

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)**

**November 13, 2013
9:00 a.m.**

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

- 1. Roll Call**
- 2. Ethics Reminder**
It is the duty of every Board member to avoid conflicts of interest. Does any Board member have any known conflict of interest with respect to any matters coming before the Board today? If so, please identify the conflict and refrain from any participation in the particular matter involved.
- 3. Adjustments to the Agenda**
- 4. Public Comments**
- 5. Directives to Staff (Attachment 5)**

CONSENT AGENDA (9:00-9:05)

- 6. October 9, 2013 TAC Meeting Minutes
Attachment 6**

A copy of the October 9, 2013 TAC meeting minutes is enclosed as Attachment 6.

TAC Action: Approve minutes of the October 9, 2013 TAC meeting.

- 7. FY 2012-2018 Transportation Improvement Program Amendment #13
Attachment 7
Ellen Beckmann, LPA Staff**

Amendment #13 is necessary to add Triangle Transit's Section 5339 Funding and match recent amendments and modifications to the State TIP. Triangle Transit plans to use Section 5339 funding to rehabilitate buses and rehabilitate their maintenance facility. The State TIP amendments and modifications include:

- Modifying the I-40 and I-540 Managed Lanes project to note that it is scheduled for a feasibility study
- Delaying the American Tobacco Trail Parking Lot in Chatham County
- Deleting a bridge replacement on Old Greensboro Road
- Delaying improvements at US 501/Latta/Infinity
- Adding funding for two statewide rail projects.
- Deleting a statewide safety project.

TCC Recommendation: Recommend approval of the Resolution to Modify the 2012-2018 Transportation Improvement Program for the Durham-Chapel Hill-Carrboro Metropolitan Planning Area.

TAC Action: Approve the FY 2012-2018 Transportation Improvement Program Amendment #13.

8. DCHC MPO Memorandum of Understanding

Attachment 8

Ellen Beckmann, LPA Staff

The TAC approved a revised Memorandum of Understanding (MOU) for approval by the member governments at the October meeting. A technical correction has been made to this document to add language regarding “E-Verify Compliance.” A state law was approved on September 4, 2013 that requires local governments to include this provision in all contracts. The language added to the MOU was developed by the City of Durham’s Attorney’s Office in coordination with the Durham County Attorney’s Office.

The MOU will be transmitted to the member governments with this technical correction included (Attachment 8). Approval of the new MOU within three months will be requested.

TAC Action: Receive information.

ACTION ITEMS

9. 2013 Coordinated Public Transportation – Human Services Transportation Plan (CPT-HSTP) (9:05-9:35)

Attachment 9, 9A, 9B

Andy Henry, LPA Staff

Sherry Taylor Lewis, LPA Staff

Travis Pollack, Gannett Fleming

In 2007, the DCHC MPO adopted a Coordinated Public Transportation-Human Services Transportation Plan (CPT-HSTP) to fulfill requirements of SAFETEA-LU, federal transportation law. The purpose of a CPT-HSTP is to improve transportation services for persons with disabilities, older adults, and low-income individuals through a better coordinated transportation system. CPT-HSTPs coordinate fixed-route transit, paratransit, and transit services provided by local agencies and non-profits. Plan updates are mandatory every five years to identify needs of the transportation disadvantaged.

The current Moving Ahead for Progress in the 21st Century (MAP-21) federal transportation legislation continues the requirement for coordinated public transportation plans. The 2013 CPT-HSTP Update draft was developed by the Gannett Fleming consulting firm. Representatives from Gannett Fleming will give a presentation highlighting the purpose of the plan, results of the workshop, and changes in grant funding.

CPT Update Timeline:

- November 13, 2013 -- TAC release report for public comment
- December 10, 2013 -- public comment period ends
- December 11, 2013 TAC – public hearing
- January 8, 2014 TAC - approval

Attachment 9 is a memorandum on this plan, Attachment 9A is a copy of the CPT-HSTP plan, and Attachment 9B is a copy of the presentation.

CC Recommendation: Recommend that the TAC review plan and release the draft 2013 CPT-HSTP Update for public comment.

TAC Action: Receive presentation and draft plan. Release the draft 2013 CPT-HSTP Update for public comment.

10. Prioritization 3.0 (9:35-10:05)

Attachment 10, 10A, 10B

Ellen Beckmann, LPA Staff

Andy Henry, LPA Staff

The TCC has discussed a schedule and process for submitting and ranking projects for Prioritization 3.0 – the process for developing the FY 2016-2022 TIP and STIP. A memo describing this process is included as Attachment 10.

A table of highway projects that were submitted for Prioritization 2.0 is included in Attachment 10A. Strikethrough projects are modernization projects that NCDOT staff has suggested are primarily bicycle/pedestrian projects and should be removed from the highway list. The MPO may submit some of these projects as bicycle/pedestrian projects. All other projects will remain in the database for Prioritization 3.0. Attachment 10B is a table of projects in the 2040 MTP. Projects that are not currently in the Prioritization 2.0 database are highlighted. The DCHC MPO can submit up to 14 new highway projects and has the option to submit five additional projects if five existing projects are deleted (19 total).

TAC Action: Receive information.

REPORTS:**11. Report from the TAC Chair**

Ellen Reckhow, TAC Chair

TAC Action: Receive Report from TAC Chair

12. Report from the TCC Chair

Mark Ahrendsen, TCC Chair

TAC Action: Receive Report from TCC Chair

13. Report from Staff

Attachment 13

Felix Nwoko, LPA Staff

TAC Action: Receive report from staff.

14. NCDOT Report

Attachment 14

Wally Bowman, Division 5 – NCDOT

Mike Mills, Division 7 – NCDOT

Richard Hancock, Division 8 - NCDOT

Julie Bollinger, Transportation Planning Branch – NCDOT

Kelly Becker, Traffic Operations – NCDOT

TAC Action: Receive report of NCDOT

INFORMATIONAL ITEMS

15. Recent News Articles and Updates

Attachment 15

16. Letter to Board of Transportation Members re Strategic Transportation Investments

Attachment 16

Adjourn

Next meeting: December 11, 2013

Dates of Upcoming Transportation-Related Meetings:

Durham-Orange Light Rail Transit (D-O LRT) Project Public Meetings

Host: Triangle Transit (Our Transit Future project planning)

Dates & Times: doors open at 4:30, presentations at 5:00 and 6:00 following by Q&A with project staff

Tues. Nov. 12 at Durham Armory, downtown Durham

Wed, Nov. 13 at Eno Unity and Unitarian Fellowship Church, Durham

Thu, Nov. 14 at the Friday Center, Chapel Hill

www.dchcmpo.org

www.twitter.com/dchcmpo

TAC Directives to Staff
 Pre-12/31/11 (Pending/In Progress/On Going)
 01/01/12 – Present (Completed/Pending/In Progress)

Meeting Date	Directive	Status
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. RFQ for website enhancements has been issued.
11/14/2012	Provide recommendation for remaining FY 2012 STPDA projects	<u>In Progress:</u> See 12/12/2012 TAC and 3/13/2013 TAC Agenda.
12/12/2012	Investigate ways to improve the development of socio-economic data for the 2045 MTP	<u>In Progress:</u> Staff is creating updated Community Viz model.
12/12/2012	Provide a report on how the Bennett Road and Mount Carmel Church Road intersection can be improved and funded	<u>In Progress:</u> Pending NCDOT cost estimate of preferred option.
2/13/2013	Provide a presentation on the Statewide Bicycle and Pedestrian Plan	<u>Completed:</u> Draft plan released. See 4/10/2013 TAC Agenda
2/13/2013	Provide a recommendation on how to add transit operators as voting members of the TAC	<u>In Progress:</u> This issue is included in the MPO MOU update.
2/13/2013	Send letter to incoming Board of Transportation members	<u>Completed:</u> New members sworn-in April 4. LPA staff has been in contact with new members. Assignment to DCHC MPO TAC has been made.
3/13/2013	Send a letter to Governor McCrory, Speaker Tillis, and Pro Tem Berger regarding state rail funding	<u>Completed:</u> See 4/10/2013 TAC Agenda
3/13/2013 and 4/10/2013	Send a letter to the Chatham TAC representative when Chatham County issues are on the agenda	<u>On-going:</u> LPA staff will continue to reach out to Chatham County's staff and TAC member as issues arise. LPA staff presented at Chatham BOCC on 4/15/2013.
5/8/2013	Send a letter to the legislative delegation regarding the Strategic Mobility Formula	<u>Completed:</u> See 6/12/2013 TAC Agenda.
5/8/2013 10/9/2013	Send the draft MPO Memorandum of Understanding to the member governments for review	<u>In Progress:</u> Final MOU has been sent to member governments for approval by February 2014.
10/9/2014	Send a letter to the NC Board of Transportation members regarding the Strategic Transportation Investments	<u>Completed:</u> See 11/13/2013 TAC Agenda.

All Completed Directives since 1/1/2013 are shown.

TRANSPORTATION ADVISORY COMMITTEE

October 9, 2013

MINUTES OF MEETING

The Transportation Advisory Committee met on October 9, 2013 at 9:06 a.m. in the Council Committee Room on the second floor of Durham City Hall. The following attended:

- **William V. (Bill) Bell City of Durham
- **Diane Catotti City of Durham
- **Jim Crawford NCDOT-Board Member
- **Alice Gordon Orange County
- **Eric Hallman Town of Hillsborough
- **Ed Harrison Town of Chapel Hill
- *Brenda Howerton Durham County
- **Lydia Lavelle Town of Carrboro
- *Bernadette Pelissier Triangle Transit
- **Ellen Reckhow Durham County (TAC Chair)
- *Steve Schewel City of Durham
- Mark Ahrendsen City of Durham – DCHC MPO
- Tom Altieri Orange County
- Rachel Atkinson UNC DCRP
- Ellen Beckmann DCHC MPO
- Julie Bollinger NCDOT - TPB
- Jeff Brubaker Town of Carrboro
- Aaron Cain Durham City/County Planning
- John Hodges –Copple Triangle J COG
- Andrew Henry DCHC MPO
- Joey Hopkins NCDOT – Division 5
- Bret Martin Orange County
- Dale McKeel DCHC MPO
- Natalie Murdock Chapel Hill Transit
- Felix Nwoko DCHC MPO
- Brian Rhodes DCHC MPO
- Patrick Wilson NCDOT – Division 7

- **Voting Member
- * Alternate or Non-Voting Member

Ellen Reckhow, TAC Chair, called the meeting to order at 9:06 a.m. Ellen welcomed Jim Crawford and the Roll Call was conducted.

42 **Ethics Reminder**

43 Ellen Reckhow read the Ethics Reminder for TAC members and asked board members if there
44 are any known conflicts of interest with respect to matters coming before the board and requested that
45 if there were any identified during the meeting for them to be announced.

46 **Adjustments to the Agenda**

47 Mark Ahrendsen stated that there were additional corrections to the September 11th minutes,
48 as well as a letter to the Joint Legislative Transportation Oversight Committee regarding the Strategic
49 Transportation Investment legislation dated October 4, 2013, and an article reporting on the
50 Committee's discussion that was held on October 4, 2013. Mark Ahrendsen identified the handout of
51 the 2040 Metropolitan Transportation Plan that was provided to the committee. Mark Ahrendsen
52 requested to add some discussion on the Strategic Transportation Investments legislation, the work of
53 the work group, the letter that was sent with the recommendations, as well as the follow-up action as
54 an official item to be added to the agenda. Ellen Reckhow stated that it will be added as Item 9A on the
55 agenda.

56 **Public Comments**

57 There were no public comments.

58 **Directives to Staff (Attachment 5)**

59 The Directives to Staff are attached for review.

60 **CONSENT AGENDA:**

61 Ellen Reckhow acknowledged the outlined revisions in the Technical Advisory Committee
62 meeting minutes from September 11, 2013. Diane Catotti stated that she was a voting member at the
63 September 11, 2013 meeting and that Steve Schewel was not a voting member. Mark Ahrendsen stated
64 that Jim Crawford should be added as a voting member. A motion was made by Alice Gordon and
65 seconded by Lydia Lavelle to move the items. The motion carried unanimously.

66

ACTION ITEMS:**DCHC Memorandum of Understanding (MOU) Update - (Attachment 7, 7A, 7B, 7C and 7D)**

68 Dale McKeel provided an update on the revisions for the DCHC Memorandum of Understanding
69 (MOU) for the MPO. Dale McKeel reviewed the proposed updates to the MOU and stated that the
70 references to the federal and state statutes and regulations were updated. The new name for the
71 Transportation Advisory Committee (TAC) is the MPO Board and the Technical Coordinating Committee
72 (TCC) is the MPO Technical Committee. Dale McKeel identified the cost sharing model with the MPO
73 Board formally providing oversight of the LPA staff. Municipalities and counties' participation in funding
74 the MPO's Work Program, the municipalities and counties receiving federal funding will comply with
75 federal reporting requirements. Dale McKeel stated that the MPO Board membership weighted voting
76 structure has changed and Triangle Transit has also been included as a voting member. The Department
77 of Environmental Natural Resources has been included as a voting member of the TCC as well as a few
78 additional non-voting members. Dale McKeel identified attachments 7 through 7D provided to the MPO
79 Board identifying the letter to the MPO members; the MPO's proposed draft MOU; summary of
80 comments received on the draft MOU with LPA response; the draft MOU incorporating proposed
81 changes in response to comments; and the member's comments. Dale McKeel recommended receiving
82 and releasing the MOU for approval by the governing boards of all the MPO members.

83 Ellen Reckhow commented on the issue related to the 20 percent local participation charge.

84 Mark Ahrendsen stated that the charge was previously only for special projects; however now all
85 projects are subject to this charge.

86 Alice Gordon asked for clarification about who the members of Lead Planning Agency (LPA) were
87 and why they were not included in the City of Durham's TCC membership. Mark Ahrendsen stated that
88 the LPA staff includes Felix Nwoko, Dale McKeel, Brian Rhodes, Ellen Beckmann, Andrew Henry, etc., and
89 the reason is that the LPA staff should be objective and not a staff of any particular jurisdiction so the

90 City's representative will be City staff. The Transportation Department is taking action to hire someone
91 to serve as a TCC member on behalf of the City of Durham. This person will be staff to the TCC.

92 Alice Gordon commented that she agreed and liked the new name for the TAC, MPO Board.

93 Lydia Lavelle expressed concern about the weighted voting within the changes in the MOU. She
94 stated that due to legislation Triangle Transit and NCDOT carry the same voting weight as some of the
95 TAC members. NCDOT and Triangle Transit representatives are appointed from a board that has some
96 oversight, but are not elected by the citizens; they are not held accountable in the same way as the TAC
97 members, and they do not have to explain their decisions to the general public. Lydia Lavelle stated that
98 a possible solution is to set the baseline at one and start the elected representatives at two and so on
99 according to population. Another concern is that while the Triangle Transit representative is usually an
100 elected official, the representative does not have to be an elected official. Lydia Lavelle wanted to open
101 the concern up to the board for discussion.

102 Ed Harrison stated that Triangle Transit will have to make that decision and questioned if there
103 was specific criteria for the representative in the by-laws. Mark Ahrendsen and Ellen Reckhow agreed
104 and suggested that this matter should be forwarded back to Triangle Transit to make the call on this
105 matter. Eric Hallman thanked Lydia Lavelle for the comments. Ellen Reckhow suggested having the TCC
106 review the proposed MOU weighted votes for additional amendments. Alice Gordon commented that
107 she was in favor of revising it if the proportions were the same. Ellen Reckhow asked if everyone agreed
108 to send out two alternatives, which could be confusing, or to decide today that the proposal has merit,
109 agree to make the change, ask the TCC to implement the mathematical changes, and send it out for
110 consideration. Ms. Reckhow asked what is the preference of the group. Lydia Lavelle made a motion to
111 recalculate the changes and Eric Hallman seconded the motion. Diane Catotti requested to see the
112 math on what would be the weighted voting shares and stated that she appreciated the intent and
113 supported the idea, however, she wanted to be sure that the City of Durham was not losing anything

114 prior to making a final decision. Ellen Reckhow suggested sending out the amendment on the weighted
115 vote with the new weighted voting shares for consideration so the City of Durham can weigh-in on the
116 changes. Diane Catotti stated that this would go back to the two alternatives approach the original and
117 the proposal. Mark Ahrendsen asked if there were any objections to sending out two alternatives.

118 Mark Ahrendsen explained using Alice Gordon's approach of doubling the points that are in the
119 baseline. This would result in the following number of weighted votes: TTA (1), NC Board of
120 Transportation (1), Hillsborough (2) Chatham County (2) Carrboro, (2), Orange County (4) Durham
121 County (4), Chapel Hill (6) Durham City (16). The proportional weighing associated with those weighted
122 votes would be 0.42 for the City of Durham, 0.16 for Chapel Hill, 0.11 for Durham County, 0.11 for
123 Orange County, Carrboro, Chatham County, and Hillsborough remain at 0.05, and the other single
124 members would have 0.03.

125 Jim Crawford stated that the vote is more complicated than just the number of the votes and
126 the population representatives. Bernadette Pelissier stated that she did not have an issue with the
127 alternative approach; however, she thought that it would be inconsistent to then ask TTA to appoint an
128 elected official because of the rationale behind it. Bernadette Pelissier stated that TTA has elected
129 officials on the board and the only unelected officials are from Wake County. In addition, she does not
130 think that TTA should also be asked to only appoint elected officials because it sends a mixed message.

131 Ellen Reckhow referred back to Lydia Lavelle's original motion inclusive of the discussion and
132 weighted voting shares. A motion was made by Lydia Lavelle and seconded by Eric Hallman to change
133 the weighted voting with the new weighted votes adding up to 38 as Mark Ahrendsen stated (double
134 everyone's points except the Board of Transportation and Triangle Transit). The motion carried
135 unanimously.

136 Ellen Reckhow and Mark Ahrendsen explained that each member jurisdiction needs to vote to
137 approve the agreement because it is a multi-party agreement. Ellen Reckhow stated that there needs to
138 be a very clear cover letter attached reviewing the major changes and asking for a vote.

139 Alice Gordon asked for clarification on the wording of the member jurisdiction appointment of
140 an alternate in attachment 7A page 6. Ellen Reckhow stated that due to the importance of the business
141 if the member was unavailable then an alternate must be present. Alice Gordon pointed out the word
142 “alternate(s)” is plural. Mark Ahrendsen stated that the City of Durham has two members and may
143 want two alternates.

144 Ellen Reckhow reiterated sending out a clear cover letter explaining the changes and
145 instructions and recommended setting a target date for the votes to be in.

146 A motion was made by Lydia Lavelle and seconded by Diane Catotti to send out the changes to
147 the MOU and cover letter to the various governing boards. The motion carried unanimously.

148 **FY 2012-2018 Transportation Improvement Program – Amendment #12 (Attachment 8)**

149 Dale McKeel introduced the FY 2012-2018 Transportation Improvement Program - Amendment
150 #12. This amendment allows Chapel Hill Transit to use FY 2014 transit funds and requested the board to
151 approve the amendment. Ellen Reckhow asked for clarification of what Chapel Hill Transit was using the
152 funds for and Dale McKeel stated they were for various transit improvements. Ellen Reckhow
153 acknowledged the answer and asked if there were any other questions. A motion was made by Alice
154 Gordon and seconded by Diane Catotti to approve item #8. The motion carried unanimously.

155 **Prioritization 3.0 – Bicycle and Pedestrian Projects – (Attachments 9, 9A, 9B)**

156 Andrew Henry provided an introduction for the Prioritization 3.0 – Bicycle and Pedestrian
157 Projects, along with the attachments. Andrew Henry stated that the action is to release the bike and
158 pedestrian projects that will be considered for Prioritization 3.0 for feedback from the local jurisdictions.
159 Andrew Henry referred the board to the Prioritization 3.0 project schedule, a chart from NCDOT, and

160 stated that by the end of February all Prioritization projects must be in. The projects must be submitted
161 to Prioritization 3.0 by January. Within three months, these projects will be scored and the information
162 will be released as to how the projects scored in the Prioritization process as well as which statewide
163 projects have been funded.

164 Ed Harrison stated the projects on the Chapel Hill Bike Plan may not match the bike and
165 pedestrian projects currently on the existing list. Ed Harrison asked if there was a possibility some of the
166 current projects that are on the Bicycle/Pedestrian/Trail Project list will possibly be removed and the
167 projects from the Chapel Hill Bike Plan be placed on the list. Andrew Henry replied and said the
168 projects that were previously in the Prioritization process were taken out of the system and the projects
169 currently on the list are the projects that we are requesting to be released by the TAC for local
170 consideration. Andrew Henry stated that some the projects may be changed out as this is not the final
171 list.

172 Diane Catotti asked about the TAC ranking. Is the TCC going to make a recommendation across
173 the divisions of the top twenty projects to submit, and should the TAC members review all sixty-eight
174 projects because there are projects with the same ranking number? Andrew Henry stated that bike
175 path/trail and pedestrian modes were previously ranked separately and now there is no distinction
176 between the bike and pedestrian list. That is why there are projects with the same ranking number.

177 Diane Catotti asked for suggestions on the best way to look at the top twenty projects across the MPO.
178 She stated that when two projects have the same ranking number it is confusing. Andrew Henry
179 suggested that the TCC subcommittee come up with a methodology for scoring the projects and
180 awarding points that will help clarify the ranking of projects. Ellen Reckhow commented that if there is
181 a limit of only twenty projects that can be submitted, it would be helpful to have the suggested projects
182 numbered one through twenty.

183 Diane Catotti also wanted to comment on the comparison of the SPOT and the MPO
184 Prioritization methodologies. Diane Catotti stated that the MPO may not consider right-of-way
185 acquisition as just as important as bike or pedestrian crashes, and may want to consider the cost of
186 these projects. Therefore, safety may be most important and connectivity may be high priority as well.
187 Diane Catotti asked if there was a reason that the benefit-cost ratio is not used anymore. Andrew Henry
188 stated he was unsure of why; however, the benefit-cost ratio was not used last time. Diane Catotti
189 stated she believed the benefit-cost ratio could be useful when awarding rankings to projects.

190 Diane Catotti asked Dale McKeel if he was considering how the projects rank within the Durham
191 Walks plan. Dale McKeel said yes and pointed out that the projects shown for Durham are sidewalk
192 projects that were based on the unfunded priority list that the City Council adopted a few years ago.

193 Alice Gordon identified a project that was missing from the list that was previously on the list.
194 Referring to Attachment 9A, page 1 and page 3 (1008 Mount Carmel Church Road). Alice Gordon stated
195 that the project for Mount Carmel Church Road between Bennett Road and the Orange County line that
196 was submitted two years ago was missing. Alice Gordon proposed that this project be put back on the
197 list as "State Route 1008 Mount Carmel Church Road from Bennett Road 1913 to the Orange County line
198 bicycle lanes." Alice Gordon noted that this project crosses between Chapel Hill and Orange County.

199 Andrew Henry stated that the Homestead Road project that was received from Carrboro should
200 be added to the list as well. This project is for protective bike lanes and sidewalks from Lake Hogan
201 Farms to Strafford Drive. The project has been added to the list online; however, it is not in the handout.
202 Andrew Henry also advised the committee that the Town of Cary will be submitting two projects as well
203 which will bring the grand total to seventy projects with only twenty that can be submitted.

204 Ellen Reckhow asked for the total amount that is spent statewide on bike and pedestrian
205 projects. Dale McKeel replied that 4.8 million dollars was spent statewide on bike and pedestrian
206 projects and stated that there are discussions about increasing the amount. Dale McKeel also stated that

207 the legislature adopted a provision this year that stipulates that state funds cannot be used for bicycle
208 and pedestrian projects after July 2015. Diane Catotti suggested that each jurisdiction prioritize their
209 top two projects considering the limited funding available.

210 Alice Gordon made a motion and Diane Catotti seconded the motion to release the list with the
211 additions as discussed. The motion carried unanimously.

212 **Strategic Transportation Investments Implementation - Discussion**

213 Ellen Reckhow referred the committee to the letter that was drafted to the NCDOT concerning
214 their staff recommendation, which contradicts the work group's recommendation, to weight MPO input
215 equally to the Division Engineers' input at the regional level. Mark Ahrendsen provided background in
216 reference to the MPOs', RPOs' and Engineers' weighted input as well as the minimum allocations among
217 highway and non-highway projects. Mark Ahrendsen stated that there was mainly discussion on the two
218 topics at the Joint Legislative Transportation Oversight Committee meeting and a direction or consensus
219 had not been reached that he is aware of. Mark Ahrendsen stated the Board of Transportation is the
220 body that will make the decisions on the criteria associated with implementing the Strategic
221 Transportation Investments legislation. Ellen Reckhow asked if the Board of Transportation should be
222 contacted. Mark Ahrendsen stated that it was recommended that they work with their representative to
223 the board to have their concerns communicated to the board. Ellen Reckhow made a point that the
224 federal legislation calls for "intermodal" and thought the minimum allocations were not consistent with
225 federal legislation.

226 Alice Gordon asked for further clarification on the discussion about the split. Mark Ahrendsen
227 replied that the original position was an equal split for the MPOs, RPOs and Engineers for both the
228 regional and the division categories. The work group recommended changing that from both the
229 regional and the division categories, giving a higher percentage to the MPOs and RPOs (20/10 and
230 30/20); however, the Department's recommendation supported the greater MPO/RPO weight for the

231 division projects but an equal split for the regional projects (30/20 division projects and 15/15 for
232 regional projects). Ellen Reckhow stated that the concern is that the light rail transit projects will fall
233 under the regional category. Ellen Reckhow asked if everyone was in agreement to send a follow up
234 letter to the Department of Transportation Board Members.

235 Jim Crawford stated that funding is disappearing at two percent a year and talked about the
236 importance of finding ways to getting more money to maintain what currently we have. He referred to
237 the gas tax between North Carolina and Georgia referencing how the gas tax is accrued between the
238 two states. Jim Crawford stated that other states are finding ways to increase their funding and North
239 Carolina will have to as well. Both the Board and Administration's goal is to prove that the funds are
240 being used efficiently and then provide reasoning for additional funding.

241 Lydia Lavelle pointed out there are various projects that are cross-jurisdictional besides the light
242 rail project and stated that the proposal to have a little bit more MPO and RPO percentage input seems
243 to be bipartisan.

244 Steve Schewel asked for further clarification on the minimum allocations. Mark Ahrendsen
245 stated that 1.5 billion dollars is the annual allocation and 4% of the 1.5 billion dollars total was the work
246 group's recommendation for non-highway modes. The Department's recommendation was not to apply
247 the funds to the statewide category, which is 40 percent of the total funding.

248 **REPORTS:**

249 **Report from the TAC Chair**

250 Ellen Reckhow stated she wanted to appoint a nominating committee to report next month and
251 asked Lydia Lavelle and Diane Catotti to serve on the committee. Ellen Reckhow mentioned the
252 upcoming Bike Summit on October 18, 2013 through October 20, 2013, and Jeff Brubaker confirmed the
253 Bike Summit will be in Carrboro and provided information on various scheduled events.

254 **Report from the TCC Chair**

255 Mark Ahrendsen mentioned the celebration of the near completion of the American Tobacco
256 Trail on Saturday, October 12, 2013 at 9:00am near Southpoint Mall behind the Cinemas. The bridge
257 will not be open for bicycle and pedestrian traffic; however the rest of the trail is open.

258 Diane Catotti suggested that someone check the security on the bridge due to being informed
259 that people are crossing the bridge.

260 **Report From Staff**

261 Felix Nwoko stated that there will be a detailed staff report provided for review at the next
262 meeting.

263 **Reports from NCDOT**

264 Patrick Wilson, Division 7, informed the board of the fatal accident on the bridge on NC 751 in
265 Orange County last year. The Department has been studying the bridge to determine what kinds of
266 safety improvements can be made to the bridge. The Department recommended the installation of
267 guard rails on the bridge and the Board of Transportation approved the safety funds to install the guard
268 rails. The guard rail contractor will start installing the safety rail by the middle of November.

269 Lydia Lavelle asked if there is a road improvement project in the Town, but on a State street, are
270 the street lights considered in conjunction with the road improvements or does the funding come from
271 another source. Patrick Wilson replied that the Town is responsible for paying for the lighting unless it is
272 a special project that will include funding for roadway lighting within the project.

273 Joey Hopkins, Division 5, stated that the Main Street Campus Drive bridge project has had some
274 delays and Main Street has been scheduled to open October 25, 2013.

275 Julie Bollinger provided stated that the Orange County Comprehensive Transportation Plan was
276 endorsed by the Triangle Area RPO and adopted by the Board of Transportation in September 2013.

277 **INFORMATIONAL ITEMS:**

278 Ellen Reckhow stated that the board has the informational items.

279 Mark Ahrendsen commented stated the Federal Transit Administration is closed due to the
280 government shutdown and twenty-two of the twenty-four NCDOT Public Transportation Division's staff
281 members that are federally funded have been furloughed.

282 **Adjournment**

283 There being no further business before the Transportation Advisory Committee, the meeting
284 was adjourned at 10:37am

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

**AMENDMENT #13
November 13, 2013**

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 Metropolitan Planning Area which have been selected from a priority list of projects; and

WHEREAS, the document provides the mechanism for official endorsement of the program of projects by the 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 sheets; 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 May 8, 2013; and

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

BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization 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 “Attachments to Resolution for Amendment #13 to DCHC 2012-2018 MTIP” provided here on this, the 13th day of November, 2013.

Ellen Reckhow, TAC Chair

Durham County, North Carolina

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

Date: November 13, 2013

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

Attachment to Resolution for Amendment #13 to DCHC 2012-2018 MTIP

Amendments

Add:

IDNUM	SYSTEM	DESCRIPTION	FUNDING	FY14
TA-5135	Triangle Transit	Bus Rehabilitation	5339 FBUS	222
			L	55

Add:

IDNUM	SYSTEM	DESCRIPTION	FUNDING	FY14
TD-5267	Triangle Transit	Maintenance Facility Renovation	5339 FBUS	75
			L	19

STATEWIDE

* Y-5500	VARIOUS, TRAFFIC SEPARATION STUDY	RIGHT-OF-WAY	FY 2013 -	\$500,000	(RR)
STATEWIDE	IMPLEMENTATION AND CLOSURES.		FY 2014 -	\$500,000	(RR)
PROJ.CATEGORY	<u>ADD RIGHT-OF-WAY AND CONSTRUCTION IN FY 14</u>		FY 2015 -	\$500,000	(RR)
STATEWIDE	<u>AND FY 15 NOT PREVIOUSLY PROGRAMMED,</u>	CONSTRUCTION	FY 2013 -	\$2,500,000	(RR)
	<u>PENDING ADOPTION OF NEW STIP.</u>		FY 2014 -	\$2,500,000	(RR)
			FY 2015 -	\$2,500,000	(RR)
				\$9,000,000	

* Z-5400	VARIOUS, HIGHWAY-RAIL GRADE CROSSING SAFETY	RIGHT-OF-WAY	FY 2013 -	\$500,000	(RR)
STATEWIDE	IMPROVEMENTS.		FY 2014 -	\$500,000	(RR)
PROJ.CATEGORY	<u>ADD RIGHT-OF-WAY AND CONSTRUCTION IN FY 14</u>		FY 2015 -	\$500,000	(RR)
STATEWIDE	<u>AND FY 15 NOT PREVIOUSLY PROGRAMMED,</u>	CONSTRUCTION	FY 2013 -	\$3,000,000	(RR)
	<u>PENDING ADOPTION OF NEW STIP.</u>		FY 2014 -	\$3,000,000	(RR)
			FY 2015 -	\$3,000,000	(RR)
				\$10,500,000	

STIP DELETIONS

STATEWIDE

* W-5301	VARIOUS, LANE DEPARTURE SYSTEMIC	<u>DELETE, WORK TO BE ACCOMPLISHED UNDER</u>
STATEWIDE	IMPROVEMENTS.	<u>PROJECT W-5517.</u>

STIP DELETIONS

DIVISION 7

* B-5348	SR 1005 (OLD GREENSBORO ROAD), REPLACE BRIDGE	<u>DELETE AT THE REQUEST DIVISION. BASED ON</u>
ORANGE	NO. 85 OVER PHIL'S CREEK.	<u>CURRENT SERVICEABILITY AND ELIGIBILITY FOR</u>
		<u>LOW-IMPACT BRIDGE PROGRAM.</u>

DIVISION 5

* U-5516	US 501 (ROXBORO ROAD), SR 1448 (LATTA ROAD) / SR	RIGHT-OF-WAY	FY 2015 -	\$2,000,000	(C)
DURHAM	1639 (INFINITY ROAD) INTERSECTION IN DURHAM.	CONSTRUCTION	FY 2016 -	\$2,100,000	(T)
PROJ. CATEGORY	ADD LANES THROUGH INTERSECTION.			\$4,100,000	
REGIONAL	<u>DELAY RIGHT-OF-WAY FROM FY 13 TO FY 15 AND</u>				
	<u>CONSTRUCTION FROM FY 14 TO FY 16 TO ALLOW</u>				
	<u>ADDITIONAL TIME FOR PLANNING AND DESIGN.</u>				

Modifications:

DIVISION 5

FS-1205A
WAKE
DURHAM

I-40, US 15-501 IN DURHAM COUNTY TO SR 1728
(WADE AVENUE) IN WAKE COUNTY. CONSTRUCT
MANAGED LANES.

SCHEDULED FOR FEASIBILITY STUDY ONLY.

**PROJECT PROGRAMMED FOR COORDINATION OF
MANAGED LANES ANALYSIS IN REGION.**

FS-1305A
DURHAM
WAKE

I-540 AND NC 540, NC 54 TO US 64-264. CONSTRUCT
MANAGED LANES.

SCHEDULED FOR FEASIBILITY STUDY ONLY.

**PROJECT PROGRAMMED FOR COORDINATION OF
MANAGED LANES ANALYSIS IN REGION.**

DIVISION 8

C-5176
CHATHAM
PROJ.CATEGORY
EXEMPT

AMERICAN TOBACCO TRAIL (ATT), AMERICAN
TOBACCO TRAIL IN CHATHAM COUNTY, NEW HOPE
CHURCH ROAD TRAILHEAD PARK AND RIDE LOT.

CONSTRUCTION	FY 2014 -	\$797,000	(CMAQ)
	FY 2014 -	<u>\$395,000</u>	(C)
		\$1,192,000	

**DELAY CONSTRUCTION FROM FY 13 TO FY 14 TO
ALLOW TOWN ADDITIONAL TIME FOR PLANNING AND
DESIGN.**

**DURHAM-CHAPEL HILL-CARRBORO
METROPOLITAN PLANNING ORGANIZATION**

**MEMORANDUM OF UNDERSTANDING
FOR
COOPERATIVE, COMPREHENSIVE, AND CONTINUING
TRANSPORTATION PLANNING**

Between

THE GOVERNOR OF THE STATE OF NORTH CAROLINA,
CITY OF DURHAM, TOWN OF CHAPEL HILL, TOWN OF CARRBORO
TOWN OF HILLSBOROUGH, COUNTY OF DURHAM,
COUNTY OF ORANGE, COUNTY OF CHATHAM, TRIANGLE TRANSIT, AND
THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

in cooperation with

THE UNITED STATES DEPARTMENT OF TRANSPORTATION

DATE

WITNESSETH THAT

WHEREAS, Section 134(a) of Title 23 United States Codes states:

Policy – It is in the national interest—

- (1) to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within and between States and urbanized areas, while minimizing transportation-related fuel consumption and air pollution through metropolitan and statewide transportation planning processes identified in this chapter; and
- (2) to encourage the continued improvement and evolution of the metropolitan and statewide transportation planning processes by metropolitan planning organizations, State departments of transportation, and public transit operators as guided by the planning factors identified in subsection (h) and section 135(d).

WHEREAS, Section 134(c) of Title 23 United States Codes states:

General Requirements.—

- (1) Development of long-range plans and TIPs.— To accomplish the objectives in subsection (a), metropolitan planning organizations designated under subsection (d), in cooperation with the State and public transportation operators, shall

develop long-range transportation plans and transportation improvement programs through a performance-driven, outcome-based approach to planning for metropolitan areas of the State.

(2) Contents.— The plans and TIPs for each metropolitan area shall provide for the development and integrated management and operation of transportation systems and facilities (including accessible pedestrian walkways and bicycle transportation facilities) that will function as an intermodal transportation system for the metropolitan planning area and as an integral part of an intermodal transportation system for the State and the United States.

(3) Process of development.— The process for developing the plans and TIPs shall provide for consideration of all modes of transportation and shall be continuing, cooperative, and comprehensive to the degree appropriate, based on the complexity of the transportation problems to be addressed.

WHEREAS, Chapter 136, Section 66.2(a) of the General Statutes of North Carolina states:

Each MPO, with cooperation of the Department of Transportation, shall develop a comprehensive transportation plan in accordance with 23 U.S.C. Section 134. In addition, an MPO may include projects in its transportation plan that are not included in a financially constrained plan or are anticipated to be needed beyond the horizon year as required by 23 U.S.C. Section 134. For municipalities located within an MPO, the development of a comprehensive transportation plan will take place through the metropolitan planning organization. For purposes of transportation planning and programming, the MPO shall represent the municipality's interests to the Department of Transportation.

WHEREAS, Chapter 136, Section 66.2(b) of the General Statutes of North Carolina states:

After completion and analysis of the plan, the plan shall be adopted by both the governing body of the municipality or MPO and the Department of Transportation as the basis for future transportation improvements in and around the municipality or within the MPO. The governing body of the municipality and the Department of Transportation shall reach agreement as to which of the existing and proposed streets and highways included in the adopted plan will be a part of the State highway system and which streets will be a part of the municipal street system. As used in this Article, the State highway system shall mean both the primary highway system of the State and the secondary road system of the State within municipalities.

WHEREAS, Chapter 136, Section 66.2(d) of the General Statutes of North Carolina states:

For MPOs, either the MPO or the Department of Transportation may propose changes in the plan at any time by giving notice to the other party, but no change shall be effective until it is adopted by both the Department of Transportation and the MPO.

