS OF SECONDARY ROADS.
Type of Work: WIDENING, MILLING, RESURFACING, AND SHOULDER RECONSTRUCTION.
Contractor Name: CAROLINA SUNROCK LLC
Contract Amount: \$3,634,988.89 **Cost Overrun/Underrun:**
Availability Date: 3/12/2012 **Letting Date:** 1/17/2012
Completion Date: 11/9/2012 **Work Began:**
Revised Completion Date: **Estimated Completion:**
Last Estimate Thru: **Scheduled Progress:**
Last Estimate Paid: **Actual Progress:**

Contract Number: C202995 **Route:** -
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:**
Length: 0 miles **Federal Aid Number:**
Resident Engineer: Mark W. Luther, PE **RE Phone Number:** (919)220-4680
Location Description: BRG# 195 SR-1675, 16 US-15, 35 US-158, 43 SR-1103, 44 NC-96, 45 NC-56, 50 SR-1127, 54 SR-1135, 57 SR-1192 & 193 SR-1671.
Type of Work: BRIDGE PRESERVATION
Contractor Name: TAYLOR & MURPHY CONSTRUCTION CO, INC
Contract Amount: \$3,034,500.45 **Cost Overrun/Underrun:**
Availability Date: **Letting Date:** 4/17/2012
Completion Date: **Work Began:**
Revised Completion Date: **Estimated Completion:**
Last Estimate Thru: **Scheduled Progress:**
Last Estimate Paid: **Actual Progress:**

Contract Number: C203117 **Route:** SR-1630, SR-1631, SR-2100
 SR-2349
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:**
Length: 32.362 miles **Federal Aid Number:**

Resident Engineer: Chad D. Hinnant Location Description: 23 SECTIONS OF SECONDARY ROADS. Type of Work: WIDENING, MILLING, RESURFACING, AND SHOULDER GRADING. Contractor Name: REA CONTRACTING A DIVISION OF THE LANE CONSTRUCTION CORPORAT Contract Amount: \$5,803,217.05 Availability Date: 8/27/2012 Completion Date: 5/31/2013 Revised Completion Date: Last Estimate Thru: Last Estimate Paid:	RE Phone Number: (919)733-9499 Cost Overrun/Underrun: Letting Date: 7/17/2012 Work Began: 9/4/2012 Estimated Completion: Scheduled Progress: Actual Progress:
Contract Number: DE00019 Physical Division: 5 Administrative Division: 5 Length: 0.225 miles Resident Engineer: Mark W. Luther, PE Location Description: NC 55 (ALSTON AVE) AT EAST LAWSON STREET Type of Work: GRADING, PAVING, CURB AND GUTTER, SIDEWALK, SIGNALS, SIGNING Contractor Name: TRIANGLE GRADING & PAVING, INC Contract Amount: \$615,467.55 Availability Date: 5/1/2012 Completion Date: 8/1/2012 Revised Completion Date: Last Estimate Thru: 7/31/2012 Last Estimate Paid: 8/8/2012	Route: NC-55 County: Durham TIP Number: W-5110 Federal Aid Number: STP-0055(40) RE Phone Number: (919)220-4680 Cost Overrun/Underrun: 0.28% Letting Date: 3/28/2012 Work Began: 5/1/2012 Estimated Completion: 8/10/2012 Scheduled Progress: 100% Actual Progress: 72.08%
Contract Number: DE00030 Physical Division: 5 Administrative Division: 5 Length: 0 miles Resident Engineer: Cadmus Capehart, PE Location Description: I-40 AND I-85 Type of Work: Dynamic Message Sign Replacement Contractor Name: ALS OF NORTH CAROLINA, INC. Contract Amount: \$641,917.55 Availability Date: 6/4/2012 Completion Date: 2/28/2013 Revised Completion Date: Last Estimate Thru: Last Estimate Paid:	Route: I-40, I-85, SR-1728 County: Durham TIP Number: R-4049R Federal Aid Number: STP-000S(416) RE Phone Number: (919)840-0914 Cost Overrun/Underrun: Letting Date: 5/9/2012 Work Began: Estimated Completion: Scheduled Progress: Actual Progress:
Contract Number: DO00069 Physical Division: 5 Administrative Division: 5 Length: 0 miles Resident Engineer: Cadmus Capehart, PE Location Description: BRIDGES #12, 71, 137, 154, 156, AND 169 ON NC-147. Type of Work: BRIDGE PAINTING. Contractor Name: S & D INDUSTRIAL PAINTING, INC. Contract Amount: \$922,562.15 Availability Date: 7/11/2011 Completion Date: 11/7/2011 Revised Completion Date: 8/28/2012 Last Estimate Thru: 7/31/2012 Last Estimate Paid: 8/6/2012	Route: NC-147 County: Durham TIP Number: BK-5102G Federal Aid Number: BRNHS-0147(4) RE Phone Number: (919)840-0914 Cost Overrun/Underrun: 0% Letting Date: 8/19/2010 Work Began: 7/16/2012 Estimated Completion: 9/15/2012 Scheduled Progress: 47% Actual Progress: 24.95%

ACTIVE NCDOT PROJECTS LOCATED IN DCHC MPO- ARRA

County	TIP/WBS #	Description	Let Date	Completion Date	Status	Cost	Comments
rev 9/6/12							
Orange	ER-5100 GE	Landscape planting on US 15-501@ SR 1734 (Erwin Rd./Europa Dr.)	11/24/2009	4/30/2012	All work complete; final inspection held	\$65,000	ARRA
Orange	U-3306 34913.3.ST1 STM-1733 (16)	Grading, drainage, paving, signals, curb and gutter, and retaining wall on SR 1733 (Weaver Dairy Rd.) from NC 86 to Old Sterling Road	7/20/2010	6/15/2013	69%	\$13.4 million	ARRA
Orange	U-4704	Computerized Traffic Signal System for Chapel Hill-Carrboro	9/15/2009	Revised completion 9/30/12	96% complete	\$5.175 million	ARRA
NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST							
County	TIP #	Description	Let Date	Completion Date	Status	Cost	Comments

ACTIVE NCDOT PROJECTS LOCATED IN DCHC MPO-NON ARRA

County	TIP/WBS #	Description	Let Date	Completion Date	Status	Cost	Comments
Orange	36945	Upgrade traffic signal with mast arm and install pedestrian signal heads on SR 1010 (Franklin St.) @ Mallette St.	11/4/2010	Fall 2012	Work delayed; numerous utilities interfere with boring under road; contractor has requested meeting to resolve; Town has submitted check for \$33,000	\$173,000.00	Small Construction/ Town of Chapel Hill
ALAMANCE/ ORANGE	17BP.7.P.2	Bridge Deck Preservation - BRIDGES 38, 41, 51, 52, 121, AND 293 IN ALAMANCE COUNTY; BRIDGE #6 on US 70 Bus.,#59 on NC 86, and #81, & #82 on I-85 in ORANGE COUNTY	5/15/2012	6/30/2013	Available 6/25/12	\$2.8 million	Bridge Preservation
Orange	C-4932 A	Construct a Transit Shelter at the Park and Ride Lot for DTCC in Hillsborough and install bike racks on Orange Public Transportation buses	5/17/2011	Fall 2012	Bike racks installed and reimbursed ; bus shelter installed; Field inspection 5/23/12 and punchlist sent to County 5/30/12	\$20,275	CMAQ
Orange	ER-2971 G 3607.3.09	Widen roadway, install curb and gutter and construct sidewalk along SR 1750 (Estes Drive) between Burlage Circle and SR 1010 (Franklin Street)		10/3/2012	MA with Town executed; plans & proposal received from Town; revisions made by NCDOT and incorporated by Town 6/29/12	\$200,000.00	Small Construction/ STP-Division Enhancement
Orange	ER-2971 G 3607.3.13	Construct sidewalks on SR 1900 (Mason Farm Road) from US 15/501 (Fordham Blvd.) to Highland Woods Road			M.A. with Town	\$30,000.00	Division Enhancement
Orange	SR-5000 S 40922.1.18 PE	Education, encouragement, evaluation, and neighborhood outreach for Carrboro Elementary School	N/A	N/A	Municipal Agreement with Town; program underway	\$12,865	Safe Routes to Schools

