

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
TECHNICAL COORDINATING COMMITTEE (TCC)**

**November 20, 2013
9:00 a.m.**

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

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

In accordance with the State Government Ethics Act, 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****CONSENT AGENDA****5. Approval of October 23, 2013 TCC Meeting Minutes****Attachment 5**

A copy of the October 23, 2013 minutes is enclosed as Attachment 5.

TCC Action: Approve minutes of the October 23, 2013 TCC meeting.

6. Resolution Endorsing Chapel Hill's Application for Pedestrian Plan Grant Funding**Attachment 6**

Dale McKeel, LPA Staff

The North Carolina Department of Transportation has made available funding to assist municipalities with bicycle and pedestrian planning efforts. The grants are awarded on a competitive basis. For the current grant cycle, communities interested in being considered must submit an application by December 19, 2013. The Town of Chapel Hill has prepared an application for a pedestrian planning grant. While there is no financial commitment expected from the MPO, NCDOT requires an endorsement from the MPO for all communities interested in submitting an application.

TCC Action: Recommend approval of the resolution.

7. FY 2013-2014 Unified Planning Work Program – Amendment #1**Attachment 7**

Felix Nwoko, LPA Staff

The TAC approved the 2013-2014 UPWP on May 8, 2013. The UPWP provides yearly funding allocations to support the ongoing transportation planning activities of the DCHC MPO. The

UPWP must identify MPO planning tasks to be undertaken with the use of federal transportation funds, including highway and transit programs. Funds that would not be expended during the current fiscal year must be de-obligated through an amendment in order for the funds to be available for programming in subsequent fiscal years. Amendment #1 reflects a request from Chapel Hill Transit.

TCC Action: Recommend approval of the resolution.

ACTION ITEMS

8. 2013 Coordinated Public Transportation – Human Services Transportation Plan (CPT-HSTP)

Attachment 8

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 Transportation Advisory Committee (TAC) reviewed the CPT-HSTP and released it for public comment at their November meeting. The TAC requested that the TCC review past MPO policies and provide specific guidance on implementation of the plan, mechanisms to continue coordination, and the collection of performance measures/evidence-based data for grant projects.

Attachment 8 is a copy of the plan that was released for public comment. The TAC will conduct a public hearing at their December 11, 2013 meeting, and could adopt the plan as early as their January 8, 2014 meeting.

TCC Action: Respond to the TAC request for implementation guidance for the CPT-HSTP.

9. Federal Functional Classification Review

Attachment 9, 9A

Ellen Beckmann, LPA Staff

Joy Liang, FHWA

NCDOT has requested that MPOs consider adjustments to the federal functional classification system. Attachment 9 is a memo describing the request and the reasons for necessary updates. Attachment 9A includes maps and a table displaying the current and proposed changes. Upon approval by the TCC, the proposal will be sent to NCDOT for review. Final approval will be requested by the TCC in January and TAC in February.

TCC Action: Approve the submission of federal functional classification changes to NCDOT for review.

10. STP-DA and Transportation Alternatives Program (TAP)

Attachment 10, 10A, 10B

Ellen Beckmann, LPA Staff

Andy Henry, LPA Staff

A TCC Subcommittee met on November 6, 2013 to discuss Prioritization 3.0, STP-DA, and Transportation Alternatives Program (TAP). Notes from this meeting are provided as Attachment 10. A Call for Projects will be held to program STP-DA and TAP funding in FY 2015 and 2016. Funding included in this Call for Projects will be the MPO's unobligated STP-DA balance (currently around \$14 Million) that is not expected to be obligated as of September 2014, estimated FY 15 and 16 STP-DA (\$4.4 million annually), FY 13 and 14 TAP (\$351,000 annually), and estimated FY 15 and 16 TAP (also \$351,000 annually). The TCC will make a recommendation for funding by early spring 2014.

A list of FY 2014 STPDA funding is included in Attachment 10A. Local governments were asked to provide an update on the schedules for obligating these funds and any requests for re-programming. The TCC needs to recommend an amendment to STPDA programming as well as a TIP amendment to correspond with current schedules. Attachment 10A also displays the estimated total funding available for the Call for Projects.

The Subcommittee recommends that local governments recommend transit, bicycle, pedestrian, and planning projects for consideration for funding with STP-DA and TAP funding at the same time that they develop their priority lists for Prioritization 3.0. Local governments in Orange and Chatham counties should recommend up to six additional bicycle/pedestrian projects (10 total), and local governments in Durham County should recommend up to 12 additional bicycle/pedestrian projects (20 total). Transit projects will be considered from both the transit project lists for Prioritization and replacement vehicle needs.