WHEREAS, a transportation planning process includes the operational procedures and working arrangements by which short and long-range transportation plans are soundly conceived and developed and continuously evaluated in a manner that will:

1. Assist governing bodies and official agencies in determining courses of action and in formulating attainable capital improvement programs in anticipation of community needs; and,
2. Guide private individuals and groups in planning their decisions which can be important factors in the pattern of future development and redevelopment of the area;

WHEREAS, it is the desire of these agencies that a continuing, cooperative, and comprehensive transportation planning process, be established for the Durham-Chapel Hill-Carrboro Metropolitan Planning Area in compliance with Title 23 U.S.C. Section 134 and any subsequent amendments to that statute, and any implementing regulations; Title 49 U.S.C. Chapter 53 and any subsequent amendments to these statutes, and any implementing regulations; and the Clean Air Act of 1970, as amended, [42 U.S.C. 7504 and 7506(c)].

WHEREAS, it is the desire of these parties that all prior Memoranda of Understanding between the parties be superseded and replaced by this Memorandum of Understanding.

NOW THEREFORE, the following Memorandum of Understanding is made:

Section I

It is hereby agreed that the City of Durham, Town of Chapel Hill, Town of Carrboro, Town of Hillsborough, County of Durham, County of Orange, County of Chatham, and the North Carolina Department of Transportation in cooperation with the United States Department of Transportation will participate in a continuing, cooperative, and comprehensive transportation planning process with responsibilities and undertakings as related in the following paragraphs:

1. The Durham-Chapel Hill-Carrboro Metropolitan Planning Area, will consist of the Durham Urbanized Area as defined by the United States Department of Commerce, Bureau of the Census, plus that area beyond the existing urbanized area boundary that is expected to become urbanized or be affected by urban policies within a twenty-year planning period. This area is hereinafter referred to as the Metropolitan Planning Area.
2. The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) shall include the boards of general purpose local government – the Durham City Council, Chapel Hill Town Council, Carrboro Board of Aldermen, Hillsborough Board of Commissioners, Durham County Board of Commissioners, Orange County Board of Commissioners, and Chatham County Board of Commissioners; the North Carolina Department of Transportation; a MPO Board hereinafter defined, a MPO Technical

Committee hereinafter defined, and the various agencies and units of local, regional, state, and federal government participating in the transportation planning for the area.

3. The Metropolitan Planning Area boundary will be periodically reviewed and revised in light of new developments, basic data projections for the current planning period, and as may otherwise be required by federal and state laws.
4. The continuing transportation planning process will be a cooperative one reflective of and responsive to the programs of the North Carolina Department of Transportation, and to the comprehensive plans for growth and development of the Municipalities of Durham, Chapel Hill, Carrboro, and Hillsborough; and the Counties of Durham, Orange, and Chatham. Attention will be given to cooperative planning with the neighboring metropolitan and rural planning organizations.
5. The continuing transportation planning process will be in accordance with the intent, procedures, and programs of Title VI of the Civil Rights Act of 1964, as amended.
6. The continuing transportation planning process will be in accordance with the intent, procedures, and programs of Clean Air Act of 1970, as amended.
7. Transportation policy decisions within the MPO are the shared responsibility of the MPO Board, the N.C. Board of Transportation, and participating local governments.
8. Transportation plans and programs, and land use policies and programs, for the Planning Area, having regional impacts, will be coordinated with Triangle Transit, the neighboring metropolitan and rural planning organizations, and Triangle J Council of Governments.
9. A MPO Board is hereby established with the responsibility for cooperative transportation decision-making for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO). The MPO Board shall have the responsibility for keeping the policy boards informed of the status and requirements of the transportation planning process; assisting in the dissemination and clarification of the decisions, inclinations, and policies of the policy boards, and for providing opportunities for citizen participation in the transportation planning process.

The MPO Board will be responsible for carrying out the provisions of 23 U.S.C. Section 134; Title 49 U.S.C. Chapter 53; and 42 U.S.C. 7504 and 7506(c); including but not limited to:

- a. Establishment of goals and objectives for the transportation planning process;

- b. Review and approval of a Prospectus for transportation planning which defines work tasks and responsibilities for the various agencies participating in the transportation planning process;
- c. Review and approval of the transportation Unified Planning Work Program;
- d. Review and approval of changes to the National Highway System, Functional Classification, and Metropolitan Planning Area boundary;
- e. Review and approval of the Comprehensive and Metropolitan Transportation Plans. As specified in General Statutes Section 136-66.2(a), the Comprehensive Transportation Plan shall include the projects in the Metropolitan Transportation Plan and may include additional projects that are not included in the financially constrained plan or are anticipated to be needed beyond the horizon year as required by 23 U.S.C. Section 134. As specified in General Statutes Section 136-66.2(d) revisions to the Comprehensive Transportation Plan are required to be jointly approved by the North Carolina Department of Transportation and the MPO Board;
- f. Review and approval of the Transportation Improvement Program and changes to the Transportation Improvement Program. As specified in 23 U.S.C. Section 134(k), all federally funded projects carried out within the boundaries of a metropolitan planning area serving a transportation management area (excluding projects carried out on the National Highway System) shall be selected for implementation from the approved TIP by the metropolitan planning organization designated for the area in consultation with the State and any affected public transportation operator;
- g. Review and approval of planning procedures for air quality conformity and review and approval of air quality conformity determination for projects, programs, and plans;
- h. Review and approval of a Congestion Management Process;
- i. Review and approval of the distribution and oversight of federal funds designated for the DCHC MPO under the provisions of MAP-21 and any other subsequent Transportation Authorizations;
- j. Review and approval of a policy for public involvement for the DCHC MPO;
- k. Review and approval of an agreement between the MPO, the State, and public transportation operators serving the Metropolitan Planning Area that defines mutual responsibilities for carrying out the metropolitan planning process in accordance with 23 C.F.R. 450.314;

- l. Oversight of the Lead Planning Agency staff;
- m. Revision in membership of the MPO Technical Committee hereinafter defined;
- n. Development and approval of committee bylaws for the purpose of establishing operating policies and procedures;
- o. Review and approval of cooperative agreements with other transportation organizations, transportation providers, counties, and municipalities.

The membership of the MPO Board shall include:

- a. Two members of the Durham City Council;
- b. One member of the Chapel Hill Town Council;
- c. One member of the Carrboro Board of Aldermen;
- d. One member of the Hillsborough Board of Commissioners;
- e. One member of the Durham County Board of Commissioners;
- f. One member of the Orange County Board of Commissioners;
- g. One member of the Chatham County Board of Commissioners;
- h. One member of the North Carolina Board of Transportation;
- i. One member of the Triangle Transit Board of Trustees.

Municipal and county public transit providers shall be represented on the MPO Board through their respective municipal and county local government board members.

It shall be the responsibility of each member jurisdiction to appoint a representative and an alternate(s) to the MPO Board.

A quorum of the MPO Board shall consist of a majority of the voting members whose votes together represent a majority of the possible weighted votes identified in the weighted vote schedule below. A majority vote shall be sufficient for approval of matters coming before the committee with the exception that a committee member may invoke the following weighted vote provisions on any matter:

<u>Government Body</u>	<u>Votes</u>
City of Durham	16*
Town of Chapel Hill	6
Durham County	4
Orange County	4
Town of Carrboro	2
Chatham County	2
Town of Hillsborough	2
N.C. Board of Transportation	1

Triangle Transit	<u>1</u>
Total	38

* 8 votes per representative

Representatives from each of the following bodies will serve as non-voting members of the MPO Board:

- a. A representative of the Federal Highway Administration;
- b. A representative of the Federal Transit Administration;
- c. Other local, regional, state, or federal agencies impacting transportation in the planning area at the invitation of the MPO Board.

The MPO Board will meet as often as it is deemed appropriate and advisable. On the basis of a majority vote, the MPO Board may appoint members of the Board to act as Chair and Vice-Chair with the responsibility for coordination of the Board's activities. A member of the Lead Planning Agency staff will serve as Secretary to the Board and will work cooperatively with the staff of other jurisdictions.

10. A MPO Technical Committee shall be established with the responsibility of general review, guidance and coordination of the transportation planning process for the planning area and with the responsibility for making recommendations to the respective local, state, and federal governmental agencies and the MPO Board regarding any necessary actions relating to the continuing transportation planning process. The MPO Technical Committee shall be responsible for development, review and recommendations for approval and changes to the Prospectus, Unified Planning Work Program, Transportation Improvement Program, National Highway System, Functional Classification, Metropolitan Planning Area boundary, Metropolitan Transportation Plan, and Comprehensive Transportation Plan, for planning citizen participation, and for documenting reports of various transportation studies.

Membership of the MPO Technical Committee shall include technical representatives from local and state agencies directly related to and concerned with the transportation planning process for the planning area. Representatives will be designated by the chief executive officer of each represented agency. Departments or divisions within local and state agencies that should be represented on the MPO Technical Committee include, but are not limited to, those responsible for transportation planning, land use planning, transportation operations, public works and construction, engineering, public transportation, environmental conservation and planning, bicycle and pedestrian planning, and economic development. Initially, the membership shall include, but not be limited to, the following:

- a. The City of Durham 5 representatives
- b. The Town of Chapel Hill 3 representatives

c. The Town of Carrboro	2 representatives
d. The Town of Hillsborough	1 representative
e. Durham County	3 representatives
f. Orange County	3 representatives
g. Chatham County	1 representative
h. The N.C. Department of Transportation	5 representatives
i. Triangle J Council of Governments	1 representative
j. Duke University	1 representative
k. N.C. Central University	1 representative
l. The University of North Carolina	1 representative
m. The Raleigh-Durham Airport Authority	1 representative
n. Triangle Transit	1 representative
o. The Research Triangle Park Foundation	1 representative
p. The N.C. Department of the Environment and Natural Resources	1 representative

The City of Durham's membership shall not include members of the Lead Planning Agency staff.

In addition to voting membership, the following agencies shall have non-voting membership:

a. The Federal Highway Administration	1 representative
b. The Federal Transit Administration	1 representative
c. The U.S. Army Corps of Engineers	1 representative
d. The U.S. Environmental Protection Agency	1 representative
e. The U.S. Fish and Wildlife Service	1 representative
f. The N.C. Department of Cultural Resources	1 representative
g. The N.C. Department of Commerce	1 representative
h. The U.S. Department of Housing and Urban Development	1 representative
i. The N.C. Railroad Company	1 representative
j. The N.C. Trucking Association	1 representative
k. The N.C. Motorcoach Association	1 representative
l. Regional Transportation Alliance	1 representative

The MPO Technical Committee shall meet when it is deemed appropriate and advisable. On the basis of a majority vote, the MPO Technical Committee may appoint voting members of the Committee to act as Chair and Vice-Chair with the responsibility for coordination of the Committee's activities.

11. The Durham City Council, Chapel Hill Town Council, Carrboro Board of Aldermen, Hillsborough Board of Commissioners, Durham County Board of Commissioners, Orange County Board of Commissioners, and Chatham County Board of Commissioners shall

serve as the primary means for citizen input to the continuing transportation planning process. During the Metropolitan Transportation Plan reevaluation, citizen involvement in the planning process shall be encouraged during re-analysis of goals and objectives and plan formation. This citizen involvement will be obtained through procedures outlined in the MPO's policy for public involvement.

The MPO Board may also receive public input or hold public hearings as may also be required by federal or state law.

Section II

It is further agreed that the subscribing agencies will have the following responsibilities, these responsibilities being those most logically assumed by the several agencies:

The Municipalities and the Counties

The municipalities and the counties will assist in the transportation planning process by providing planning assistance, data, and inventories in accordance with the Prospectus. The municipalities and the counties shall coordinate zoning and subdivision approval within their respective jurisdictions in accordance with the adopted Metropolitan Transportation Plan and the Comprehensive Transportation Plan.

Additionally, the City of Durham will serve as the Lead Planning Agency for the transportation planning process in the Planning Area.

The municipalities and the counties will participate in funding the portion of the costs of the MPO's work program not covered by federal or state funding as reflected in the annual Planning Work Program approved by the MPO Board. The portion to be paid by each municipal and county member government will be based upon its pro rata share of population within the MPO Planning Area, utilizing the most recent certified North Carolina Office of State Planning municipal and county population estimates. In addition, MPO members may also voluntarily contribute additional funds for other purposes such as to participate in funding the costs of special studies, or other specialized services as mutually agreed upon.

Funding provided by member agencies will be used to provide the required local match to federal funds. Failure by member agencies to pay the approved share of costs would impact the MPO's ability to match federal funds and could have the effect of invalidating the MPO's Unified Planning Work Program and the annual MPO self-certification, and could also result in the withholding of transportation project funds. Failure by member governments to pay the approved share of costs may also result in the withholding of MPO services and funding.

The municipalities and the counties receiving federal transportation funding designated for the Durham Urbanized Area as approved by the MPO Board through the Unified Planning Work Program shall comply with adopted reporting and oversight procedures.

North Carolina Department of Transportation

The Department will assist in the transportation planning process by providing planning assistance, data, and inventories in accordance with the Prospectus. Should any authorized local government body choose to adopt or amend a transportation corridor official map for a proposed public transportation corridor pursuant to N.C.G.S. § 136-44.50, the Department may offer assistance by providing mapping, data, inventories, or other Department resources that could aid the local government body in adopting or amending a transportation corridor official map.

Triangle Transit

Triangle Transit will assist in the transportation planning process by providing planning assistance, data, and inventories in accordance with the Prospectus. Triangle Transit shall comply with adopted reporting and oversight procedures for the receipt of federal transportation funding designated for the Durham Urbanized Area as approved by the MPO Board through the Unified Planning Work Program.

E-Verify Compliance for All Parties to this Agreement

Each of the parties covenants that if it enters into any subcontracts in order to perform any of its obligations under this contract, it shall require that the contractors and their subcontractors comply with the requirements of NC Gen. Stat. Article 2 of Chapter 64. In this E-Verify Compliance section, the words contractors, subcontractors, and comply shall have the meanings intended by applicable provisions of NC Gen. Stat. Chapters 153A and 160A.

Section III

Parties to this Memorandum of Understanding may terminate their participation in the continuing transportation planning process by giving ninety (90) days written notice to the other parties prior to the date of termination. If any party should terminate participation, this Memorandum of Understanding shall remain in force and the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization shall continue to operate as long as 75% or more of the population within the Metropolitan Planning Area is represented by the remaining members. For the purpose of determining 75% representation, the populations within incorporated areas are represented by the respective municipal governments and the populations within the unincorporated areas are represented by the respective county governments.

Section IV

In witness whereof, the parties of this Memorandum of Understanding have been authorized by appropriate and proper resolutions to sign the same, the City of Durham by its Mayor, the Town of Chapel Hill by its Mayor, the Town of Carrboro by its Mayor, the Town of Hillsborough by its Mayor, Durham County by its Chair, Orange County by its Chair, Chatham County by its Chair, Triangle Transit by its Chair, and the Secretary of Transportation on behalf of the Governor of the State of North Carolina and the North Carolina Department of Transportation, this the _____ day of _____, 2013.

(Seal)

City of Durham

_____ By _____
Clerk Mayor

(Seal)

Town of Chapel Hill

_____ By _____
Clerk Mayor

(Seal)

Town of Carrboro

_____ By _____
Clerk Mayor

(Seal)

Town of Hillsborough

_____ By _____
Clerk Mayor

(Seal)

County of Durham

_____ By _____
Clerk Chair

(Seal)

County of Orange

_____ By _____
Clerk Chair

(Seal)

County of Chatham

_____ By _____
Clerk Chair

(Seal)

Triangle Transit

_____ By _____
Clerk Chair

(Seal)

North Carolina Department of
Transportation

By _____
Secretary

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: November 13, 2013

Subject: **2013 Coordinated Public Transportation- Human Services Transportation Plan Update**

Background

In 2007, the DCHC MPO adopted a Coordinated Public Transportation-Human Services Transportation Plan (CPT-HSTP) to fulfill requirements of SAFETEA-LU, federal transportation law. The purpose of a CPT-HSTP is to improve transportation services for persons with disabilities, older adults, and low-income individuals through a better coordinated transportation system. CPT-HSTPs coordinate fixed-route transit, paratransit, and transit services provided by local agencies and non-profits.

The current Moving Ahead for Progress in the 21st Century (MAP-21) federal transportation legislation continues the requirement for coordinated public transportation plans. Human service transportation projects funded by Federal Transportation Administration (FTA) grants must be derived from priorities identified in a CPT-HSTP. Federal law also requires that the plan be developed locally “through a process that includes representatives of public, private, and non-profit transportation and human services providers and participation by the public.” Plan updates are mandatory every five years to identify needs of the transportation disadvantaged. Additionally, the CPT-HSTP will help guide decision making and the selection of transit projects supported by FTA funds.

The FTA proposes that the following key elements be included in each locally coordinated plan:

- Assessment of transportation needs for individuals with disabilities, older adults, & persons with limited incomes
- Inventory of available services that identifies redundant service or gaps in service
- Strategies to address the identified gaps in service
- Identification of coordination actions to eliminate or reduce duplication of services and strategies for more efficient utilization of resources
- Prioritization of implementation strategies

2013 Update Process

The 2013 CPT-HSTP Update draft was developed by the Gannett Fleming consulting firm. The consultants facilitated a workshop on September 13, 2013 to identify human service transportation needs and prioritize them. Over 34 participants attended, representing transit providers, social service agencies, private transportation providers, hospitals, advocates for persons with disabilities, and non-profit organizations.

Workshop participants were presented with the purpose of human services transit planning and recommendations from the 2007 CPT-HSTP. They identified changes (improvements and worsening conditions) since 2007 and the current needs within the region. To prioritize the lengthy list of current needs, participants were provided with four yellow dots to indicate those of greatest importance. Additionally, participants were able to isolate the most significant “top” need with a red dot. Participants were then given the opportunity to pinpoint specific strategies to the most pressing needs. The top priority needs are listed below:

- Better amenities at transit stops
- Education and outreach (including travel training)
- Coordination with colleges and universities
- Services for seniors
- Better coordination and connection between transit systems
- Improved funding opportunities for transit
- Rural Services and rural-urban connections

The 2013 Update also includes demographic analysis of the MPO and overview of changes to grant funding due to the MAP-21 legislation. The Job Access and Reverse Commute (JARC Section 5316) and the New Freedom (Section 5317) grants have ended as distinct programs. Transit activities previously eligible under those grants will be funded by other FTA programs. The JARC grants were distributed to improve access to transportation services to employment for low-income individuals and connect residents to suburban employment opportunities. The New Freedom program helped individuals with disabilities connect with services for work and other transit trips.

<i>Previous Grant Program</i>	<i>New MAP-21 Grant Programs</i>	<i>Eligible Grant Recipients in DCHC MPO</i>
JARC activities	Section 5307 – Urbanized Area Formula grant	DATA, Triangle Transit, Chapel Hill Transit
JARC activities	Section 5311 – Rural Area Formula grant	All transit providers (whose services extend beyond the urbanized area) and non-profit organizations
New Freedom activities	Section 5310 – Enhanced Mobility of Seniors and Individual with Disabilities program	All transit operators and non-profit organizations Private Taxicab operators ¹

¹ Taxi operators that offer shared-ride services to seniors and the disabled may qualify for 5310 project funds as an operator of public transportation (legislation is still pending on this proposed change)



Durham
Chapel Hill
Carrboro
MPO

Coordinated Public Transportation

Human Service Transportation Plan Update



Back cover - intentionally left blank



The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) adopted a Coordinated Public Transportation - Human Service Transportation Plan in 2007 (referred to in this document as the 2007 Plan). This document is an update of that 2007 Plan, and was developed to reflect changes in federal grant programs, as well as changes in the needs of the transportation disadvantaged populations in the MPO area.

The purpose of the 2007 Plan and this 2013 Plan Update is "to help improve transportation services for persons with disabilities, older adults, and individuals with lower incomes in the Durham, Orange and Chatham County area through a better coordinated transportation system."

This 2013 Plan Update will provide a framework for the development of projects that will address the transportation needs of the target populations, by ensuring that this three-county area and its public transportation and human service agencies coordinate transportation resources offered through multiple FTA programs. Three target populations are particularly relevant to this 2013 Plan Update:

- Seniors (ages 65 and older)
- Low-Income Households
- Persons with Disabilities

Ultimately, this plan will be a list of needs that can be used by the MPO and transit providers to evaluate and rank projects eligible for various federal transportation grants.

Federal law requires that the coordinated public transportation - human service transportation plan (CPT-HSTP) be developed through a process that includes representatives of public, private, and non-profit transportation and human services providers and participation by the public. To assess the transportation needs for the targeted populations in the MPO region, this plan update analyzed available demographic data, reviewed the findings from the 2007 Plan, analyzed changes since 2007, reviewed other available data and plans, and engaged stakeholders via a survey and workshop. The primary findings of this effort are:

- The coordination and cooperation of transit services has improved.

- Several initiatives have successfully improved the delivery of services to targeted populations.
- Greater cooperation and coordination of human service and rural transit systems is needed.
- Better outreach, education and training is needed.
- The needs of transportation disadvantaged populations continues to grow in the region.

The recommendations derived by the planning process for this 2013 Plan Update are categorized under five general areas of need:

- Education and Outreach
- Access to Services
- Coordination and Cooperation
- Alternative Funding
- Rural-Urban Connections

A list of possible actions is provided, but transit agencies, human services providers, and area non-profits should develop any and all activities that can meet these needs.



1.1 MPO Transit Planning Requirements

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) region includes several transit operators that provide transportation services to the general population. The available transit services include not only fixed-route bus services for the general public, but also services from local agencies and non-profits that are designed to meet the needs of the region's transportation disadvantaged population. This population includes older adults, persons with disabilities, and individuals with lower incomes, and these services are commonly known as *human service transportation*.

Systems for both the general public and human service rely on state and federal funding for much of their operations and capital expenses. Under federal law, human service transportation projects that are funded by certain federal grant programs must be derived from a coordinated human service and public transit plan. The DCHC MPO is the regional government organization responsible for transportation planning for the western portion of the Research Triangle area in North Carolina, including coordinated human services transit planning.

The DCHC MPO includes all of Durham County, most of Orange County, including the towns of Chapel Hill, Carrboro and Hillsborough, and northeast Chatham County (Figure 1-1). The DCHC MPO is an umbrella organization comprised of the Transportation Advisory Committee (TAC), the Technical Coordinating Committee (TCC), local governments, and the State. The TAC, designated by the Governor, is a policy body that coordinates and makes decision on transportation planning issues. Under federal law, any urbanized area (as defined by the Census Bureau) exceeding a population of 50,000 shall have an MPO whose purpose is to coordinate transportation planning among the member governments. The MPO is charged with the responsibility of preparing and adopting the long range transportation plan for its area, as well short range planning efforts. Those planning efforts include development of a coordinated public transportation - human service transportation plan.

The DCHC MPO adopted a Coordinated Public Transportation - Human Service Transportation Plan (CPT-HSTP) in 2007 (referred to in this document as the 2007 Plan). This document is an update of that 2007 Plan, and was developed to reflect changes in federal grant programs, as well as changes in the needs of the transportation disadvantaged populations in the MPO area.

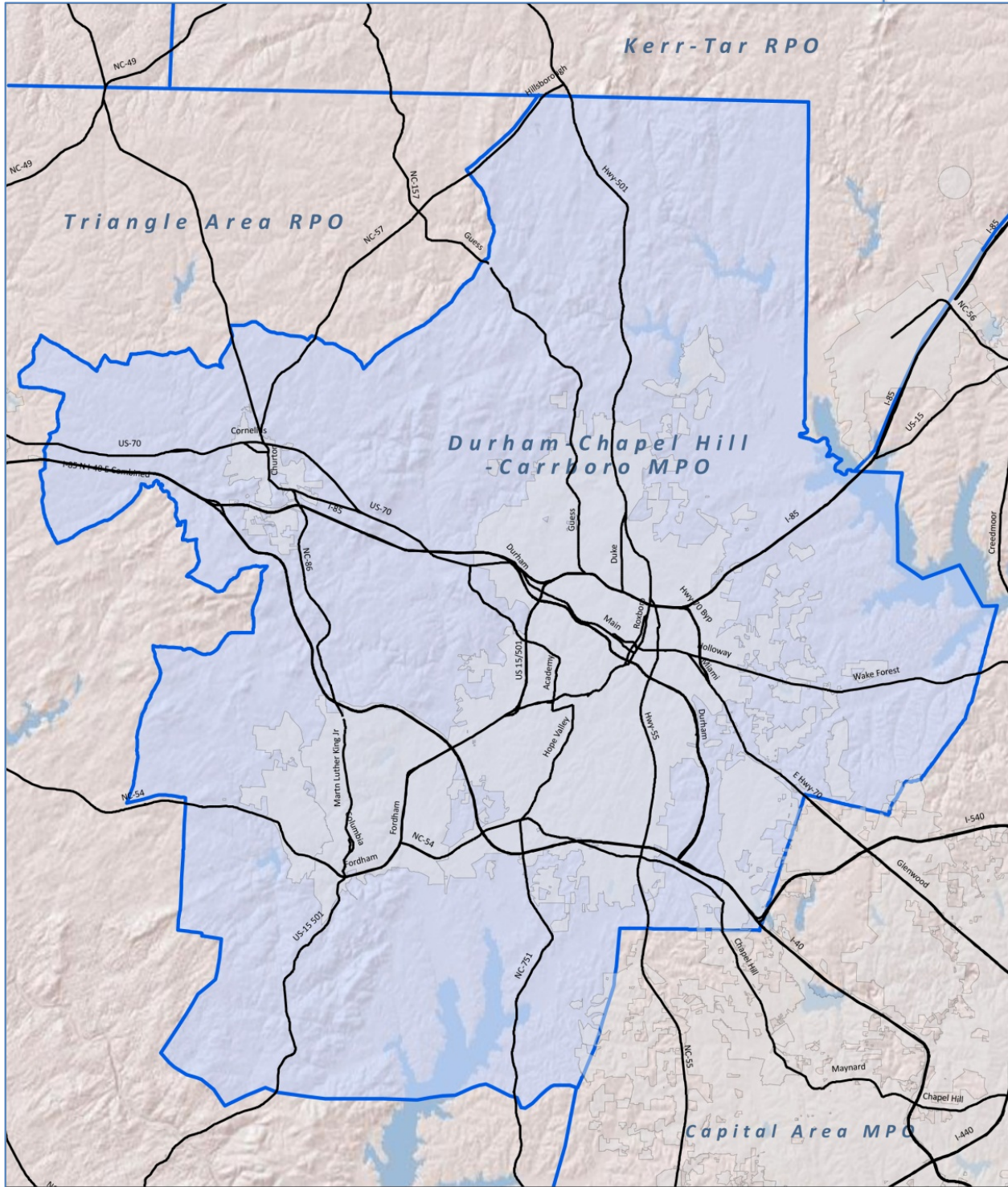
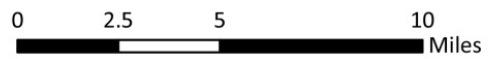


Figure 1-1: MPO Boundary

October 2013



Data Source: NC One Map, DCHC MPO

1.2 Federal Funding Requirements

There have been several federal programs that are used by urban and rural transit systems to help fund both general public/fixed route and human service transportation services. Beginning with the 1998 federal Transportation Equity Act for the 21st Century (TEA-21), the federal government required that transit projects funded under the Job Access and Reverse Commute program (Section 5316) of the federal law be part of a locally coordinated human service transportation plan. Subsequent federal legislation has expanded the planning requirement to other federal transit grant programs.

In 2004, a presidential Executive Order was signed to improve the public and human service transportation coordination of individuals with disabilities, older adults, and people with lower incomes, and establish the federal Interagency Transportation Coordinating Council on Access and Mobility (CCAM). This council includes representatives from not only the US Department of Transportation, but also from Health and Human Services, Education, Labor, Veterans Affairs, Agriculture, Housing and Urban Development, Interior and Justice, as well as from the Social Security Administration and the National Council on Disability.¹



Travel training by the Durham Center for Senior Life is just one of the activities funded by the MPO under a New Freedom grant (photo source: Durham Center for Senior Life)

In 2005, the CCAM issued a report to the President with recommendations for breaking down federal barriers to transportation for all transportation-disadvantaged populations which resulted in the development of United We Ride (UWR). UWR is a federal inter-agency initiative to improve availability, quality and efficient delivery of transportation for older adults, and people with disabilities or lower incomes.

¹ http://www.unitedweride.gov/1_3_ENG_HTML.htm

With the passage of the federal transportation law known as SAFETEA-LU in 2005, transit projects receiving Federal Transit Administration (FTA) programs funds must be “derived from a locally developed, coordinated public transit - human services transportation plan.”² Further, the law requires that this plan be “developed through a process that includes representatives of public, private, and nonprofit transportation and human services providers and participation by the public.”³ SAFETEA-LU required projects that receive funding from the following funding programs be developed from a locally adopted CPT-HSTP:

Elderly Individuals and Individuals with Disabilities (Section 5310): This program funds improvements to the mobility of elderly individuals and individuals with disabilities. Agencies often used these funds to purchase vehicles for governments and non-profits.

Job Access and Reverse Commute - JARC (Section 5316): This program was devised to improve access to transportation services to employment for low-income individuals, and to help connect residents of urbanized areas and non-urbanized areas to suburban employment opportunities.

New Freedom (Section 5317): This program was developed to help integrate individuals with disabilities into the workforce and into society overall.

Under SAFETEA-LU, the DCHC MPO has allocated federal funds from the JARC and New Freedom programs to eligible recipients within the MPO, and has used the 2007 Plan to help prioritize and select the transit activities funded through the JARC and New Freedom programs.

On October 1, 2012 the Moving Ahead for Progress in the 21st Century (MAP-21) replaced SAFETEA-LU as the federal transportation funding legislation. MAP-21 ended both JARC and New Freedom as distinct programs. Activities previously funded under JARC are eligible activities under two other FTA programs within MAP-21: the Urbanized Area Formula grants (Section 5307) and Rural Area Formula grants (Section 5311). Activities previously funded under New Freedom are also eligible under the Elderly Individuals and Individuals with Disabilities program (Section 5310). MAP-21 continues the requirement for coordinated public transportation - human service transportation plans for transit programs. Therefore, the DCHC MPO is updating the 2007 Plan to meet the requirements of MAP-21 and to assist in the selection of transit activities supported by FTA funds.

² http://www.fta.dot.gov/13093_8196.html

³ <http://www.ncdot.gov/nctransit/download/GuideOverview.pdf>

2. Plan Purpose



The purpose of the 2007 Plan and this 2013 Plan Update is "to help improve transportation services for persons with disabilities, older adults, and individuals with lower incomes in the Durham, Orange and Chatham County area through a better coordinated transportation system."⁴ Several of the needs identified through the 2007 planning process and 2013 Plan Update process are applicable to all potential transit users, both the target populations (older adults, individuals with disabilities, and individuals with lower incomes) and the general public. As such, the possible strategies to address the identified needs would improve the transit system for the broader community in the MPO region.

As the area's regional transportation planning organization, the DCHC MPO has led the effort in developing the 2007 Plan and this 2013 Plan Update. The DCHC MPO has worked in collaboration with the public transportation agencies, other social agencies and non-profits in the MPO's jurisdiction to develop the plan and to respond to the requirements under both SAFETEA-LU and MAP-21.

The purpose of this plan is to help improve transportation services for persons with disabilities, older adults and individuals with lower incomes in the Durham, Orange and Chatham County area through a better coordinated transportation system.

This 2013 Plan Update will provide a framework for the development of projects that will address the transportation needs of the target populations, by ensuring that this three-county area and its public transportation and human service agencies coordinate transportation resources offered through multiple FTA programs.

⁴ Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Coordinated Public Transportation - Human Services Transportation Plan, March 14, 2007.



3. Planning Process

Federal law requires that the coordinated public transportation - human service transportation plan be developed through a process that includes representatives of public, private, and non-profit transportation and human services providers and participation by the public. Furthermore, the plan should "identify the transportation needs of individuals with disabilities, older adults, and people with low incomes, provide strategies for meeting those local needs and prioritize transportation services for funding and implementation".⁵ FTA proposes that the following key elements be included in each locally coordinated plan:

- An assessment of transportation needs for individuals with disabilities, older adults, and persons with limited incomes;
- An inventory of the available services that identifies areas of redundant service and gaps in service;
- Strategies to address the identified gaps in service;
- Identification of coordination actions to eliminate or reduce duplication in services and strategies for more efficient utilization of resources; and
- Prioritization of implementation strategies.

This Plan Update was developed as update to the 2007 Plan; therefore, the planning process included a review of the findings and recommendations from the 2007 Plan, as well as a review of activities selected by the MPO for JARC and New Freedom funding since 2007. Other elements of this Plan include a review of available transit services, a workshop to identify needs and possible strategies to meet those needs, a survey of transit providers and area human services agencies, and prioritization of the implementation strategies. These elements are described in greater detail in the following sections.

Federal law requires that the coordinated public transportation - human service transportation plan be developed through a process that includes representatives of public, private, and non-profit transportation and human services providers and participation by the public.

⁵ FTA Circular C9070.1F



4.1 Federal Transit Funding

As noted previously, the 2007 Plan for the Durham-Chapel Hill-Carrboro MPO was developed to help guide the decision making for awarding JARC and New Freedom grants through the MPO, as required under SAFETEA-LU. On October 1, 2012, MAP-21 became the new federal transportation law, and made changes to the funding programs. Specifically, both JARC (Section 5316) and New Freedom (Section 5317) were eliminated. Projects previously eligible for JARC are now eligible under Urbanized Area Formula Grants (Section 5307). Projects previously eligible for New Freedom funding can now be funded under the Enhanced Mobility of Seniors and Individuals with Disabilities program (Section 5310). MAP-21 still requires that projects funded by these FTA grants must be derived from a comprehensive human service transportation plan.⁶

The following FTA funding programs are available to the transit agencies in the DCHC MPO region to assist in providing transportation services to the targeted groups.

Urbanized Area Formula Grants (Section 5307): This program provides grants to urbanized areas (population of 50,000 or more) to support public transportation. Transit systems that operate no more than 100 buses may use a portion of these funds for operating expenses. Activities eligible under the former JARC program are now eligible under this program. There is no minimum or maximum on the amount of funds that can be spent on job access and reverse commute activities. The number of low-income individuals in the urbanized area is now a factor in the formula for distributing Section 5307 funds.

⁶ http://www.fta.dot.gov/documents/MAP21_essay_style_summary_v5_MASTER.pdf

Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310): This program provides funds to programs that enhance the mobility for older adults and individuals with disabilities. It is intended to serve the needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. Eligible activities include both capital and operating expenses. Moreover, activities eligible under the former New Freedom program are now eligible under the Enhanced Mobility of Seniors and Individuals with Disabilities program, and up to 45 percent of the Section 5310 funds may be used for activities would have been eligible for New Freedom funding.

More information on each section of MAP-21 and its application to transit can be found at <http://www.fta.dot.gov/about/15035.html>. In addition to the Federal funds, there is state funding provided through the North Carolina Department of Transportation (NCDOT) to local transit agencies⁷ via the following state grant programs:

1. Rural Operating Assistance Program (ROAP) - includes the Elderly and Disabled Transportation Assistance Program, the Rural General Public Program and the Employment Transportation Assistance Program
2. State Maintenance Assistance Program (SMAP)- includes the Urban/Regional Bus and Facility Program, and the Urban/Regional Technology Program
3. Public Transportation Grant Program - includes the Apprentice and Intern Program and the Transportation Demand Management Program

4.2 MPO Role

Under the previous federal transportation funding law (SAFETEA-LU), the DCHC MPO was the recipient of the New Freedom and JARC programs and distributed these funds to transit providers, other government agencies and non-profits based upon a competitive selection process that measured how well the proposed activity would meet the needs identified in the 2007 CPT-HSTP.

As noted earlier, the JARC and New Freedom programs have been incorporated into the other federal transit grant programs (Section 5307 and Section 5310). The role of the MPO under Federal law is different for these two programs, and is described below.

⁷ <http://www.ncdot.gov/nctransit/download/programsfunding.pdf>

Section 5307 (Urbanized Area Formula Grants) - For the DCHC MPO area, the City of Durham is the Designated Recipient of Section 5307 funds, who then apportions these funds to the transit agencies, such as DATA and Chapel Hill Transit. Chapter 53 of Title 49 (as amended under MAP-21) states that a "Designated Recipient" is "the entity designated by the Governor of a State, responsible local officials, and publicly owned operators of public transportation, to receive and apportion" the funds made available by Congress and the FTA to a transportation management area.⁸ The transit agencies who receive the funds from the Designated Recipient are often identified as "direct recipients" of the FTA funds. FTA guidance for Section 5307 describes a direct recipient as "a public entity that is legally eligible under Federal transit law to apply for an receive grants directly from FTA." The guidance further notes that the amount of FTA funds available to the direct recipients is determined cooperatively by the MPO and the Designated Recipients and then communicated to FTA by the Designated Recipient.⁹ (It should be noted that, for the purposes of the DCHC MPO area, the City of Durham/DCHC MPO is the Designated Recipient of the Section 5307 funds. However, federal law allows for other governing entities to be identified as the Designated Recipient, such as a regional transit authority.)

According to interim guidance from FTA on MAP-21, the MPO will still have a role in some of the project selection process for JARC activities under the Urbanized Area Formula Grants (Section 5307). Specifically, FTA states that "In order to receive funding for a job access and reverse commute project under this provision, the project must be identified by the MPO and Designated Recipient as a job access and reverse commute project in the Designated Recipient's annual Program of Projects, which must be developed in consultation with interested parties, published with the opportunity for comments, and subject to a public hearing."¹⁰ Furthermore, the FTA encourages "MPOs and Section 5307 Designated Recipients to continue the coordinated planning process in identifying projects for funding", including "identifying the needs of existing job access and reverse commute projects and services."¹¹ As noted earlier, the DCHC MPO is the Designated Recipient of the funds. Therefore, the MPO, as the defined "Designated Recipient" of the funds, must work with the direct recipients to develop the Program of Projects that identifies JARC activities.

⁸ <http://www.fta.dot.gov/documents/chap53MAP21.pdf>, (p.7)

⁹ Notice of FTA Transit Program Changes, Authorized Funding Levels and Implementation of the Moving Ahead for Progress in the 21st Century Act (MAP-21) and FTA Fiscal Year 2013 Apportionments, Allocations, Program Information and Interim Guidance (p. 33). Federal Transit Administration, accessed at http://www.fta.dot.gov/documents/2012-10-10_MAP-21_FINAL.pdf

¹⁰ Ibid, p. 36.