ACTIVE NCDOT PROJECTS LOCATED IN DCHC MPO-NON ARRA

TAC 9/12/2012 Attachment 15

Orange	SR-5001 AE	Construct 870 linear feet of 5' sidewalk on Elm Street from existing sidewalk near Weaver Street to Shelton Street in Carrboro	2/21/2012	120 days after Notice to Proceed	Const. =48% compl.; CEI proposal approved	\$300,000.00	SRTS
Orange	SR-5001 AR	Construct 320' of 5' sidewalk on Culbreth Road between Cobblebridge Rd. in Chapel Hill and Rossburn Rd. in Carrboro	4/12/2012	Fall 2012	Contract Awarded	\$55,000 SRTS/\$108,000 STPDA	SRTS/STP-DA
Orange	SS-4907 U 42205.2 42205.1 42171	Improve sight distance on SR 1710 by lowering the crest vertical curve on the westbound approach to the intersection of SR 1710 (Old NC 10) @ SR 1713 (Mt. Herman Church Road)	N/A	6/28/2012	FA construction complete	\$320,000	Spot Safety-State
Orange	SS -4907 V 42423.3 42423.1	Realign intersection of SR 1005 (Old Greensboro Rd.) @ SR 1951 (White Cross Rd.)	Let 12/20/12		Plans to R/W 7/2/12	\$198,000	Spot Safety-State
Orange	U-4726 DC	Wilson Park Multi-Use Path	6/7/2012	105 days from Notice to Proceed	Contract Awarded	\$39,262.65 PE \$129,431.35 C	STPDA
Orange	U-4726 DD	Construct sidewalk on Rogers Road from Homestead Road to Meadowrun Ct.	5/1/2013		Municipal Agreement with Town of Carrboro; Design underway-need to coordinate with District for developer project at Purefoy Rd.	\$67,025 PE \$469,175 C	STPDA
Orange	U-4726 DE	Construct Bolin Creek Multi-use Path from Homestead Road to Chapel Hill High School	1/1/2013		Municipal Agreement with Town of Carrboro for construction (replaces EL-4994) Design underway	\$59,000 PE	STPDA
Orange	U-4726 DF	Bicycle detection at Signalized Intersections	10/18/2012	FFY 2013	Municipal Agreement with Town of Carrboro	\$36,000	STP-DA

ACTIVE NCDOT PROJECTS LOCATED IN DCHC MPO-NON ARRA

TAC 9/12/2012 Attachment 15

Orange	U-4726 IF	Design and install stairs from the sidewalk on the north side of Franklin St. to the Bolin Creek Trail	N/A	N/A	Supplemental agreement to remove construction; Town to pay for construction	\$20,000 PE	STPDA
Orange	U-4726 IG	Construct 10' wide greenway from existing Fan Branch Trail near Culbreth Rd. and US 15/501 to Phase I	7/24/2012		Municipal Agreement with Town of Chapel Hill; requested construction funds 5/25/12; Supplemental to add \$100,000 pending	\$1,310,000	STPDA
Orange	W-5207 E 45337.1.5 PE	Installation of a roundabout on SR 1734 (Erwin Rd.) and SR 1791 (Mt. Moriah Rd.) near Chapel Hill	Revised to 8/2012	12/31/2012- to be revised	Consultant design-R/W staking complete for acquisition	\$450,000	High Hazard Safety
NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST							
County	TIP #	Location Description	Est. Let Date	Completion Date	Status	Cost	Comments
Durham/ Orange	EB-4707	Bicycle improvements(Bikeway and signals) on Durham/ Chapel Hill (SR 1838/SR 2220)from SR 1116 (Garrett Road) in Durham County to US 15-501 in Orange County				\$4.0 million	Delayed R/W to 8/12 and Construction to 9/13 to allow City to secure increased funding
Orange	U-0624	Corridor upgrade on NC 86 (S. Columbia St.)including Bicycle lanes from SR 1906 (Purefoy Rd.) to SR 1902 (Manning Dr.)	10/16/2012			\$4.2 million	STP
Orange	U-2803	Widening of SR 1919 (Smith Level Road) from Rock Haven Road to Bridge# 88 over Morgan Creek	12/18/2012			\$3,7 million	
Orange	W-5318	GRADE, DRAIN, AND PAVE NC 86 FROM NC 57 TO CASWELL COUNTY LINE GEOMETRIC IMPROVEMENT, PAVED SHOULDERS AND RUMBLE STRIPS; Resurfacing	1/15/2013	Fall 2013	In Design	\$4.75 million	Remove centerline rumble strpes per JMM

Thinking hard about walking, bicycling

The Herald-Sun HS Editorial Posted August 1, 2012 10:23 pm

Why shouldn't North Carolina be the most forward-thinking state in the country when it comes to making our communities as bicycle- and pedestrian-friendly as possible?

There is no reason why not. We have the right kind of weather -- most of the time, anyway. And we have a population that is enthusiastic about walking and bicycling.

The state of North Carolina is seeking public input on a new statewide pedestrian and bicycling plan. The North Carolina Department of Transportation states that the plan, when complete, is expected to be among the most comprehensive in the nation.

NCDOT has set up a way for the state's residents to offer their ideas and thoughts on the plan at www.walkbikenc.com.

The plan will determine the best ways for the state to "create a safer pedestrian and bicycle network that also benefits the state's economy, public health and environment," NCDOT states.

Here's hoping that the best ideas will make their way into the state's future plans in this area.

Locally, we have plenty of support and activity surrounding walkability and bicycle-friendliness. The Durham Bicycle and Pedestrian Advisory Commission meets at 7 p.m., on the third Tuesday of each month in the City Hall Committee Room.

The advisory commission is a citizens group with members appointed by the City Council and County Commission. Events coming up soon on its calendar include National Night Out (Aug. 7), Triangle Pedestrian Safety Campaign (Watch For Me NC) from August to October, World Carfree Day (Sept. 3), and the Smart Commute Challenge from September to October.

Many other organizations and groups are doing their part, as well, such as the East Coast Greenway Alliance (www.greenway.org), the Durham Bike Co-op (www.durhambikecoop.org), and the Triangle Rails-to-Trails Conservancy (www.triangletrails.org).

The Durham Bicycle and Pedestrian Advisory Commission provides links to a wide array of local, regional and state organizations at www.bikewalkdurham.org/BPAC_links.html.

The American Tobacco Trail is a true plus for walkers, runners and bicyclists. We also have a number of thoroughfares that are not as friendly to pedestrians and bicyclists as they should be.