The TCC will need to revise the current policy for the distribution of STP-DA funding (Attachment 10B) to include a competitive process for TAP, establish a minimum project size, create more incentives for the timely obligation of funding, better incorporate the time-consuming federal authorization process, better address potential cost over-runs, and consider adjustments to the distribution formula among project types and recipients.

A TCC Subcommittee meeting has been scheduled for Thursday, December 5, 2013 at 2pm.

TCC Recommendation: Receive update. Recommend STPDA and TIP Amendments for FY 2014 STPDA funding.

11. Prioritization 3.0

Attachment 11

Ellen Beckmann, LPA Staff

Andy Henry, LPA Staff

A TCC Subcommittee met on November 6, 2013 to discuss Prioritization 3.0, STP-DA, and Transportation Alternatives Program (TAP). Notes from this meeting are provided as Attachment 10. These notes include several timelines for the many Prioritization processes.

A table of highway projects that were submitted for Prioritization 2.0 is included in Attachment 11. Strikethrough projects are modernization projects that NCDOT has determined are primarily bicycle/pedestrian projects and will be removed. The MPO may submit these projects as bicycle/pedestrian projects. All other projects will remain in the database for Prioritization 3.0. Attachment 11A is a table of projects in the 2040 MTP. Projects that are not currently in the Prioritization 2.0 database are highlighted. Nineteen additional projects can be submitted by the MPO.

The TAC released a draft list of bicycle and pedestrian projects for local government review and comment in October. The local governments can add, delete, and modify projects in this list. As discussed at the subcommittee meeting, local governments are requested to prioritize their top four (Orange and Chatham county governments) or eight (Durham county governments) projects for consideration by December 1, 2013. The TCC Subcommittee discussed the selection process for developing a recommended list of 20 projects for the MPO. LPA staff will be developing more details about this process and will develop a list of information needed from each local government.

Transit operators are expected to enter their projects into Partner Connect by November 29, 2013.

NCDOT Rail Division staff sent MPOs a list of projects for Prioritization 3.0 (Attachment 11B). It is unclear if MPOs/RPOs/Divisions need to submit these projects or if they are already in the database. The DCHC MPO can submit five rail projects.

A TCC Subcommittee meeting has been scheduled for Thursday, December 5, 2013 at 2pm.

TCC Action: Receive update and recommended that the TAC endorse the list of transit projects for submission to NCDOT. Direct Subcommittee to meet to develop recommended list of bicycle and pedestrian and highway project submittals.

REPORTS FROM STAFF:

12. Reports from Staff

Attachment 12

Felix Nwoko, LPA Staff

TCC Action: Receive report from staff

13. Report from the Chair

No attachment

Mark Ahrendsen, TCC Chair

TCC Action: Receive report from TCC Chair

14. NCDOT Report

Attachment 14

Wally Bowman, Division 5 – NCDOT

Mike Mills, Division 7 – NCDOT

Rob Stone, Division 8 – NCDOT
Julie Bollinger, Transportation Planning Branch – NCDOT
Kelly Becker, Traffic Operations – NCDOT

TCC Action: Receive report from NCDOT

INFORMATIONAL ITEMS:

15. **None**
No Attachment

Adjourn

Next meeting: December 18, 2013

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TECHNICAL COORDINATING COMMITTEE

MEETING MINUTES

October 23, 2013

The Technical Coordinating Committee met on October 23, 2013 at 9:08 a.m. in the

Council Committee Room on the second floor of Durham City Hall. The following attended:

- **Mark Ahrendsen City of Durham (TCC Chair)
- **Tom Altieri Orange County
- **Kelly Becker NCDOT – Traffic Operations
- **Julie Bollinger NCDOT – TPB
- **David Bonk Town of Chapel Hill (TCC Vice-Chair)
- **Jeff Brubaker Carrboro Planning
- **Margaret Hauth Hillsborough Planning
- **Andy Henry DCHC MPO
- **John Hodges-Copple Triangle J COG
- **Joey Hopkins NCDOT – Division 5
- **Bret Martin Orange County
- **Patrick McDonough Triangle Transit
- **Kumar Neppalli Chapel Hill Engineering
- **Pierre Osie’ Owusu City of Durham DATA
- **Meg Scully Durham County
- **Scott Whiteman Durham City/County Planning
- **Laura Woods Durham City/County Planning

- Ellen Beckmann DCHC MPO
- Tasha Johnson City of Durham Engineering
- Dale McKeel DCHC MPO
- Hillary Pace Chatham County
- Travis Pollack Gannett Fleming
- Liz Rooks RTF

- **Voting Member
- ^Temporary or Non-Voting Member
- Quorum Count: 20 of 25 Voting Members

Mark Ahrendsen, TCC Chair, called the meeting to order at 9:08 a.m. The Alternate Voting

Members were identified and indicated above.