¹¹ Ibid, p. 37

Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities) - For Section 5310 funds, the MPO may be the recipient of the grant, who will then determine the activities to be funded under this program. The FTA guidance states "in urbanized areas over 200,000 in population, the recipient charged with administering the section 5310 Program must be officially designated through a process consistent with sections 5303 and 5304 prior to grant award. The MPO, State, or another public agency may be a preferred choice based on local circumstances. The designation of a recipient shall be made by the governor in consultation with responsible local officials and publicly owned operators of public transportation, as required in sections 5303 and 5304."¹² Therefore, the DCHC MPO could be the identified recipient of the funds.

Moreover, the FTA requires that any projects selected for Section 5310 funding be "included in" or "derived from" a locally developed, coordinated human service transportation plan and that the recipient develop and submit a Program or Projects when submitting their application.¹³ Finally, the FTA guidance notes that recipients may develop a competitive selection to select projects, but that this process is not required.¹⁴ The allocation of funds must be fair and equitable, and the recipient must allocate at least 55% of the apportionment for projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.

Pending Federal Guidance - From research of the changes to transit programs under MAP-21, there appears to be uncertainty in several states on the specific role of MPOs in either selecting projects or in administering these two transit programs, particularly of MPOs that were the recipients of the (now eliminated) New Freedom and JARC programs. FTA has indicated that new guidance for both the Urbanized Area Formula Grants programs (Section 5307) and the Enhanced Mobility of Seniors and Individuals with Disabilities program (Section 5310) will be released to reflect changes under MAP-21.

4.3 Other FTA Grant Programs

Other grant programs that could help the systems or agencies meet the transportation needs of older adults, the disabled and individuals and families with low income in DCHC MPO area are described below.

¹² Ibid, p. 42

¹³ Ibid, pp. 44-45

¹⁴ Ibid, p. 45

Rural Area Formula Grants (Section 5311) - This program provides capital, planning and operating assistance to support public transportation in rural areas, defined as areas with fewer than 50,000 residents. Eligible activities include those previously eligible under the JARC program. The federal share is 80% for capital assistance and 50% for operating assistance, and 80% for ADA non-fixed-route paratransit service, using up to 10% of a recipient's apportionment. Transit providers whose service area extends beyond the defined urbanized area may apply for these funds, in proportion to their service areas.

Research, Development, Demonstration and Deployment (Section 5312) - This program supports research activities that "improve the safety, reliability, efficiency and sustainability of public transportation" through new technologies, materials and processes. The eligible activities can include research on items such as performance management, safety, and data and communication systems; testing and evaluating technologies, materials and processes; and early deployment and demonstration of innovations that have applicability to the transit industry. These activities can include acquiring or leasing low- or no-emission vehicles. Mobility management and providing more efficient and effective transit services to older adults, individuals with disabilities and low-income individuals are listed as eligible research activities. The federal share is 80% for all activities.

Technical Assistance and Standards (Section 5314) -This program provides funds for a variety of technical assistance activities, as well as for development of voluntary standards and best practices. MAP-21 specifically states that these activities can include efforts to assist with human services transportation, meeting the needs of older individuals, and addressing transportation equity for low-income individuals. The federal share is 80% for all activities.

Bus and Bus Facilities Program (Section 5339) - This capital program provides funds to replace, rehabilitate and purchase vehicles and related equipment and to construct transit vehicle facilities. Eligible recipients are those operating fixed route bus service or who allocate funds to fixed route bus operators. The federal share is 80% for all activities.

It should be noted that since MAP-21 has only been in force for approximately one year, there is little information on how recipients are using these grant programs under MAP-21 to meet the needs of transportation disadvantaged populations.



5. Inventory of Current Human Services Transportation and Public Transportation

An early step in the 2013 Plan Update process was to revise the inventory of the available public and private transportation options for the target populations listed in the 2007 Plan. The information provided below is for the publicly funded and operated transportation providers. In addition to these organizations, there are a variety of private taxi operators (with and without lift-equipped vehicles) and non-profit organization that provide transportation as one of several services to elderly or disabled individuals.

5.1 Community Transportation Providers

Durham County ACCESS, Orange Public Transportation (OPT), and Chatham Transit Network are the community transportation providers in this three-county area.

Durham County ACCESS (DCA)

DCA is the principal county-wide human service transportation service provider in Durham County. DCA primarily serves the clients of Durham County community service agencies but also serves rural general public needs throughout Durham County. It provides curb-to-curb, demand response shared ride services. Its primary service is for residents who are age 60 or over, have a disability, live outside the City of Durham, or need transportation for work-related purposes and have no other form of transportation. DCA provides contract service for other human service agencies, including non-emergency Medicaid transportation through the Durham County Department of Social Services. The DCA services are coordinated by the Community Transportation Program at Durham County Cooperative Extension. DCA connects with Durham Area Transit Authority (DATA) bus service.

Contact – Meg Scully, Transportation Program Manager, Durham County ACCESS, 919.560-8757

Service Area – Durham County, urbanized and rural areas



Service Type – Subscription and demand response

Customers – Contract agency clients and general public (rural only)

Hours of Service – Monday - Saturday, 5:30am -midnight, Sunday 7:00am – 7:00pm

Price/Fares – Individual rural general public trips: \$2.00 each way.

Publicity/Marketing – ACCESS conducts passenger surveys, agency surveys and has developed a rider's guide. Marketing and outreach efforts are conducted by the contract agencies that DCA serves, as the agency clients are the main beneficiaries of the service. DCA also operates a website.

Orange County Public Transportation (OPT)

The OPT program, a division of the Orange County Department on Aging, is a county agency that provides both fixed-route and demand response service within Orange County. Services include demand response shared ride, as well as a circulator service within Hillsborough. OPT also operates a fixed route service between Hillsborough and Chapel Hill (jointly operated and funded by OPT, Chapel Hill Transit and Triangle Transit). The Orange County Transportation Advisory Board (TAB) comprised of human service agencies and transportation system representatives. The TAB advises OPT on its operations and recommends policy to the Board of Commissioners. Transit services provided by OPT connect with Chapel Hill Transit and Triangle Transit.



Contacts - Al Terry, Orange Public Transportation Supervisor, 919.245.2002

Service Type -Fixed route, deviated fixed route, demand response and subscription routes

Hours of Service – Monday - Friday, 6:00am - 7:00pm and Saturday, 8:00am - 5:00 pm

Service Area - Demand response trips can be within Orange County excluding Chapel Hill/Carrboro (trips must start outside of these jurisdictions but can end anywhere in Orange County). Fixed-route services are within Hillsborough and between Hillsborough and Chapel Hill.

Customers - Clients of contract agencies and Orange County residents

Price/Fares - vary depending upon the route and service provided. The fixed public route is \$2.00 per trip (\$1.00 if elderly or disabled). Fixed route circulator service within the town of Hillsborough is fare free. Department of Social Services medical trips are charged back to the department (the client does not pay). General public fares (demand response) are \$12.75 per trip. Senior center trips are cost sharing only. Contract agency subscription cost is \$19.00 per hour and/or \$.45 per mile.

Publicity/Marketing - Public forums, newspaper, website, logos on vehicles, brochures

Chatham Transit Network (CTN)

Chatham Transit Network (CTN) is the countywide transportation provider for Chatham County (rural and urban). CTN is not a governmental agency, but is a 501(c)(3) private non-profit consolidated transportation system that is governed by a Transportation Advisory Board. It offers fixed-route services, as well as subscription route and demand response transportation by contractual agreement with human service organizations. CTN operates a demand response service called In-County Service, and two fixed routes – (Pittsboro to Chapel Hill, and Pittsboro to Siler City). Project Health Rides provides medical transportation within the county and is also operated by CTN.

Contact – Dan Stroupe, CTN Executive Director, 919.542.5136

Service Area – Chatham County, plus portions of Orange County for fixed route services.

Service Type – Fixed-route, subscription route and demand response service.



Customers – Contract agency clients and general public. The general public transportation service is primarily provided for the elderly, disabled, transportation disadvantaged and economically disadvantaged riders. Fixed route services are open to the general public.

Hours of Service – The office is open from 8:00 am and 5:00 pm each weekday. Currently, CTN operates demand response services from 8:00 am to 5:00 pm weekdays. Fixed-route service hours vary, but generally operate from approximately 7:00 am to 6:00 pm.

Fare/Prices – General public fares vary per mile. Health Rides trips are paid through a voucher program with local agencies and non-profits. Fixed route services have a fare of \$3.00 one-way.

Publicity/Marketing - CTN distributes and stock brochures at various human service agencies.

Additionally ads are placed in local newspapers and CTN participates in community events. CTN also operates its own webpage.

5.2 Urban Paratransit Providers

DATA ACCESS, Chapel Hill EZ Rider, and T-Linx provide demand-response services to persons with disabilities who meet local eligibility criteria.

Durham Area Transit Authority (DATA)-ACCESS

DATA ACCESS is the name of the Americans with Disabilities Act (ADA) paratransit service for the City of Durham, and is sponsored by the Durham Area Transit Authority (DATA). Only riders who meet the criteria specified by the ADA and who have been certified as eligible can use DATA ACCESS. DATA ACCESS operates curb-to-curb service to all locations within the City of Durham and to any location outside the City that is three-quarters of a mile from any fixed-route service operated by DATA. The DATA ACCESS taxicab program provides ACCESS customers greater freedom and mobility. This program offers ACCESS customers the option of using taxicab service for their transportation needs via a discounted taxicab coupon book.



Contact– Tara Caldwell, First Transit, General Manager,
919.560.1555, ext. 36306

Service Area– Durham City, plus Chapel Hill for Medical trips

Service Type –Curb-to-curb trips for any purpose

Customers – 60 percent of clients are certified ADA clients and the others are certified through Health and Human Service Programs or General Public (rural only).

Hours of operation –Monday-Saturday, 5:00 am – 12:30am, Sunday 7:00am – 8:00pm

Fares/Price –\$2.00 per one-way general public trip; booklets of tickets may be purchased at a reduced cost of\$1.70 per trip. Costs to agencies are based on revenue hours.

Publicity/Marketing – Clients find out about ACCESS through clinics, social services or other partnering agencies, and through the DATA ACCESS website.

Chapel Hill Transit/EZ Rider

Offered in connection with Chapel Hill Transit (CHT), EZ Rider is a complementary paratransit (ADA) service which uses lift equipped vehicles to transport individuals with physical and cognitive disabilities that prevent them from using Chapel Hill Transit's regular bus service. Passengers must be certified through the application process. EZ Rider also operates the Senior Shuttle, a free service that provides transportation for Chapel Hill/Carrboro seniors. The shuttle has a set weekly schedule that includes local grocery stores, shopping centers and the Seymour Center.

Contacts – Tyffany Neal, Demand Response (EZ Rider) Operations Manager, 919.969.4949

Service Area – within 3/4 of a mile from the nearest fixed-route services provided by CHT (also operates in Carrboro).

Service Type – Trips for eligible individuals with disabilities. The Senior Shuttle is a circulator service available for seniors.

Customers – ADA-eligible individuals that are certified due to a physical or cognitive disability that prevents them from using the fixed-route service. The Senior Shuttle is available for seniors.

Hours of operation – Varies, same as Chapel Hill Transit fixed-route services. The Senior Shuttle operates 8 AM to 5 PM on weekdays.

Fares/Price – Free

Publicity/Marketing – Chapel Hill Transit distributes a EZ Rider brochure that highlights the eligibility process, service parameters and scheduling. Additionally, public forums, newspapers and the Chapel Hill Transit website promote awareness of this demand-response transit service.



Triangle Transit - T-Linx

The Triangle Transit's paratransit system operates in accordance with ADA and is designed to serve individuals with disabilities that prevent them from using Triangle Transit's fixed route services.

Contact – Vinson Hines, Jr., Transit Manager, 919.485.7460

Service Area – Trips must begin and end within ¾ mile from



fixed route Triangle Transit bus service on Raleigh, Durham, and Chapel Hill routes.

Service Type -Trips for certified passengers for transportation regardless of trip purpose. Service is curb-to-curb with a door-to-door option.

Customers – ADA-certified clients that are unable to use the fixed-route system due to a disability or health condition.

Hours of operation- Monday – Friday, 5:50 am - 11:15 pm, Saturday 6:40 am - 7:20 pm

Fares/Price – \$4.00 one-way

Publicity/Marketing - T-Linx distributes a paratransit services brochure that highlights the eligibility and application process. Additionally, public forums, newspapers, flyers, and the GoTriangle website promote awareness of the T-Linx accessible transit services.

5.3 Fixed-Route Urban Public Transportation Providers

Chapel Hill Transit and DATA provide local fixed-route bus service within their jurisdictions. Triangle Transit provides regional bus services between the communities in the DCHC MPO region and to other jurisdictions in Wake County.

Chapel Hill Transit

Chapel Hill Transit operates public transportation services within the Towns of Chapel Hill and Carrboro and on the campus of the University of North Carolina. The services are fare free and are funded primarily by the Town of Chapel Hill, Town of Carrboro, the University of North Carolina, and state and federal grants. The two towns and the university share annual operating and capital costs associated with Chapel Hill transit on a contractual basis. The types of services operated include fixed route bus service, Tar Heel Express bus service for special events (requires fare), and EZ Rider (described above) service (for mobility impaired).

Contact – Brian Litchfield, Director, 919.969.4900

Service Area – Town of Chapel Hill and Town of Carrboro. Additional services are provided jointly with Triangle Transit for services to Hillsborough and with CTN for services to Pittsboro.

Service Type – Fixed route

Customers – General public; majority of riders are affiliated with UNC and UNC Hospital

Hours of Service – Chapel Hill Transit adjusts service levels at various times throughout the year to meet service demands. However, general service hours are Monday-Friday, 5:00 am - 1:15 am, Saturday 8:00 am - 6:30 pm, Sunday 10:30 am - 11:30 pm



Price/Fares – Free

Publicity/Marketing -- Town of Chapel Hill website and GoTriangle website. These websites include real-time bus information, as do electronic signage at select bus stops in the Chapel Hill Transit service area.

Durham Area Transit Authority

The City of Durham assumed the operation of the local bus system in 1991, from Duke Power, naming it Durham Area Transit Authority (DATA). On October 1, 2010, Triangle Transit assumed responsibility of planning and marketing activities for DATA on behalf of the City of Durham. By contract, Triangle Transit oversees the city's fixed route bus service and paratransit service (DATA ACCESS), and is responsible for providing service planning and marketing functions.

Contact – Sean Smith, General Manager, 919.560.1545 Ext. 36123

Service Area – City of Durham and urbanized areas of Durham County

Service Type – Fixed Route

Customers – General public

Hours of Service – Monday - Saturday 5:30 am - 12:30 am, Sunday 6:30 am - 7:30 pm

Price/Fares – Individual: \$1.00 per trip.

Publicity/Marketing – GoTriangle website



Triangle Transit

Triangle Transit was created to plan, finance, organize, and operate a public transportation system for the Triangle area, which includes Orange, Durham and Wake Counties.. Triangle Transit serves the general public with fixed route and express bus services as well as with ride sharing services. Paratransit services provided by Triangle Transit is called T-Linx.

Contact – Jimmy Price, Interim Director of Bus Operations, 919.485.7492

Service Area – Urbanized areas of Durham, Orange and Wake Counties

Service Type – Fixed route bus, vanpool, carpool matching

Customers – General public, primarily Triangle area commuters

Hours of Service – Monday – Friday 6:00 am – 11:10 pm, and Saturday 6:30 am – 7:00 pm

Price/Fares – Individual: \$2.00 per trip for regional bus service, \$2.50 per trip for express bus service; vanpool fares are subscription based and determined by trip length and number of van riders.

Publicity/Marketing – GoTriangle website





6. Needs Assessment

To assess the transportation needs for the targeted populations in the MPO region, this plan utilized available demographic data, reviewed the findings from the 2007 Plan, analyzed changes since 2007, reviewed other available data and plans, and engaged stakeholders via a survey and workshop.

6.1 Existing Demographics of the DCHC MPO Region

Three target populations are particularly relevant to this 2013 Plan Update:

- Seniors (ages 65 and older)
- Low-Income Households
- Persons with Disabilities

Existing conditions for these target populations were determined using the 2011 American Community Survey (ACS) from the US Census Bureau, with 2000 Census data used to identify any significant changes to these populations in recent years.

Seniors

Table 6-1 summarizes existing senior populations for 2011 and 2000. It shows total numbers and percentages of seniors.

Table 6-1. DCHC MPO Seniors Population

	Total Population in DCHC	65+ Population	% Seniors	Total Population in DCHC	65+ Population	% Seniors
	2011			2000		
Chatham County	19,764	5,046	25.5%	13,077	2,577	19.7%
Durham County	263,862	25,609	9.7%	223,314	21,546	9.6%
Orange County	128,444	12,044	9.4%	106,055	8,565	8.1%
DCHC Total	412,070	42,699	10.4%	342,446	32,688	9.5%

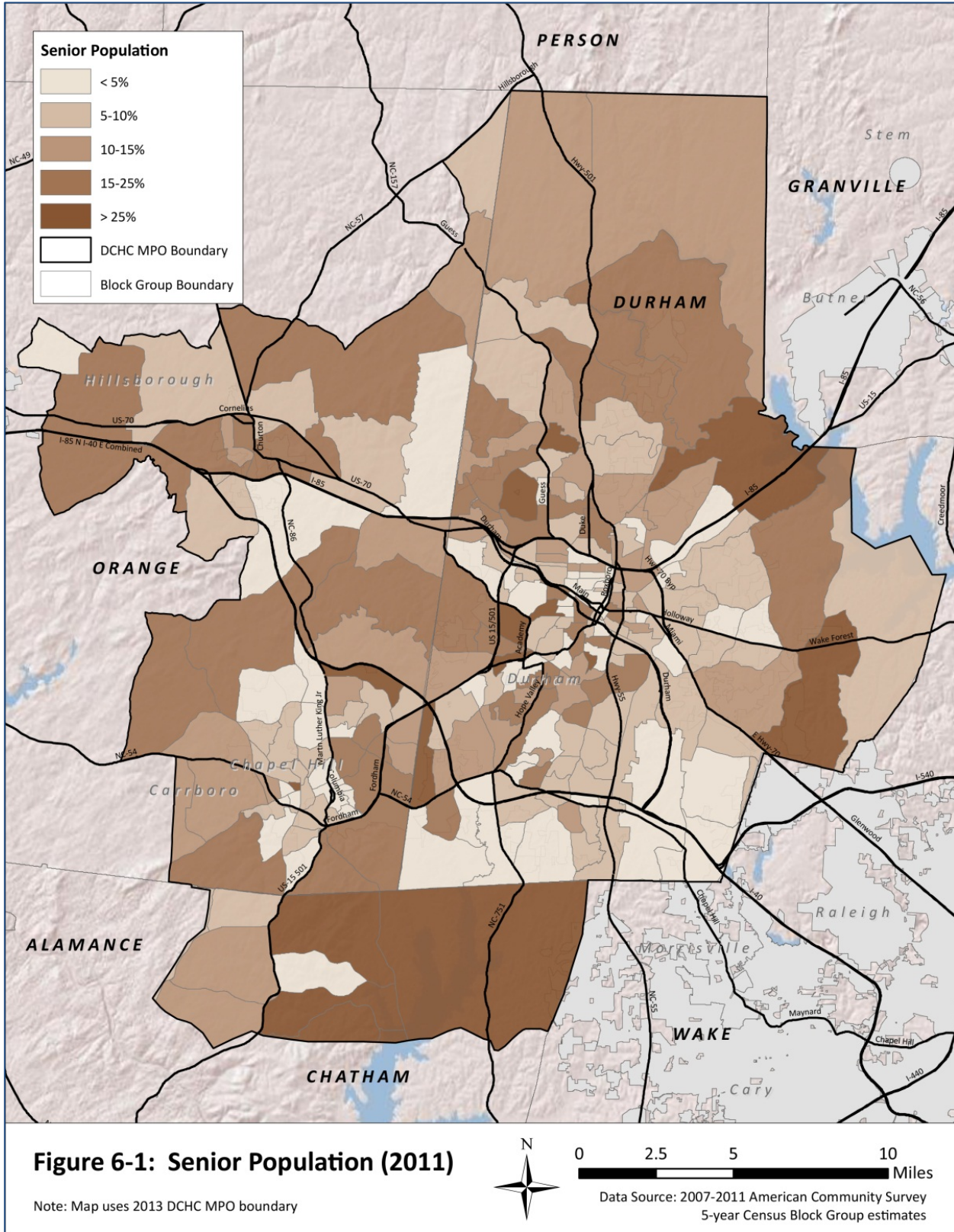
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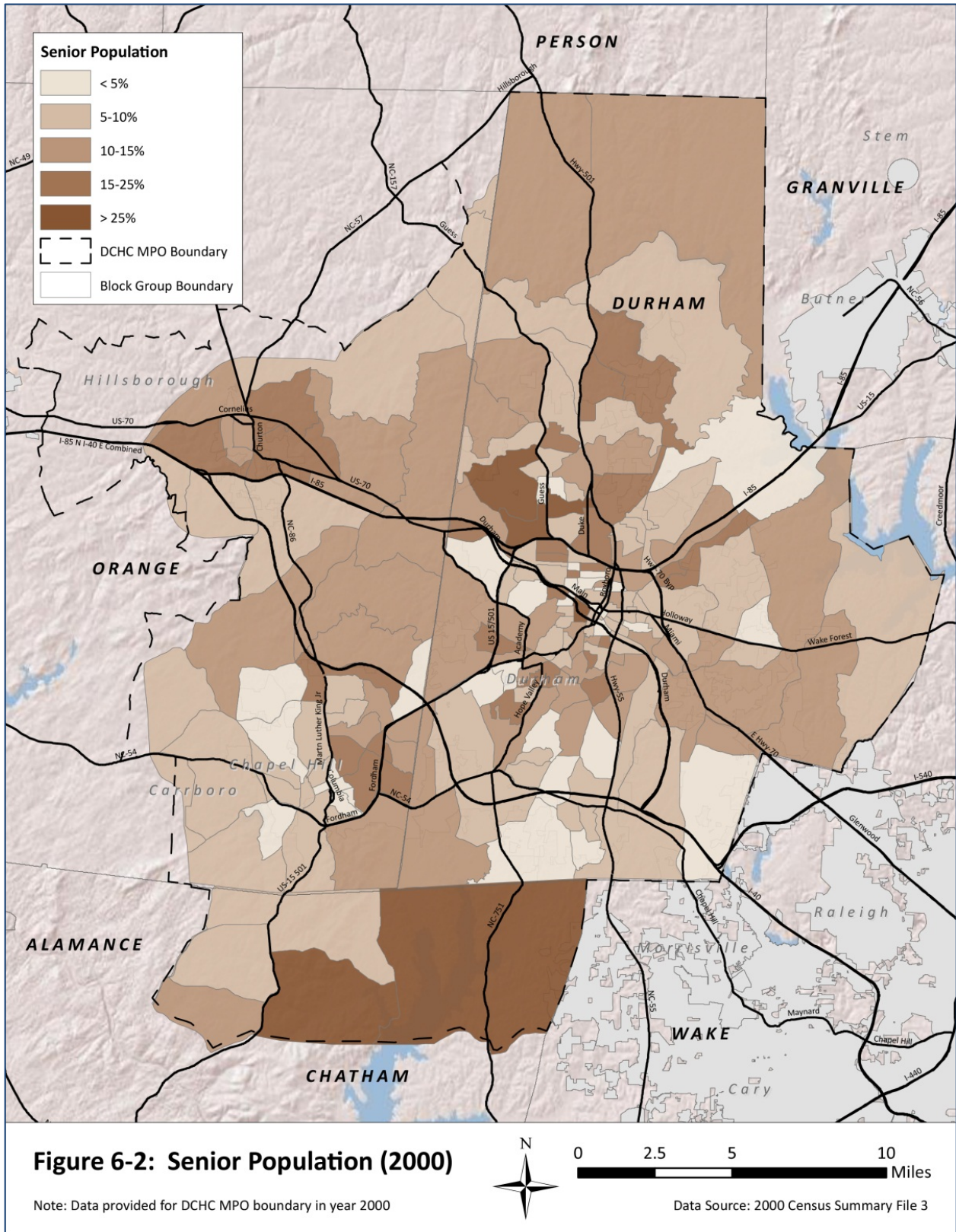
American Community Survey 2007-2011 5-year estimates, Table: B01001 - Sex By Age
2000 Decennial Census, Table P8 - Sex By Age

As seen in the table, the highest proportion of senior populations in the DCHC area is in Chatham County, where more than one-quarter of the population is above 65. This is likely driven by the Governor's Club and Fearington Village developments. Both the Durham and Orange County portions of DCHC have a senior population that is approaching 10 percent of their total population. Overall, 10.4 percent of DCHC residents are 65 and older.

Spatial distribution by block group is shown in Figure 6-1. The senior population is generally distributed evenly throughout the region, with small pockets of large senior populations more likely to be found in the rural and suburban areas of the MPO than in the more urban centers. While Chatham County has block groups with very high senior populations, southeast Durham County has a marked lack of seniors relative to the region. The lack of seniors in this area can be attributed to RTP, which has limited residential development within its boundary and adjacent areas.

The senior population overall and the percent of the population 65 and older is higher than it was in 2000, with gains in Orange and Chatham Counties. Durham County's percent of senior population is unchanged. The spatial distribution is generally unchanged, however, as shown in Figure 6-2. This suggests that there has been some clustering of senior population in the DCHC region over the last decade, which could make it easier to facilitate coordinated transit provision for this target population.





Low-Income Households

Poverty rates can be measured several different ways, but a recent study of ACS data found significant changes to poverty rates when off-campus students are included¹⁵. Given the presence of several major colleges and universities in the MPO, low-income populations have been measured using poverty status of families with children under the age of 18. While this does not capture the total number of low-income persons, it does ensure that poverty numbers are not artificially inflated, and provides a good barometer of the spatial distribution of low-income areas.

Table 6-2. Low-Income Households

	Total Families	Families in Poverty	% Poverty	Total Families	Families in Poverty	% Poverty
	2011			2000		
Chatham County	5,956	235	3.9%	3,808	179	4.7%
Durham County	63,781	7,426	11.6%	54,608	5,351	9.8%
Orange County	30,085	2,800	9.3%	26,417	1,625	6.2%
DCHC Total	99,822	10,461	10.5%	81,350	6,969	8.6%

Source:

American Community Survey 2007-2011 5-year estimates, Table: B17010 - Poverty Status In The Past 12 Months Of Families By Family Type By Presence Of Related Children Under 18 Years By Age Of Related Children
2000 Decennial Census, Table P90 - Poverty Status In The Past 12 Months Of Families By Family Type By Presence Of Related Children Under 18 Years By Age Of Related Children

Poverty rates, while similar to seniors in aggregate, are found with much higher prevalence in Durham and Orange Counties than in the portion of Chatham County within the MPO. The portions of Chatham County within the MPO has very low poverty rates, below 4 percent, while the portions of Orange County have rates approaching 10 percent and Durham County has rates over 10 percent. When looking at individual block groups, clusters of high poverty rates (25% and above) are found in Downtown Durham and its surroundings, as well as along the US-70 corridor between Durham and Hillsborough. (See Figure 6-3 for poverty rates by Census block group, and Table A-1 in Appendix for detailed data).

¹⁵ <http://www.census.gov/hhes/www/poverty/publications/bishaw.pdf?eml=gd>

Unlike senior populations, low-income populations have both increased and spread out since 2000, increasing the difficulty of providing transit options for this group. While Chatham County poverty rates have fallen, Durham and Orange County have seen several thousand new families in poverty, with major increases in East Durham, North Durham, Carrboro, Chapel Hill, and along the I-85 and US-70 corridors. Some of that increase is along major transportation routes, but not all (see Figure 6-4). Note that some of the current pockets of high poverty rates in Orange County are in areas that were not part of the MPO in 2000.

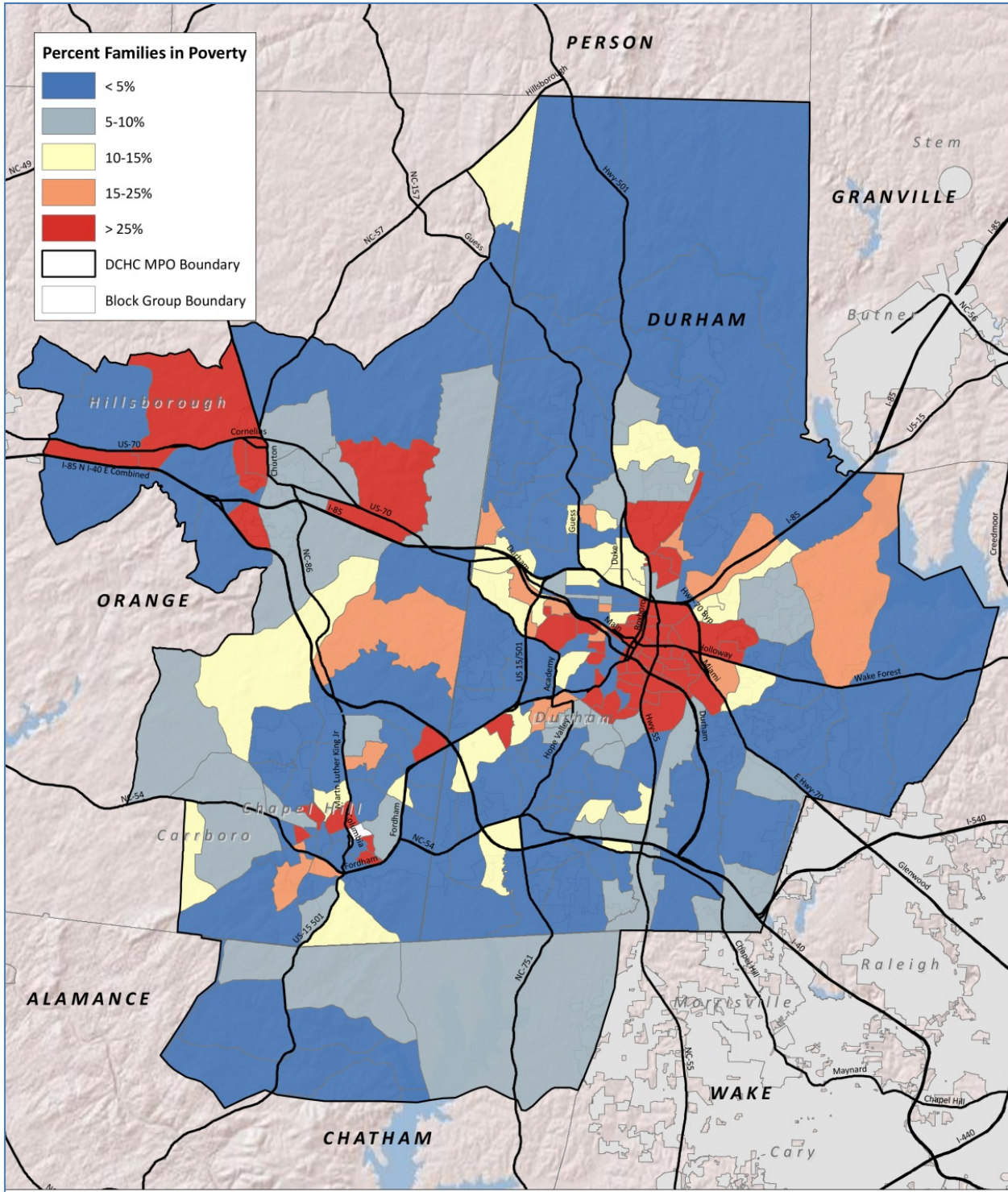


Figure 6-3: Families in Poverty (2011)

Note: Map uses 2013 DCHC MPO boundary



0 2.5 5 10 Miles

Data Source: 2007-2011 American Community Survey
 5-year Census Block Group estimates

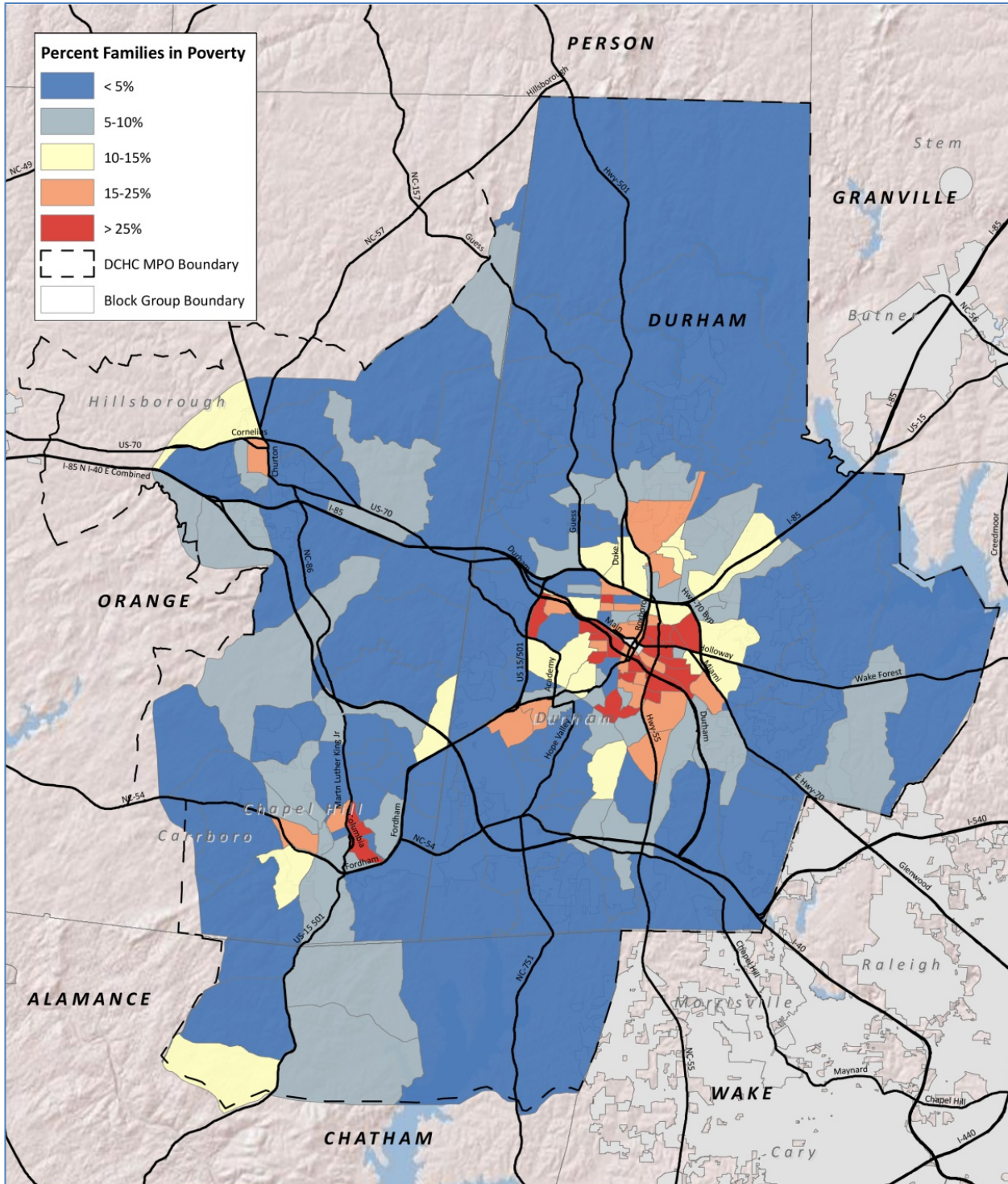
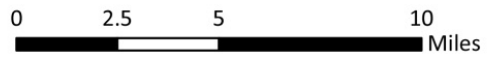


Figure 6-4: Families in Poverty (2000)

Note: Data provided for DCHC MPO boundary in year 2000



Data Source: 2000 Census Summary File 3

Individuals with Disabilities

Recent data on the third target population, persons with disabilities, can currently be explored only at the county and citywide level, as new definitions of disability were defined in 2008. Note that census block-level data will be released in December 2013, and it is recommended that the findings discussed here be re-examined after the release of this information. The current findings are showing in Table 6-3 below.

Table 6-3. Disabled Population, 2011

	Total Population	With Disability	Percent With Disability
Counties			
Chatham County	62,955	7,198	11.4%
Durham County	263,257	28,394	10.8%
Orange County	133,120	11,180	8.4%
Cities			
Chapel Hill	56,403	3,588	6.4%
Durham	227,172	24,667	10.9%

Source: American Community Survey 2009-2011 3-year estimates

Table: B18101 - Sex By Age By Disability Status

Disability status is fairly similar across the three counties and the City of Durham, though Chapel Hill has a smaller percent of population with a disability than the rest of the region. Spatial distribution is shown in Figure 6-5, but this should be revisited once block group data is available.

Data for the year 2000 data is not displayed, because the definition of disability has changed since the 2000 Census. The 2011 ACS does not recommend the disability data be compared to 2000 Census data due to the significant differences in this definition of disability.