The single-car mode of transportation is not the only way. Making our byways safer for walkers and bicyclists is good for the environment; promotes cohesive communities; and offers so many other benefits. A statewide plan that works hand-in-hand with local efforts is an exciting endeavor.

How Cities Can Get Drivers Biking

How can planners attract the 60 percent of Americans who say they would bike more if they felt more secure? The answer could be cheap and simple.

Document Actions

YES! Magazine by Jay Walljasper posted Jul 27, 2012

You can glimpse the future right now in forward-looking American cities—a few blocks here, a mile there, where people riding bicycles are protected from rushing cars and trucks.

Chicago's Kinzie Street, just north of downtown, offers a good picture of this transportation transformation. New bike lanes are marked with bright green paint and separated from motor traffic by a series of plastic posts. This means bicyclists glide through the busy area in the safety of their own space on the road. Pedestrians are thankful that bikes no longer seek refuge on the sidewalks, and many drivers appreciate the clear, orderly delineation about where bikes and cars belong.

"Most of all this is a safety project," notes Chicago's Transportation Commissioner Gabe Klein. "We saw bikes go up from a 22 percent share of traffic to 52 percent of traffic on the street with only a negligible change in motorists' time, but a drop in their speeds. That makes everyone safer."

Klein heralds this new style of bike lane as one way to improve urban mobility in an era of budget shortfalls. "They're dirt cheap to build compared to road projects."

No matter what separates people on bikes from people in cars, the results are hefty increases in the number and variety of people bicycling.

"The Kinzie project was discombobulating to the public when it first went in," notes Alderman Margaret Laurino, chair of the city council's Traffic and Pedestrian Safety Committee. "Business owners had questions. But now people understand it and we're ready to do more."

"Protected bike lanes are not just for diehard bicyclists—they offer a level of safety and confidence for less experienced riders," adds Rey Colón, a Chicago alderman who first saw how well these innovations work on a trip to Seville, Spain.

Mayor Rahm Emmanuel campaigned on the promise of building 100 miles of these "green lanes" over the next four years to heighten the city's appeal to new businesses. After the protected bike lane opened on Kinzie Street last year, more were installed on Jackson Boulevard and 18th Street on the city's Near West Side. Thirteen more miles are planned this summer throughout the city. (The Chicago suburb of Evanston just announced plans to install protected bike lanes on one of its busy streets.)

Green Lanes Mean Go

People on bikes everywhere feel more safe and comfortable on busy streets with a physical barrier between them and motor vehicles. In some places it's a plastic post or line of parked cars. In others it's a curb, planter or slightly elevated bike lanes. But no matter what separates people on bikes from people in cars, the results are hefty increases in the number and variety of people bicycling.

"We've seen biking almost triple on parts of 15th Street NW since installing a protected bike lane last year," reports Jim Sebastian, Active Transportation Project Manager for the District of Columbia. "And we're seeing different kinds of cyclists beyond the Lycra crowd. People in business suits, high heels, families out for a ride, more younger and older people."

This particular bike lane—one of more than 50 protected bikeways built recently in at least 20 cities from New York to Minneapolis to Long Beach, Calif.—is richly symbolic for Americans. It follows 15th Street NW to the White House.

"This is what cities of the future are doing to attract businesses and young people," notes Andy Clarke, president of the League of American Bicyclists. "People don't want to drive all the time; they want a choice."

The Greening of America's Streets

"For cities, green lanes are like finding a whole new drawer of tools in your toolbox."

The Green Lane Project, an initiative to showcase these next-generation transportation improvements, was launched on May 31 in six U.S. cities: Chicago, Washington, D.C., Memphis, Austin, San Francisco and Portland, Oregon. The effort is coordinated by the Bikes Belong Foundation. Advisors to the project include New York City Department of Transportation (which has already pioneered 5 miles of protected lanes on six streets), the National Association of

City Transportation Officials and the League of American Bicyclists. Major funders include Volkswagen of America, SRAM, Interbike, the Taiwan Bicycle Exporters Association and the Bikes Belong Coalition.

The name “green lane” was chosen not only to draw attention to the typical color of protected bike lanes but also to highlight their potential in improving the urban environment and saving on transportation costs. “Green lanes are not just a color on the street. They are paths to better cities,” the project’s website explains, adding that more people on bikes eases congestion and boosts residents’ health, sense of community, and economic opportunities.

The project will connect elected officials, city planners, traffic engineers, bike advocates and citizens in these six cities to share experiences, trade data, and swap ideas, says Project Director Martha Roskowski. Until this year she ran GO Boulder, the alternative transportation effort at the city of Boulder, Colorado, which built its first protected bike lane in the early 1990s.

Protected bike lanes are often accompanied by other safety improvements—paint that marks bicyclists’ path through intersections; designated spaces at stoplights that give two-wheel traffic a slight head start; and traffic signals dedicated to people on bikes.

“For cities, green lanes are like finding a whole new drawer of tools in your toolbox,” Roskowski notes. “Our mission is to expand the knowledge on how to use these tools. How to get them on the ground. How to fine tune them. How to make them work best.”

Five years ago, these designs were barely on the horizon in the U.S. although they’ve been standard in Europe for decades. “Today, cities across the country are looking to green lanes to tame busy streets and connect missing links in the bicycling network,” she says. She points to the 2011 publication of a design guide by the National Association of City Transportation Officials as a key factor creating momentum for green lanes. “The guide shows cities how to combine existing, approved design elements in new ways to create these spaces,” says Roskowski

“The idea is to create the kind of bike networks that will attract the 60 percent of all Americans who say they would bike more if they felt safer,” says Randy Neufeld, a longtime bike advocate in Chicago who as Director of the SRAM Cycling Fund helped start the Green Lane Project. “It’s about helping people from 8 to 80 to feel safe biking on city streets.”

The six Green Lane Project cities will receive technical assistance and support, backed by targeted grants to help carry out their plans. Other cities around the country will soon be able to tap into a comprehensive resource center of data, documentation and best practices compiled by the project.

Protected bike lanes are often accompanied by other safety improvements—paint that marks bicyclists’ path through intersections; designated spaces at stoplights that give two-wheel traffic a slight head start; and traffic signals dedicated to people on bikes. All these measures reduce car/bike collisions by making people on bikes more visible and clearly assigning priority at intersections. In addition, many cities around the country are also building buffered bike lanes, where wide patches of paint rather than physical barriers separate bicyclists from cars and trucks.

The proliferation of new bikesharing systems—where people can conveniently rent bikes at on-street stations with a credit card and return them to another station near their destination—creates new demand for green lanes by getting more riders on the streets. Bike share is now running full board in Washington, Denver, Boston, Minneapolis, Chattanooga, and Miami Beach—and coming soon to New York, Chicago, Los Angeles, and other cities. Roskowski notes that the recent rise of bikesharing and protected bike lanes are linked. “Bikeshare puts new people on bikes who want safer, more comfortable place to ride.”

Bikes—Not Just for Ultra Fit Athletes

The United States has witnessed a boom in bicycling over the past 15 years, proving that bikes aren’t just for kids and recreational riders anymore. They are an essential component of 21st-century transportation systems that can cut congestion on crowded streets, save money in transportation budgets, improve traffic safety, and reduce pollution.

With a 63 percent African-American population, Memphis was selected as one of the six Green Lane cities in part because of Mayor AC Wharton Jr.'s strong support for biking as essential—not a frill—for a city with one of the highest diabetes rates in the country and where 15 percent of households have no access to a car.

The number of Americans commuting to work by bike has climbed 43 percent since 2000, according to census figures. And numbers are even higher in places making their streets more accommodating for bicyclists. New York City, Boston, Seattle, and Minneapolis-St. Paul have all doubled the number of people on bikes over the past five years. In Portland, Oregon, 6 percent of all commuters travel to work by bike—an achievement matched by smaller cities such as Gainesville, Florida; Madison, Wisconsin; and Cambridge, Massachusetts—and surpassed in Boulder, Colorado (10 percent) and Davis, California (22 percent).

Yet overall, America still lags behind many Western nations in embracing bikes as a form of transportation. Only one percent of all trips nationally are made by people on bicycles today (up from 0.43 percent a few years ago). There are many explanations—some practical, some philosophical—for why most Americans bike infrequently.

The sprawling layout of many cities and suburbs is one obvious cause. The decline of physical activity among many Americans, even kids, is a likely contributing factor. Some observers point to automobiles' long reign as a status symbol. Others suggest that many Americans view bicycling as a white, upper-middle class hobby, not as a form of transportation for average families. However, a recent study found that 21 percent of all bike trips in the U.S. are made by people of color.

Many cities are paying particular attention to make sure that low-income and minority communities—where many families don't own cars and others are financially strapped by the rising costs of operating one—have access to state-of-the-art biking facilities. With a 63 percent African-American population, Memphis was selected as one of the six Green Lane cities in part because of Mayor AC Wharton Jr.'s strong support for biking as essential—not a frill—for a city with one of the highest diabetes rates in the country and where 15 percent of households have no access to a car.

Danny Solis—a Latino alderman representing a district on Chicago's West Side with a high percentage of Mexican Americans, African Americans and Asian Americans—says good bike lanes are important to improving public safety and economic vitality in lower-income communities: "It increases interaction between neighbors, which is a boost for businesses and keeps the gangbangers away."

Encouraging more people to ride bikes offers substantial rewards for all Americans, whether they ride a bike or not, by using streets more efficiently to move people and offering an economical choice in transportation as well as addressing looming problems such as the obesity epidemic and volatile fuel prices. And it gets even better from there—the more people ride, the more benefits we'll all see.

Nobody Said It Was Going to Be Easy

Even a city like Seville, Spain, where almost no one biked a few years ago now boasts a 6-7 percent bike mode share thanks to a network of protected bike lanes built since 2007.

Of course, any proposal to reconfigure the streets—even in modest ways—can stir opposition. It's true that in some cases, carving out space for people on bikes means reducing parking spaces or travel lanes for cars. In other designs, parking and travel lanes stay the same as existing bike lanes are upgraded with the addition of bollards, or parking is rearranged so that bike lanes run adjacent to the curb.

A follow-up study tracking the 15th Street Green Lanes in Washington found that 78 percent of people living nearby view the project as a neighborhood amenity. And in New York City, protected bike lanes sparked a heated debate in recent years when politically well-connected figures lobbied to rip them out. But a slew of opinion polls showed that most city residents approved of the changes, even if they themselves did not ride bikes, and the lanes stayed.

Minneapolis Mayor RT Rybak acknowledges a "bikelash" is possible when Green Lanes are first introduced in a community, but notes that in this era of shrinking municipal budgets, "We need to get more use from all the streets we already have. It really is the idea that bikes belong."

How the U.S. Can Become a World Leader

It's not Utopian to think that the United States could become a world leader in bicycling. Americans are an enterprising people, who are capable of almost anything when we apply our ingenuity and technical expertise toward a goal. Who says we can't match Germany (where 10 percent of all trips are made by bike), Denmark (18 percent) or even the Netherlands (27 percent), all of which are wealthy nations like us where most people own cars

4 New Ideas for a Bicycle Planet

A school bus pedaled by kids, the world's largest bike-share, and other innovations that are changing how we cycle.

Protected bike lanes, commonplace throughout Europe and Asia, are a big part of how we accomplish this. Making people feel safer on the streets was how the Netherlands' engineered a 100 percent increase in bicycling since the 1970s, as well as Germany's even more dramatic rise from 2 to 10 percent of all trips over the past 15 years. Even a city like Seville, Spain, where almost no one biked a few years ago now boasts a 6-7 percent bike mode share thanks to a network of protected bike lanes built since 2007.

In the United States, we tend to view bicyclists as a unique breed willing to brave city traffic. Bicyclists in Europe are considered no different than anyone else. In the Netherlands, for example, 55 percent of all riders are women, compared to about 25 percent here. Dutch bicyclists over 55 ride at comparable rates to the rest of the population, which is far different than here. And 55 percent of school-age children in the Netherlands ride to school on a regular basis. In the U.S. only 16 percent of kids either bike or walk regularly, down from 42 percent in 1969.

The ultimate goal of the Green Lane Project is to make bicycling feel as normal to Americans as shopping for groceries or walking the dog.

Jay Walljasper, a YES! Magazine contributing editor and author of *The Great Neighborhood Book* and *All That We Share: A Field Guide to the Commons*, chronicles urban life for a variety of publications. His website: www.JayWalljasper.com

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- [How Biking Benefits Everyone](#)
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- [Complete Streets: It's About More Than Bike Lanes](#)
Forty years ago, almost half of American kids biked to school. A smart idea for getting kids pedaling again.

Duke contributes another \$350K to Bull City Connector

The Herald-Sun By Ray Gronberg posted August 7, 2012 6:17 p.m.

DURHAM – Duke University has contributed \$350,000 to the cause of keeping the Bull City Connector running for another year, but city officials are hoping to convince the school to eventually sign a longer-term subsidy deal.

City Council members on Monday gave City Manager Tom Bonfield permission to sign an agreement with Duke accepting the donation. By Tuesday morning, Bonfield was meeting with Duke Vice President Phail Wynn to discuss future contributions.

Bonfield said Duke officials want more information on the connector's ridership patterns, beyond a simple count of how many people are using the downtown shuttle service each day.

With just a count, "we didn't have enough information this past year to convince Duke to make a bigger contribution," Bonfield said, adding that city officials are already working on fixing that.

What Duke and the city both want is information on how many people are boarding at each stop along the shuttle's route at various hours of the day, he said.

The city now has the ability to gather that data because it's installed electronic-eye devices on buses to create a record of when people get on and off.

Already, they've noticed that "the level of participation at East Campus" isn't what they'd hoped, though ridership at Duke's medical center seems "to be pretty strong," Bonfield said.

Data showing what stops are most popular at any given time of day would give Duke officials a better idea of how heavily the fare-free shuttle is serving university-affiliated riders.

It would also enable Duke officials, if they want, to contribute in future years in proportion to how much of the system's ridership has university ties.

But Bonfield said the two sides haven't "gotten that far in the conversation" for it to be clear that's the approach the school will take.

No matter the amount, the city manager wants to persuade Duke administrators to sign a long-term deal.

Even for fiscal 2012-13, "we had hoped to get a three-year" pledge," Bonfield said. "But they weren't willing to go more than one without better documentation."

As talks unfold, "that'll all be negotiable," he added.

In contributing \$350,000 in fiscal 2012-13, Duke in effect agreed to pick up about 30 percent of the connector's operating costs.