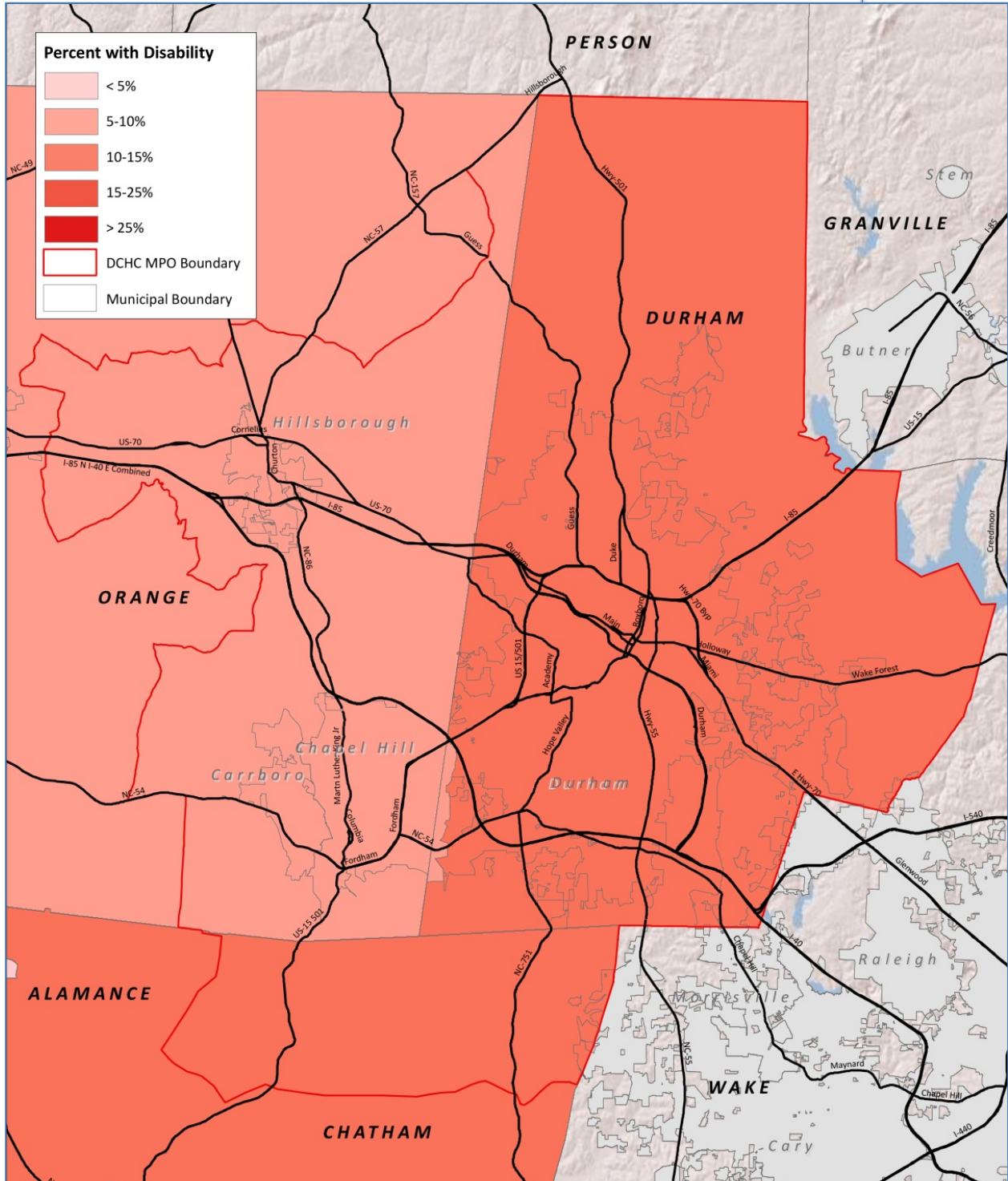
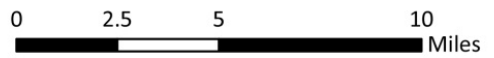


Figure 6-5: Disabled Population (2011)

Note: Map uses 2013 DCHC MPO boundary



Data Source: 2009-2011 American Community Survey
3-year County estimates

Population Density

An initial analysis of the demographic data illustrates some interesting developments for the MPO region. Figure 6-6 shows those areas within the MPO region that have population densities at 1,500 persons per square mile or greater, which is the density that many transit operators and planners consider the minimum for viable fixed-route transit service. Most of the census tracts at these densities are within the city limits of Durham, Chapel Hill, and Carrboro, with additional areas in Hillsborough and northern Chatham County. These are also the areas that have fixed-route bus services provided by Chapel Hill Transit, DATA, Triangle Transit, CTN, and OPT. However, over 80% of the MPO region's land cover is below the minimum density threshold. Approximately 40% of the MPO population resides within the lower-density areas not typically served by fixed-route transit.

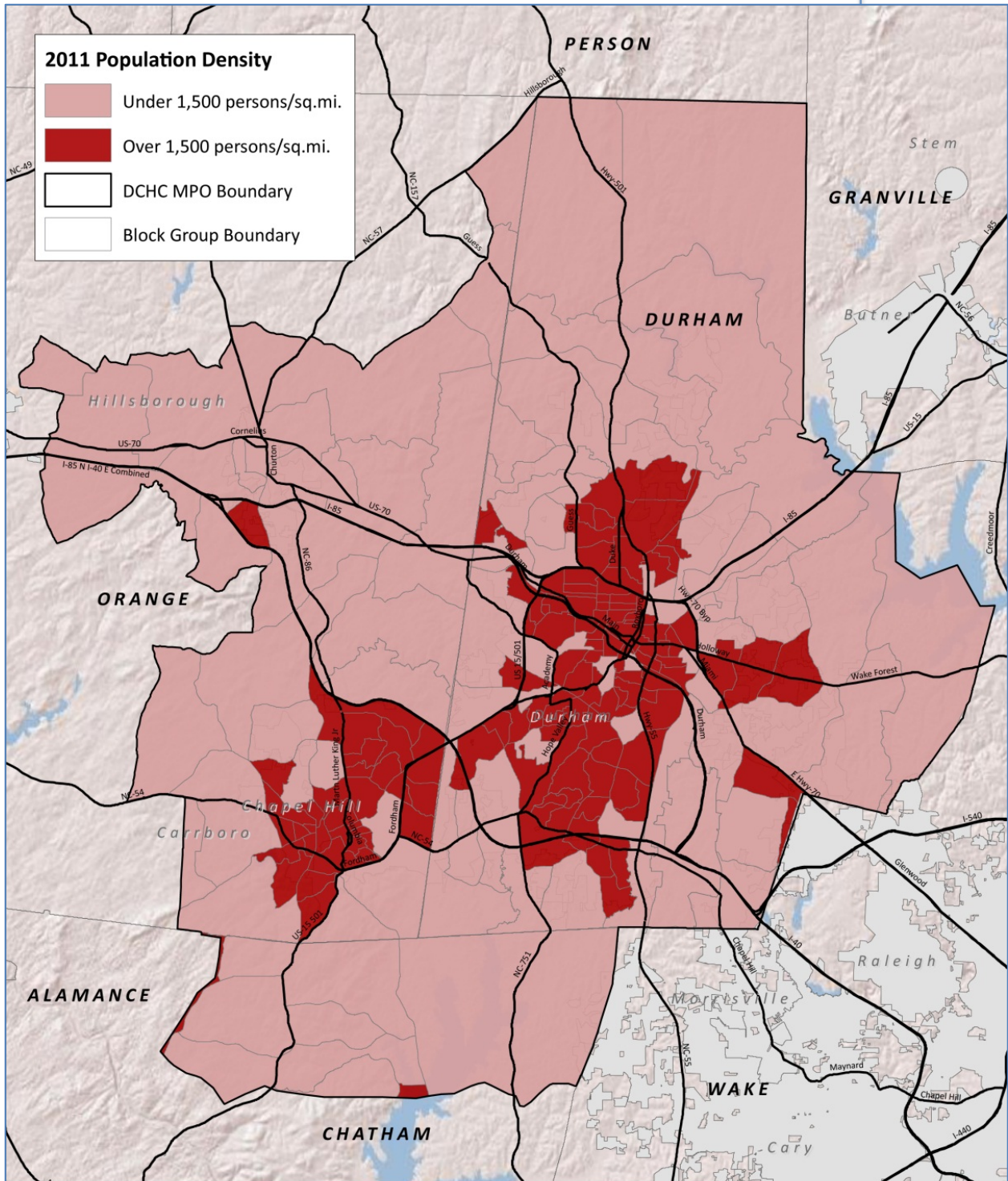


Figure 6-6: Population Density (2011)

Note: Map uses 2013 DCHC MPO boundary



0 2.5 5 10 Miles

Data Source: 2007-2011 American Community Survey
5-year Census Block Group estimates

6.2 Needs Assessment from 2007 Plan

A review of the 2007 Plan was completed to determine which of the needs are still relevant in 2013, and which plan recommendations might be appropriate today. The following were identified in 2007 Plan as the seven top priorities to be used when evaluating activities to be funded by JARC and New Freedom grants:

- Mobility managers helping customers identify transportation options to meet their needs
- Intra-county and cross-county services connecting rural areas to urban areas
- A unified regional paratransit application and eligibility determination and certification process needs to be created that it is streamlined, clarified, and consistent across agencies
- Evening service (6pm – 10pm) and late night service (10pm – midnight)
- Universal fare card that works on all services
- Better on-time performance for fixed-route and paratransit services
- Travel training

Many of the activities funded by the MPO's competitive process for the JARC and New Freedom programs have attempted to address these seven priorities identified in the 2007 Plan. A sample of these activities is shown in Table 6-4.

Table 6-4. Select JARC and New Freedom Funded Activities in DCHC MPO Region

2007 Plan Priority	Funded Activity*	Funds Recipients
Mobility Management	GoTriangle regional transit information partnership	Chapel Hill Transit, DATA
Evening & late night service	NS and G bus routes (night service)	Chapel Hill Transit
Better paratransit services	Client Service Improvement	DATA ACCESS
Mobility Management/Travel Training	Mobility Manager Positions	Chapel Hill Transit, Durham County
Travel Training	Travel Training Activities	Durham Center for Senior Life
Intra-county & cross-county services/Better on-time performance	Extension of HS bus route & mid-day service	Chapel Hill Transit
Evening & late night service	Year-round night service (various bus routes)	Chapel Hill Transit
Mobility Management/Travel Training	EZ Rider Senior Shuttle (circulator)	Chapel Hill Transit
Evening & late night service	Extension of evening service, expansion of routes, and increased in bus frequency	DATA
Better paratransit services/Intra-county & Cross-county services	Access Taxicab Supplemental Service	DATA
Unified regional paratransit application process	Paratransit Eligibility Assessment	DATA, Chapel Hill Transit, Triangle Transit
Better paratransit services/Intra-county & Cross-county services	Job Access Transportation Program	Durham County
Better paratransit services/Intra-county & Cross-county services	Work Wheels Work (paratransit for job training/employment)	Susie Taxi

*Projects selected and funded between 2007-2013. The 2013 JARC/New Freedom projects have not been funded yet and are not included in this list.

Workshop Participants

- Chapel Hill Transit
- Chatham Transit Network
- DATA
- DCHC MPO
- Division of Services for the Blind (NCDHHS)
- Duke Medicine
- City of Durham
- Durham Center for Senior Life
- Durham County Access
- Durham County Department of Public Health
- Durham County Transit Advisory Board
- Durham Health Innovations/Duke Division of Community Health
- Durham Housing Authority
- Durham Orange County Friends of Transit
- Durham Passenger Vehicle for Hire
- Durham's Best Cab
- Gannett Fleming
- OE Enterprises, Inc.
- Orange County Department of Aging
- Orange County Planning Department
- Orange County Voice
- Senior Volunteer Program of Durham County
- Seniors on the Go
- Triangle Area Rural Planning Organization/
Triangle J COG
- Triangle Transit
- UNC-Chapel Hill Dept. of City and Regional Planning

6.3 Workshop

As part of the 2013 Plan Update process, a workshop was held on September 13, 2013 to help assess transportation needs and develop possible strategies to address the needs. Approximately 180 individuals representing businesses, non-profits, advocacy groups and government were invited to participate at the workshop. Thirty-four participated, plus three staff members from Gannett Fleming (consultant) and two DCHC MPO staff members to help facilitate the workshop. Organizations represented at the workshop are listed to the right.

During the workshop, the participants were divided into four groups to discuss and identify changes in human service transportation since the 2007 Plan, and the needs for the targeted populations (older adults, individuals with disabilities, households with low-incomes). The results of the four group's efforts were collected on flip charts and reported out.

During this exercise participants were asked to write down changes that have occurred in the region since the 2007 plan:

- Services have not kept up with increased ridership
- Funding has stagnated—need more money for projects
- Bull City Connector is a great idea implemented through collaboration
- Partnerships—e.g., Duke University
- Fixed route transit card for riders that are multimodal
- Increased use of hybrid buses (currently less funding for operational costs)
- Improved transparency in transit planning
- More cooperation across jurisdictions
- Employers seem to support a more comprehensive transportation system

- Emergency ride home programs (more promotion of program and an increase of similar programs needed)
- Successful voucher programs (are there any)
- Growth in senior population, driving increased need for door-to-door service (as opposed to curb-to-curb)
- Senior growth more pronounced in rural areas

Listed below is a summary of the needs developed by all four groups.

1. Services for Seniors: The region needs to improve access to transit for seniors, including more demand response services and having easier and safer access to fixed route bus services.
2. Need for Cooperation with Area Universities and Colleges: There is a need for more fare free or discounted fares for college students and university/college employees, including university hospitals.
3. Education and Outreach: Better education and outreach to groups about available services is needed, including outreach to groups who have a limited understanding of English.
4. Travel Training: New users need more travel training, including travel training on connecting between various transit systems in the area.
5. Fare Free Services in Durham: Durham County employees need information on how to use the Bull City Connector (fare free shuttle around downtown Durham) and there is a need to extend Bull City Connector to Durham Technical Community College and North Carolina Central University.
6. Rural Services and Rural-Urban Connections: The region needs greater frequency of service to rural areas, and better rural urban connections. More point-to-point fixed route service is needed, with fewer transfers to downtown.
7. Better Coordination and Connection Among Systems: There needs to be better coordination among the service providers, and better connections between transit services, including better connections between local and regional bus services. Some transit operations should be consolidated. There should also be more coordination between the social health agencies and transit providers.
8. Better Amenities at Transit Stops: There should be better amenities at transit stops, including items such as maps, shelters, information on bus arrival, and variable message signs (next bus electronic signs). There should also be greater safety at stops such as sidewalk connections and better lighting.
9. Funding: There is a need for more capital funding to purchase vehicles, and funding is needed to keep new services running for more than a couple of years to build ridership.
10. Accommodation for Families: Buses should have more accommodations for strollers and children.

11. **Extended Service:** The region needs more evening services, and more services when the University is on break (specifically in Chapel Hill).
12. **More Services for Non Work Trips:** There is a need for more services for medical trips, and for social engagement trips.
13. **Land Use and Housing:** The region will need more affordable housing around transit stops, and housing for the transit needy. There is also a recent trend of medical facilities and employment to relocate in areas not served by fixed route transit.

The participants were then provided 4 yellow dots to vote and indicate what they considered the greatest needs, and one red dot to vote on what they considered the top need for the region. The voting results are listed below.

Need	All Votes	Top Need
1. Better amenities at transit stops	34	8
2. Education and outreach	25	5
3. Better coordination and connection among systems	18	3
4. Land use and housing	13	3
5. Travel training	12	4
6. Services for seniors	9	3
7. Rural services and rural-urban connections	9	0
8. Need for coordination with area universities and colleges	6	4
9. Fare free services in Durham	5	1
10. Funding	4	2
11. Extended services	2	0
12. More services for non-work trips	2	0
13. Accommodations for families	0	0

The four breakout groups were then each assigned two of the needs that received the most votes and then asked to develop ideas for possible solutions. It should be noted that the needs education and outreach and travel training were combined. Moreover, although the need land use and affordable housing received several votes, these changes were deemed to be outside of the scope of this plan, and were not evaluated. A summary of the possible solutions is provided below.

1. *Better Amenities at Transit Stops*

- Improve capital funding opportunities
- Seek sponsorship by businesses and others of stop improvements
- Develop a menu of improvements for transit stops, from lowest to highest that can be eligible for funding, including:
 - Pavement/road/crosswalks

- Shelter/bench/trashcan
- Routes/schedule signs
- Bike racks
- Arrival display
- Rental bikes at terminal/downtown stops

2. *Improve Funding Opportunities for Transit*

- Have private foundation grant funding for transit stop improvements
- Develop a toolkit for private sponsorship
- Improve solicitation support (including asking private businesses or non-profits help fund the local match for federal money/formula grants)
- Increase parking at bus terminals
- Reinstigate North Carolina's travel demand funding requirement for employers with more than 100 employees

3. *Services for Seniors*

- Continued and new funding for a Mobility Manager position in each county
- Improved shelters and walkways, as well as audio/visual technologies, and multilingual messages
- Improving visibility and information at stops
- For cross-county medical appointments, coordinate routes and times among providers
- Coordination of separate bus systems with schedules and cross-territory buses
- More time for crosswalks at or near transit stops
- Enhance visibility of transit stops

4. *Education and Outreach, including Travel Training*

- Survey non-riders to see why they do not use transit
- Travel training should include
 - Transit providers
 - Social service agencies
 - Non-English speaker outreach
- Outreach materials
 - Adjust reading levels to a less "academic" syntax
 - More iconography and simplified information
 - Several languages (and not academic language, more colloquial/spoken)
 - Visually descriptive, more landmarks
- Gotriangle.org—Use more landmarks to identify time points and include a bus app for smart phone

- Service changes—More wayfinding/signage when there are changes
- Better on-board "next stop" alerts (visual and verbal)
- Bilingual outreach that includes:
 - Customer service representatives
 - Drivers
 - Mobility managers
- Better training for the regional call center service representatives on all available services (including rural and human service transit options)
- More communication/coordination with communities, human service agencies (get all stakeholders engaged)

5. *Better Coordination and Connections Among Systems*

- One call center/website with information -- get information about existing website/call center and make it apply to demand response service as well
- Direct route from Hillsborough to Durham
- Coordinate with intercity bus services (e.g. Greyhound) and rail (Amtrak)
- Improved access to RDU airport
- On-site staff to help riders at major stop/transfer locations
- Interactive data available on-board the bus (possibly via some device connected to Gotriangle.org site)
- Need better information on other systems available at stations (e.g. Downtown Durham transit center should have information on TTA, CHT, etc.—Not just DATA)
- Need information onboard buses to let people know when they reach their transfer location (e.g. recorded message)
- Need more surveys/feedback from the riders (2-way communication)
- Expansion of a transit ambassador program
- Information kiosks at major locations (hospitals, senior centers, high schools, RDU, Amtrak, etc.)
- Smart phone app
- Provide information to newcomers on available services (dispersed by universities during orientation, by realtors, rental agents, etc.)

6. *Need for Cooperating with Universities and Colleges*

- Increase University/Hospital contributions to transit
 - Capital improvements/structures servicing
 - Funding for routes to service them

- Educating businesses and medical service facilities of impact of moving to areas not served by transit
- Community College—possible student fees to improve services to campuses
- Student discount (reduced passes for college/university students)

7. *Rural Services and Rural-Urban Connections*

- Coordinating committee for all providers
- Compatible technology (e.g., monitoring systems) that allow coordination in route planning
- Overarching transit management agency to help/force cooperation between local/municipal agencies

6.4 Transit Survey

As part of the CPT-HSTP update, a survey was submitted to transit providers, human services agencies, and non-profits in the MPO region. The survey was emailed to the workshop invitees, and hardcopies were also provided to the workshop participants. Below are the findings from the survey.

An online and paper survey was administrated to gauge the thoughts of, and solicit ideas from, stakeholders within the region. A total of 36 respondents provided their experiences and thoughts on coordinated transit issues. The analysis below shows this data.

Questions

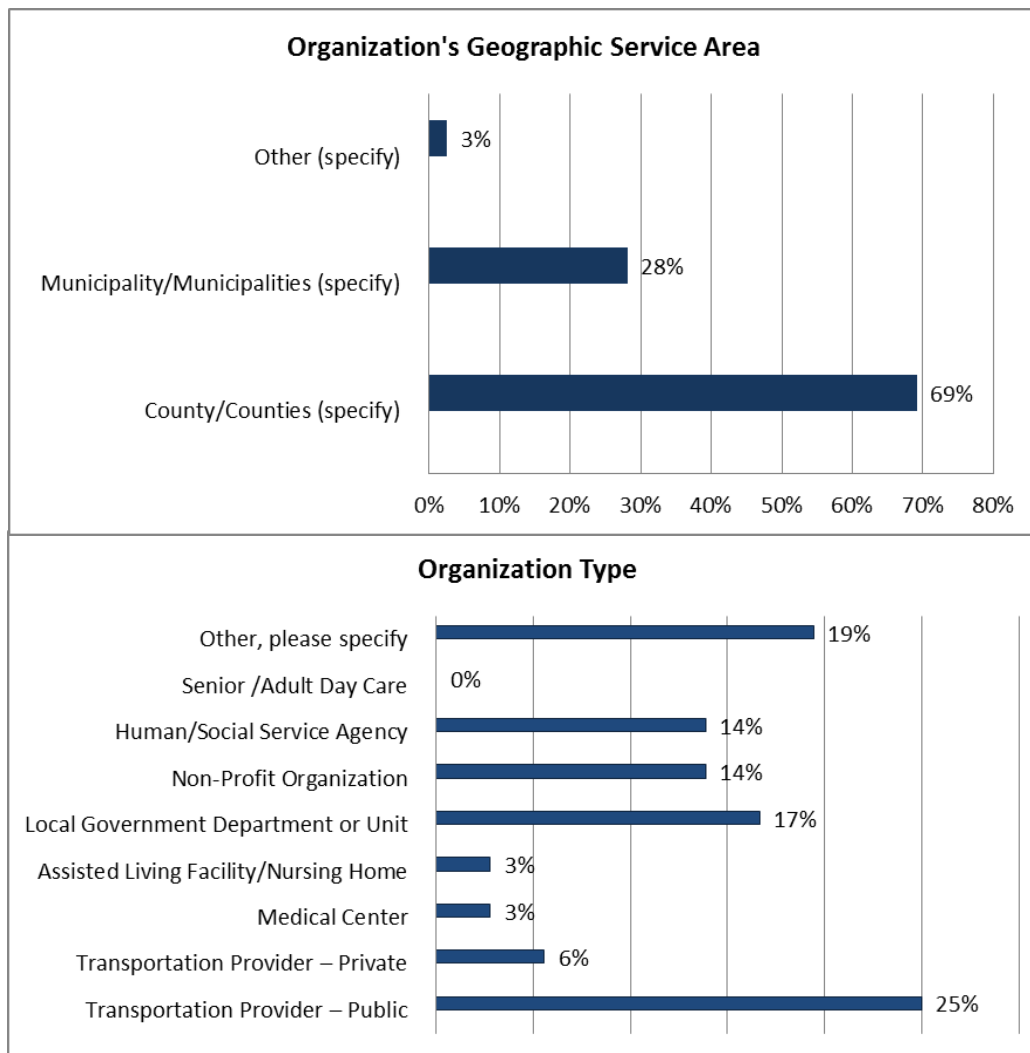
A total of 12 questions were asked of participants and include:

1. Organization type
2. What is the geographic service area or coverage area for your organization's transportation program?
3. Rate the quality and availability of services
4. How effective are current transit information sources
5. Do you have any suggestions for improvements that would better serve your client base?
6. How well are employment related trips being handled by public transit?
7. What enhancements are most needed to improve mobility in your service area?
8. How have transit issues have changed in our area since 2007?

9. Is the paratransit/disability eligibility process efficient, satisfactory, or in need of improvement?
10. Provide suggestions for improving human services transit and public transit for the disabled, elderly, and lower income individuals.
11. Are you attending (or have you attended) the DCHC-MPO Coordinated Public Transit Update Workshop?
12. Agency contact information

Organizations Represented

Public transportation providers made up the largest single category of respondents, followed by those who classified themselves as “other” (community organizations, demand response advocacy groups, etc.), and local government representatives. Nearly all respondents had a county or municipal geographic service area boundary.



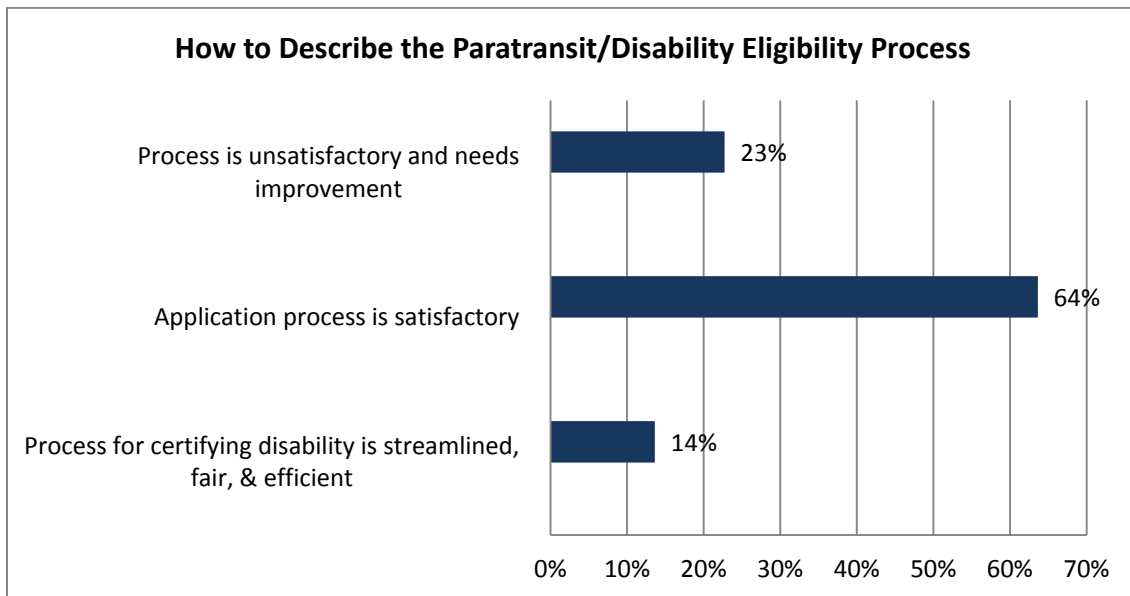
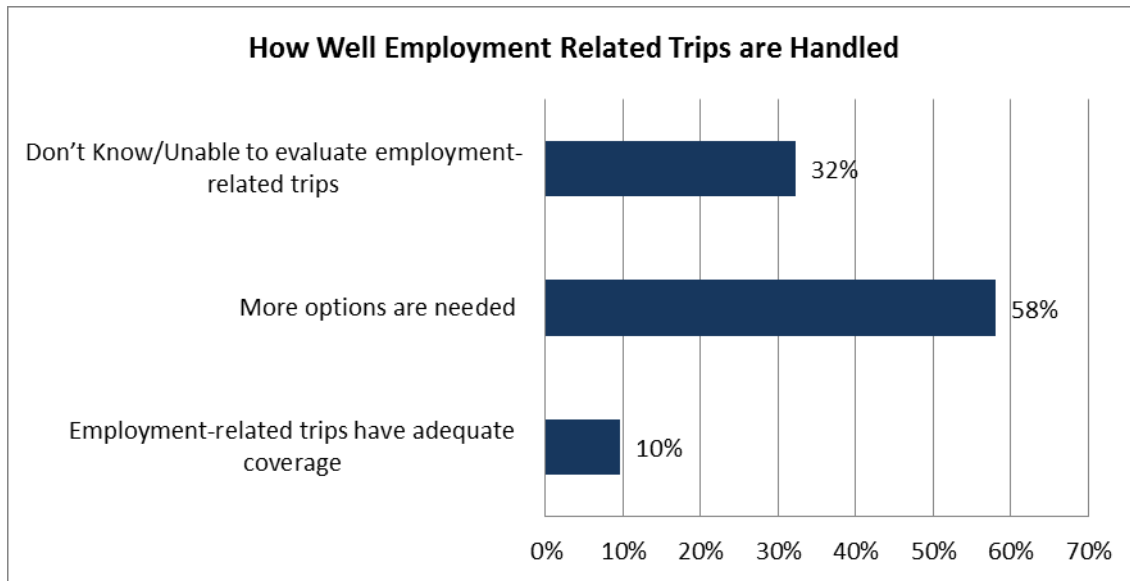
Quality of Services

Of the five services presented to respondents, four were identified by the largest number as in need of improvement. Only “Access to Transit Information” was identified as Fair to Good. When asked how effective sources of information were, all were identified as being Somewhat Effective with Outreach/Information provided by social service providers identified by many as being in need of improvement.

Question #3: Rate the quality and availability of the services below.									
	Excellent		Good		Fair		Needs Improvement		Response Total
	%	#	%	#	%	#	%	#	
Travel Training	0%	0	34%	10	14%	4	52%	15	29
Rural to Urban Transit	0%	0	13%	4	30%	9	57%	17	30
Evening Service Availability	3%	1	29%	9	29%	9	39%	12	31
Access to Transit Information (routes, fares, etc.)	23%	7	35%	11	35%	11	6%	2	31
County-to-County Travel	6%	2	22%	7	25%	8	47%	15	32

When asked how employment related trips are handled by transit providers, more than half stated that more options were necessary for these types of trips. The respondents also indicated that the paratransit application process was, for the most part, satisfactory.

Question #4: How effective are the following sources for transit information?								
	Very Effective		Somewhat Effective		Needs Improvement		Response Total	
	%	#	%	#	%	#		
Go Triangle Information Center (regional transit information line)	31%	8	46%	12	23%	6	26	
GoTriangle.com (regional website for all public transit providers)	27%	7	54%	14	19%	5	26	
Public Transit Providers (individual information lines/websites)	28%	7	56%	14	16%	4	25	
Outreach/Information provided by social service providers	4%	1	54%	13	42%	10	24	



Changes Since 2007

When asked how the transit system in the DCHC MPO region has changed since the Coordinated Public Transportation - Human Service Transportation Plan was developed in 2007, respondents felt that for most of the choices services have improved slightly or remained consistent. Many indicated that they thought passenger information sources and coordination between transit systems improved greatly.

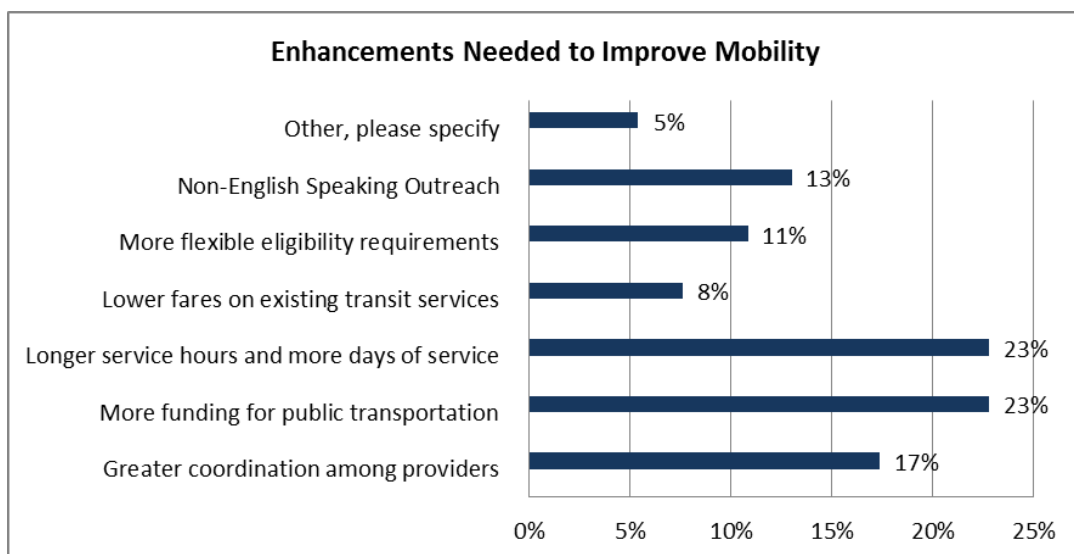
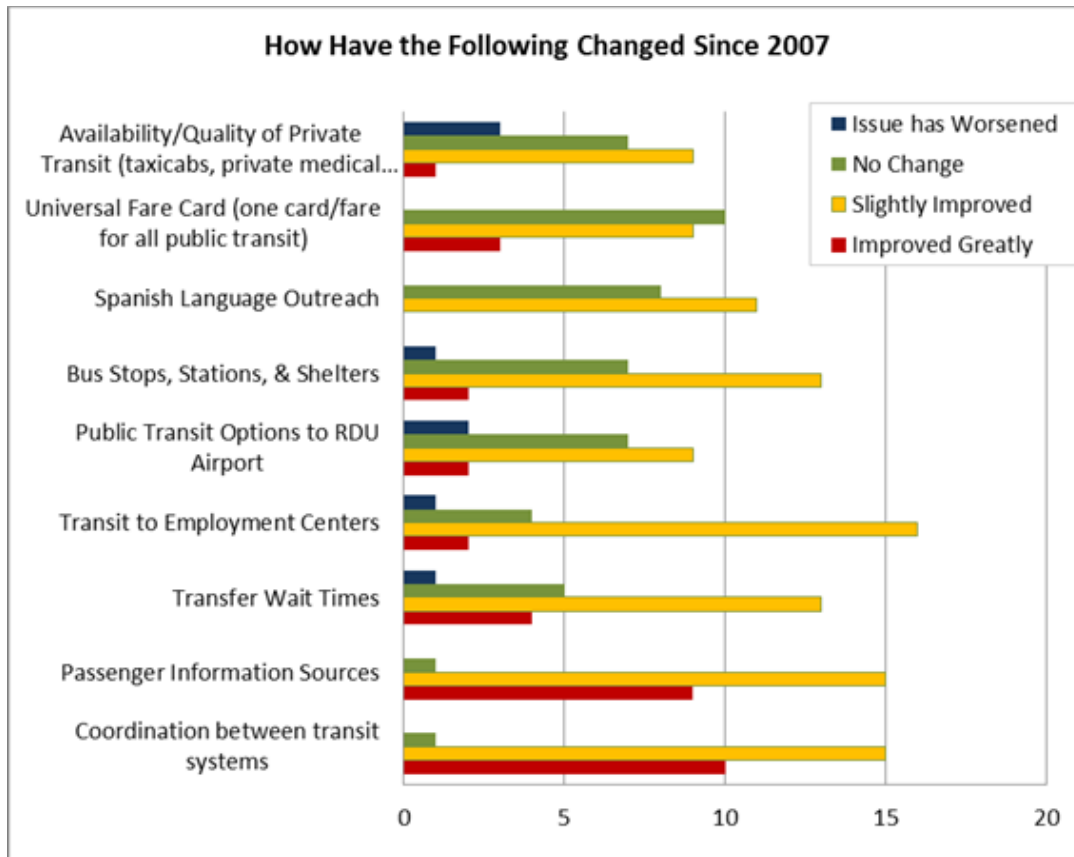
Question #8: Please rate how the following transit issues have changed in our area since 2007.									
	Improved Greatly		Slightly Improved		No Change		Issue has Worsened		Response Total
	%	#	%	#	%	#	%	#	
Coordination between transit systems	38%	10	58%	15	4%	1	0%	0	26
Passenger Information Sources	36%	9	60%	15	4%	1	0%	0	25
Transfer Wait Times	17%	4	57%	13	22%	5	4%	1	23
Transit to Employment Centers	9%	2	70%	16	17%	4	4%	1	23
Public Transit Options to RDU Airport	10%	2	45%	9	35%	7	10%	2	20
Bus Stops, Stations, & Shelters	9%	2	57%	13	30%	7	4%	1	23
Spanish Language Outreach	0%	0	58%	11	42%	8	0%	0	19
Universal Fare Card (one card/fare for all public transit)	14%	3	41%	9	45%	10	0%	0	22
Availability/Quality of Private Transit (taxicabs, private medical transit, etc.)	5%	1	45%	9	35%	7	15%	3	20

Improvements

Respondents were asked to provide their opinions on the enhancements and changes needed to improve mobility and would help to better serve their clients. The two most desirable enhancements to improve mobility were longer service hours/more days and increased funding for public transportation. Greater coordination among providers and outreach to non-English speaking clients were also chosen as enhancement priorities. Specific suggestions related improvements included:

- More seamless service between rural and urban areas
- More direct outreach and communication
- Better information on making connections from one transit route to another and/or from one system to another, such as signing at stops/hubs, kiosks, printed materials, on-time arrival notification, additional information outlets, etc
- Better coordination among other local and regional transit providers to optimize service and cost effectiveness
- Increased service hours and days

- Better connections for seniors and those with disabilities to destinations such as shopping, social events, and medical facilities
- Better stop facilities such as sidewalk access, shelters, lighting, trash cans, etc



6.5 Review of Other Area Coordinated Public Transportation Plans

There are two other recently adopted coordinated public transportation plans which include transit agencies serving the DCHC MPO region: Durham County (April 2013) and the Triangle Area Rural Planning Organization (TARPO) Locally Coordinated Human Service Transportation Plan (June 2013). These plans were reviewed to determine possible transportation needs and recommendations that might apply to the DCHC MPO region.

Durham County Coordinated Public Transit - Human Services Transportation Plan: The Durham County Plan lists several needs and possible strategies developed through its planning process, including better transportation service for targeted populations, better coordination of services among transit providers, and better marketing material and information on the available services. As a result of this plan, Durham County submitted a Section 5310 grant application to NCDOT to "provide 'capped' or free transportation for transportation-disadvantaged residents of Durham County who are elderly or have a disability." The plan noted that this activity was identified as the highest priority in the workshop and one of the highest priorities in its community transit survey.

TARPO Locally Coordinated Human Service Transportation Plan: The TARPO Plan included two service providers who are also included in this 2013 DCHC MPO Plan Update: Chatham Transit Network (CTN) and Orange Public Transportation (OPT). The TARPO Plan's regional level recommendations include more inter-county cooperation, particularly on medical trips to hospitals in Chapel Hill and Durham; more general-purpose transportation; more door-to-door service for the elderly and disabled; and improved communication to the public and education on available services. The specific recommendations for CTN and OPT both included new and improved fixed route/deviated fixed route services; better early morning/evening service; mobility managers; and better marketing/education.

Both the Durham County Plan and the TARPO Plan include needs that are similar to those identified for the DCHC MPO region, such as the need for increased coordination among transit providers and better outreach and education of available services. These two plans appear to validate the prioritization of those needs identified in the workshop and survey completed as part of this 2013 Plan Update.

7. Findings and Recommendations



7.1 Findings

Based upon the review of existing transit services and transit activities since 2007, and the review of transportation needs identified during the planning process, the following findings have been developed:

1. **The coordination and cooperation of transit services has improved.** Since 2007, the region has seen the introduction of a regional call center and regional transit webpage (GoTriangle.org) that allows users to plan transit trips across various transit providers. Greater coordination between transit systems has led to new fixed route services that are jointly funded and operated, such as the PX Route between Pittsboro and Chapel Hill (CTN/Chapel Hill Transit) and the Hill to Hill route between Hillsborough and Chapel Hill (Chapel Hill Transit, Triangle Transit and OPT). The new GoCard allows riders to have a single fare card that works with different transit providers.
2. **Several initiatives have successfully improved the delivery of services to targeted populations.** In addition to the GoTriangle webpage and regional call center, the New Freedom and JARC grants have allowed for extending bus routes to reach employment areas as well as for improved mid-day and night service that help persons with non-traditional work schedules. New Mobility Manager positions have allowed transit agencies to concentrate on improving customer service and assisting riders, and travel training programs have helped seniors find freedom to do shopping and other activities.