City officials figure on using federal congestion-management grant money for the remaining \$800,000 needed to keep the Bull City Connector's peach-colored buses circulating in the Main Street corridor between Duke and the Golden Belt business center.

The connector is now serving about 2,000 riders a day, in line with the goal city officials had for the shuttle going in.

Bonfield said administrators "need to work on" attracting more East Campus riders, and are trying to improve the connector's on-time performance.

To help move buses along, they're using on-board electronics to tell traffic signals on the route to stay green just long enough that a bus can make it through an intersection.

Officials suspect ridership will pick up when Duke finishes converting a building on the edge of the West Village complex into the new home of a medical-research operation.

But for efficiency's sake, they've cut back a bit on the connector's operating hours.

When the city launched it, the Bull City Connector ran Mondays through Saturdays from 7 a.m. to midnight.

Officials now intend to end Monday-through-Thursday runs at 10 p.m. and will start Saturday service at 8 a.m.

Bonfield said the cutbacks were suggested "based on experience" that demand dropped late at night and was slow to pick up on Saturday morning.

The connector has been running since 2010. Officials used federal grant money, vehicle registration fees and about \$1 million in contributions from Duke to get it off the ground.

Durham leading in traffic-roundabout usage

The Herald-Sun By Ray Gronberg Posted August 8, 2012 - 10:35 pm

DURHAM – For the moment, Durham appears to be the traffic-circle capital of North Carolina, a N.C. Department of Transportation engineer told business leaders and local officials during a Wednesday symposium.

Durham has 23 of the 165 modern “roundabouts” DOT knows about, said Jim Dunlop, who heads the agency’s congestion-management office for this part of the state.

It’s likely that Charlotte will take the crown away from Durham soon, as it has 19 roundabouts and is building 10 more, Dunlop said.

Dunlop and other participants in Wednesday’s symposium said roundabouts are showing up more and more in this country because they’re safer and move traffic more efficiently than conventional intersections.

Safety-wise, North Carolina’s experience with roundabouts mirrors national trends, Dunlop said.

Engineers at DOT have checked pre- and post-installation accident data for 54 circles and found that crashes in general dropped 46 percent after a roundabout had replaced conventional traffic signals, he said.

Injury-causing crashes dropped 75 percent.

But DOT’s work got some bad press in Raleigh thanks to a problem with a new roundabout at the intersection of Hillsborough Street and Pullen Road at the edge of N.C. State University’s campus.

There, the crash rate jumped by more than 280 percent, from 21 cases in three years preceding installation to 81 in the eight months after the roundabout opened in the summer of 2010.

Most all those were fender-benders, as the DOT-monitored “severity index” of crashes at the crossroads dropped 40 as the use of the circle “removed T-bone crashes” from the equation, Dunlop said.

To reduce fender-benders too, the agency has reconfigured the Hillsborough/Pullen circle so it effectively has only a single lane of traffic. It formerly had two, and motorists heading east on Hillsborough Street were entering the circle without yielding to traffic on Pullen.

Engineers like Dunlop and other participants in Wednesday’s symposium say the requirement to yield before entering is what sets a roundabout apart from traditional traffic circles.

No matter the design, “it’s an intersection, and we need to sell it as an intersection,” Dunlop said.

He added that he hopes roundabouts don’t get a bad rap because of the Hillsborough/Pullen circle’s issues, when many conventional intersections have iffier safety records.

Dunlop singled out the crossing of South Mangum Street and Morehead Avenue on the edge of downtown Durham near the Durham Bulls Athletic Park as one that has far more than its fair share of T-bone crashes.

“I bet out of the 400 signals in Durham, we could probably take out 300 and put in roundabouts and work things a lot better,” he said.

Wednesday’s symposium, organized by the business-led Regional Transportation Alliance, included presentations by engineers from Wisconsin, New York and Indiana, and from an N.C. State professor.

Wisconsin-based engineer Mark Lenters said roundabouts got a boost in popularity in this country after Vail, Colo., used them in the 1990s to solve gridlock problems it couldn’t have managed with conventional approaches.

The resort community, closely hemmed in by the Rocky Mountains, was dumping traffic backups onto Interstate 40, the central Colorado equivalent of the Triangle’s Interstate 40, Lenters said.

Inside the town, “you could not get a permit for a hot dog cart because if you added one more trip to the network, it was unacceptable,” he said.

But after officials installed roundabouts at a key interchange, “congestion vaporized” and the community was later able to accommodate \$1 billion in development, Lenters said, adding that they’d taken “a big risk” in the face of public opposition.

The North Carolina Department of Transportation’s Vision for Healthy Communities Through Sustainable Transportation

Eugene A. Conti Jr, Paul F. Morris, Julie A. Hunkins, *N C Med J*. COMMUNITIES;73(4):274-277.

(<http://www.ncmedicaljournal.com/archives/?73405>)

The North Carolina Department of Transportation increasingly includes the health of North Carolinians in its transportation decision-making. With an expanded mission that now includes health, the agency is integrating public health considerations into its initiatives, plans, and policies, as well as exploring the use of health impact assessments.

North Carolina’s economic vitality and the quality of life of its residents are highly dependent on having a safe, reliable, and efficient transportation network. Although the focus of the North Carolina Department of Transportation (NCDOT) is mobility (the movement of people and goods), its mission also includes safety, environmental sensitivity, and enhancement of the state’s economy, health, and well-being. The NCDOT recognizes its role in supporting vibrant, healthy communities. The department also recognizes that it is continuously shaping the built environment throughout the state. North Carolina has the second-largest system of state-maintained roads in the United States. The NCDOT maintains nearly 80,000 miles of roads (approximately 75% of all roads in the state) and is considered to be the state’s largest developer. In an attempt to optimize the overall benefits derived from the investments it is making on the public’s behalf, the NCDOT is increasingly including the health of North Carolinians as a consideration in its transportation network decision-making.

The transportation network can serve as an enabler of or as a barrier to better health outcomes, especially through its ability to create a built environment that provides opportunities for physical activity. In North Carolina, the general preference of the state’s residents for automobile travel, in combination with development patterns that contribute to increased travel distances, has resulted in a transportation network designed primarily for travel by motorized vehicle. At the same time, lifestyles have generally become more sedentary. This combined with other factors has led to an increase in obesity, which in turn is linked to high blood pressure, high cholesterol, diabetes, heart disease, stroke, arthritis, and cancer [1]. The public health and health care communities are working hard to encourage people to change behaviors that lead to these diseases, but significant positive changes in public health will not be realized unless there are changes to the built environment. In this regard, making the healthy choice the easy choice not only applies to what we eat, but also how we move around our communities.

A 2007 survey found that 60% of adults in North Carolina believe that they would be more physically active if their communities had more accessible sidewalks or trails for walking or bicycling [2]. A research brief prepared by the Robert Wood Johnson Foundation in 2009 states in its conclusion that

A substantial body of research shows that certain aspects of the transportation infrastructure—public transit, greenways and trails, sidewalks and safe street crossings near schools, bicycle paths, traffic-calming devices, and sidewalks that connect schools and homes to destinations—are associated with more walking and bicycling, greater physical activity and lower obesity rates [3].

This evidence, coupled with the fact that the state’s population is increasing and North Carolinians want more choices in the modes by which they travel, is motivating the NCDOT and its sister state agencies and local government partners to try to influence public health outcomes by considering the inclusion of active transportation features such as sidewalks and bike facilities when creating transportation and land-development plans.

Although accommodations for nonmotorized transportation, such as sidewalks and bike lanes, have been integrated into some parts of the transportation network, additional facilities that afford opportunities for active transportation are needed in other parts of the network. The key to this is working with communities to identify the areas in which investment in such facilities would provide the highest overall benefit to the public in terms of mobility, health,

reduction in health disparities, the environment, and the economy. Understanding where mutual mobility and health benefits can be derived requires that health, transportation, and land development professionals talk with one another and share data in order to better understand needs, evaluate options, and leverage resources to optimize outcomes.

Because the state owns or maintains a large proportion of the transportation system, the NCDOT can provide meaningful, immediate impact and can influence the built environment more effectively and more widely than can many other state and local entities. The NCDOT carries out more than a thousand projects across the state each year, materially changing the environment and altering the landscape daily. For example, the department's current Bridge Program involves the replacement or rebuilding of more than 1,800 bridges in the state over the next 3 years. As a part of decision-making, the agency is considering bicycle and pedestrian accommodations in a meaningful way. In the reconstruction and resurfacing of existing roads and on new projects, many transportation options are considered, including sidewalks, crosswalks, bicycle lanes, paved shoulders, and transit stops.

The Healthy Environments Collaborative is an interagency collaboration between the NCDOT, the North Carolina Department of Health and Human Services, the North Carolina Department of Commerce, and the North Carolina Department of Environment and Natural Resources; the agencies work closely with one another and with partners at the University of North Carolina at Chapel Hill and North Carolina State University to improve the health of North Carolina's people, economy, and environments. With support provided by the collaborative, NCDOT leaders are increasingly integrating health considerations into transportation decision-making through a programmatic focus. This includes setting policies that can serve as a compass for the efficient delivery of projects that will add value to the communities they serve. The department's mission statement was recently revised to underscore the importance of mobility in supporting healthy people and healthy places; it now states that the NCDOT's mission is "connecting people and places safely and efficiently with accountability and environmental sensitivity to enhance the economy, health and well-being of North Carolina." With the addition of this last part of the mission statement, the agency's mission has expanded to include how the transportation network can support economic growth and development, improved public health outcomes, livable communities, and improved quality of life [4].

North Carolina's Statewide Bicycle and Pedestrian Transportation Plan is currently being developed. It will guide the NCDOT and its partners in developing and implementing programs and projects that expand opportunities for walking and bicycling and will also increase safety. These programs and projects will, in turn, provide the opportunity for increased physical activity and will thus ultimately lead to improvements in overall health outcomes. The plan will focus on bicycling and walking as basic means of transportation while recognizing their value in terms of public health, economic development, recreation, and tourism. The plan has strong support from other state agencies in the Healthy Environments Collaborative, given the benefits desired by each member. The Department of Commerce sees the increased appeal for businesses to locate in a state with a comprehensive bicycle and pedestrian network; the Department of Health and Human Services sees the benefit from increased access to physical activity and a resulting improvement in health status for the state's residents; and the Department of Environment and Natural Resources supports the prioritization of alternative forms of transportation over automobiles as a way to protect the environment.

Identifying common transportation and health goals is of key importance in making the best decisions to support healthy people and healthy communities. As additional evidence of NCDOT's increasing support of including health in all policies, the department is working with transportation and health professionals to better integrate public health considerations into the 25-year comprehensive long-range transportation planning process. Comprehensive transportation plans are developed at the county or local level and set the stage for the location and type of transportation improvements needed to serve future growth and other goals of the community. Public health goals can be part of these local transportation-planning efforts, but it is important for the public health community to be engaged as a stakeholder so that unique health interests are reflected in the comprehensive goals of the planning area. Because the built environment, development patterns, and transportation are so interrelated, the NCDOT is working with its partners in the Healthy Environments Collaborative and with local planning entities to better link transportation and land-development planning. Integrated and coordinated planning efforts can result in projects that better support community goals such as more choices in how to travel, increased access to transportation options for lower-income households, improved public health outcomes, and reduced environmental impacts. The effort to improve the long-range transportation planning process also includes better integration of active transportation modes such as walking, biking, and transit into local or regional transportation plans.

NCDOT's Complete Streets Policy, which was adopted in 2009, has tremendous potential to shape the built environment to be more supportive of nonmotorized transportation and increased physical activity. For the past 50 years, streets were generally designed to serve one mode of transportation: motor vehicles. Sidewalks and bike facilities were often neglected. In contrast, the Complete Streets Policy is intended to serve all modes of

transportation and to be safe and comfortable for all users, including pedestrians, bicyclists, transit riders, motorists, and individuals of all ages and capabilities. (NCDOT Complete Streets information is available at <http://www.nccompletestreets.org>.) North Carolina's nationally renowned Complete Streets pilot program carries out projects that demonstrate value to communities through efficient mobility, safety for all travelers using all modes of transportation, improved physical health, enhanced economic opportunity, and a clean environment.

The NCDOT also has established Traditional Neighborhood Development Street Design Guidelines with the intent of supporting community development that encourages walking and biking, enhances transit service opportunities, and improves traffic safety through promoting low-speed, cautious driving while fully accommodating the needs of pedestrians and bicyclists. The overall function, comfort, and safety of the multipurpose or "shared" streets in traditional neighborhoods are deemed more important than vehicular efficiency alone. Other elements of traditional neighborhoods that encourage walking and biking are higher proportions of interconnected streets, sidewalks, and paths.

Other programmatic approaches that are being explored by the NCDOT include accounting for health impacts, costs, and benefits throughout the transportation planning, programming, and project decision-making processes. Actions that may be taken include setting health-related criteria as part of transportation funding decisions, as well as conducting health impact assessments to help inform what the NCDOT and its local planning and funding partners will do and when. Health impact assessments can be used as evidence-based tools to document the health costs of land use and transportation decisions. It is important to evaluate the benefits that can be derived from investments and to evaluate how prosperity, a clean environment, and improved or expanded mobility can lead to better public health outcomes.

The cumulative effects of transportation projects, along with the impacts of projects carried out by other entities also need to be considered in transportation decision-making. The consequences of decisions, including those related to public health, may be realized immediately upon completion of a particular project, but they can also be felt much later in time. In addition, the impacts of multiple decisions related to projects across sectors (transportation, development, and other infrastructure projects) are cumulative over time, influencing the public health within an area. For example, paved surfaces can create heat islands that make the temperatures higher, especially in urban areas. Higher temperatures, coupled with pollutants from vehicle exhaust, create a chemical reaction that worsens air quality and can exacerbate associated diseases, such as asthma and cardiovascular disease.

The silver tsunami—the near doubling of people over the age of 60 in North Carolina's population by 2030 [5]—must also be considered. As North Carolinians live longer and as older residents form a growing percentage of the total population, it will be become more challenging and important to provide appropriate mobility options for people over 65 years of age. The NCDOT recognizes that it must respond to this and other demographics-related challenges, which will result in substantial impacts on travel patterns, increased traffic congestion, and inadequate transportation infrastructure. Confronting the challenges presented by the current built environment, an automobile-dependent culture, and projected growth in vulnerable and general populations will necessitate new approaches.