The introduction of the GoTriangle transit information program is seen as successful partnership among the various transit providers in the region.

3. **Greater cooperation and coordination of human service and rural transit systems is needed.** Currently the GoTriangle website does not include information on connections to non-fixed route services. Furthermore, while the human service transportation providers are listed, some of the links to the specific provider's webpage are broken. Stakeholders noted that connections between the rural bus routes and the urban and regional fixed-route services are lacking.
4. **Better outreach, education and training is needed.** As noted, the GoTriangle website has limited information on human service transportation options. Stakeholders noted that travel training is needed on connecting between transit systems, and that much of the available information on the transit services is not in a format that can be easily understood by individuals with limited English or reading skills.
5. **The needs of transportation disadvantaged populations continues to grow in the region.** The percent of the MPO region's population that are part of the targeted groups - older adults, individuals with limited incomes, and persons with disabilities - is increasing. The growth of families below the poverty line has increased, and has occurred all over the DCHC MPO region, including rural areas not served by fixed route transit. Stakeholders noted that not only is employment moving to areas not traditionally served by fixed-route transit, but medical and other social services are as well, placing an increased burden on transit customers and providers.

7.2 Recommendations

The recommendations derived by the planning process for this 2013 Plan Update are categorized under five general areas of need: *Education and Outreach*, *Access to Services*, *Coordination and Cooperation*, *Alternative Funding*, and *Rural-Urban Connections*.

It should be noted that most of these recommendations provided by the survey and at the workshop were focused on service changes. Other activities could improve service efficiencies, such as joint purchases and coordinated training by area transit providers. The suggested recommendations listed in this plan update are only a few of the possible activities or programs that could be implemented to meet these needs. The suggested activities listed here should not be the only actions eligible for federal funding. Transit agencies, human services providers, and area non-profits may develop other activities to best meet these needs, and all reasonable activities should be pursued.

1. **Education and outreach:** There should be improved outreach and education to existing riders and potential riders about the available transit services in the region. Some suggested activities include:

- *Expanded travel training:* The Durham Center for Senior Life offers monthly travel training courses and field trips to teach seniors how to use transit. These trainings have included rides on DATA, Triangle Transit, Chapel Hill Transit and Capital Area Transit buses. The Center is now extending the program to training disabled individuals to help them transition from the DATA ACCESS and DCA systems to using fixed route services. Similar travel training programs should be developed across the MPO region, and the training should be extended to non-urban use and to how to transfer between systems.
 - *Expanded regional call center/website information:* Expand the GoTriangle website and regional call center to include more information on the OPT and CTN systems, and paratransit services. Currently some links to paratransit and rural services at the website are broken, and the trip planner function does not include demand response services.
 - *Easier to use bus schedules/route maps:* During the workshop stakeholders suggested that the bus schedule and route maps can be confusing to those with limited reading or English skills; they suggested that these materials be made easier and simpler through methods such as rewriting the text to be less academic, and through the use of landmarks and pictures when identifying time points, major stops, or destinations. Transit systems may want to work with non-profits and advocacy groups to determine ways to develop informational handouts or websites that can best meet these needs.
 - *More Mobility Manager positions:* Mobility Managers are staff within a transit agency whose job is to concentrate on improving customer service, and develop changes to services that are focused on enhancing the overall travel experience.
 - *More outreach on land use decisions and its impact on transit:* In addition to employers locating jobs in suburban and rural areas not served by transit, stakeholders noted that medical facilities and social services are at times relocating to areas that are not served by bus routes. There should be greater education and outreach to local businesses to help them understand the benefits of being located in transit accessible areas. Moreover, zoning and plan review staff should consider transit access especially for transportation disadvantaged populations, when developing zoning and land use plans, rezoning petitions, and other land use decisions.
2. **Better and safer access to fixed-route services:** There should be improved infrastructure to access, wait, and transfer to existing bus services. During the workshop and survey, these improvements were noted particularly for seniors, but would help others as well. Some suggested activities include:

- *Stop improvements* including shelters, lighting, printed schedules, and even neighborhood maps showing destinations and variable message signs (showing next bus arrival).
- *Sidewalks* to access stops and destinations near stops.
- *Better crosswalks* and other improvements to allow riders to cross the street.
- *A data-driven evaluation of where to invest transit infrastructure improvements:* Given the large number of bus stops in the region, transit agencies may want to use demographic data and rider surveys to determine which routes and stops might have the highest use (or highest potential for use) by the targeted groups, and concentrate investments along these routes. Moreover, these improvements could be coordinated with local transportation departments and NCDOT to match the transit stop investments with other "complete streets" improvements in targeted areas. This collaboration would thus allow for a more substantial footprint of the pedestrian and transit infrastructure improvements along key corridors.

3. **Better coordination and cooperation among transit providers:** Suggested activities include:

- *Expanded locations to purchase regional day passes*, and expanding the number of area providers who will access the regional day pass.
- *Adjustment of schedules* to allow for connections between transit systems at stops served by more than one agency.
- *Better information (schedules, maps) of the varied systems* at transit centers and bus stops that are served by multiple agencies.
- *A review of manifests among the rural and paratransit agencies* to see where parallel routes and common destinations might allow for an eventual shared-ride or brokered system.
- *Better efficiencies*, such as joint purchases or training by area transit providers (including non-profits).
- *Possible consolidation of systems.*

4. **Alternative funding:** Some alternative funding sources should be found to expand services. Some suggested activities include:

- *Universities and colleges:* Work with area colleges, community colleges and universities to fund additional services to and around campuses. These services can not only help college students, but also provide access to job training and employment on or near campuses.
- *Business collaboration:* Collaborate with employers to help fund bus stop infrastructure near their work sites.
- *Alternative sources for local match:* Cooperate with non-profits or businesses to fund the local match on new or extended bus services or other improvements.

5. **Better rural services and urban-rural connections:** As the DCHC MPO region grows, there is a greater need for services to areas with lower densities that are often not served by fixed route transit. Some suggested activities:
- *Collaboration of services:* A review of manifests from the rural transit and paratransit agencies might yield clues about parallel routes and common destinations that might allow for an eventual shared-ride or brokered system.
 - *More rural transit services:* A review of recent demographic data shows that seniors are dispersed throughout the MPO area, and that there has been a marked increase in the number of families below the poverty line in areas not served by traditional fixed route transit. A review of commuting data and employment data in the rural areas might reveal possible routes for new rural, general public fixed route services.
 - *More direct connections:* Rural systems should investigate the possibility of more point-to-point services that reduce the need for transfers in downtown.

As stated above, the suggested recommendations listed under these areas are only a few of the possible activities or programs that could be implemented to meet these needs. Transit agencies, human services providers, and area non-profits can and should develop other activities to best address the needs identified in this plan.



Table A-1 Senior and Low-Income Populations by Block Group, 2011

Tract / Block Group	Total Population	65+ Population	% Seniors	Total Families	Families in Poverty in 2011	% Poverty
Chatham County						
Block Group 1, Census Tract 201.03, Chatham County	3,569	916	25.7%	1,116	71	6.4%
Block Group 2, Census Tract 201.03, Chatham County	317	13	4.1%	100	0	0.0%
Block Group 1, Census Tract 201.04, Chatham County	1,810	1,150	63.5%	696	28	4.0%
Block Group 2, Census Tract 201.04, Chatham County	2,980	912	30.6%	928	0	0.0%
Block Group 1, Census Tract 201.05, Chatham County	1,413	81	5.7%	390	33	8.5%
Block Group 2, Census Tract 201.05, Chatham County	1,189	150	12.6%	235	0	0.0%
Block Group 2, Census Tract 201.06, Chatham County	1,410	118	8.4%	393	0	0.0%
Block Group 3, Census Tract 201.06, Chatham County	1,051	148	14.1%	354	0	0.0%
Block Group 1, Census Tract 207.01, Chatham County	4,625	1,195	25.8%	1,321	86	6.5%
Block Group 1, Census Tract 207.02, Chatham County	1,400	363	25.9%	423	17	4.0%
Chatham County Total	19,764	5,046	25.5%	5,956	235	3.9%
Durham County						
Block Group 1, Census Tract 1.01, Durham County	891	116	13.0%	144	11	7.6%
Block Group 2, Census Tract 1.01, Durham County	1,938	108	5.6%	532	141	26.5%
Block Group 1, Census Tract 1.02, Durham County	2,046	150	7.3%	395	46	11.6%
Block Group 2, Census Tract 1.02, Durham County	1,802	337	18.7%	337	39	11.6%
Block Group 1, Census Tract 2, Durham County	828	111	13.4%	167	59	35.3%
Block Group 2, Census Tract 2, Durham County	1,065	103	9.7%	198	81	40.9%
Block Group 3, Census Tract 2, Durham County	1,105	47	4.3%	250	92	36.8%
Block Group 1, Census Tract 3.01, Durham County	893	36	4.0%	163	6	3.7%
Block Group 2, Census Tract 3.01, Durham County	664	89	13.4%	153	11	7.2%
Block Group 3, Census Tract 3.01, Durham County	649	23	3.5%	161	32	19.9%
Block Group 1, Census Tract 3.02, Durham County	645	89	13.8%	191	0	0.0%
Block Group 2, Census Tract 3.02, Durham County	1,251	25	2.0%	386	9	2.3%
Block Group 3, Census Tract 3.02, Durham County	1,582	79	5.0%	223	31	13.9%
Block Group 1, Census Tract 4.01, Durham County	835	92	11.0%	119	17	14.3%
Block Group 2, Census Tract 4.01, Durham County	810	120	14.8%	208	0	0.0%
Block Group 3, Census Tract 4.01, Durham County	1,106	75	6.8%	233	16	6.9%
Block Group 1, Census Tract 4.02, Durham County	1,917	97	5.1%	258	7	2.7%

Tract / Block Group	Total Population	65+ Population	% Seniors	Total Families	Families in Poverty in 2011	% Poverty
Block Group 1, Census Tract 5, Durham County	905	198	21.9%	57	24	42.1%
Block Group 2, Census Tract 5, Durham County	409	8	2.0%	47	10	21.3%
Block Group 3, Census Tract 5, Durham County	816	25	3.1%	127	32	25.2%
Block Group 4, Census Tract 5, Durham County	897	73	8.1%	270	130	48.1%
Block Group 1, Census Tract 6, Durham County	2,612	208	8.0%	642	24	3.7%
Block Group 2, Census Tract 6, Durham County	1,972	138	7.0%	432	51	11.8%
Block Group 3, Census Tract 6, Durham County	345	131	38.0%	141	0	0.0%
Block Group 1, Census Tract 7, Durham County	789	129	16.3%	41	0	0.0%
Block Group 2, Census Tract 7, Durham County	701	161	23.0%	195	0	0.0%
Block Group 3, Census Tract 7, Durham County	1,157	55	4.8%	316	85	26.9%
Block Group 1, Census Tract 9, Durham County	882	62	7.0%	139	59	42.4%
Block Group 2, Census Tract 9, Durham County	818	92	11.2%	195	88	45.1%
Block Group 1, Census Tract 10.01, Durham County	1,217	66	5.4%	230	103	44.8%
Block Group 2, Census Tract 10.01, Durham County	880	119	13.5%	225	95	42.2%
Block Group 3, Census Tract 10.01, Durham County	1,295	111	8.6%	313	131	41.9%
Block Group 1, Census Tract 10.02, Durham County	2,856	238	8.3%	715	301	42.1%
Block Group 2, Census Tract 10.02, Durham County	497	34	6.8%	91	71	78.0%
Block Group 3, Census Tract 10.02, Durham County	698	13	1.9%	105	32	30.5%
Block Group 4, Census Tract 10.02, Durham County	1,165	167	14.3%	258	118	45.7%
Block Group 1, Census Tract 11, Durham County	932	147	15.8%	182	89	48.9%
Block Group 2, Census Tract 11, Durham County	1,253	113	9.0%	298	96	32.2%
Block Group 1, Census Tract 13.01, Durham County	1,058	172	16.3%	208	105	50.5%
Block Group 1, Census Tract 13.03, Durham County	2,987	100	3.3%	148	52	35.1%
Block Group 2, Census Tract 13.03, Durham County	328	113	34.5%	82	0	0.0%
Block Group 1, Census Tract 13.04, Durham County	2,418	356	14.7%	595	241	40.5%
Block Group 1, Census Tract 14, Durham County	1,002	76	7.6%	347	164	47.3%
Block Group 2, Census Tract 14, Durham County	1,990	126	6.3%	523	320	61.2%
Block Group 1, Census Tract 15.01, Durham County	2,729	1	0.0%	11	11	100.0%
Block Group 1, Census Tract 15.02, Durham County	2,689	196	7.3%	570	135	23.7%
Block Group 2, Census Tract 15.02, Durham County	605	37	6.1%	53	18	34.0%
Block Group 3, Census Tract 15.02, Durham County	1,913	46	2.4%	338	50	14.8%
Block Group 4, Census Tract 15.02, Durham County	711	46	6.5%	118	23	19.5%
Block Group 1, Census Tract 15.03, Durham County	1,894	0	0.0%	-	0	0.0%
Block Group 1, Census Tract 16.01, Durham County	1,442	325	22.5%	387	8	2.1%
Block Group 2, Census Tract 16.01, Durham County	3,097	224	7.2%	829	86	10.4%
Block Group 3, Census Tract 16.01, Durham County	1,529	380	24.9%	458	31	6.8%
Block Group 1, Census Tract 16.03, Durham County	470	158	33.6%	133	0	0.0%
Block Group 2, Census Tract 16.03, Durham County	2,591	299	11.5%	697	0	0.0%
Block Group 3, Census Tract 16.03, Durham County	1,144	278	24.3%	392	12	3.1%

Tract / Block Group	Total Population	65+ Population	% Seniors	Total Families	Families in Poverty in 2011	% Poverty
Block Group 4, Census Tract 16.03, Durham County	1,782	113	6.3%	583	18	3.1%
Block Group 1, Census Tract 16.04, Durham County	1,934	274	14.2%	643	14	2.2%
Block Group 2, Census Tract 16.04, Durham County	3,153	619	19.6%	983	0	0.0%
Block Group 3, Census Tract 16.04, Durham County	1,617	138	8.5%	442	8	1.8%
Block Group 1, Census Tract 17.05, Durham County	1,507	248	16.5%	491	12	2.4%
Block Group 2, Census Tract 17.05, Durham County	1,539	324	21.1%	366	0	0.0%
Block Group 3, Census Tract 17.05, Durham County	1,408	81	5.8%	289	29	10.0%
Block Group 1, Census Tract 17.06, Durham County	1,796	22	1.2%	447	52	11.6%
Block Group 2, Census Tract 17.06, Durham County	2,334	189	8.1%	542	91	16.8%
Block Group 1, Census Tract 17.07, Durham County	1,266	232	18.3%	258	55	21.3%
Block Group 2, Census Tract 17.07, Durham County	1,901	244	12.8%	538	79	14.7%
Block Group 3, Census Tract 17.07, Durham County	672	117	17.4%	204	0	0.0%
Block Group 4, Census Tract 17.07, Durham County	1,659	259	15.6%	506	0	0.0%
Block Group 5, Census Tract 17.07, Durham County	1,541	610	39.6%	430	0	0.0%
Block Group 1, Census Tract 17.08, Durham County	4,271	391	9.2%	1,096	103	9.4%
Block Group 1, Census Tract 17.09, Durham County	695	100	14.4%	158	32	20.3%
Block Group 2, Census Tract 17.09, Durham County	1,160	46	4.0%	305	86	28.2%
Block Group 3, Census Tract 17.09, Durham County	4,185	427	10.2%	982	399	40.6%
Block Group 1, Census Tract 17.10, Durham County	2,540	270	10.6%	750	44	5.9%
Block Group 2, Census Tract 17.10, Durham County	1,495	92	6.2%	437	44	10.1%
Block Group 1, Census Tract 17.11, Durham County	1,106	79	7.1%	267	13	4.9%
Block Group 2, Census Tract 17.11, Durham County	1,469	184	12.5%	348	53	15.2%
Block Group 3, Census Tract 17.11, Durham County	1,839	86	4.7%	492	58	11.8%
Block Group 1, Census Tract 18.01, Durham County	2,095	154	7.4%	547	78	14.3%
Block Group 2, Census Tract 18.01, Durham County	401	17	4.2%	134	19	14.2%
Block Group 3, Census Tract 18.01, Durham County	2,480	267	10.8%	722	28	3.9%
Block Group 4, Census Tract 18.01, Durham County	915	20	2.2%	249	61	24.5%
Block Group 5, Census Tract 18.01, Durham County	466	118	25.3%	122	0	0.0%
Block Group 1, Census Tract 18.02, Durham County	2,090	175	8.4%	501	171	34.1%
Block Group 2, Census Tract 18.02, Durham County	1,889	99	5.2%	607	189	31.1%
Block Group 3, Census Tract 18.02, Durham County	2,235	127	5.7%	649	149	23.0%
Block Group 4, Census Tract 18.02, Durham County	910	39	4.3%	236	75	31.8%
Block Group 1, Census Tract 18.06, Durham County	1,809	388	21.4%	497	81	16.3%
Block Group 2, Census Tract 18.06, Durham County	3,504	188	5.4%	1,060	57	5.4%
Block Group 1, Census Tract 18.07, Durham County	3,366	249	7.4%	907	132	14.6%
Block Group 2, Census Tract 18.07, Durham County	2,988	134	4.5%	873	13	1.5%
Block Group 3, Census Tract 18.07, Durham County	2,929	18	0.6%	904	13	1.4%
Block Group 1, Census Tract 18.08, Durham County	2,113	186	8.8%	626	12	1.9%

Tract / Block Group	Total Population	65+ Population	% Seniors	Total Families	Families in Poverty in 2011	% Poverty
Block Group 2, Census Tract 18.08, Durham County	2,306	286	12.4%	678	0	0.0%
Block Group 1, Census Tract 18.09, Durham County	3,297	176	5.3%	789	39	4.9%
Block Group 2, Census Tract 18.09, Durham County	3,258	247	7.6%	744	68	9.1%
Block Group 1, Census Tract 19, Durham County	403	143	35.5%	132	0	0.0%
Block Group 2, Census Tract 19, Durham County	1,760	135	7.7%	527	20	3.8%
Block Group 1, Census Tract 20.07, Durham County	2,002	323	16.1%	490	30	6.1%
Block Group 2, Census Tract 20.07, Durham County	1,960	480	24.5%	528	0	0.0%
Block Group 3, Census Tract 20.07, Durham County	876	119	13.6%	302	22	7.3%
Block Group 1, Census Tract 20.08, Durham County	909	218	24.0%	303	8	2.6%
Block Group 2, Census Tract 20.08, Durham County	2,034	235	11.6%	593	0	0.0%
Block Group 1, Census Tract 20.09, Durham County	2,256	383	17.0%	496	148	29.8%
Block Group 2, Census Tract 20.09, Durham County	951	174	18.3%	234	16	6.8%
Block Group 3, Census Tract 20.09, Durham County	1,683	179	10.6%	438	32	7.3%
Block Group 1, Census Tract 20.13, Durham County	1,422	153	10.8%	438	11	2.5%
Block Group 2, Census Tract 20.13, Durham County	965	73	7.6%	318	6	1.9%
Block Group 3, Census Tract 20.13, Durham County	2,083	190	9.1%	561	50	8.9%
Block Group 1, Census Tract 20.15, Durham County	2,191	101	4.6%	517	114	22.1%
Block Group 2, Census Tract 20.15, Durham County	2,484	94	3.8%	495	97	19.6%
Block Group 3, Census Tract 20.15, Durham County	682	335	49.1%	161	0	0.0%
Block Group 1, Census Tract 20.16, Durham County	3,094	16	0.5%	491	173	35.2%
Block Group 2, Census Tract 20.16, Durham County	2,444	190	7.8%	518	73	14.1%
Block Group 1, Census Tract 20.17, Durham County	2,096	335	16.0%	653	0	0.0%
Block Group 2, Census Tract 20.17, Durham County	1,692	317	18.7%	456	0	0.0%
Block Group 3, Census Tract 20.17, Durham County	2,808	320	11.4%	644	26	4.0%
Block Group 1, Census Tract 20.18, Durham County	2,305	915	39.7%	629	0	0.0%
Block Group 2, Census Tract 20.18, Durham County	2,923	197	6.7%	482	59	12.2%
Block Group 3, Census Tract 20.18, Durham County	2,399	273	11.4%	757	21	2.8%
Block Group 1, Census Tract 20.19, Durham County	1,603	70	4.4%	218	23	10.6%
Block Group 2, Census Tract 20.19, Durham County	1,408	36	2.6%	195	0	0.0%
Block Group 3, Census Tract 20.19, Durham County	1,633	379	23.2%	457	0	0.0%
Block Group 1, Census Tract 20.20, Durham County	2,167	81	3.7%	651	31	4.8%
Block Group 2, Census Tract 20.20, Durham County	3,234	153	4.7%	1,027	45	4.4%
Block Group 1, Census Tract 20.21, Durham County	3,211	242	7.5%	789	30	3.8%
Block Group 2, Census Tract 20.21, Durham County	997	68	6.8%	315	0	0.0%
Block Group 1, Census Tract 20.22, Durham County	2,498	191	7.6%	534	53	9.9%
Block Group 2, Census Tract 20.22, Durham County	2,100	158	7.5%	582	61	10.5%
Block Group 1, Census Tract 20.23, Durham County	1,100	47	4.3%	235	0	0.0%
Block Group 2, Census Tract 20.23, Durham County	1,790	277	15.5%	523	0	0.0%
Block Group 1, Census Tract 20.24, Durham County	3,678	101	2.7%	1,002	0	0.0%

Tract / Block Group	Total Population	65+ Population	% Seniors	Total Families	Families in Poverty in 2011	% Poverty
Block Group 2, Census Tract 20.24, Durham County	815	33	4.0%	83	0	0.0%
Block Group 3, Census Tract 20.24, Durham County	1,291	145	11.2%	449	10	2.2%
Block Group 1, Census Tract 20.25, Durham County	2,145	115	5.4%	580	12	2.1%
Block Group 2, Census Tract 20.25, Durham County	2,414	141	5.8%	688	28	4.1%
Block Group 3, Census Tract 20.25, Durham County	1,298	79	6.1%	304	36	11.8%
Block Group 1, Census Tract 20.26, Durham County	2,055	369	18.0%	579	30	5.2%
Block Group 2, Census Tract 20.26, Durham County	3,534	282	8.0%	870	35	4.0%
Block Group 1, Census Tract 20.27, Durham County	1,629	127	7.8%	401	23	5.7%
Block Group 2, Census Tract 20.27, Durham County	4,406	289	6.6%	879	52	5.9%
Block Group 3, Census Tract 20.27, Durham County	1,522	63	4.1%	385	39	10.1%
Block Group 1, Census Tract 20.28, Durham County	1,893	66	3.5%	499	0	0.0%
Block Group 2, Census Tract 20.28, Durham County	1,056	54	5.1%	144	0	0.0%
Block Group 3, Census Tract 20.28, Durham County	2,397	13	0.5%	609	48	7.9%
Block Group 1, Census Tract 21, Durham County	1,984	346	17.4%	616	0	0.0%
Block Group 2, Census Tract 21, Durham County	5,272	528	10.0%	659	13	2.0%
Block Group 3, Census Tract 21, Durham County	1,488	150	10.1%	489	0	0.0%
Block Group 1, Census Tract 22, Durham County	1,743	58	3.3%	255	94	36.9%
Block Group 1, Census Tract 23, Durham County	1,221	99	8.1%	117	69	59.0%
Block Group 2, Census Tract 23, Durham County	145	0	0.0%	31	20	64.5%
Block Group 1, Census Tract 9801, Durham County	73	0	0.0%	25	0	0.0%
Durham County Total	263,862	25,609	9.7%	63,781	7,426	11.6%
Orange County						
Block Group 1, Census Tract 107.01, Orange County	1,800	261	14.5%	560	33	5.9%
Block Group 1, Census Tract 107.03, Orange County	1,901	193	10.2%	249	10	4.0%
Block Group 2, Census Tract 107.03, Orange County	1,282	55	4.3%	238	115	48.3%
Block Group 3, Census Tract 107.03, Orange County	2,209	0	0.0%	494	97	19.6%
Block Group 4, Census Tract 107.03, Orange County	774	35	4.5%	106	0	0.0%
Block Group 1, Census Tract 107.04, Orange County	871	62	7.1%	119	0	0.0%
Block Group 2, Census Tract 107.04, Orange County	2,674	23	0.9%	542	87	16.1%
Block Group 3, Census Tract 107.04, Orange County	1,705	292	17.1%	530	13	2.5%
Block Group 1, Census Tract 107.05, Orange County	2,012	118	5.9%	561	31	5.5%
Block Group 2, Census Tract 107.05, Orange County	1,136	59	5.2%	240	73	30.4%
Block Group 3, Census Tract 107.05, Orange County	1,107	72	6.5%	259	0	0.0%
Block Group 4, Census Tract 107.05, Orange County	125	41	32.8%	27	0	0.0%
Block Group 1, Census Tract 107.06, Orange County	1,351	71	5.3%	386	0	0.0%
Block Group 2, Census Tract 107.06, Orange County	1,993	106	5.3%	560	0	0.0%
Block Group 1, Census Tract 108.02, Orange County	2,024	168	8.3%	531	66	12.4%

Tract / Block Group	Total Population	65+ Population	% Seniors	Total Families	Families in Poverty in 2011	% Poverty
Block Group 2, Census Tract 108.02, Orange County	2,617	326	12.5%	764	20	2.6%
Block Group 1, Census Tract 109.01, Orange County	2,003	327	16.3%	663	23	3.5%
Block Group 2, Census Tract 109.01, Orange County	1,858	173	9.3%	454	154	33.9%
Block Group 3, Census Tract 109.01, Orange County	1,671	48	2.9%	575	51	8.9%
Block Group 1, Census Tract 109.02, Orange County	1,512	152	10.1%	387	10	2.6%
Block Group 2, Census Tract 109.02, Orange County	2,840	134	4.7%	779	57	7.3%
Block Group 1, Census Tract 110, Orange County	2,704	244	9.0%	853	58	6.8%
Block Group 2, Census Tract 110, Orange County	1,613	267	16.6%	410	33	8.0%
Block Group 3, Census Tract 110, Orange County	1,060	175	16.5%	280	79	28.2%
Block Group 4, Census Tract 110, Orange County	465	69	14.8%	140	61	43.6%
Block Group 5, Census Tract 110, Orange County	1,120	191	17.1%	323	9	2.8%
Block Group 5, Census Tract 111.01, Orange County	1,673	151	9.0%	480	157	32.7%
Block Group 1, Census Tract 111.02, Orange County	1,730	303	17.5%	513	23	4.5%
Block Group 2, Census Tract 111.02, Orange County	2,068	149	7.2%	560	0	0.0%
Block Group 3, Census Tract 111.02, Orange County	2,374	214	9.0%	598	159	26.6%
Block Group 1, Census Tract 112.02, Orange County	3,154	102	3.2%	889	27	3.0%
Block Group 2, Census Tract 112.02, Orange County	1,695	271	16.0%	540	72	13.3%
Block Group 3, Census Tract 112.02, Orange County	2,165	346	16.0%	583	39	6.7%
Block Group 3, Census Tract 112.03, Orange County	1,716	227	13.2%	456	48	10.5%
Block Group 1, Census Tract 112.04, Orange County	1,929	385	20.0%	556	96	17.3%
Block Group 2, Census Tract 112.04, Orange County	1,494	179	12.0%	475	0	0.0%
Block Group 1, Census Tract 112.05, Orange County	2,623	128	4.9%	679	0	0.0%
Block Group 2, Census Tract 112.05, Orange County	1,944	638	32.8%	441	11	2.5%
Block Group 3, Census Tract 112.05, Orange County	2,342	174	7.4%	500	148	29.6%
Block Group 1, Census Tract 113, Orange County	2,261	79	3.5%	240	92	38.3%
Block Group 1, Census Tract 114, Orange County	1,688	331	19.6%	435	21	4.8%
Block Group 2, Census Tract 114, Orange County	1,956	30	1.5%	142	60	42.3%
Block Group 1, Census Tract 115, Orange County	1,872	297	15.9%	375	32	8.5%
Block Group 1, Census Tract 116.01, Orange County	818	0	0.0%	-	0	0.0%
Block Group 2, Census Tract 116.01, Orange County	2,388	0	0.0%	-	0	0.0%
Block Group 1, Census Tract 116.02, Orange County	1,843	0	0.0%	17	17	100.0%
Block Group 2, Census Tract 116.02, Orange County	1,170	5	0.4%	-	0	0.0%
Block Group 3, Census Tract 116.02, Orange County	3,092	0	0.0%	418	137	32.8%
Block Group 1, Census Tract 117, Orange County	2,793	81	2.9%	67	0	0.0%
Block Group 2, Census Tract 117, Orange County	1,803	167	9.3%	283	0	0.0%
Block Group 1, Census Tract 118, Orange County	1,075	36	3.3%	64	0	0.0%
Block Group 2, Census Tract 118, Orange County	1,934	148	7.7%	503	65	12.9%
Block Group 1, Census Tract 119.01, Orange County	2,793	296	10.6%	773	48	6.2%
Block Group 2, Census Tract 119.01, Orange County	1,927	145	7.5%	393	98	24.9%

Tract / Block Group	Total Population	65+ Population	% Seniors	Total Families	Families in Poverty in 2011	% Poverty
Block Group 3, Census Tract 119.01, Orange County	599	0	0.0%	100	0	0.0%
Block Group 1, Census Tract 119.02, Orange County	2,514	250	9.9%	745	14	1.9%
Block Group 2, Census Tract 119.02, Orange County	1,252	210	16.8%	334	0	0.0%
Block Group 1, Census Tract 121, Orange County	1,902	269	14.1%	483	16	3.3%
Block Group 2, Census Tract 121, Orange County	2,442	408	16.7%	564	0	0.0%
Block Group 3, Census Tract 121, Orange County	765	133	17.4%	91	12	13.2%
Block Group 4, Census Tract 121, Orange County	2,058	220	10.7%	497	10	2.0%
Block Group 1, Census Tract 122.01, Orange County	1,736	292	16.8%	537	14	2.6%
Block Group 2, Census Tract 122.01, Orange County	982	152	15.5%	341	47	13.8%
Block Group 1, Census Tract 122.02, Orange County	1,199	92	7.7%	233	39	16.7%
Block Group 2, Census Tract 122.02, Orange County	1,615	87	5.4%	402	19	4.7%
Block Group 3, Census Tract 122.02, Orange County	2,282	107	4.7%	566	37	6.5%
Orange County Total	118,093	10,764	9.1%	26,903	2,638	9.8%

Table A-2 Senior and Low-Income Populations by Block Group, 2000

Tract / Block Group	Total Population	65+ Population	% Seniors	Total Families	Families in Poverty in 2011	% Poverty
Block Group 2, Census Tract 201, Chatham County	2,055	145	7.1%	547	11	2.0%
Block Group 3, Census Tract 201, Chatham County	1,334	77	5.8%	354	7	2.0%
Block Group 4, Census Tract 201, Chatham County	1,167	118	10.1%	327	35	10.7%
Block Group 5, Census Tract 201, Chatham County	2,805	1,095	39.0%	936	51	5.4%
Block Group 6, Census Tract 201, Chatham County	2,282	226	9.9%	697	35	5.0%
Block Group 1, Census Tract 207, Chatham County	3,434	916	26.7%	947	40	4.2%
Chatham County Total	13,077	2,577	19.7%	3,808	179	4.7%
Block Group 1, Census Tract 1.01, Durham County	1,089	148	13.6%	255	22	8.6%
Block Group 2, Census Tract 1.01, Durham County	2,062	157	7.6%	503	111	22.1%
Block Group 1, Census Tract 1.02, Durham County	4,462	762	17.1%	1,011	118	11.7%
Block Group 1, Census Tract 2, Durham County	772	85	11.0%	152	19	12.5%
Block Group 2, Census Tract 2, Durham County	1,405	56	4.0%	305	66	21.6%
Block Group 3, Census Tract 2, Durham County	939	128	13.6%	230	13	5.7%
Block Group 1, Census Tract 3.01, Durham County	1,027	89	8.7%	216	43	19.9%
Block Group 2, Census Tract 3.01, Durham County	735	33	4.5%	144	37	25.7%
Block Group 3, Census Tract 3.01, Durham County	592	94	15.9%	101	18	17.8%
Block Group 1, Census Tract 3.02, Durham County	743	115	15.5%	185	4	2.2%
Block Group 2, Census Tract 3.02, Durham County	1,084	38	3.5%	179	42	23.5%
Block Group 3, Census Tract 3.02, Durham County	1,700	56	3.3%	349	23	6.6%
Block Group 1, Census Tract 4.01, Durham County	1,062	209	19.7%	254	3	1.2%
Block Group 2, Census Tract 4.01, Durham County	963	150	15.6%	234	12	5.1%
Block Group 3, Census Tract 4.01, Durham County	668	44	6.6%	153	0	0.0%
Block Group 1, Census Tract 4.02, Durham County	1,433	128	8.9%	270	34	12.6%
Block Group 1, Census Tract 5, Durham County	1,226	205	16.7%	39	16	41.0%
Block Group 2, Census Tract 5, Durham County	734	35	4.8%	126	44	34.9%
Block Group 3, Census Tract 5, Durham County	1,080	61	5.6%	253	56	22.1%
Block Group 4, Census Tract 5, Durham County	1,233	71	5.8%	297	98	33.0%
Block Group 1, Census Tract 6, Durham County	2,355	185	7.9%	578	67	11.6%
Block Group 2, Census Tract 6, Durham County	2,745	356	13.0%	651	72	11.1%
Block Group 1, Census Tract 7, Durham County	764	222	29.1%	123	37	30.1%
Block Group 2, Census Tract 7, Durham County	1,017	129	12.7%	282	6	2.1%
Block Group 3, Census Tract 7, Durham County	1,121	104	9.3%	295	15	5.1%
Block Group 1, Census Tract 8.01, Durham County	218	0	0.0%	0	0	0.0%
Block Group 1, Census Tract 8.02, Durham County	1,001	91	9.1%	195	40	20.5%
Block Group 1, Census Tract 9, Durham County	900	89	9.9%	195	79	40.5%

Tract / Block Group	Total Population	65+ Population	% Seniors	Total Families	Families in Poverty in 2011	% Poverty
Block Group 2, Census Tract 9, Durham County	1,218	161	13.2%	290	107	36.9%
Block Group 1, Census Tract 10.01, Durham County	1,300	96	7.4%	298	96	32.2%
Block Group 2, Census Tract 10.01, Durham County	1,995	89	4.5%	442	209	47.3%
Block Group 3, Census Tract 10.01, Durham County	1,612	190	11.8%	419	158	37.7%
Block Group 1, Census Tract 10.02, Durham County	2,830	150	5.3%	684	208	30.4%
Block Group 2, Census Tract 10.02, Durham County	825	53	6.4%	192	27	14.1%
Block Group 3, Census Tract 10.02, Durham County	883	53	6.0%	180	15	8.3%
Block Group 4, Census Tract 10.02, Durham County	1,592	111	7.0%	360	142	39.4%
Block Group 1, Census Tract 11, Durham County	2,133	191	9.0%	425	147	34.6%
Block Group 2, Census Tract 11, Durham County	1,594	145	9.1%	303	57	18.8%
Block Group 1, Census Tract 12.01, Durham County	1,459	113	7.7%	205	50	24.4%
Block Group 1, Census Tract 12.02, Durham County	979	36	3.7%	267	124	46.4%
Block Group 1, Census Tract 13.01, Durham County	862	142	16.5%	219	52	23.7%
Block Group 2, Census Tract 13.01, Durham County	544	80	14.7%	103	35	34.0%
Block Group 1, Census Tract 13.03, Durham County	2,968	267	9.0%	303	52	17.2%
Block Group 2, Census Tract 13.03, Durham County	644	101	15.7%	157	14	8.9%
Block Group 1, Census Tract 13.04, Durham County	2,912	369	12.7%	737	224	30.4%
Block Group 1, Census Tract 14, Durham County	1,252	145	11.6%	353	130	36.8%
Block Group 2, Census Tract 14, Durham County	2,157	154	7.1%	547	260	47.5%
Block Group 1, Census Tract 15.01, Durham County	2,981	0	0.0%	7	0	0.0%
Block Group 1, Census Tract 15.02, Durham County	3,366	334	9.9%	524	121	23.1%
Block Group 2, Census Tract 15.02, Durham County	2,759	138	5.0%	530	141	26.6%
Block Group 1, Census Tract 15.03, Durham County	1,721	0	0.0%	0	0	0.0%
Block Group 1, Census Tract 16.01, Durham County	878	154	17.5%	233	6	2.6%
Block Group 2, Census Tract 16.01, Durham County	2,733	163	6.0%	863	18	2.1%
Block Group 3, Census Tract 16.01, Durham County	1,905	443	23.3%	473	7	1.5%
Block Group 1, Census Tract 16.03, Durham County	715	129	18.0%	203	8	3.9%
Block Group 2, Census Tract 16.03, Durham County	1,839	171	9.3%	553	0	0.0%
Block Group 3, Census Tract 16.03, Durham County	1,243	104	8.4%	397	0	0.0%
Block Group 4, Census Tract 16.03, Durham County	1,752	106	6.1%	552	7	1.3%
Block Group 1, Census Tract 16.04, Durham County	1,327	107	8.1%	421	0	0.0%
Block Group 2, Census Tract 16.04, Durham County	2,684	283	10.5%	841	16	1.9%
Block Group 3, Census Tract 16.04, Durham County	1,339	158	11.8%	422	17	4.0%
Block Group 1, Census Tract 17.05, Durham County	1,583	421	26.6%	462	23	5.0%
Block Group 2, Census Tract 17.05, Durham County	1,604	450	28.1%	426	22	5.2%
Block Group 3, Census Tract 17.05, Durham County	887	51	5.7%	236	27	11.4%
Block Group 1, Census Tract 17.06, Durham County	3,847	160	4.2%	828	6	0.7%