Although the NCDOT's primary business is building transportation infrastructure that moves people and goods, it can also be considered an applied research organization with goals of continuous improvement and innovation. In many ways, it is conducting applied research in the health arena. The department's shift to "health in all policies" involves the integration of public health considerations into broad agency policy including funding, programs, guidelines, processes, projects, performance measurement, and incentives.

The NCDOT cannot simply put sidewalks, bike lanes, and greenways everywhere—funding is limited. Strategic decisions must be made to ensure that the public is getting the highest return on the state's investment. This means figuring out what the communities' needs are with regard to mobility, as well as considering where facilities have the greatest potential to create increased physical activity, especially for at-risk populations. In partnership with other agencies, the NCDOT is looking for opportunities to implement policies, plans, and projects to make the biggest difference in communities that have made mobility and health a priority. Effective decision-making can only occur if the public health community, local planners, and transportation planners are at the table and engaged in dialogue. The decision-making process must include the identification of issues and community needs; data collection, sharing and analysis; solution generation and evaluation; implementation strategies and funding; monitoring and measurement; and communication and capacity building.

In support of a more integrated approach to transportation planning and consistent with its mission, which acknowledges the connection between transportation and public health, the NCDOT is committed to working with its partners at the state and local levels to provide safe, efficient, and reliable transportation options, including bicycle,

pedestrian and transit facilities. It is also committed to considering public health issues and concerns as they relate to transportation decisions.

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Eugene A. Conti, Jr, PhD secretary, North Carolina Department of Transportation, Raleigh, North Carolina.
Paul F. Morris, FASLA deputy secretary, Transit, North Carolina Department of Transportation, Raleigh, North Carolina.
Julie A. Hunkins, PE manager, Quality Enhancement Unit, North Carolina Department of Transportation, Raleigh, North Carolina.

Address correspondence to Ms. Julie A. Hunkins, North Carolina Department of Transportation, 104 Fayetteville St, Raleigh, NC 27601 (jhunkins@ncdot.gov).

Construction starts on new path to Wilson Park

The Herald-Sun By Beth Velliquette Posted 08.16.12 - 03:00 pm

CARRBORO – Construction on a long-planned bicycle and pedestrian path that will help riders and walkers avoid a narrow section of Estes Drive Extension has commenced.

The 10-foot-wide asphalt Wilson Park Multi-use Path begins at Estes Drive Extension across from the entrance to the Estes Park Apartments and will run through the woods and come out on the north side of Wilson Park near the tennis courts. The path will then cut between the youth baseball field and the tennis courts and run to the park's parking lot. From there, people using the path can head to North Greensboro Street on Williams Street.

There are bike lanes along North Greensboro Street running in both directions, including south to the Frances Shetley Bike Path that runs from the corner of Estes Drive Extension and Greensboro Street next to Carrboro Elementary School heading toward Shelton Street.

The path will take a little longer for bikers or pedestrians to make their way to Greensboro Street, but it will likely be safer since that section of Estes Drive is extremely narrow and there is only a dirt path next to the street for pedestrians.

"It will at least give folks an option," said Jeff Brubaker, transportation planner for the Town of Carrboro. "It's a slight

detour, but it will be a pleasant trip through the park and the woods.”

This week, workers are putting up tree protection barriers, trimming trees and removing some trees, Brubaker said.

The grading and laying of the asphalt will begin in a couple of weeks, he said.

Officials decided on an asphalt surface because it will make it wheelchair accessible, and also usable by people pushing baby strollers or people on roller blades or skateboards.

The project is expected to be completed by the end of November.

The cost of the project is \$258,000. Funding for the project comes from federal surface funding, federal trails funding and local funds, Brubaker said.

The project will also include a 30-foot connecting path leading to a new high-visibility crosswalk on Estes Drive Extension. The path will join Estes Drive Extension where the road widens providing a little more room for bicyclists.

The construction is not expected to affect the use of the tennis courts, baseball field or playground in the park.

Town losing transit director

The Herald Sun By Gregory Childress August 30, 2012

CHAPEL HILL – Chapel Hill Transit Director Steve Spade has announced that he is resigning his post to take a similar job in Wichita, Kan.

Spade, 63, was hired to lead the Chapel Hill Transit in April 2006 after retiring as the general manager of the Des Moines Metropolitan Transit Authority where he spent 32 years.

Before that, he worked for transit systems in Burlington, Iowa, and Ft. Wayne, Ind.

Spade said in an interview Wednesday that the move to Wichita was being made in part to be closer to family in the Midwest.

“We knew that eventually, someday, we’d want to be back in the area where family lives,” Spade said.

Spade’s resignation is effective Oct. 26. He will begin work in Wichita on Oct. 30.

Although Wichita is much larger than Chapel Hill, Spade will oversee a smaller transit system.

Still, it’s Kansas’ largest transit system with 135 employees and an annual operating budget of about \$15 million.

The system operates 48 buses and 24 vans and has 17 fixed bus routes that operate six days a week from 6 a.m. to 7 p.m. It served about 2 million riders in 2011.

In Chapel Hill, Spade oversees the state’s second largest transit system with 200 employees and 99 buses. The system’s ridership exceeds 17 million annually and it has an operating budget of about \$19 million.

Like the transit system he currently oversees, Spade said the system in Wichita is also facing budgetary pressures – it had a \$540,000 budget shortfall this year – as operating costs continue to climb.

“They’re faced with some of the same issues, but want to grow to serve more people,” Spade said.

He said the Wichita community has a vision to expand the system into a more regional operation.

The Wichita Transit Board is pushing a quarter-cent sales tax increase to create another funding source for transit. The sales tax increase, which would generate an additional \$14 million, is expected to be put on the ballot in 2013.

Spade said he didn't think a fare-free system would work in Wichita, but said a modified version of fare-fee might.

"There's some variation of it that might work," Spade said. "Individual employers, for example, could subsidize all or part of the fees for their employees."

UNC and Carrboro share the cost of operating Chapel Hill's fare-free bus system.

Town Manager Roger Stancil announced the resignation to the Town Council in an email Monday afternoon.

"While we wish Steve well, this is a serious blow to our transit operations," Stancil wrote. "I will begin immediately to coordinate the search process for a new director with our partners at UNC and Carrboro."

Wichita City Manager Robert Layton said in a news release that the city is fortunate to get someone with Spade's experience and professional expertise.

"His background in regional transit, both in Des Moines and Chapel Hill, provides him with unique qualifications that will allow him to facilitate the discussion of Wichita's transit future," Layton said. "His advanced knowledge of transit operations should result in significant improvements to Wichita's transit system."

Spade said he will miss working with transit employees, the town's transit partners and working for Stancil when he departs for Wichita.

"I really enjoyed working for Roger [Stancil]," Spade said. "I can't think of anywhere where you could have a better boss."

Coble and Matthews pose questions about Wake transit plan

The News and Observer by Bruce Siceloff August 31, 2012

David King, the Triangle Transit general manager, is working up the answers to two lists of probing questions about the Wake County transit plan – one from a business group that likes the proposal for new trains and more buses, and one from county commissioners who don't like it.

Durham County voters have approved a half-cent sales tax to pay for more buses, commuter trains and light rail trains. Orange County voters are expected to vote likewise in November for buses and light rail. But the Wake commissioners have not said when or whether they will approve Wake's transit plan and schedule a referendum on the proposed sales tax that would help pay for it.