Tract / Block Group	Total Population	65+ Population	% Seniors	Total Families	Families in Poverty in 2011	% Poverty
Block Group 1, Census Tract 17.07, Durham County	2,854	814	28.5%	795	0	0.0%
Block Group 2, Census Tract 17.07, Durham County	2,464	301	12.2%	729	9	1.2%
Block Group 3, Census Tract 17.07, Durham County	585	116	19.8%	182	0	0.0%
Block Group 1, Census Tract 17.08, Durham County	2,720	375	13.8%	682	45	6.6%
Block Group 1, Census Tract 17.09, Durham County	960	85	8.9%	255	34	13.3%
Block Group 2, Census Tract 17.09, Durham County	966	62	6.4%	258	26	10.1%
Block Group 3, Census Tract 17.09, Durham County	2,583	391	15.1%	571	121	21.2%
Block Group 1, Census Tract 17.10, Durham County	1,743	225	12.9%	496	39	7.9%
Block Group 2, Census Tract 17.10, Durham County	1,427	87	6.1%	377	12	3.2%
Block Group 1, Census Tract 17.11, Durham County	902	57	6.3%	242	18	7.4%
Block Group 2, Census Tract 17.11, Durham County	1,401	35	2.5%	330	6	1.8%
Block Group 3, Census Tract 17.11, Durham County	1,493	63	4.2%	355	17	4.8%
Block Group 1, Census Tract 18.01, Durham County	1,301	224	17.2%	395	26	6.6%
Block Group 2, Census Tract 18.01, Durham County	649	108	16.6%	181	11	6.1%
Block Group 3, Census Tract 18.01, Durham County	2,089	164	7.9%	579	56	9.7%
Block Group 4, Census Tract 18.01, Durham County	736	84	11.4%	217	24	11.1%
Block Group 5, Census Tract 18.01, Durham County	731	22	3.0%	189	0	0.0%
Block Group 1, Census Tract 18.02, Durham County	3,938	267	6.8%	1,039	109	10.5%
Block Group 2, Census Tract 18.02, Durham County	1,762	101	5.7%	508	72	14.2%
Block Group 3, Census Tract 18.02, Durham County	710	91	12.8%	160	30	18.8%
Block Group 1, Census Tract 18.04, Durham County	1,700	234	13.8%	504	16	3.2%
Block Group 2, Census Tract 18.04, Durham County	2,455	64	2.6%	656	0	0.0%
Block Group 3, Census Tract 18.04, Durham County	2,887	224	7.8%	862	19	2.2%
Block Group 4, Census Tract 18.04, Durham County	1,879	204	10.9%	513	20	3.9%
Block Group 1, Census Tract 18.05, Durham County	1,168	154	13.2%	306	20	6.5%
Block Group 2, Census Tract 18.05, Durham County	1,789	201	11.2%	468	6	1.3%
Block Group 3, Census Tract 18.05, Durham County	1,428	195	13.7%	406	13	3.2%
Block Group 4, Census Tract 18.05, Durham County	1,593	117	7.3%	495	10	2.0%
Block Group 1, Census Tract 19, Durham County	751	87	11.6%	226	12	5.3%
Block Group 2, Census Tract 19, Durham County	896	81	9.0%	334	13	3.9%
Block Group 1, Census Tract 20.07, Durham County	1,647	307	18.6%	474	18	3.8%
Block Group 2, Census Tract 20.07, Durham County	2,246	278	12.4%	615	0	0.0%
Block Group 3, Census Tract 20.07, Durham County	817	80	9.8%	236	0	0.0%
Block Group 1, Census Tract 20.08, Durham County	957	149	15.6%	301	0	0.0%
Block Group 2, Census Tract 20.08, Durham County	1,860	249	13.4%	576	12	2.1%
Block Group 1, Census Tract 20.09, Durham County	1,867	255	13.7%	520	92	17.7%
Block Group 2, Census Tract 20.09, Durham County	1,052	178	16.9%	269	26	9.7%
Block Group 3, Census Tract 20.09, Durham County	1,867	260	13.9%	525	42	8.0%

Tract / Block Group	Total Population	65+ Population	% Seniors	Total Families	Families in Poverty in 2011	% Poverty
Block Group 1, Census Tract 20.10, Durham County	1,608	177	11.0%	416	64	15.4%
Block Group 2, Census Tract 20.10, Durham County	3,551	74	2.1%	866	8	0.9%
Block Group 3, Census Tract 20.10, Durham County	1,990	272	13.7%	581	68	11.7%
Block Group 1, Census Tract 20.11, Durham County	2,908	176	6.1%	711	5	0.7%
Block Group 2, Census Tract 20.11, Durham County	2,518	138	5.5%	629	21	3.3%
Block Group 3, Census Tract 20.11, Durham County	2,415	63	2.6%	672	0	0.0%
Block Group 1, Census Tract 20.12, Durham County	3,105	384	12.4%	818	10	1.2%
Block Group 2, Census Tract 20.12, Durham County	2,427	141	5.8%	451	18	4.0%
Block Group 3, Census Tract 20.12, Durham County	5,014	201	4.0%	1,261	74	5.9%
Block Group 4, Census Tract 20.12, Durham County	2,166	63	2.9%	623	9	1.4%
Block Group 1, Census Tract 20.13, Durham County	1,700	97	5.7%	445	0	0.0%
Block Group 2, Census Tract 20.13, Durham County	926	66	7.1%	236	13	5.5%
Block Group 3, Census Tract 20.13, Durham County	1,710	82	4.8%	531	16	3.0%
Block Group 1, Census Tract 20.14, Durham County	3,135	264	8.4%	776	64	8.2%
Block Group 2, Census Tract 20.14, Durham County	580	31	5.3%	114	0	0.0%
Block Group 3, Census Tract 20.14, Durham County	1,319	64	4.9%	294	6	2.0%
Block Group 1, Census Tract 20.15, Durham County	3,127	437	14.0%	725	68	9.4%
Block Group 2, Census Tract 20.15, Durham County	2,224	105	4.7%	428	65	15.2%
Block Group 1, Census Tract 20.16, Durham County	4,122	129	3.1%	845	137	16.2%
Block Group 1, Census Tract 20.17, Durham County	3,782	428	11.3%	1,050	17	1.6%
Block Group 2, Census Tract 20.17, Durham County	1,087	205	18.9%	303	0	0.0%
Block Group 1, Census Tract 20.18, Durham County	1,359	145	10.7%	344	10	2.9%
Block Group 2, Census Tract 20.18, Durham County	3,795	317	8.4%	961	31	3.2%
Block Group 1, Census Tract 21, Durham County	1,682	133	7.9%	504	19	3.8%
Block Group 2, Census Tract 21, Durham County	2,211	237	10.7%	592	17	2.9%
Block Group 3, Census Tract 21, Durham County	1,928	270	14.0%	576	16	2.8%
Durham County Total	223,314	21,546	9.6%	54,608	5,351	9.8%
Block Group 1, Census Tract 107.01, Orange County	1,800	261	14.5%	560	33	5.9%
Block Group 1, Census Tract 107.03, Orange County	1,901	193	10.2%	249	10	4.0%
Block Group 2, Census Tract 107.03, Orange County	1,282	55	4.3%	238	115	48.3%
Block Group 3, Census Tract 107.03, Orange County	2,209	0	0.0%	494	97	19.6%
Block Group 4, Census Tract 107.03, Orange County	774	35	4.5%	106	0	0.0%
Block Group 1, Census Tract 107.04, Orange County	871	62	7.1%	119	0	0.0%
Block Group 2, Census Tract 107.04, Orange County	2,674	23	0.9%	542	87	16.1%
Block Group 3, Census Tract 107.04, Orange County	1,705	292	17.1%	530	13	2.5%
Block Group 1, Census Tract 107.05, Orange County	2,012	118	5.9%	561	31	5.5%

Tract / Block Group	Total Population	65+ Population	% Seniors	Total Families	Families in Poverty in 2011	% Poverty
Block Group 2, Census Tract 107.05, Orange County	1,136	59	5.2%	240	73	30.4%
Block Group 3, Census Tract 107.05, Orange County	1,107	72	6.5%	259	0	0.0%
Block Group 4, Census Tract 107.05, Orange County	125	41	32.8%	27	0	0.0%
Block Group 1, Census Tract 107.06, Orange County	1,351	71	5.3%	386	0	0.0%
Block Group 2, Census Tract 107.06, Orange County	1,993	106	5.3%	560	0	0.0%
Block Group 2, Census Tract 108.01, Orange County	2,805	329	11.7%	813	7	0.9%
Block Group 1, Census Tract 108.02, Orange County	2,024	168	8.3%	531	66	12.4%
Block Group 2, Census Tract 108.02, Orange County	2,617	326	12.5%	764	20	2.6%
Block Group 1, Census Tract 109.01, Orange County	2,003	327	16.3%	663	23	3.5%
Block Group 2, Census Tract 109.01, Orange County	1,858	173	9.3%	454	154	33.9%
Block Group 3, Census Tract 109.01, Orange County	1,671	48	2.9%	575	51	8.9%
Block Group 1, Census Tract 109.02, Orange County	1,512	152	10.1%	387	10	2.6%
Block Group 2, Census Tract 109.02, Orange County	2,840	134	4.7%	779	57	7.3%
Block Group 1, Census Tract 110, Orange County	2,704	244	9.0%	853	58	6.8%
Block Group 2, Census Tract 110, Orange County	1,613	267	16.6%	410	33	8.0%
Block Group 3, Census Tract 110, Orange County	1,060	175	16.5%	280	79	28.2%
Block Group 4, Census Tract 110, Orange County	465	69	14.8%	140	61	43.6%
Block Group 5, Census Tract 110, Orange County	1,120	191	17.1%	323	9	2.8%
Block Group 1, Census Tract 111.01, Orange County	1,072	16	1.5%	348	13	3.7%
Block Group 2, Census Tract 111.01, Orange County	1,194	205	17.2%	389	9	2.3%
Block Group 3, Census Tract 111.01, Orange County	859	168	19.6%	217	115	53.0%
Block Group 4, Census Tract 111.01, Orange County	2,675	313	11.7%	913	0	0.0%
Block Group 5, Census Tract 111.01, Orange County	1,673	151	9.0%	480	157	32.7%
Block Group 1, Census Tract 111.02, Orange County	1,730	303	17.5%	513	23	4.5%
Block Group 2, Census Tract 111.02, Orange County	2,068	149	7.2%	560	0	0.0%
Block Group 3, Census Tract 111.02, Orange County	2,374	214	9.0%	598	159	26.6%
Block Group 1, Census Tract 112.02, Orange County	3,154	102	3.2%	889	27	3.0%
Block Group 2, Census Tract 112.02, Orange County	1,695	271	16.0%	540	72	13.3%
Block Group 3, Census Tract 112.02, Orange County	2,165	346	16.0%	583	39	6.7%
Block Group 1, Census Tract 112.03, Orange County	1,746	249	14.3%	502	18	3.6%
Block Group 3, Census Tract 112.03, Orange County	1,716	227	13.2%	456	48	10.5%
Block Group 1, Census Tract 112.04, Orange County	1,929	385	20.0%	556	96	17.3%
Block Group 2, Census Tract 112.04, Orange County	1,494	179	12.0%	475	0	0.0%
Block Group 1, Census Tract 112.05, Orange County	2,623	128	4.9%	679	0	0.0%
Block Group 2, Census Tract 112.05, Orange County	1,944	638	32.8%	441	11	2.5%
Block Group 3, Census Tract 112.05, Orange County	2,342	174	7.4%	500	148	29.6%
Block Group 1, Census Tract 113, Orange County	2,261	79	3.5%	240	92	38.3%
Block Group 1, Census Tract 114, Orange County	1,688	331	19.6%	435	21	4.8%

Tract / Block Group	Total Population	65+ Population	% Seniors	Total Families	Families in Poverty in 2011	% Poverty
Block Group 2, Census Tract 114, Orange County	1,956	30	1.5%	142	60	42.3%
Block Group 1, Census Tract 115, Orange County	1,872	297	15.9%	375	32	8.5%
Block Group 1, Census Tract 116.01, Orange County	818	0	0.0%	0	0	0.0%
Block Group 2, Census Tract 116.01, Orange County	2,388	0	0.0%	0	0	0.0%
Block Group 1, Census Tract 116.02, Orange County	1,843	0	0.0%	17	17	100.0%
Block Group 2, Census Tract 116.02, Orange County	1,170	5	0.4%	0	0	0.0%
Block Group 3, Census Tract 116.02, Orange County	3,092	0	0.0%	418	137	32.8%
Block Group 1, Census Tract 117, Orange County	2,793	81	2.9%	67	0	0.0%
Block Group 2, Census Tract 117, Orange County	1,803	167	9.3%	283	0	0.0%
Block Group 1, Census Tract 118, Orange County	1,075	36	3.3%	64	0	0.0%
Block Group 2, Census Tract 118, Orange County	1,934	148	7.7%	503	65	12.9%
Block Group 1, Census Tract 119.01, Orange County	2,793	296	10.6%	773	48	6.2%
Block Group 2, Census Tract 119.01, Orange County	1,927	145	7.5%	393	98	24.9%
Block Group 3, Census Tract 119.01, Orange County	599	0	0.0%	100	0	0.0%
Block Group 1, Census Tract 119.02, Orange County	2,514	250	9.9%	745	14	1.9%
Block Group 2, Census Tract 119.02, Orange County	1,252	210	16.8%	334	0	0.0%
Block Group 1, Census Tract 121, Orange County	1,902	269	14.1%	483	16	3.3%
Block Group 2, Census Tract 121, Orange County	2,442	408	16.7%	564	0	0.0%
Block Group 3, Census Tract 121, Orange County	765	133	17.4%	91	12	13.2%
Block Group 4, Census Tract 121, Orange County	2,058	220	10.7%	497	10	2.0%
Block Group 1, Census Tract 122.01, Orange County	1,736	292	16.8%	537	14	2.6%
Block Group 2, Census Tract 122.01, Orange County	982	152	15.5%	341	47	13.8%
Block Group 1, Census Tract 122.02, Orange County	1,199	92	7.7%	233	39	16.7%
Block Group 2, Census Tract 122.02, Orange County	1,615	87	5.4%	402	19	4.7%
Block Group 3, Census Tract 122.02, Orange County	2,282	107	4.7%	566	37	6.5%
Orange County Total	128,444	12,044	9.4%	30,085	2,800	9.3%

Table A-3 List of Public Workshop Invitees

Invited Organizations
2UTransit of North Carolina
Alliance for Disability Advocates, Center for Independent Living
Alpha Omega Professional Transport Services, Inc.
Arc of Durham County
Arc of Orange County
Capital Area Metropolitan Planning Organization (CAMPO)
Chapel Hill - Carrboro Chamber of Commerce
Chapel Hill Planning Dept.
Chapel Hill Transit
Chatham County Economic Development Corporation
Chatham County Government
Chatham County Planning
Chatham Department of Social Services
Chatham Transit Network
City of Burlington
City of Durham
City of Durham, Transportation Dept.
City of Mebane
City of Raleigh
Cooperative Comunitaria Latina de Creditor (LCCU)
Duke University
Durham Affordable Housing Coalition
Durham Area Transit Authority
Durham Chamber Workforce Development
Durham City/County Planning
Durham Community Development Department
Durham Community Land Trustees
Durham County Access
Durham County Habitat for Humanity
Durham Department of Social Services
Durham Economic Resource Center
Durham Housing Authority
Durham Interfaith Hospitality Network
Durham Office of Economic and Workforce Development
Durham Rescue Mission
Durham Senior Life Center

Invited Organizations
El Centro Hispano
El Pueblo, Inc.
El Vinculo Hispano
Empowerment, Inc.
Essential Transportation Services
Federal Highway Administration
Freedom House
Genesis Home
Greater Durham Chamber of Commerce
Greyhound
Housing for New Hope
IEM, INC.
Institute of Transportation Research and Education (NCSU)
Intefaith Council for Social Services
Joint Orange Chatham Community Action (JOCCA)
Kerr-Tar Council of Government
Latino Community Development Center
NC Division of Vocational Rehabilitation Services - Durham County
NC Division of Vocational Rehabilitation Services - Orange County
NCDOT - Public Transportation Division
North Carolina Central University
North Carolina Dept. of Transportation
North Carolina Turnpike Authority
O.E. Enterprises
OPC Area Program
Operation Breakthrough, Inc.
Orange Congregations in Mission
Orange County Dept. on Aging
Orange County Disability Awareness Council
Orange County Government
Orange County Habitat for Humanity
Orange County Housing, Human Rights, & Community Development
Orange Public Transit
Project Access Durham
Raleigh-Durham Airport Authority
Regional Partnership Workforce Development Board
Regional Transportation Alliance

Invited Organizations

Royal Transportation

Susie Taxi

The Mental Health Association in Orange County

The Research Triangle Foundation

Threshold Clubhouse

Town of Carrboro

Town of Cary

Town of Chapel Hill

Town of Hillsborough

Triangle Transit

Triangle J Area Agency on Aging

Triangle J Council of Governments

TROSA

UNC Hospital

University of North Carolina Chapel Hill

Urban Ministries of Durham

XDS, Inc.

Coordinated Public Transportation – Human Service Transportation Plan Update

Transportation Coordinating Committee

October 23, 2013

DCHC MPO

DURHAM - CHAPEL HILL - CARRBORO - METROPOLITAN PLANNING ORGANIZATION



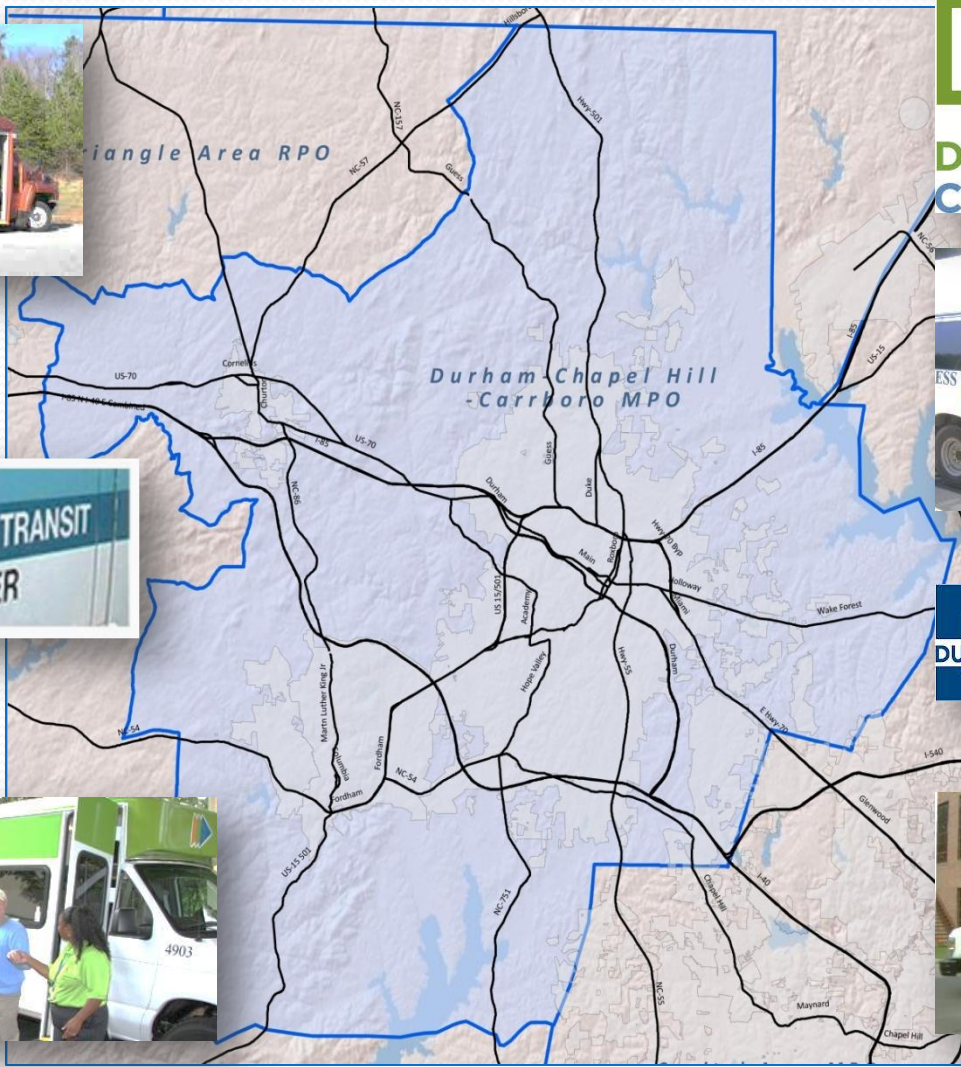
Gannett Fleming

Presentation

1. Purpose of Plan
2. Review 2007 Plan
3. Plan Update Process
4. Draft Findings
5. Draft Recommendations
6. Moving Forward



Why a Coordinated Plan?



Coordinated Public Transportation - Human Service Transportation Plan

Purpose of Plan

- Improve transportation services through coordination
- Focus on Targeted Groups:
 - Persons with disabilities
 - Older adults
 - Individuals with lower incomes

Purpose of Plan (cont'd)

Transportation grants that require a Coordinated Plan under *previous* federal transportation law (SAFETEA-LU):

Section 5310

Elderly Persons &
Persons w/
Disabilities

1. For transit services that address the special needs of the elderly & disabled

Section 5316

Job Access
Reverse
Commute (JARC)

1. Expand access to jobs in suburban areas
2. Increase transit for unconventional work hours

Section 5317

New Freedom
(NF)

1. Expand Mobility of Disabled People
2. Reduce barriers to transportation

Purpose of Plan (cont'd)

Transportation grants that require a Coordinated Plan under *new* federal transportation law (MAP-21):

Section 5310

Elderly Persons &
Persons w/
Disabilities

1. For transit services that address the special needs of the elderly & disabled
2. Includes New Freedom eligible activities

Section 5307

Urbanized Area
Formula Grants

1. For urbanized areas of 50,000 or more to support transit
2. Includes JARC eligible activities

Top Priorities of the 2007 Plan



1. **Mobility Manager**
2. **Intra-country & Cross-county services (rural to urban)**
3. **Universal Fare Card**
4. **Travel Training**
5. **Unified Regional Paratransit application/certification**
6. **Evening Service (6-10pm) & Late night service (10pm-12am)**
7. **Better on-time performance (fixed route & paratransit)**

Activities Addressing Needs from 2007 Plan

2007 Plan Priority	Funded Activity	Funds Recipients
Mobility Management	GoTriangle regional transit information partnership	Chapel Hill Transit, DATA
Evening & late night service	NS and G bus routes (night service)	Chapel Hill Transit
Better paratransit services	Client Service Improvement	DATA ACCESS
Mobility Management/Travel Training	Mobility Manager Positions	Chapel Hill Transit, Durham County
Travel Training	Travel Training Activities	Durham Center for Senior Life
Intra-county & cross-county services/Better on-time performance	Extension of HS bus route & mid-day service	Chapel Hill Transit
Evening & late night service	Year-round night service (various bus routes)	Chapel Hill Transit
Mobility Management/Travel Training	EZ Rider Senior Shuttle (circulator)	Chapel Hill Transit
Evening & late night service	Extension of evening service, expansion of routes, and increased in bus frequency	DATA
Better paratransit services/Intra-county & Cross-county services	Access Taxicab Supplemental Service	DATA
Unified regional paratransit application process	Paratransit Eligibility Assessment	DATA, Chapel Hill Transit, Triangle Transit
Better paratransit services/Intra-county & Cross-county services	Job Access Transportation Program	Durham County
Better paratransit services/Intra-county & Cross-county services	Work Wheels Work (paratransit for job training/employment)	Susie Taxi

Key Elements of a Coordinated Plan



1. Assessment of transportation needs
2. Inventory of available services
3. Strategies to address problem areas
4. Coordinated actions
5. Prioritization of strategies

Source: FTA

Coordinated Plan Update Actions



1. Reviewed 2007 Plan and activities
2. Revised inventory of available services
3. Stakeholder workshop
4. Survey
5. Reviewed demographics
6. Findings and recommendations



Key Findings

1. Improved coordination and cooperation among services
2. Improved delivery of services to targeted populations
3. Coordination of human service and rural systems needed



Key Findings (*cont'd*)

- 4. Better outreach and training needed
- 5. Needs of transportation disadvantaged population growing






	2000	2011
Families in Poverty	81,350 (8.6%)	99, 822 (10.5%)
Seniors	32,688 (9.5%)	42, 699 (10.4%)
Total Pop	342,446	412,070

Plan Recommendations

1. Continue to improve education and outreach
 - Expanded travel training
 - Expanded regional call center/website
 - Easier route schedules/maps
 - Mobility Managers
 - Better land use decisions



CENTRAL EASTSIDE ALL-DAY TRANSIT SERVICE

-  **RapidRide B Line & Stop**
Route operates all day with 10-15 minute service from 6 AM to 10 PM.
-  **245 Frequent Service**
Routes operate approximately every 15 minutes or less during most portions of the day.
-  **249 Other All-Day Service**
Routes operate approximately every 30 minutes during most portions of the day.

NOTE: This map does not show weekday routes that operate during peak periods only (6-9 AM, 3-6 PM). Please refer to www.kingcounty.gov/metro.

Plan Recommendations

2. Better and safer access to fixed-route services

- Stop improvements
- Sidewalks
- Crosswalks
- Data-driven evaluation of where to invest infrastructure



Plan Recommendations

3. Further improve coordination and cooperation among providers

- More options for day passes
- Adjust schedules
- Better info on options at transit centers
- Review rural and paratransit provider trip data
- Joint purchases, training, consolidation



Plan Recommendations

4. Leverage alternative funding

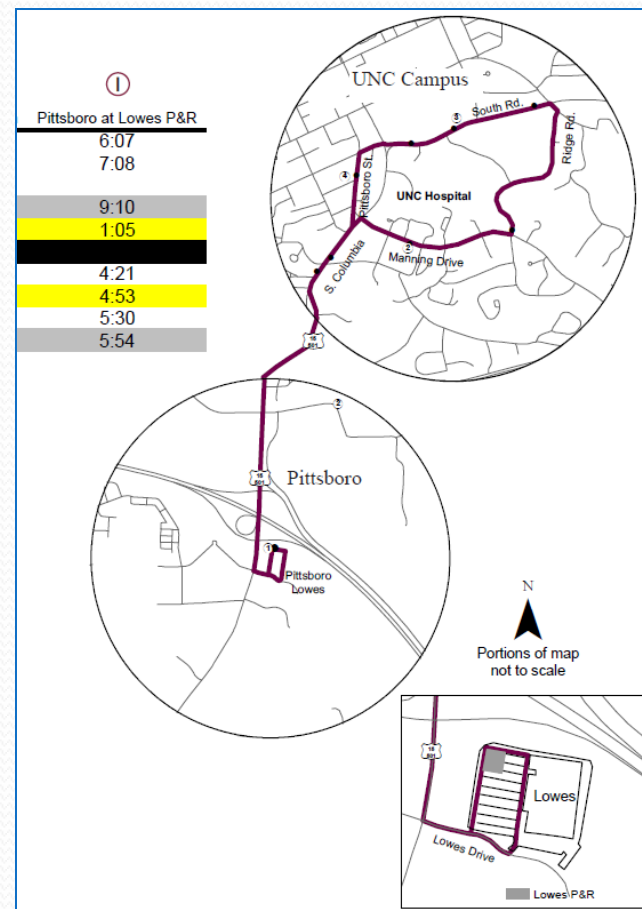
- Universities and colleges
- Business collaboration
- Non-profits



Plan Recommendations

5. Better rural services and rural-urban connections

- Collaboration
- More rural services
- Better point-to-point services



Other Study Elements

- Grant funding options under MAP-21
 - Rural Area Formula Grants (5311)
 - Research, Development, Demonstration and Deployment (5312)
 - Technical Assistance and Standards (5314)
 - Bus and Bus Facilities (5339)
- Best practices for administering grants, project selection
 - 5307 - JARC
 - 5310 - New Freedom

Timeline for CPT-HSTP Adoption

- Oct. 23 – TCC receives draft plan update for review; recommends TAC release draft for public comment
- Nov. 13 – Draft plan update released for public comment
- Dec. 11 – TAC -Public Hearing
- Jan. 8 – TAC receives final plan update and approves plan

Thank you.

More information:

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MEMORANDUM

To: Transportation Advisory Committee
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: November 13, 2013

Subject: **FY 2016-2022 TIP – Prioritization 3.0**

Background

Prioritization 3.0 is NCDOT's third iteration of using a quantitative prioritization process for development of the State Transportation Improvement Program (STIP). In 2013, the General Assembly codified the prioritization process and set many parameters on the use and distribution of transportation funding in legislation titled Strategic Transportation Investments (H817).

The Strategic Transportation Investments legislation organized transportation funding into three categories: Statewide Mobility, Regional Impact, and Division Needs. Statewide Mobility includes highway projects mostly on Interstates and the National Highway System (e.g. I-40, US 15/501, NC 147), commercial service airports (e.g. RDU), and major freight rail corridors (e.g. the NC Railroad). Regional Impact includes Statewide Mobility projects and adds highway projects on other NC and US routes (e.g. NC 54, US 501), public bus and rail transit that crosses county lines (e.g. Durham-Orange light rail, Triangle Transit bus). Division Needs includes Statewide Mobility, Regional Impact, and adds other state roads (e.g. Fayetteville Road), federally funded municipal roads (e.g. portions of Martin Luther King Jr. Parkway), other public transit (e.g. DATA, CHT), and bicycle and pedestrian projects.

Forty percent of the funding is allocated to the Statewide Mobility category for competition statewide based fully on a quantitative analysis. Thirty percent of the funding is allocated to the Regional Impact category for competition within two paired Divisions (5&6, 7&9, 8&10) and is distributed by population of the paired Divisions. Regional Impact projects compete based on a quantitative analysis and local input from MPOs, Rural Planning Organizations, and NCDOT Highway Division Engineers. Thirty percent of the funding is allocated to the Division Needs category for competition within a Division and is distributed equally to each Division. Division Needs projects compete based on a quantitative analysis and local input from MPOs, Rural Planning Organizations, and NCDOT Highway Division Engineers.

Prioritization 3.0 will result in a draft STIP which will be released by NCDOT by December 1, 2014. The MPO will also release a draft TIP at that time and seek public input. A final STIP and TIP are expected to be approved by July 1, 2015 by the NC Board of Transportation and the MPO. The STIP and TIP will include funding for federal fiscal years 2016 through 2022.

Schedule

Steps for submission of projects:

- October 23, 2013: Deadline to modify an existing highway project - LPA staff coordinated with Division staff to make a few technical modifications to projects in the DCHC MPO
- November 29, 2013: Transit project submission deadline for Prioritization 3.0.
- December 1, 2013: Local governments submit lists of highway, rail, bicycle/pedestrian projects to the MPO for submission.
- December 18, 2013: DCHC MPO TCC recommends highway, rail, bicycle/pedestrian projects to submit for Prioritization 3.0.
- January 8, 2014: DCHC MPO TAC votes on highway, rail, bicycle/pedestrian projects to submit for Prioritization 3.0.
- February 17, 2014: Highway, rail, bicycle/pedestrian submission deadline for Prioritization 3.0. (Recently delayed from January 31, 2014)

Future steps for developing local input points:

- January –April 2014: MPO develops and approves a local ranking methodology
- March 26, 2014 TCC makes recommendation on local ranking methodology
- April 9, 2014 TAC approves local ranking methodology
- April 30, 2014 NCDOT releases quantitative scores
- May 1, 2014 NCDOT deadline for approval of local ranking methodology
- May 1-May 13, 2014 LPA applies local ranking methodology
- May 14, 2014 TAC releases proposed public input points for public comment
- Two options:
- June 11, 2014 TAC holds public hearing on public input points ***evening meeting***
- June 25, 2014 TCC makes recommendation on local input points
- July 9, 2014 TAC approves local input points ***requires July TAC meeting***
- July 31, 2014 MPO submits local input points
- Or
- May 28, 2014 TCC makes recommendation on local input points
- June 11, 2014 TAC holds public hearing on public input points and approves local input points ***evening meeting***
- July 31, 2014 MPO submits local input points

Highway

All highway projects previously submitted for earlier Prioritization processes remain in the project database for scoring (Attachment 10A). The DCHC MPO can submit up to 14 new highway projects. If the DCHC MPO removes up to five existing highway projects, the MPO can submit up to five additional new projects. MPO staff believes that there are at least five projects within the MPO that can be removed due to obsolescence or lack of priority so the MPO will likely be submitting a total of 19 new highway projects for Prioritization 3.0. The deletion of projects requires agreement by the MPO and the

Division. LPA staff advises that most new projects should be selected from our adopted 2040 MTP (Attachment 10B).

The list of projects in the Prioritization database includes several modernization projects that are primarily bicycle and pedestrian projects. On-road bicycle facilities over \$1 million were classified as highway modernization projects for Prioritization 2.0. NCDOT staff has suggested that the projects that do not have any highway capacity or safety improvement included in the description should be deleted from the highway list. These projects are displayed in strikethrough text. The MPO has the option to provide NCDOT a justification for keeping these as highway projects - for example, if there are significant highway capacity or safety elements to the project that we would like to add to the descriptions. The MPO could submit these modernization projects as bicycle and pedestrian projects for Prioritization 3.0.

The MPO requests that each local government review the existing project list and the 2040 MTP by December 1, 2013. Requests for project deletions and additions will be considered by the TCC and a recommendation to the TAC will be developed. The TAC will approve these projects in January.

Bicycle/Pedestrian

NCDOT has set a limitation of 20 bicycle and pedestrian projects that each MPO can submit for Prioritization 3.0. The draft list of bicycle/pedestrian projects released by the TAC in October included more than 70 project requests. In order to begin the process of narrowing down the MPO's bicycle and pedestrian submission list to 20, the MPO has requested that each local government provide a list of their top priorities by December 1, 2013. The TCC has set a limit of eight projects per jurisdiction in Durham County and four projects per jurisdiction in Orange and Chatham counties. This will result in a list of up to 36 projects in the MPO. The TCC is developing a process to compare these projects and develop a recommended list of 20 projects in the MPO. A recommendation will be brought to the TAC in January.

The Strategic Transportation Investments legislation prohibits the State from using State funds on bicycle and pedestrian projects. As a result, projects funded through Prioritization 3.0 will require a 20 percent local match by the local jurisdiction. These projects will also be required to be managed by the local jurisdiction.

NCDOT has also requested that MPOs include bicycle and pedestrian projects that are eligible for federal Safe Routes to School funding. Safe Routes to School funding is only eligible to be used on projects within two miles of an K-8 school.

Transit

Only expansion projects (e.g. expansion vehicles, new park-and-ride lots, etc.) are subject to the Prioritization 3.0 process. NCDOT has not set any limitation on the number of transit projects that the MPO can submit. Transit operators will be responsible for submitting their projects into the Prioritization process by November 29, 2013. NCDOT is not requiring MPO approval of projects that

transit operators submit. The MPO will be responsible for assigning local input points to these projects in the spring.

Rail

NCDOT has set a limitation of five rail projects that each MPO can submit. MPO staff is aware of three rail projects that local jurisdictions are considering requesting:

- Hillsborough train station
- Grade separation of NCRR and Blackwell and Mangum streets in Durham
- Grade separation of NCRR and Ellis Road (west, near Angier) in Durham

STPDA and TAP

The MPO has also requested that local governments include develop lists of projects that the government would like to be considered for the MPO's Surface Transportation Program – Direct Attributable (STPDA) and Transportation Alternatives Program (TAP) funds. These are federal funds that the MPO receives directly and can allocate to projects independent of NCDOT's Prioritization process. The MPO has a policy to only use these funds on non-highway projects. The MPO will be programming STPDA and TAP funding in federal fiscal years 2015 and 2016, and plans to approve funding for projects in early spring 2014. All projects on the bicycle and pedestrian and transit lists are recommended for consideration by the MPO in programming FY 2015 and 2016 STPDA and TAP funds. Replacement transit vehicles may also be considered by the MPO for STPDA funding or other federal funding.

The TCC is developing an allocation process for these funds. A recommendation will be brought to the TAC in the coming months.

TAC Action: Receive information.