"We believe that a half-cent sales tax increase and associated fee increase during high unemployment and poor economic conditions must be approached with extreme caution," Paul Coble and Phil Matthews, the chairman and vice-chairman of the Wake commissioners, said in an Aug. 6 letter (see PDF attached to this blog post, below) to King.

King and County Manager David Cooke have overseen the development of Wake's \$3 billion, 25-year plan. It calls for roughly doubling the existing bus service, launching rush-hour commuter trains from Durham through Research Triangle Park and Raleigh to Garner, and starting light rail service with a line from northeast Raleigh through downtown Raleigh to Cary.

Coble and Matthews, who have criticized the transit plan, asked King to answer 28 questions to help the commissioners make their decision about the proposed improvements and tax. Their queries echo doubts raised in a

sharply critical report published in March by the non-profit John Locke Foundation, which blasted the Wake proposal as “not technically or financially feasible.”

“They had a very good critique, and we most certainly looked at it, as well as input from the other commissioners,” Matthews said Friday. The Aug. 6 questions focus mostly on transit construction and operation costs and who would pay for them, and on who would ride the trains and buses.

Coble and Matthews also asked King to answer a separate list of 40 questions posed in an Aug. 2 letter to the Wake commissioners from leaders of the pro-transit Regional Transportation Alliance, a Triangle business group that lobbies for transportation improvements. Raleigh architect Clymer Cease, the alliance chairman, said he hopes the group’s questions will stimulate a broad public discussion.

“They come from a standpoint of what questions might we need to answer so that people are comfortable with what’s being proposed,” Cease said. “I don’t think within our group there is any confusion that this is something that needs to move forward.”

He noted that Atlanta-area voters rejected a regional transportation sales tax proposal a few weeks ago.

“That community was not ready for it, and it did not pass,” Cease said.

King said he planned to provide the answers by late September. Cease and Matthews said they didn’t know when Wake commissioners and voters would be ready to make their decisions about the transit plan and the half-cent sales tax.

“Once we get all the questions answers and we feel good about it and we feel like it’s a realistic plan, then we would debate that timeline as to when to put it on the ballot,” Matthews said.

<http://blogs.newsobserver.com/sites/drupalblogs.newsobserver.com/files/docs/COBLE-LET-DAVIDKING%208-06-12.pdf>

Road plans mean traffic jams in the Triangle

The News and Observer By Bruce Sicheloff September 6, 2012

RALEIGH -- A three-year project to rebuild Raleigh’s southern Beltline, starting next summer, will be just the first of major road projects expected to bring big changes on Triangle highways – and create work-zone headaches for local commuters – over the coming decade.

Engineers at the state Department of Transportation have staggered the schedules for four Raleigh-area projects so drivers won’t have to grapple with more than one nightmare at a time. The timetables are included in an updated statewide plan for transportation improvements through 2023, which was released Wednesday in draft form.

The southern Beltline job will replace all the pavement on eight lanes and 11 miles of Interstate 40 and I-440 along the south side of Raleigh, used by 110,000 drivers every day. DOT gave it the nickname “Crawleigh” as a light-hearted signal that drivers should expect slow going for a long time.

When Beltline traffic is crammed into two lanes each way for months at a time, the Crawleigh project will push drivers onto other streets and highways, worsening the rush-hour delays in other parts of the city. So DOT doesn’t want to throw more bulldozers in their way.

“Whatever alternate route that people choose, and there are many, we certainly don’t want to send people on an alternate route that is under construction,” said Wally Bowman, who oversees DOT work in Wake and six neighboring counties. “We’re trying to sequence those projects so we finish one before we start the next one.”

That's one reason DOT will wait until 2017 to build a complicated interchange near the State Fairgrounds. Blue Ridge Road will be tunneled under Hillsborough Street, two railroad tracks and Beryl Road in West Raleigh.

In 2018, DOT plans to start widening I-440 between Wade Avenue and Walnut Street in Cary – not far from the Blue Ridge dig, and not far from the scheduled misery on the southern Beltline.

Also in 2018, DOT expects to start widening 11 miles of I-40 south from the Beltline to N.C. 42 in Johnston County.

These schedules can be shifted before then if necessary, Bowman said.

“As we get closer, we will revise the actual contract letting dates to make sure one project is finished before we start the next,” Bowman said.

Elsewhere in the Triangle, other big projects on the DOT calendar include Durham's long-delayed East End Connector, which will complete a freeway link between I-85 and Research Triangle Park. Construction starts in 2014.

And in Orange County, DOT plans in 2017 to start widening I-40 from Hillsborough to Chapel Hill.

DOT planners are scheduling nearly 3,000 highway, rail, transit and other projects, worth a combined \$18.8 billion, through 2020 in the draft seven-year State Transportation Improvement Plan released Wednesday. Board of Transportation members will review it for 30 days, publish it in October for a period of public comment, and adopt it formally in June.

Beckmann, Ellen

From: N.C. Metropolitan Mayors Coalition <jwhite@ncml.org>
Sent: Friday, August 17, 2012 1:56 PM
To: Beckmann, Ellen
Subject: Legislative Changes to Transportation Items



August 17, 2012

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Legislative Changes to Transportation

Below is a short summary of some of the larger legislative changes related to transportation this year. Please let me know if you have any questions.

[H950 - Budget bill](#)

- Gas tax cap at 37.5 for one year - reduces funds available which therefore reduces Powell Bill by less than 1% for FY13-14 distributions
- Transfers Gaston Garden Parkway and Mid-Currituck bridge funds to Mobility Fund (expect to hear more on these projects in the coming months as the debate continues over whether they are needed projects)
- Required the collection of tolls on some ferry routes previously untolled - but a bill passed later ([S187](#)) put this off for a year and filled the \$2.5m hole from General Reserve Maintenance Funds.
- Funds Charlotte's Blue Line Extension light rail project, but ends the \$29 m funding for Regional New Start and Capital Grant program after that project
- Cuts public transportation by an additional 3% on top of the existing 6% cut
- Codifies the Mobility Fund formula in statute (80% travel time savings/ 20% multimodal)

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- Requires a prioritization of unpaved secondary roads
- Applies the state ethics act to MPO and RPOs (effective January 1, 2013, file SEI by April 15, 2013)
- Orders a study of I-95 tolling with reporting to GA by March 2013. Can't toll until July 2014.
- Ultimately, capping the gas tax and expansion items in the budget had to come from somewhere. Because the biggest pots in the Highway Fund are the maintenance of the primary system, secondary system, and system preservation they are the area's most ripe for cuts. The primary system will see almost \$44 million less in maintenance than budget writers had planned for in the budget they passed last year. The secondary system will see almost \$18 million less in maintenance.

[H1077 - PPP/Tolling](#)

- Pilot project in Mobility Fund for planned PPP, with RFQ issued by June 30, 2012 - or better known as the I-77 HOT lanes (Trying to avoid naming projects in statute)
- Allows the developer to set the tolling rates
- Requires LGC approval, and firm must provide performance and payment security
- This is a major piece of legislation that few understand. Stay tuned as the project progresses and the financing mechanism starts to receive more scrutiny.

[H585](#) - Exempt Vehicles of the Three Newest Model Years and with Less than Seventy Thousand Miles from Emissions Inspections

- Starts in 2014, safety inspections continue, EPA still has to agree

Thanks,
Julie White
Director, NC Metropolitan Mayors Coalition