P3.0 Existing Highway Projects
DRAFT - SUBJECT TO CHANGE

September 25, 2013
TAC 11/13/2013 Attachment 10A

SPOTID	P2.0 SPOTID	Project Category	Improvement Type	Specific Improvement	Specific Improvement Number	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Highest Division	Funding Region	Notes
H090006-A	6	Statewide Mobility	Capacity	Widen Existing Roadway	1	I-0305A	I-85		SR 1006 Near Hillsborough	East of SR 1709	Add Additional Lanes	07	07, 09	
H090006-B	7	Statewide Mobility	Capacity	Widen Existing Roadway	1	I-0305B	I-85		East of SR 1709	Durham County Line	Add Additional Lanes	07	07, 09	
H090010-A	10	Statewide Mobility	Capacity	Widen Existing Roadway	1	I-3306A	I-40		I-85	US 15/501	Add Additional Lanes	07	07, 09	
H090366	366	Statewide Mobility	Capacity	Upgrade Arterial to Freeway/Expressway	2	U-2807	US 15/501		I-40	US 15/501	I-40 to US 15/501 Bypass in Durham. Major Corridor Upgrade.	05	05, 06	Modification to segment project.
H090937	937	Statewide Mobility	Interchange/Intersection	Improve Intersection	10		US 15/501		SR 1742 (Ephesus Church Road)		Intersection Improvements	07	07, 09	
H110997	997	Statewide Mobility	Capacity	Widen Existing Roadway	1		NC 147	Durham Freeway	I-40	East End Connector	Widen Roadway to 6 Lanes and Rehabilitate Pavement	05	05, 06	
H111013	1013	Statewide Mobility	Capacity	Widen Existing Roadway	1	FS-1205A	I-40		NC 147	Wade Avenue	Construct Managed Lanes	05	05, 06	
H111014	1014	Statewide Mobility	Capacity	Widen Existing Roadway	1		I-540		I-40	US 64 Bypass	Convert Freeway to tolled Facility and Widen to 8 Lanes	05	05, 06	
H111097	1097	Statewide Mobility	Modernization	Modernize Roadway	16		NC 147		East End Connector	US 15/501	Modernization, Pavement Rehabilitation and Ramp Consolidations/interchange Upgrades	05	05, 06	
H111103	1103	Statewide Mobility	Modernization	Modernize Roadway	46		US 15/501		400 Ft South of SR 1532 (Mann'S Chapel Road)	North of SR 1919 (Smith Level Road) at The Orange County Line	Construct Either 15' Wide Outside Lanes Or 6' Bicycle Lanes.	08	08, 10	
H111131	1131	Statewide Mobility	Capacity	Widen Existing Roadway	1		I-40		NC 147	US 15/501	Construct 1 Managed Lane Per Direction (Additional 16Ft of Pavement - 12Ft Lanes + 4Ft Pavement For Separation with General Purpose Lanes)	05	05, 06	Modification to segment project.
H111143-A	1143	Statewide Mobility	Capacity	Upgrade Arterial to Superstreet	4	U-5304A	US 15/501	Fordham Boulevard	SR 1742 (Ephesus Church Road)	NC 86 (Columbia Street)	Capacity improvements and possible interchange at Manning Drive, with Sidewalks, Wide-Outside Lanes, and Transit Accommodations.	07	07, 09	
H111143-B	1144	Statewide Mobility	Capacity	Upgrade Arterial to Superstreet	4	U-5304B	US 15/501	Fordham Boulevard	East Lakeview Drive	Sage Road	Upgrade Road to "Superstreet"	07	07, 09	
H128086	8086	Statewide Mobility	Interchange/Intersection	Upgrade At-grade Intersection to Interchange or Grade Separation	7		US 70		Miami Boulevard		Upgrade Existing at-Grade intersection to interchange	05	05, 06	
H129603-A	9603	Statewide Mobility	Capacity	Widen Existing Roadway	1	I-4743A	I-85/US 15		US 70	SR 1675 (Glenn School Road)	Add Additional Lanes	05	05, 06	
H129603-B	9604	Statewide Mobility	Capacity	Widen Existing Roadway	1	I-4743B	I-85/US 15		SR 1675 (Glenn School Road)	SR 1632 (Red Mill Road)	Add Additional Lanes	05	05, 06	
H129638-A	9638	Statewide Mobility	Capacity	Widen Existing Roadway and Construct Part on New Location	6	U-4720A	US 70		Lynn Road	Miami Blvd	Upgrade Roadway to Freeway	05	05, 06	

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SPOTID	P2.0 SPOTID	Project Category	Improvement Type	Specific Improvement	Specific Improvement Number	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Highest Division	Funding Region	Notes
H129638-B	9639	Statewide Mobility	Capacity	Widen Existing Roadway and Construct Part on New Location	6	U-4720B	US 70		Miami Blvd	Proposed Northern Durham Parkway	Upgrade Roadway to Freeway	05	05, 06	
H090326	326	Regional Impact	Capacity	Construct Roadway on New Location	5	U-2405		New Route - Martin Luther King, Jr. Parkway Extension	NC 55	Cornwallis Road	NC 55 to Cornwallis Road, Pedestrian, Bicycle, and Transit Facilities.	05	05, 06	
H090531-B	531	Regional Impact	Capacity	Widen Existing Roadway	1	U-5324B	NC 54		I-40	NC 751	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	05	05, 06	
H090531-C	532	Regional Impact	Capacity	Widen Existing Roadway	1	U-5324C	NC 54		NC 751	SR 1118 (Fayetteville Road)	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	05	05, 06	
H090531-D	533	Regional Impact	Capacity	Widen Existing Roadway	1	U-5324D	NC 54		SR 1118 (Fayetteville Road)	SR 1106 (Barbee Road)	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	05	05, 06	
H090531-E	534	Regional Impact	Capacity	Widen Existing Roadway	1	U-5324E	NC 54		SR 1106 (Barbee Road)	NC 55	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	05	05, 06	
H090555	555	Regional Impact	Capacity	Widen Existing Roadway	1		NC 751		US 64	Durham County Line	Widen to 4 Lanes with Bicycle Lanes on Existing Location.	08	08, 10	Modification to change project limits
H090558	558	Regional Impact	Interchange/Intersection	Improve Interchange	8		I-85/US 70 Connector		US 70		Reconstruct interchange to Allow For Full Movements	07	07, 09	
H090652	652	Regional Impact	Capacity	Widen Existing Roadway	1		NC 751	Hope Valley Road	South Roxboro Road	NC 54	NC 751 (S. Roxboro Rd. to NC 54) Widen to 4-Lane, Bike Lanes, and Sidewalks.	05	05, 06	
H090663	663	Regional Impact	Modernization	Modernize Roadway	46		NC 86	Martin Luther King, Jr. Boulevard	I-40	North Street	Construct Bicycle Lanes and Sidewalks	07	07, 09	
H090666	666	Regional Impact	Modernization	Modernize Roadway	46		NC 54		US 15/501	SR 1110 (Barbee Chapel Road)	Construct Bicycle Lanes and Sidewalks	07	07, 09	
H090944	944	Regional Impact	Modernization	Modernize Roadway	46		NC 751	Hope Valley Road	SR 1146 (South Roxboro Road)	Martin Luther King, Jr. Parkway	Construct Bike Lanes and Sidewalks.	05	05, 06	CMAQ funded project
H090964	964	Regional Impact	Modernization	Modernize Roadway	46		NC 86		US 70A	I-40	Construct Wide Outside Lanes.	07	07, 09	
H111011	1011	Regional Impact	Capacity	Widen Existing Roadway	1		NC 751		NC 54	Renaissance Parkway	Widen Roadway to Four Lanes with a Median with Bicycle, Pedestrian and Transit Facilities As Appropriate.	05	05, 06	
H111018	1018	Regional Impact	Capacity	Widen Existing Roadway	1		NC 751		Renaissance Parkway	1118 (Fayetteville Road)	Widen Roadway to Four Lanes with a Median and Bicycle, Pedestrian and Transit Facilities As Appropriate.	05	05, 06	Modification to change project limits
H111036	1036	Regional Impact	Capacity	Widen Existing Roadway	1		NC 86		US 70 Bypass	North of NC 57	Widen Roadway to Four Lanes with a Median and Improve intersections at US 70 Bypass and NC 57 .	07	07, 09	
H128065	8065	Regional Impact	Interchange/Intersection	Improve Intersection	10		NC 751	Hope Valley Road	SR 1183 (University Drive)		Construct Roundabout	05	05, 06	
H090531-A	8067	Regional Impact	Capacity	Widen Existing Roadway	1	U-5324A	NC 54		SR 1110 (Barbee Chapel Road)	I-40	Widen Roadway to 6 Lanes with Bicycle, Pedestrian, and Transit Facilities (Adjacent Multiuse Path)	05	05, 06	
H129645	9645	Regional Impact	Capacity	Widen Existing Roadway	1	U-4722	US 501	Roxboro Road	US 501 Bypass (Duke Street)	SR 1640 (Goodwin Road)	Widen to Six Lanes	05	05, 06	
H129685	9685	Regional Impact	Capacity	Improve Intersection	10	U-5516	US 501	Roxboro Road	SR 1448 (Latta Road) / SR 1639 (Infinity Road)		Add lanes through intersection	05	05, 06	

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H090200	200	Division Needs	Capacity	Widen Existing Roadway	1	R-2825	SR 1009	South Churton Street	I-40	Eno River	I-40 to Eno River. Widen to Multi-Lanes with Landscaped Median, Bicycle Lanes, and Sidewalks, Widen Bridge No. 240 Over Southern Railroad.	07	07, 09	
H090239	239	Division Needs	Capacity	Construct Roadway on New Location	5	R-3438		New Route - Hillsborough Western Bypass	US 70	NC 57	US 70 to NC 57. Two Lanes on New Location.	07	07, 09	
H090365	365	Division Needs	Modernization	Modernize Roadway	16	U-2805	SR 1777	Homestead Road	SR 1009 (Old NC 86)	NC 86	SR 1009 (Old NC 86) to NC 86. Widen to include Bicycle Lanes, Sidewalks, Transit Accommodations, and Safety Improvements (Design May Vary Along Length).	07	07, 09	
H090372-B	372	Division Needs	Capacity	Construct Roadway on New Location	5	U-2831B		New Route - Briggs Avenue Extension	Riddle Road	SR 1951 (So-Hi Drive)	Riddle Road to SR 1951 (So-Hi Drive). Two Lanes on Multi-Lane Right of Way.	05	05, 06	
H090375	375	Division Needs	Modernization	Modernize Roadway	46	U-2909	SR 1780	Estes Drive	SR 1772 (Greensboro Street)	NC 86	SR 1772 (Greensboro Street) to NC 86. Widen to Add Bike Lanes, Sidewalks, and Transit Accommodations.	07	07, 09	
H090408	408	Division Needs	Modernization	Modernize Roadway	16	U-3436	SR 1148, SR 1192	Eno Mountain Road, Mayo Street	SR 1006 (Orange Grove Road)		SR 1148 (Eno Mountain Road) and SR 1192 (Mayo Street) at SR 1006 (Orange Grove Road). Realign intersection and Make Safety Improvements. include Bicycle Lanes and Sidewalks.	07	07, 09	
H090487-D	487	Division Needs	Capacity	Widen Existing Roadway	1	U-4716D	SR 1978	Hopson Street	SR 1999 (Davis Drive)	NC 54 (Miami Blvd)	Widen to Multi-Lanes	05	05, 06	
H090631	631	Division Needs	Modernization	Modernize Roadway	16		SR 1734	Erwin Road	US 15/501	NC 751	US 15/501 to NC 751, Bike Lanes, Sidewalks, and Safety Improvements (Design May Vary Along Length).	07	07, 09	
H090632	632	Division Needs	Modernization	Modernize Roadway	16		SR 1717	Jack Bennett Road	US 15/501	SR 1721 (Lystra Rd)	Jack Bennett Rd (SR 1717) (US 15/501 to Lystra Rd (SR 1721) Safety Improvements.	08	08, 10	Division funded project
H090637	637	Division Needs	Capacity	Widen Existing Roadway	1		SR 1118	Fayetteville Road	Woodcroft Pkwy	SR 1171 (Riddle Road)	SR 1118 (Fayetteville Road) (Woodcroft Pkwy to Riddle Road (SR 1171)) Widen to 4-Lane Divided, Bikelines and Sidewalks.	05	05, 06	
H090641	641	Division Needs	Modernization	Modernize Roadway	16		SR 1780	Estes Drive	NC 86	Caswell Road	Estes Drive (NC 86 to Caswell Road) Widen Existing Roadway to include Two 12-Foot Travel Lanes, Four-Foot Bicycle Lanes and Sidewalks.	07	07, 09	
H090647	647	Division Needs	Capacity	Construct Roadway on New Location	5		SR 1006	New Route - Orange Grove Road	SR 1006 (Orange Grove Road)	US 70A	Orange Grove Road Extension (Orange Grove Road to US 70) with Sidewalks and Bicycle Lanes	07	07, 09	
H090649	649	Division Needs	Modernization	Modernize Roadway	16		SR 1762	Jeremiah Drive	SR 1721 (Lystra Road)	End of Road	Elevate Road For Flood Control.	08	08, 10	
H090651	651	Division Needs	Capacity	Widen Existing Roadway	1		SR 1004	Old Oxford Highway	US 501 Business (Roxboro Road)	Hamlin Road	Old Oxford Highway (Roxboro Road to Hamlin Road) Expand Capacity, Bike Lanes, and Sidewalks.	05	05, 06	
H090653	653	Division Needs	Modernization	Modernize Roadway	16		SR 1721	Lystra Road	US 15/501	SR 1008 (Farrington Point Road)	Safety Improvements.	08	08, 10	Modification to change project description
H090654	654	Division Needs	Interchange/Intersection	Improve Intersection	10		SR 1010	Franklin Street/East Main Street	Merritt Mill Road (SR 1771)/Brewer Lane		Franklin Street/Merritt Mill Road/Brewer Ln/E Main Street intersection Improvements.	07	07, 09	
H090655	655	Division Needs	Interchange/Intersection	Improve Intersection	10		SR 1780	Estes Drive	SR 1772 (Greensboro Street)		SR 1780 (Estes Drive)/SR 1772 (Greensboro Street) Construct Roundabout.	07	07, 09	
H090658	658	Division Needs	Modernization	Modernize Roadway	46		SR 1669	Club Boulevard	Ambridge Street	SR 1670 (East Geer Street)	Construct Bicycle Lanes and Sidewalks	05	05, 06	

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H090659	659	Division Needs	Modernization	Modernize Roadway	46		SR 1666	Dearborn Drive	SR 1660 (East-Club Boulevard)	SR 1004 (Old-Oxford Road)	Construct Bicycle Lanes and Sidewalks	05	05, 06	
H090660	660	Division Needs	Modernization	Modernize Roadway	46		SR 1158	West Cornwallis Road	SR 1306 (Erwin Road)	SR 1127 (Chapel Hill Road)	Construct Bicycle Lanes and Sidewalks	05	05, 06	
H090662	662	Division Needs	Modernization	Modernize Roadway	46		SR 1945	South Alston Avenue	Capps Street	SR 1171 (Riddle Road)	Construct Bicycle Lanes and Sidewalks	05	05, 06	CMAQ funded project
H090826	826	Division Needs	Modernization	Modernize Roadway	16		SR 1843	Seawell School Road	SR 1780 (Estes)	SR 1777 (Homestead)	Seawell School Road (Homestead to Estes) Bicycle Lanes, Sidewalks, Transit Accommodations, and intersection Safety Improvements (Design May Vary Along Length)	07	07, 09	
H090859	859	Division Needs	Capacity	Construct Roadway on New Location	5			New Route - T.W. Alexander Drive Extension	West of Brier Creek Pkwy	Leesville Road	Extension of Tw Alexander Drive (4 Lanes New Location)	05	05, 06	
H090945	945	Division Needs	Modernization	Modernize Roadway	46		SR 1110	Barbee Chapel Road/Farrington Road	NC 54	SR 1107 (Stagecoach Road)	Construct Bike Lanes and Sidewalks	05	05, 06	
H090946	946	Division Needs	Modernization	Modernize Roadway	46		SR 1113	Ephesus Church Road/Pope Road	SR 2220 (Old-Durham-Chapel Hill Road)	Orange County Line	Construct Bike Lanes and Sidewalks	05	05, 06	
H090947	947	Division Needs	Modernization	Modernize Roadway	46		SR 1102, SR-1977	Sedwick Road	SR 1100 (Grandale Drive)	SR 1945 (South Alston Avenue)	Construct Bike Lanes and Sidewalks	05	05, 06	
H090948	948	Division Needs	Modernization	Modernize Roadway	46		SR 1009	Old NC 86	SR 1009 (Hillsborough Road)	SR 1777 (Homestead Road)	Construct Bike Lanes and Sidewalks and Transit Accommodations	07	07, 09	
H090949	949	Division Needs	Modernization	Modernize Roadway	46		SR 1900	Old Mason Farm Road/Finley Golf Course Road	NC 54	NC 54/US 15-501 (Fordham Blvd.)	Construct Bike Lanes and Sidewalks	07	07, 09	
H090950	950	Division Needs	Modernization	Modernize Roadway	46		SR 1009	Old NC 86	SR 1777 (Homestead Road)	SR 1727 (Eubanks Road)	Construct Bike Lanes and Sidewalks and Transit Accommodations	07	07, 09	
H090951	951	Division Needs	Modernization	Modernize Roadway	46		SR 1727	Eubanks Road	SR 1009 (Old NC 86)	Rogers Road	Construct Bike Lanes and Sidewalks and Transit Accommodations	07	07, 09	
H090952	952	Division Needs	Modernization	Modernize Roadway	46		SR 1008	Mount Carmel Church Road	US 15/501	Chatham County Line	Construct Bike Lanes	07	07, 09	
H090953	953	Division Needs	Modernization	Modernize Roadway	46		SR 1009	Old NC 86	I-40	SR 1727 (Eubanks Road)	Widen Outside Lanes	07	07, 09	
H090958	958	Division Needs	Modernization	Modernize Roadway	46		SR 1006, SR-1102	Orange Grove Road, Dodsons Cross Road	I-40	SR 1177 (Dairyland Road)	Add 4' Paved Shoulders to Accommodate Bicycles. This Route Is Designated As North Carolina Bike Route #2.	07	07, 09	
H111005	1005	Division Needs	Capacity	Widen Existing Roadway	1		SR 1940	Glover Road	NC 147	SR 1926 (Angier Avenue)	Convert Existing Grade Separation at NC 147 to An interchange and Widen Roadway to Four Lanes with a Median and Bicycle, Pedestrian, and Transit Facilities As appropriate.	05	05, 06	
H111033	1033	Division Needs	Capacity	Widen Existing Roadway	1		SR 1118		Renaissance Parkway	NC 751	Widen Roadway to Four Lanes with a Median and Bicycle, Pedestrian and Transit Facilities As Appropriate.	05	05, 06	
H111034	1034	Division Needs	Capacity	Widen Existing Roadway and Construct Part on New Location	6		SR 1146		SR 1158 (Cornwallis Rd)	Martin Luther King, Jr. Parkway	Widen Existing Roadway to Multi-Lanes and Construct on New Location Multi-Lane Roadway with Bicycle, Pedestrian	05	05, 06	

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H111056	1056	Division Needs	Interchange/Intersection	Improve Intersection	10		SR 1771		SR 1008 (Mount Carmel Church Road)	1913 (Bennett Road)	Construct Roundabout and Related Safety Improvements at the Existing intersection of Mount Carmel Church Road and Bennett Road.	07	07, 09	
H111095	4095	Division Needs	Modernization	Modernize Roadway	46	EB-5108	SR 1104	Dairyland Road	SR 1111 (Union Grove Church Road)	SR 1006 (Orange Grove Road)	Construct 4 Foot Paved Shoulders on Dairyland Road	07	07, 09	
H111096	1096	Division Needs	Modernization	Modernize Roadway	16		SR 1727	Eubanks Road	SR 1729 (Rogers Road)	NC 86	Construct Bicycle Lanes, Sidewalks, Safety and intersection Improvements.	07	07, 09	
H111100	4100	Division Needs	Modernization	Modernize Roadway	46		SR 1927	Merritt Mill Road	SR 1010 (Franklin Street)	1919 (South Greensboro Street)	Construct Bicycle Lanes and Sidewalks.	07	07, 09	
H111162	1162	Division Needs	Modernization	Modernize Roadway	16		SR 1005		SR 2057 (Sturbridge Lane)	Alamance County Line	Add 4-Foot Paved Shoulders	07	07, 09	
H111305	4305	Division Needs	Modernization	Modernize Roadway	46		SR 2008	Carmichael Street	US 15/504	Northern Terminus of Roadway	Repave with Bicycle Accommodations	07	07, 09	
H129640-B	9641	Division Needs	Capacity	Construct Roadway on New Location	5	U-4721B		New Route - Northern Durham Parkway	US 70	NC 98	Construct Multi-Lanes on New Location	05	05, 06	
H129640-C	9642	Division Needs	Capacity	Construct Roadway on New Location	5	U-4721C		New Route - Northern Durham Parkway	NC 98	I-85	Construct Multi-Lanes on New Location	05	05, 06	
H129640-D	9643	Division Needs	Capacity	Construct Roadway on New Location	5	U-4721D		New Route - Northern Durham Parkway	I-85	SR 1004 (Old Oxford Road)	Construct Multi-Lanes on New Location	05	05, 06	
H129640-E	9644	Division Needs	Capacity	Construct Roadway on New Location	5	U-4721E		New Route - Northern Durham Parkway	SR 1004 (Old Oxford Road)	US 501 (Roxboro Road)	Construct Two Lanes, Part on New Location	05	05, 06	

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Project ID	Road Name	From	To	Existing Lanes	Proposed Lanes	Distance (miles)	Proposed Improvement	AQ Year	TIP No.	SPOT 2.0 ID or TIP?
2020 MTP										
30*	Hillandale Rd.	I-85	Carver	2	4	0.7	Widening	2012	U-3804	TIP
59	Miami Blvd.	Methodist Dr.	Angier Ave	2	5	0.72	Widening	2012	U-4011	TIP
9	Carver St Ext	Armfield St	Old Oxford Rd	0	4	1.00	New Location	2014	none	CIP
15	East End Connector (EEC)	NC 147	US 70 E; NC 98	0	4	3.20	New Location	2017	U-0071	TIP
221	S Elliot Rd Ext	Fordham Blvd	Ephesus Church Rd	0	2	0.25	New Location	2020	none	Local/Private
43	I-40	US 15-501	NC 86	4	6	4.10	Widening	2019	I-3306	10
44	I-40	NC 86	I-85	4	6	7.32	Widening	2019	I-3306	10
70.4	I-40/ NC 54 ramp	Farrington Rd.	I-40	0	1	0.20	New Location	2014	U-5517	TIP
223	Legion Rd Ext	Legion Rd	Fordham Blvd	0	2	0.10	New Location	2020	none	Local/Private
75.1	NC 55 (Alston Ave)	NC 147	Main St	2	4	0.42	Widening	2017	U-3308	TIP
75.2	NC 55 (Alston Ave)	Main St	NC 98	2	2	0.58	Modernization	2017	U-3308	TIP
220	Purefoy Rd Ext	Sandberg Ln	Weaver Dairy Rd	0	2	0.60	New Location	2020	none	Local/Private
92.1	Roxboro/Latta/Infinity (intersection)	Latta Rd.	Infinity Rd.	4	6	0.50	Intersection	2014	U-5516	9685
97	Smith Level Rd	Rock Haven Rd	NC 54 bypass	2	3	0.60	Widening	2014	U-2803	TIP
98*	South Columbia St	NC 54	Manning Dr	2	2	0.70	Modernization	2013	U-624	TIP
1	T W Alexander Dr	Cornwallis Rd	NC 147	2	4	1.00	Widening	2012	U-3309	TIP
119	Weaver Dairy Rd	NC 86	Erwin Rd	2	3	2.80	Widening	2013	U-3306	TIP
Total Costs for 2012 to 2020										
* Some costs for #30 and #90 were budgeted before the plan fiscal years.										
2030 MTP										
40	Carolina North network	Carolina North Campus		0	2	0.82	New Location	2030	none	Local/Private
232	Corcoran St. (grade separation)	N.C. Railroad tracks		3	3	0.10	Grade Separation	2030	none	None - Potential Rail Project Submittal
12	Cornwallis Rd	NC 55	Alexander Dr	2	4	1.07	Widening	2030	none	None
17	Estes Dr	NC 86	Seawell School Rd	2	2	0.71	Modernization	2030	none	375; MPO current list; NCDOT suggests delete
17.1	Estes Dr	Seawell School Rd	Greensboro Rd	2	2	0.93	Modernization	2030	none	375; MPO current list; NCDOT suggests delete
241	Estes Dr	MLK Blvd	E Franklin Street	2	2	1.36	Modernization	2030	none	641; SPOT 2.0 modernization; NCDOT does not suggest delete; Not in current MPO
200	Eubanks Rd	Old NC 86	Millhouse Rd.	2	2	2.64	Modernization	2030	none	951; MPO current list; NCDOT suggests delete
222	Eubanks Rd	Millhouse Rd	NC 86	2	4	0.80	Widening	2030	none	None
201	Farrington Rd (realignment)	NC 54	Wendell Rd	0	2	0.85	New Location	2030	none	None
23	Fayetteville Rd	Woodcroft Pkwy	Cornwallis Rd	2	4	2.31	Widening	2030	none	637
73	Fordham Blvd (bypass)	NC 54	US 15-501	4	6	2.12	Widening	2030	U-5304	1143
240	Fordham Blvd (superstreet)	NC 54	Franklin Street	4	4	2.08	Superstreet	2030	U-5304	1143
204	Fordham Blvd/NC 54 (interchange)	US 15-501	NC 54	4	4	0.30	Interchange	2030	U-5304	None
24.11	Garrett Rd	NC 751	Old Durham Rd	2	2	2.10	Modernization	2030	none	None - no capacity increase
35	Homestead Rd	High School Rd	NC 86	2	2	1.70	Modernization	2030	none	365; MPO current list; NCDOT does not suggest delete
36	Homestead Rd	Old NC 86	High School Rd	2	2	1.47	Modernization	2030	none	365; MPO current list; NCDOT does not suggest delete
202	Hopson Rd	Davis Dr	NC 54	2	4	0.67	Widening	2030	U-4716D	487
203	I-40/NC 54 (interchange)	I-40	NC 54	6	7	0.35	Interchange	2030	none	None
45	I-40 Managed Lanes	Wake County Line	NC 147	0	2	3.85	Widening	2030	FS-1205A	1013
900	I-40/Mattress Factory Rd (interchange)	(Outside MPO)	(For modeling only)	N/A	N/A	N/A	Interchange	2030	none	None - Not in MPO
48	I-85	Orange Grove Rd	Lawrence Rd	4	6	2.70	Widening	2030	I-305	6
49	I-85	US 70	Red Mill Rd	4	6	3.50	Widening	2030	I-4743	9603 and 9604
50.11	Jack Bennet Rd/Lystra Rd	US 15-501 South	Farrington Mill/Point f	2	2	2.77	Modernization	2030	none	632
51	Lake Hogan Farms Rd	Eubanks Rd	Legends Way	0	2	0.68	New Location	2030	none	Local/Private

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Project ID	Road Name	From	To	Existing Lanes	Proposed Lanes	Distance (miles)	Proposed Improvement	AQ Year	TIP No.	SPOT 2.0 ID or TIP?
231	N Mangum St. (grade separation)	N.C. Railroad tracks		3	3	0.10	Grade Separation	2030	none	None - Potential Rail Project Submittal
69.1	NC 54	I-40 Interchange	NC 751	2	4	1.24	Widening	2030	U-5324B	531
69.2	NC 54	NC 751	Fayetteville	2	4	1.72	Widening	2030	U-5324C	532
69.3	NC 54	Fayetteville	Barbee	2	4	1.04	Widening	2030	U-5324D	533
69.4	NC 54	Barbee	NC 55	2	4	1.25	Widening	2030	U-5324E	534
70	NC 54 (widening; superstreet)	I-40	Barbee Chapel Rd	4	6	1.66	Widening	2030	U-5324A	8067
70.1	NC 54 (superstreet) (west)	Meadowmont Dr	Barbee Chapel Rd	6	6	0.20	Superstreet	2030	none	None
70.2	NC 54/Farrington Rd (grade separation)	Farrington Rd	NC 54	0	6	0.10	Grade Separation	2030	none	None
75.3+	NC 55 (Alston Ave)	Main St	NC 98	2	4	0.58	Widening	2030	U-3308	None - Restriping Only, TIP not necessary
77.1	NC 751	S Roxboro St	NC 54	2	4	0.70	Widening	2030	none	652
89.3	Orange Grove Connector	Orange Grove Rd	US 70	0	2	0.40	New Location	2030	none	647
92	Roxboro Rd (501 N)	Duke St	Goodwin Rd	4	6	3.75	Widening	2030	U-4722	9645
94	Roxboro St	Cornwallis Rd	MLK Pkwy	0	4	1.10	New Location	2030	none	Local/Private
106	SW Durham Dr	15-501	Mt Moriah Rd	0	2	0.35	New Location	2030	none	Local/Private
116	US 70 (freeway conversion)	Lynn Rd (Durham)	Aviation Pkwy Ext (W)	4	6	4.11	Freeway	2030	U-4720	9638 and 9639
116.1	US 70/Miami Blvd (interchange)	US 70	Miami Blvd.	4	6	0.30	Interchange	2030	U-4720	8086
123.11	Woodcroft Pkwy Ext	Garrett Rd	Hope Valley Rd	0	2	0.27	New Location	2030	none	None
	Total Costs for 2021 to 2030									9 that could be submitted
	+Costs for #75.3 were budgeted in 2020 horizon									
2040 MTP										
22.1	Fayetteville Rd	Renaissance Pkwy	NC 751	2	4	1.90	Widening	2040	none	None
26.11	Globe Rd Ext (Brier Creek Pkwy)	Miami Blvd	Wake County Line	0	2	2.18	New Location	2040	none	None
45.2	I-40 Managed Lanes	NC 147	US 15-501	0	2	8.55	Widening	2040	FS-1205A	1131
48.1	I-85	Lawrence Rd	the Durham Co line	4	6	4.80	Widening	2040	I-305	7
206	I-85/US 70 Connector (add access)	I-85	US 70	4	4	0.41	Add Access	2040	none	558
53	Leesville Rd Ext	Northern Parkway	US 70/Page Rd Ext	0	4	0.81	New Location	2040	none	None
242	Mt Carmel Ch Rd	US 15-501	Old Lystra Rd	2	2	0.67	Modernization	2040	none	952; MPO current list; NCDOT suggest delete
64.13	NC 147 (general purpose widening)	East End Conn	I-40	4	6	2.63	Widening	2040	FS-1205C	997
70.3	NC 54 (superstreet) (west)	Burning Tree	Meadowmont Dr	6	6	0.55	Superstreet	2040	none	None
77.2	NC 751	NC 54	Renaissance Pkwy	2	4	1.23	Widening	2040	none	1011
77.3	NC 751	Renaissance Pkwy	O'Kelly Chapel Rd	2	4	2.68	Widening	2040	none	1018 (modification to limits requested)
81.1	NC 98 (Holloway St)	Oak Grove/Nichols	Wake County Line	2	4	5.94	Widening	2040	none	None
83	Northern Durham Pkwy	US 70 E	I 85 N	0	4	6.40	New Location	2040	U-4721B&C	9641 and 9642
84	Northern Durham Pkwy	I 85 North	Old Oxford Hwy	0	4	2.40	New Location	2040	U-4721D	9643
85	Northern Durham Pkwy	Old Oxford Hwy	Roxboro Rd	2	2	5.38	Modernization	2040	U-4721E	9644
243	Old Lystra Rd	Mt Carmel Ch Rd	Sun Forest Way	2	2	2.51	Modernization	2040	none	None - no capacity increase
86	Old NC 86	I-40	Lafayette Dr	2	4	0.80	Widening	2040	none	200
87	Old NC 86	Lafayette Dr	US 70 Business	2	4	1.70	Widening	2040	none	200
89	Olive Branch Rd Ext	NC 98	Wake County Line	0	2	2.22	New Location	2040	none	None
106.1	SW Durham Dr	US 15-501	Mt Moriah Rd	2	4	0.35	Widening	2040	none	None - widening of road that does not yet exist
104	SW Durham Dr	Witherspoon Rd	Old Chapel Hill Rd	2	4	0.62	Widening	2040	none	None
230	SW Durham Dr	I-40	NC 54	0	2	2.02	New Location	2040	none	None
113	US 15-501 (Freeway conversion)	US 15-501 Bypass	I-40	6	6	2.39	Freeway	2040	U-2807	366
114	US 15-501 Bypass	Pickett Rd	Cameron Blvd	4	6	1.98	Widening	2040	none	None
	Total Costs for 2031 to 2040									10 that could be submitted

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: November 13, 2013

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

This memorandum provides a summary status of tasks for projects in the FY 2013-2014 Unified Planning Work Program.

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

FY 2013-2014 Unified Planning Work Program (UPWP) – Projects

Comprehensive Transportation Plan (CTP)

- ✓ Draft CTP –December 2012
- CTP Report and Maps – December 2013
- MPO Adopt CTP – June 2014
- NCDOT BOT – December 2014

MPO Community Viz. Scenarios Planning and Visualization -2.0

- ✓ Funding for local Community Viz 2.0 preparatory work – July 2013
- Work Plan for Community Viz 2.0 – 2014
- Community Viz 2.0 completed – 2015

Update of the MPO Public Involvement Policy

- Update of the MPO Public Involvement to reflect Map 21

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

- Update of Title VI/ LEP/EJ plans

SE Data Update – Employment /Housing/Population Verification

- 2013 Base Year Population and Employment – January 2014
- SE Data Forecasts – 2014

Base Year Data Collection (Traffic/Travel Time/Crash/Transit)

GIS Online/Data Management

MPO Congestion Management Process CMP

MPO Website Update

Triangle Regional Model Update

Map-21 Performance Measurement

Contract Number: C202436	Route: US-70, SR-1322
Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number: B-3638, R-5164F
Length: 1.233 miles	Federal Aid Number: BRSTP-70B(2)
Resident Engineer: Mark W. Luther, PE	RE Phone Number: (919)220-4680
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	Cost Overrun/Underrun: 5.58%
Availability Date: 7/30/2012	Letting Date: 6/19/2012
Completion Date: 3/18/2014	Work Began: 9/17/2012
Revised Completion Date: 3/25/2014	Estimated Completion: 3/18/2014
Last Estimate Thru: 9/30/2013	Scheduled Progress: 82%
Last Estimate Paid: 10/7/2013	Actual Progress: 81.7%

Contract Number: C202507	Route: I-540
Physical Division: 5	County: Durham
Administrative Division: 15	TIP Number: R-2635, U-4763B
Length: 18.8 miles	Federal Aid Number: TIFIA-540(2)
Resident Engineer: George C. Gibson, PE	RE Phone Number: (919)836-4873
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	Cost Overrun/Underrun:
Availability Date: 8/15/2011	Letting Date: 4/21/2011
Completion Date: 7/1/2015	Work Began: 8/15/2011
Revised Completion Date:	Estimated Completion:
Last Estimate Thru:	Scheduled Progress:
Last Estimate Paid:	Actual Progress:

Contract Number: C202875	Route: I-540
Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number: I-5307, I-5310
Length: 17.133 miles	Federal Aid Number: IM-0540(23)
Resident Engineer: Michelle H. Gaddy	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: -3.82%
Availability Date: 2/27/2012	Letting Date: 1/17/2012
Completion Date: 11/15/2012	Work Began: 2/27/2012
Revised Completion Date: 4/4/2013	Estimated Completion: 6/30/2013
Last Estimate Thru: 6/22/2013	Scheduled Progress: 100%
Last Estimate Paid: 6/27/2013	Actual Progress: 98.14%

Contract Number: C202995	Route: NC-56, NC-96, US-15 US-158, SR-1103, SR-1127 SR-1135, SR-1192, SR-1671 SR-1675
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: NHM CONSTRUCTORS, LLC	
Contract Amount: \$3,034,500.45	Cost Overrun/Underrun: 3.47%
Availability Date: 10/1/2012	Letting Date: 4/17/2012
Completion Date: 7/21/2013	Work Began: 10/1/2012
Revised Completion Date:	Estimated Completion: 9/30/2013
Last Estimate Thru: 8/15/2013	Scheduled Progress: 98%
Last Estimate Paid: 8/21/2013	Actual Progress: 96.62%

Contract Number: C203128	Route: SR-1978
Physical Division: 5	County: Durham

Administrative Division: 5	TIP Number: U-4716, U-4716A, U-4716B U-4716C
Length: 4.203 miles	Federal Aid Number: FRA-FR-HSR-0006-10-01-00
Resident Engineer: Michelle H. Gaddy	RE Phone Number: (919)840-0914
Location Description: CLEGG PASSING SIDING & HOPSON RD GRADE SEPARATION AND CLOSING OF AT-GRADE RR CROSSINGS.	
Type of Work: GRADING, DRAINAGE, PAVING, STRUCTURE & TRACKBED.	
Contractor Name: FSC II LLC DBA FRED SMITH COMPANY	
Contract Amount: \$10,900,447.15	Cost Overrun/Underrun: 9.77%
Availability Date: 12/31/2012	Letting Date: 11/20/2012
Completion Date: 12/28/2015	Work Began: 1/30/2013
Revised Completion Date:	Estimated Completion: 12/28/2015
Last Estimate Thru: 10/7/2013	Scheduled Progress: 66%
Last Estimate Paid: 10/15/2013	Actual Progress: 41.57%

Contract Number: C203220	Route: NC-54, US-70, SR-1002 SR-1101, SR-1445, SR-1451 SR-1453, SR-1628, SR-1670 SR-1940, SR-1954, SR-2028
Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number:
Length: 21.88 miles	Federal Aid Number:
Resident Engineer: Michelle H. Gaddy	RE Phone Number: (919)840-0914
Location Description: US-70 FROM SR-1815 TO SR-1959, NC-54 FROM I-40 TO ORANGE COUNTY LINE AND 11 SECTIONS OF SECONDARY ROADS.	
Type of Work: MILLING, RESURFACING, AND SHOULDER RECONSTRUCTION.	
Contractor Name: CAROLINA SUNROCK LLC	
Contract Amount: \$4,789,367.50	Cost Overrun/Underrun: 1.97%
Availability Date: 3/18/2013	Letting Date: 12/18/2012
Completion Date: 10/18/2013	Work Began: 7/12/2013
Revised Completion Date:	Estimated Completion: 10/18/2013
Last Estimate Thru: 9/30/2013	Scheduled Progress: 80%
Last Estimate Paid: 10/4/2013	Actual Progress: 82.05%

Contract Number: C203273	Route:
Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number:
Length: 1.189 miles	Federal Aid Number:
Resident Engineer: E. Boyd Tharrington, PE	RE Phone Number: (919)562-7000
Location Description: REPLACEMENT OF 4 BRIDGES IN DURHAM CO, 3 BRIDGES IN GRANVILLE CO AND 1 BRIDGE IN VANCE CO.	
Type of Work: DESIGN BUILD.	
Contractor Name: FSC II LLC DBA FRED SMITH COMPANY	
Contract Amount: \$8,800,000.00	Cost Overrun/Underrun: 0%
Availability Date: 4/29/2013	Letting Date: 3/19/2013
Completion Date: 9/30/2016	Work Began: 4/29/2013
Revised Completion Date:	Estimated Completion: 9/30/2016
Last Estimate Thru: 10/31/2013	Scheduled Progress: 5.63%
Last Estimate Paid: 11/1/2013	Actual Progress: 5.63%

Contract Number: DE00073	Route: I-40
Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number: R-4049E
Length: 0 miles	Federal Aid Number: STP-000S(197)
Resident Engineer: David B. Moore	RE Phone Number: (919)250-4202
Location Description: I-40, I-440 AND US 1 IN WAKE AND DURHAM COUNTIES	
Type of Work: CCTV METAL POLE INSTALLATIONS	
Contractor Name: ALS OF NORTH CAROLINA, INC.	
Contract Amount: \$149,646.48	Cost Overrun/Underrun:
Availability Date: 9/16/2013	Letting Date: 8/28/2013
Completion Date: 3/14/2014	Work Began: 9/23/2013
Revised Completion Date:	Estimated Completion:
Last Estimate Thru:	Scheduled Progress:
Last Estimate Paid:	Actual Progress:

<u>Let (B)</u>	<u>TIP Sub No.</u>	<u>Div</u>	<u>County</u>	<u>Let Type</u>	<u>Description</u>
09/13	U-4726HL	5	DURHAM	NON - DOT LET (Local)	DURHAM - SIDEWALK ON BARBEE STREET BETWEEN THE EXISTING SIDEWALK AT PEARSONTOWN ELEMENTARY SCHOOL AND ORINDO DRIVE; ANDSIDEWALK IN FORMER FAYETTEVILLE STREET RIGHT OF WAY TO CONNECT THE DURHAM AREA TRANSIT AUTHORITY (DATA) ADMINISTRATIVEOFFICES WITH GEER STREET
04/14	U-0071	5	DURHAM	Raleigh Letting (LET)	DURHAM - EAST END CONNECTOR FROM NC 147 (BUCK DEAN FREEWAY)TO NORTH OF NC 98
06/14	W-5205N	5	DURHAM	Division POC Let (DPOC)	US 15/501 (UNIVERSITY DRIVE) AT SUMMIT STREET/FORESTWOOD DRIVE
09/14	C-4928	5	DURHAM	NON - DOT LET (Congestion Mitigation)	DURHAM - MORREENE ROAD FROM NEAL ROAD TO ERWIN ROAD
09/14	C-5178	5	DURHAM	NON - DOT LET (Congestion Mitigation)	DURHAM - CAMPUS WALK AVENUE, MORREENE ROAD TO LASALLE STREET AND LASALLE STREET, KANGAROO DRIVE TO ERWIN ROAD CONSTRUCTSIDEWALKS
09/14	EB-4707A	5	DURHAM	Division Design Raleigh Let (DDRL)	DURHAM/CHAPEL HILL FROM US 15/501 IN ORANGE COUNTY TO SR 1113 (POPE ROAD) IN DURHAM COUNTY BICYCLE, PEDESTRIAN AND TRANSIT IMPROVEMENTS
09/14	EB-4707B	5	DURHAM	Division Design Raleigh Let (DDRL)	DURHAM/CHAPEL HILL - SR 2220 (OLD DURHAM CHAPEL HILL ROAD) FROM SR 1113 (POPE ROAD) TO SR 1116 (GARRETT ROAD)
09/14	U-4724	5	DURHAM	NON - DOT LET (Bicycle and Pedestrian)	DURHAM - CORNWALLIS RD FROM SOUTH ROXBORO RD TO UNIVERSITY DR
01/15	EB-5514	5	DURHAM	NON - DOT LET (Bicycle and Pedestrian)	NC 751 /SR 1183-2220/ NON-SYSTEM (UNIVERSITY DRIVE) FROM SR1116 (GARRETT ROAD) TO SR 1158 (CORNWALLIS ROAD)
04/15	U-3308	5	DURHAM	Raleigh Letting (LET)	DURHAM - NC 55 (ALSTON AVENUE) FROM NC 147 (I. L. "BUCK" DEAN FREEWAY) TO US 70 BUSINESS - NC 98 (HOLLOWAY STREET)
06/15	U-5517	5	DURHAM	Raleigh Letting (LET)	NC 54 FROM SR 1110 (FARRINGTON ROAD) TO I-40 EASTBOUND ENTRANCE RAMP IN DURHAM
09/15	C-5182	5	DURHAM	NON - DOT LET (Congestion Mitigation)	DURHAM - HOPE VALLEY ROAD CONSTRUCT SIDEWALKS AND BIKE LANES BETWEEN MARTIN LUTHER KING, JR. BOULEVARD PARKWAY AND US 15-501 BUSINESS
09/15	C-5183A	5	DURHAM	NON - DOT LET (Congestion Mitigation)	DURHAM - CONSTRUCT SIDEWALKS
09/15	C-5183B	5	DURHAM	NON - DOT LET (Congestion Mitigation)	DURHAM - CONSTRUCT SIDEWALKS
11/15	U-5516	5	DURHAM	Raleigh Letting (LET)	FROM US 501 (ROXBORO ROAD) TO SR 1448 (LATTA ROAD) / SR 1639 (INFINITY ROAD) IN DURHAM
08/16	I-5331	5	DURHAM	Division POC Let (DPOC)	INTERSTATE PREVENTATIVE MAINTENANCE (IPPM) I-85 FROM NORTH OF MP 183 TO THE GRANVILLE COUNTY LINE
03/17	I-5334	5	DURHAM	Division Design Raleigh Let (DDRL)	I-85 FROM SOUTH OF US 15-501 TO NORTH OF US 70
06/17	B-4943	5	DURHAM	Raleigh Letting (LET)	RELPACE BRIDGE 20 OVER DIAL CREEK ON SR 1616
05/14	Small Constr.	5	DURHAM	Division POC Let (DPOC)	Barbee Rd at Herndon Rd - RBT
10/14	SS-4905BI	5	DURHAM	Division POC Let (DPOC)	SR 1004 (Old Oxford Road) at SR 1648 (Danube Lane)
11/14	SS-4905BM	5	DURHAM	Division POC Let (DPOC)	Carver St. (SR 1407) at Broad St./Kenan Rd. - Mini-Roundabout
07/14	EB-4411D	5	DURHAM	Division POC Let (DPOC)	Paved Shoulders on Barbee Chapel Rd, Farrington Rd, & Stagecoach Rd w/ left-turn lane at Farrington Mill Rd.
	SS 4906BP 43696.1.1 43696.3.1	5	DURHAM	Division annual needs contract	Upgrade SR 1327 (Gregson St) at Club Blvd replace existing ped heads, add flashing yellow arrows, remove concrete island in NW quadrant, cut back islands on north and west legs

<u>Let (B)</u>	<u>TIP Sub No.</u>	<u>Div</u>	<u>County</u>	<u>Let Type</u>	<u>Description</u>
	SS 4905BR 43781.1.1 43781.3.1	5	DURHAM	Division annual needs contract	Upgrade NC 55 (Alston Ave) at NC 147 NB Off Ramp/Gann St with flashing yellow arrows for NBLT onto Gann St and SBLT from NC 55 onto NC 147 SB on ramp
	SS 4905BI 43567.1.1 43567.3.1	5	DURHAM	Division annual needs contract	Install traffic signal and construct left turn lanes on SR 1004 (Old Oxford Rd)
	SS 4905BT 43783.1.1 43783.3.1	5	DURHAM	Division annual needs contract	Upgrade traffic signal to flashing yellow arrow on EB Club Blvd and install pedestrian accommodations on all legs of the intersection

NCDOT DIV 7 ACTIVE PROJECTS LOCATED IN DCHCMPO

TAC 11/13/2013 Attachment 14

TIP/WBS #	Description	Let Date	Completion Date	Contractor	Status	Cost	Comments
ER-2971G 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) in Chapel Hill .	5/2/13	8/15/13		100% Complete. Final inspection pending	\$200,000	Small Construction/ Division Enhancement; MA w/TOCH, LGA
U-0624 C203175 34762.3.4	Widening , Grading, Drainage, Paving & Signals on NC 86 (S. Columbia St.) From SR -1906 (Purefoy Rd) to SR 1902 (Manning Dr) in Chapel Hill .	10/16/2012	12/28/2014	Triangle Grading and Paving	66% Complete 47% Schedule	\$4,565,147	TIP
U-2803 C203028 34860.3.1	Widening of SR 1919 (Smith Level Road) from Rock Haven Road to Bridge # 88 over Morgan Creek in Carrboro .	12/18/2012	5/14/2015	Yates Construction	33% Complete 42% Schedule	\$4,946,197	TIP
U-3306 C202266 34913.3.ST1	Grading, Drainage, Paving, Signals, Curb, and Gutter and Retaining Walls on SR 1733 (Weaver Dairy Road) From NC 86 to Old Sterling Road in Chapel Hill .	7/20/2010	Anticipated 11/30/13, Partial acceptance?	Yates Construction	100% Complete 100% Schedule	\$9,584,886	ARRA / TIP
W-5318 C203193	Geometric Improvement, Paved Shoulders, Resurfacing and Rumble Strips on NC 86 from NC 57 to Caswell Co. line.	2/19/2013	10/31//13	Carolina Sunrock	31% Complete 80% Schedule	\$4,750,000	High Hazard Safety
43745	Installation of a traffic signal on SR 1750 (Estes Drive) at Library Drive (non system) in Chapel Hill .		4/1/13		NCDOT forces - 100% Complete	\$75,000	Small Construction Funds
SS-4907BA 43295.3.1	Installing guardrail on NC 751 at Bridge 16, 0.2 miles south of US 70, east of Hillsborough.		11/15/2013		Performed by NCDOT guardrail contractor	\$60,000	State Spot Safety

NCDOT DIV 7 FUTURE PROJECTS LOCATED IN DCHCMPO

TIP/WBS #	Description	Let Date	Completion Date		Status	Cost	Comments
ER-2971G 3607.3.13	Construct sidewalks on SR 1900 (Mason Farm Road) from US 15/501 (Fordham Blvd.) to Highland Woods Road in Chapel Hill .	TBD	8/1/13		Town acquiring R/W - Easement from UNC	\$30,000	Division Enhancement; MA w/TOCH, LGA
I-5312	Mill & Resurface I-85 from east of I-40 to the Durham County Line.	10/15/2013	9/1/2014		Contract documents pending	\$4,300,000	TIP
W-5207E 45337.1.5	Installation of a roundabout on SR 1734 (Erwin Rd.) and SR 1791 (Mt. Moriah Rd.) near Chapel Hill	10/17/2013	TBD		R/W complete.	\$450,000	High Hazard Safety

NCDOT DIV 7 FUTURE PROJECTS LOCATED IN DCHCMPO

TAC 11/13/2013 Attachment 14

W-52071 45337.1.9	Funds for preliminary engineering on SR 1005 (Jones Ferry Road) and Davie Street) in Carrboro	Spring 2014	TBD		Design in progress. Addressing town comments.	\$50,000	High Hazard Safety
SS -4907V 42423.3 42423.1	Realign intersection of SR 1005 (Old Greensboro Rd.) @ SR 1951 (White Cross Rd.)	6/15/2014	TBD		Alternate Design in progress	\$198,000	Spot Safety-State
EB-4411E 36333.3.FD5	Install 2 ft. paved shoulders along both sides of NC 86 between Whitfield Rd. and US 70 Business in Orange County	12/1/2013	TBD		Funding Transfer pending	\$500,000	Bike/Ped enhancement

ACTIVE NCDOT DIVISION 8 PROJECTS IN DCHCMPO

TAC 11/13/2013 Attachment 14

Map #	TIP/WBS #	Description	Let Date	Completion Date	Status	Cost	Contractor	Comments
	W-5208G/ 4 5338.3.7	SR-1717 (Jack Bennett Rd), Chatham Co. Realign horizontal curve	April 2014	Not Available	Roadway design plans complete; ROW acquisition in progress	\$803K	Not Available	After ROW is acquired, the process of moving utilities will begin.
	C-5176	American Tobacco Trail (Chatham Co.) - New Hope Church Road Trail Head Park & Ride Lot. Accomodations for 100 spaces including parking for Horse Trailers, Restroom facilities, picnic area and public art.	Fall 2013	6/30/2015	Plans and Specifications are complete and have been submitted to NCDOT	\$1.2M	Coulter, Jewell Thames P.A.	Plans and Specifications are expected to be approved by the end of November. Bidding the project for construction will begin.

ACTIVE NCDOT DIVISION 8 PROJECTS IN DCHCMPO

TAC 11/13/2013 Attachment 14

Map#	TIP/WBS #	Description	Let Date	Completion Date	Status	Cost	Comments
SURFACE TREATMENT							
RESURFACING							
24	8C.20191.20	SR 1730 Wake Rd/Grandale Dr From Durham County Line to Wake County Line (0.494 miles) - Asphalt Surface Course	7/1/13	6/30/14	Work to begin 9/3/13	\$2.9M	Patch resurfacing Chatham resurfacing package

DATA standing-room experiment draws flak

The Herald-Sun By Ray Gronberg Oct. 3, 2013 @ 06:17 PM

DURHAM —An experiment intended to create more standing room for passengers on two sometimes-overcrowded Durham Area Transit Authority routes recently sparked criticism of the system's managers.

Triangle Transit, which operates DATA for the city, fielded complaints after removing a few rows of seats from the front of buses operating on DATA routes 3 and 5.

Critics said the move was unfriendly to older riders.

"A bus ride is not smooth, but bumpy, [with] lots of stops and jerks," passenger Donald Hamm said in an email to the City Council. "If you're standing and hanging on to a strap, holding your belongings for 30 minutes, it's just not a good ride."

Triangle Transit administrators, when questioned by city officials, responded by terming the seat removals "a temporary pilot test."

The move came because Route 5, which runs in the Fayetteville Street corridor, is packed on weekdays during its afternoon run.

Similar problems occur on Route 3, along the Holloway Street corridor, on Sundays when buses run on reduced, one-hour headways.

"We are still evaluating whether this is the right way to address the situation," said John Tallmadge, Triangle Transit's director of regional services development.

Tallmadge added that Route 5 passengers could see some relief on the crowding and strap-hanger fronts come Oct. 12, when DATA adds more runs service on that line.

The extra trips will mean that a bus runs Route 5 every 15 minutes, instead of every 30 minutes, weekdays and Saturdays from noon to 6:30 p.m.

The increase in service on Route 5 is one of several such changes DATA will make soon using revenue from a half-cent sales-tax surcharge that went into effect this spring. The system also is moving to 15-minute afternoon headways on routes 1 and 10B.

Route 1 operates on the Guess Road corridor and Route 10B goes to the South Square area.

But there's no relief from the Oct. 12 changes to Route 3 on Sundays.

The "heaviest-used route in the system," according to Tallmadge, it's often packed between downtown and the Village Shopping Center on North Miami Boulevard.

System managers are "evaluating whether it's possible to leave one bus" with extra standing room "that could be used Sundays on Holloway," and whether they have enough buses to make sure the one with missing seats "doesn't need to be [used] elsewhere," Tallmadge said.

Hamm was a Route 1 passenger that encountered an extra-standing-room bus because routes 3 and 1 overlap, Route 3 buses continuing from downtown onto Route 1 and vice-versa.

Long term, the agency most likely will buy buses that offer a better mix of seating and standing room, Tallmadge said.

Buses purchased as replacements or for expanded service may have floor plans like those used on the Bull City Connector, with seats facing to the interior instead of to the front, he said.

"That gives you the best of both: You get seats throughout the bus, but get more standing room in middle, and more room for people pushing strollers or shopping carts," Tallmadge said.

Council poised for major debate on parking fees

The Herald-Sun By Ray Gronberg Oct. 19, 2013 @ 10:46 PM

City officials are preparing for the start Thursday of what could prove a difficult debate on the funding of public parking downtown and in the Ninth Street area.

Already, a consultant's recommendation that the city begin charging for curbside parking in the Ninth Street district has sparked a deluge of protest emails from people opposed to the idea.

"I would hate to see us sell our distinctiveness and our future for a bag full of quarters," said Bob Michael, among the many dozens of people who wrote the council to say the use of metered parking would wind up hurting Ninth Street businesses.

The email campaign began at the behest of Tom Campbell, an owner of The Regulator Bookshop on Ninth.

Officials also are bracing for complaints from downtown condo-dwellers about another piece of the consultants' advice, that the city raise prices for monthly access to public parking garages and lots.

Their report included a suggestion that the city offer downtown residents three price points. On the high end, they recommend charging \$90 for a monthly parking permit that guarantees a reserved, 24/7 space.

In the middle, they suggest raising to \$65 from \$55 the price for a monthly permit allowing its holder to use most city off-street parking, without the reserved-space guarantee. And on the low end, they would maintain a \$10-a-month permit that allows nighttime-only access to the city's decks, again without a reserved-space guarantee.

As on Ninth Street, the consultants are advising the city to begin charging for curbside parking downtown.

The proposed changes to monthly permit costs drew a howl of protest over the summer when officials moved, with the City Council's permission, to begin implementing them in advance of a council review of the consultants' full report.

Some residents said the suggested prices were too high, and others objected to the idea of paying anything at all.

"If you truly wish to empty the downtown of its current residents and replace them with the wealthy, this may well be an effective way to do it," Coke Ariail, a West Main Street resident who moved downtown during the 1980s, said in an August email to the council.

The trouble for city officials, however, is existing fees don't come close to covering what it costs their government to pay off, operate and properly maintain its network of decks and parking lots.

Consultants advise city leaders to make that clear to the public by rolling debt, operations and maintenance costs into one balance sheet, instead of scattering them among several departments as they've traditionally done.

They reckon that sort of "enterprise" accounting would show that as of fiscal 2013-13, the downtown parking system by itself requires about \$2 million in annual taxpayer subsidy to make ends meet.

The city is collecting \$2.7 million in fees for use of its downtown parking lots and garages, but paying \$4.7 million to run them, consultants and city administrators calculate.

Council members briefly pondered the issue in late May, after it surfaced in two different meetings. It was clear they wanted, at that time, to reduce the system's cost to taxpayers.

"Other folks in the community would not want to be subsidizing downtown parking rates," Councilwoman Diane Catotti said in the second of the meetings, a review of the city's 2013-14 budget. "People do not have an understanding of how expensive parking is."

But the consultants' report indicates that it would take a long time -- and a couple of big rate increases -- to get to a break-even point. They think it would be fiscal 2022-23 before the downtown system can operate in the black.

Ninth Street poses different issues, and consultants aren't seeing a possibility of the city's breaking even on parking there. They favor charging for curbside parking largely because the city's getting ready to charge for off-street parking in the district.

Once people have to pay for off-street parking, they'll fill up any free-of-charge curbside spaces that remain, the consultants say, adding that a Duke University-controlled lot off Perry Street has already triggered some problems along those lines.

A councilman who's talked to critics of the downtown proposals, Don Moffitt, said Friday it's possible officials will look for compromises on some issues.

"We just have to weigh it all out," Moffitt said. "There are costs associated with parking, and how much of that should be born by the taxpayers and how much should be born by the people using that parking will be part of the debate."

Road Worrier: New guardrails might make old Durham bridge less deadly

The News and Observer By Bruce Siceloff Published: October 21, 2013

DURHAM — One year after Merrill Davis died in a fiery crash at a scary, narrow bridge on N.C. 751, the state Department of Transportation is preparing to install guardrails that might have stopped his car from bouncing off the bridge rail that night and falling to the railroad tracks below.

Davis' mother believes the guardrails will make it safer. But she'll keep pushing DOT to replace the 83-year-old bridge.

"It's not just because of my child," said Tamela Davis, 66, of Durham, an elementary school art teacher. "It's dangerous for every driver that goes across it.

"Two cars can pass, but just barely. There's no wiggle room on that bridge. You see skid marks from cars that have scraped against the bridge because it is so narrow."

N.C. 751 curves through Duke Forest and climbs to cross the bridge, built high over two railroad tracks in rural Orange County. The shoulder falls away before the highway reaches the bridge. The road width shrinks from 20 feet on either side to 18 feet on the bridge itself.

Because it is at the crest of a hill, drivers cannot see each other as they approach the bridge from opposite sides. There is no room for error and little time to react to danger.

Merrill Davis's accident

Merrill Davis, 34, was driving home the night of Oct. 14, 2012. An oncoming driver said later she had just come off the bridge when she saw Davis drift into her lane as he climbed the hill toward her. The two cars avoided collision but clipped each other's mirrors.

Davis lost control. His SUV struck the end of the concrete bridge rail, plunged down the bank and caught fire.

It was the sixth collision since 2007 at a bridge that handles fewer than 5,000 cars and trucks each day. Several crashes involved one car crossing the center line as it approached another.

After Davis died, DOT engineers studied the bridge and considered their options. They ruled out building a modern, wider structure that might be designed so that drivers on N.C. 751 can see each other.

This bridge is rated as "functionally obsolete" because it is too narrow by modern standards, but it does not qualify for federal funding to cover 80 percent of the replacement cost. DOT inspectors scrutinize 13,500 bridges across the state every two years, and they regard this one – built in 1930 – as structurally sound.

"It can handle any legal load going across it," said Tim Powers, bridge program manager for DOT's Division Seven, which includes Orange County. "They built it to stay, and this one is staying."

Officials came up with a plan to install heavy-gauge steel guardrails on both sides of the road, for drivers coming from both directions, augmented with an extra set of "Narrow Bridge" warning signs. The Board of Transportation approved the work at its October meeting, and construction could be finished by mid-November.

'Recipe for disaster'

The Highway Patrol responded to a seventh accident there on a rainy afternoon in August. A Person County man told the trooper he swerved to dodge another car that had crossed the center line on the bridge. He avoided running off the pavement before his minivan hit the side rail, swerved across the bridge and ended up in a ditch, with damage estimated at \$7,000.

That driver was going the speed limit, 55 mph, as Davis had been the night he died last October. DOT traffic engineers have decided against lowering the limit to 45 mph. Tamela Davis thinks they should reconsider.

“People come through Duke Forest, and they fly through here,” Davis said. “You combine that with a blind approach from either side. It’s narrower than the road, with soft shoulders and steep banks. That’s a recipe for disaster every day. My misfortune was to lose my child at that bridge, and my mission is going to be to get it replaced.”

The new guardrails will reach out from the gray bridge like two pairs of silver wings. Powers says they’ll help drivers avoid running off the road. But even though other DOT engineers opted not to change the speed limit, he hopes drivers will slow down.

“It’s still going to be a narrow bridge,” Powers said. “The public needs to be cautious and drive slower in that area.”

Fast trains get a fresh look from GOP legislators taking their seats on a Virginia-North Carolina compact

The News and Observer Posted by Bruce Sicheloff on October 21, 2013

2013-10-21T22:27:14ZRALEIGH — After sitting dormant for nearly two years, a two-state panel charged with promoting faster train service appears to be cranking up again. State rail planners gave a three-hour briefing Monday to four Republican legislative leaders and a Raleigh lawyer charged with representing North Carolina’s interest in improving the Southeast High Speed Rail Corridor from Atlanta to Washington, D.C.

DOT is spending more than \$500 million in federal stimulus construction grants to make passenger train service faster and more reliable between Charlotte and Raleigh. And rail engineers are polishing their plans for a 110-mph shortcut line from Raleigh to Richmond, which could cut 90 minutes to two hours off the travel time between North Carolina and the northeast.

Republicans generally have not shared Democrats’ enthusiasm for the Obama administration’s fast-train initiative. But rail is getting a second look in the McCrory era because the same tracks that serve Amtrak also carry freight trains.

“I don’t think there is anybody in the country that is doing more to improve their rail capacity than we are here in North Carolina,” said Rep. Nelson Dollar, a Cary Republican who chairs the House Appropriations Committee. “It’s very critical to moving freight and to our economic development in this state. It’s really pretty exciting, the improvements that are being made in our rail transportation in North Carolina.”

Dollar has been a member since 2011 of the Virginia-North Carolina Interstate High Speed Rail Compact, but the group hasn’t met since January 2012. He was reappointed to the panel alongside three new compact members, all Republicans who oversee House and Senate transportation committees: Rep. Bill Brawley of Matthews, Sen. Bill Rabon of Southport, and Sen. Kathy Harrington of Gastonia. The four, named by House and Senate leaders, along with Gov. Pat McCrory’s appointee, Raleigh lawyer Randy Lickey, are expected to meet early next year with their five Virginia counterparts.

DOT engineers have said it will cost an estimated \$3.8 billion to build the new line and launch fast train service between Raleigh and Richmond.

"We have about 60 miles of that in North Carolina and 100 miles in Virginia," Dollar said. "To map out a strategy for that line will require cooperation between the two states. Obviously, we need to be working on a similar vision.

"I think the North Carolina leadership – the governor and the General Assembly – wanted to get our folks appointed and get together with the folks in Virginia and just see where we are in terms of the vision of the project, see if we can get it moving forward," Dollar said.

"It's critical to economic development, particularly on the freight side, to be able to have an efficient system. We're working on those issues, as well as as on long-haul passenger service."

County repeals commute-reduction law

The Herald-Sun By Ray Gronberg Oct. 31, 2013 @ 06:41 PM

DURHAM —Acting once again in response to a state mandate, County Commissioners this week voted to repeal a 13-year-old ordinance that required large employers to prod their workers to stop commuting alone.

The unanimous vote came two weeks after the commissioners rescinded a policy that required some contractors who do business with the county to pay workers a "living wage."

Both decisions complied with a statewide "regulatory reform" law Gov. Pat McCrory and fellow Republicans in the N.C. General Assembly put through this summer.

It narrowed the scope of local-government authority, by among other things forbidding them from imposing fees, fines and other mandates on employers to secure their cooperation with commute-reduction programs.

"That bill was just so comprehensive, it's kind of interesting some of the issues that were included in it," said Deborah Craig-Ray, assistant county manager and the county's point person in its dealings with legislators.

Durham County's "commute trip reduction" ordinance, in place since 2000, fell afoul of the new law because it included a \$200 annual fee and threatened a \$100-a-week civil penalty for any failure to comply.

It required companies with 100 or more people on staff to survey their workers regularly to find out about their commuting habits; inform them about alternatives to driving to work alone; and report to Triangle Transit on their efforts to promote the use of telecommuting, carpools, vanpools, buses and other commuting options.

The 100-or-more threshold meant the law applied to 82 Durham employers, Triangle Transit officials said.

County and Triangle Transit officials say they're likely to resurrect the program as an entirely volunteer effort. They credit it with helping push, by 2011, about 21 percent of large-employer commuter traffic into alternatives that don't involve driving to work solo.

"I think it was pretty effective, surprisingly so," Triangle Transit General Manager David King said, adding that the program raised awareness about commuting habits.

Also, "some of the folks, some of the more enlightened company representatives, realized that congestion is a real sort of competitive issue in terms of business environment and how happy their employees are going to and from work," Assistant County Manager Drew Cummings said.

But the county ordinance wasn't necessarily popular in other portions of the business community.

The Greater Durham Chamber of Commerce would from time to time field complaints about the program from employers who objected to "having to deal with one more piece of red tape," said John White, the group's government-affairs director.

The survey, promotional and reporting requirements were particularly hard on companies that "didn't have a formal [human resources] department," he said.

For them, it became "something a guy like me or the [chief financial officer] or CEO would have to send out to employees," White said.

Nonetheless, Triangle Transit officials said the ordinance of late has had a 94 percent compliance rate, and that they and the county provided "information, tools and guidance" to the remaining companies to help them get square.

And since it went into effect in 2000, "no businesses have been fined for non-compliance with the ordinance," Triangle Transit spokesman Brad Schulz said.

The fact state legislators opted to address the trip-reduction program suggests they're willing to bypass community leaders in Durham when drafting legislation that affects the city and county.

White said the chamber – which works closely with the county government on business recruitment – "hadn't asked for [for a repeal mandate] specifically" in the course of forming its legislative priorities.

County officials likewise had been in the dark. "We actually didn't notice that piece until the bill was through," Craig-Ray said.

The General Assembly is majority Republican in both the House and Senate. The regulatory reform bill passed largely on party-line votes.

Durham is 59 percent Democratic by voter registration and even more so in the way it votes. In 2012, McCrory received support from only 26.6 percent of the county's voters.

Road Worrier: Bus talk should not derail Wake transit plans, advocates say

The News and Observer Road Worrier By Bruce Sicheloff Published: November 4, 2013

RALEIGH — Transit advocates worry that new talk about more sophisticated bus service will undercut years of efforts to build a regional public transportation system that needs trains.

Research Triangle Park is the heart of the region's economy – and it is the sprawling, car-dependent heart of its transportation problems. A master plan for RTP relies on two proposed train stations that would support a dense mix of urban development over the next 50 years, reshaping the park and tripling its workforce.

"That will mean 150,000 people here," said Bob Geolas, president and CEO of the Research Triangle Foundation, which oversees the park. "More roads will simply not provide enough ways for us to move people and get that level of density we want."

The Wake County commissioners will bring three transit experts from Florida and Colorado to Raleigh next week to evaluate a local trains-and-buses plan that commissioners have refused to discuss since 2011.

It starts with beefed-up bus service and a 37-mile commuter rail service that would run at rush hour from Garner to Duke University in Durham, with stops in downtown Raleigh and at N.C. State University, Cary and RTP. Later, there's a light-rail line from Cary through downtown Raleigh to North Raleigh.

The Wake transit plan was criticized recently by an influential business group that lobbies for transportation improvements. The Regional Transportation Alliance, tied to the Greater Raleigh Chamber of Commerce, said the buses would not provide much improvement and the trains would cost too much. The group called for a new study of bus rapid transit – a hybrid breed of rubber-tire transportation that is less expensive and more flexible than light rail, but faster and more comfortable than regular bus service.

'We need that'

Geolas noted that Orange and Durham county commissioners already have approved their parts of a regional transit plan, including the Garner-to-Durham rush-hour trains. The two counties are collecting a half-cent local sales tax to help pay for the new service. There would be nothing wrong with looking at bus rapid transit as Wake County considers its own plan, he said.

"But in making that choice, my concern is that we not take our commitment away from a dedicated, regional rail system," Geolas said. "We need that."

Geolas is scheduled to join several civic and business leaders making the economic case for transit at a gathering this week in downtown Raleigh. The "Transit Makes \$en\$e Summit," 4-7 p.m. Thursday at the Marbles Museum, is intended to drum up public interest in advance of the Wake commissioners' transit discussion on Nov. 12.

Also on the bill Thursday are Jesse Lipson of Citrix, which is building offices for 450 technology workers next to Raleigh's planned Amtrak depot and downtown transit hub, and Jim Anthony of Colliers International, a commercial real estate firm.

Anthony's transit advocacy comes with an added note of fiscal caution. He wants to postpone the commuter trains and light rail improvements to wait for more growth that will generate more riders.

"Twenty years out, we're more likely to see a more useful, more fiscally responsible rail system," Anthony said.

"You've got to understand that the whole community has to underwrite it. You can't build it and bleed to death and have nobody on it, in my opinion."

Serving future needs

Karen Rindge, executive director of WakeUP Wake County, a civic group that lobbies for planned growth and public transportation, is one of the Thursday event's organizers.

Rindge opposes further delay on the Wake plan but, like Anthony, sees rail transit primarily as serving future needs. We'll need trains to help handle the relentless growth that shows no signs of slowing down, she said.

"By 2025 we're going to need 60,000 more housing units," Rindge said. "More multifamily units is where the market is, and fewer single-family homes."

"Transit is not just about how much it's going to cost to move people. It's about the jobs that are going to come, the development that's going to come – not to mention the public health benefits, the clean-air benefits, mobility for senior citizens and the disabled," Rindge said.

Rindge sees the suburban Triangle becoming less car-dependent as it grows more dense and more urban over the next few decades.

That's how Geolas sees Research Triangle Park, too. Building a rail transit plan will help the region keep its competitive edge, he said.

"As an innovation leader, this ought to be so easy for us to make a commitment to do," Geolas said. "I know it's costly. I know it's political. But golly, this ought to be something we can do."

Wake transit plan – which never got first look from commissioners – needs 'second look,' Triangle Transit chair says

The News and Observer Road Worrier By Bruce Sicheloff Posted November 5, 2013

RALEIGH — Fred Day IV of Raleigh, chairman of the Triangle Transit board of trustees, says it's "time to take a second look" at the Wake County transit plan – which has not yet received a first look by county commissioners since it was developed two years ago by Triangle Transit planners and County Manager David Cooke.

But he reiterated his support for proposed rush-hour commuter train service that would connect Durham and Garner with stops along the way at Research Triangle Park, Cary, N.C. State University and downtown Raleigh.

"Triangle Transit is committed to working with our county commissioners and our other elected leaders, stakeholders, the business community, and technical staffs to craft the best possible plan for Wake County," Day, a former Progress Energy CEO, said in a news release Tuesday after the Wake commissioners appointed him to a new term on the three-county transit agency board. "It's time to take a second look at Wake's transit plan and work together to provide our growing community with the full range of transit options it needs for today and in the future. A lot has changed in the Triangle since Wake's original draft plan was completed."

The Wake commissioners are bringing three transit experts from Florida and Colorado to Raleigh next Tuesday, Nov. 12, to evaluate a local trains-and-buses plan that commissioners have refused to discuss since 2011. The Regional Transportation Alliance, a business group that lobbies for transportation improvements, has criticized the plan and is calling for a new study of bus rapid transit – a hybrid breed of rubber-tire transportation that is less expensive and more flexible than light rail, but faster and more comfortable than regular bus service.

Bob Geolas, president and CEO of Research Triangle Park, and other transit advocates have expressed concern that the new bus rapid transit talk will undermine prospects for rail transit.

In an interview, Day noted that bus rapid transit had been considered and rejected a few years ago by a three-county citizen panel that developed a new plan with trains and standard buses.

“There’s nothing wrong with looking at it again,” Day said. “Maybe there are some improvements that have taken place. But that doesn’t mean bus rapid transit ought to replace commuter rail. I think commuter rail has a strong place in the plan. It’s a great way to connect a 37-mile area from Durham to Garner.”

The Wake commissioners also named Wake Forest Mayor Vivian Jones to the Triangle Transit board.

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

October 14, 2013

Jim Crawford

NCBOT At-Large Member Rural Transportation Issues

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Dear Mr. Crawford, Mr. Smith, Ms. McQueary, and Mr. Burns:

The North Carolina Board of Transportation will receive a report on the implementation of the Strategic Transportation Investments legislation at your November 2013 meeting. The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) recognizes the complexities of implementing this legislation and commends the continuous involvement of the work group in developing the detailed processes for evaluating transportation projects for Prioritization 3.0.

The DCHC MPO has several concerns about the recommendations NCDOT staff is making that contradict the consensus reached at recent work group meetings in regard to the local input point distribution and the normalization minimums. The work group's recommendation is that the local input point distributions should be split as follows:

Regional Impact: 10% Division Engineers; 20% MPO/RPO

Division Needs: 20% Division Engineers; 30% MPO/RPO

NCDOT staff is recommending an equal 15 percent split for Division Engineers and MPO/RPO for Regional Impact projects. The DCHC MPO supports the work group's recommendation.

As you know, MPO and RPO Boards consist primarily of local elected officials who are directly accountable to the local citizenry. MPO and RPO Boards develop their recommendations through an open process that includes multiple opportunities for public input. MPOs must meet stringent rules for public involvement as required by federal statutes (23 USC 134) and are evaluated every four years by the U.S. Department of Transportation. Failure to adequately allow for public involvement could result in the withholding of funding for the MPO. Our MPO certainly considers its role in ensuring the public has a voice in transportation decisions as essential to the transportation project development process, and we think that MPO and RPO Boards are the most appropriate bodies to reflect local sentiments and priorities in the Prioritization 3.0 process.

Jim Crawford represents the NC Board of Transportation on the DCHC MPO Board. NCDOT Division 5, Division 7, Division 8, Transportation Planning Branch, and Traffic Safety Unit staffs are on the staff-level technical committee that develops recommendations to the MPO Boards. Our MPO greatly values the participation and perspectives provided by our Division Engineers and Board of Transportation members, and their recommendations often have great influence on our MPO's positions. It is unnecessary to give the Division Engineers a greater share of the local input points than what the work group recommended. NCDOT's interests would be more than adequately represented through the work group's recommended share of points, their participation in the MPO and RPO process, and the quantitative criteria which have been designed to measure transportation goals of statewide concern.

NCDOT staff's recommendation cites that an equal share will "promote an equal partnership and a more global view of meeting transportation needs of moving people and goods and connecting people and places." We disagree. Following the recommendations of the MPO and RPO Boards and the work group would better promote an equal partnership in the implementation of this legislation. As part of the greater Triangle area, our MPO always looks beyond our MPO boundaries when considering the prioritization of projects. Durham and Wake counties have the greatest cross-county commuting flow in North Carolina, and we recognize that adequate transportation between these two counties is essential to our economies. In addition, the MPO boundaries are derived from U.S. Census defined urbanized areas which are based on residential and employment densities. In contrast, NCDOT Division boundaries are not based on any factors that reflect actual development or transportation patterns (as an example, the DCHC MPO is in three Divisions). As a result, we believe that MPOs are better able to assess the needs of moving people and goods and connecting people and places.

In addition, our MPO is also very much in disagreement on NCDOT's recommended application of normalization minimums for highway and non-highway projects, 90 percent and 4 percent respectively. The work group recommended that these minimums apply to the totality of funding in all three categories, Statewide Mobility, Regional Impact, and Division Needs. NCDOT has recommended that these minimums only apply to the Regional Impact and Division Needs categories. Freight rail and aviation are the only non-highway modes eligible in the Statewide Mobility category. There are no major freight rail or aviation projects planned over the next five years so highway expenditures will be a vast majority of the Statewide Mobility funding for Prioritization 3.0. NCDOT's claim that funding for a freight rail or aviation project could limit the funding available for other non-highway modes is extremely unlikely for Prioritization 3.0. By the time a major freight or aviation project is ready for

construction, NCDOT will likely have developed a more objective way to compare modes as staff have stated this is their intention for Prioritization 4.0.

Following NCDOT's recommendation would result in only a \$36 million annual minimum and, due to the highway minimum, a \$90 million annual maximum expenditure on non-highway modes. This is far below the amount that would be necessary for the State to provide any meaningful contribution to funding a passenger rail or fixed guideway project. It also limits the funding available for public transportation systems, bicycle, and pedestrian projects. These minimums were selected by referring to historical highway and non-highway expenditures. They do not represent the future needs of the State's growing urban areas. By only applying the minimums to the Regional Impact and Division Needs funding categories, the minimum spent on non-highway modes will likely decrease from the already inadequate historical expenditures.

In addition, the large MPOs receive approximately \$66 million annually in directly allocated Transportation Alternatives and Surface Transportation Program funding. MPOs may choose to use much of this funding on non-highway modes and could easily meet the non-highway minimum with these funds alone. Our MPO is greatly concerned that NCDOT's recommendation will further degrade the already sharply decreased State support for non-highway modes.

We appreciate your consideration of our MPO's position on these two matters. When the Joint Transportation Legislative Oversight Committee received an update from NCDOT staff on this matter on October 4, there was bipartisan support for increasing the MPO/RPO share of local input points consistent with the work group's recommendation. The work group has been an extremely valuable resource for gaining the support of local stakeholders and transportation experts in developing the implementation of the Strategic Transportation Investments legislation, and we urge the Board of Transportation to require NCDOT to follow their recommendations on these two issues.

Sincerely,



Ellen Reckhow, Chair

Transportation Advisory Committee

cc: DCHC MPO TAC Members and Alternates
NC Board of Transportation Members
Secretary Tony Tata, NCDOT
Nick Tennyson, NCDOT
Don Voelker, NCDOT
Julie White, NC Metro Mayors Coalition