40 **PRELIMINARIES:**

41 **Ethics Reminder**

42 In accordance with the State Governmental Ethics Act, it is the duty of every Board member
43 to avoid conflicts of interest. Does any Board member have any known conflict of interest with
44 respect to any matters coming before the Board today? If so, please identify the conflict and refrain
45 from any participation in the particular matter involved. There were none.

46 **Public Comments**

47 There were no comments from the public.

48 **CONSENT AGENDA:**

49 **Approval of September 25, 2013 TCC Meeting Minutes (Attachment 5)**

50 Ellen Beckmann requested the addition of the Roxboro/Latta/Infinity intersection to the TIP,
51 but Mark Ahrendsen noted that it was already approved and forwarded to the TAC. The TAC pulled it
52 from their action item, but not further TCC action is needed on this item. David Bonk mentioned the
53 reallocation of the STPDA Funds and Ellen Beckmann indicated that this item will be addressed in a
54 separate item today. A motion was made by Andrew Henry to adopt and seconded by Pierre Osie-
55 Owusu. The motion carried unanimously.

56 **ACTION ITEMS:**

57 **2013 Coordinated Public Transportation – Human Services Transportation Plan (CPT – HSTP)**

58 **(Attachments 7, 7A)**

59 Andrew Henry introduced Travis Pollack of Gannett Fleming to provide information about
60 the Coordinated Public Transportation – Human Services Transportation Plan (CPT – HSTP).

61 Travis Pollack provided an introduction and update of the CPT – HSTP along with
62 attachments. Travis Pollack presented an overview of the 2013 CPT – HSTP updated draft that was
63 developed by the Gannett Fleming consulting firm.

64 Pierre Osei-Owusu asked how 2013 CPT – HSTP plan fits into the LPA process. Ellen
65 Beckmann stated that Felix Nwoko mentioned there was an issue with 5310 and it was on the “to
66 do” list. David Bonk stated that this was a short-term issue because there was money left from the
67 old way that it was distributed. David Bonk expressed his concern about the implications this plan
68 will have on the use of the 5307 funds? And that input from the local providers would be helpful to
69 ensure that some the goals are consistent with their outlook.

70 Brett Martin suggested that the MPO conduct a set aside of funds based on a specific
71 amount to make funds available for implementing these types of projects. David Bonk stated that a
72 set aside may not be what is required; however, encouraging the local transit providers to try and
73 achieve these goals. David Bonk mentioned that some the goals are consistent with what the local
74 transit providers are already doing with respects to connectivity.

75 Mark Ahrendsen asked if the allocation formula now included an element related to low
76 income population and if the allocation formula has changed? Brett Martin responded yes. Mark
77 Ahrendsen mentioned that since the MPO has used the federal formula to sub allocate the 5703
78 funds it would be useful to reexamine the formula to confirm that it is consistent with the federal
79 formula ensuring that the money in the 5307 formula related to low income are directed to the
80 service areas that could reflect that population. Brett Martin agreed.

81 Andrew Henry asked who was in charge of developing these plans, is it the MPO? Pierre
82 Osei-Owusu stated the MPO is required to develop this plan in order to receive the federal funding.
83 Felix Nwoko is responsible for the process to the point that there is a call for projects. David Bonk
84 asked where did the money come from? And, stated that he recalled the state initiating this because
85 of the concern about the fragmented nature of the service provision for the programs that they were
86 funding. Meg Scully stated that it is a federal requirement of these grants that there be a current
87 plan in the jurisdiction for which funds are allocated to, and the state also required it for those whom

88 had outdated plans, so in the spring she developed a plan specifically for Durham County, so they can
89 remain eligible for state funding. Meg Scully stated any entity can develop a plan; it has to go
90 through their planning process, but the MPOs have taken it on to be able to administer and release
91 the federal funding. The RPO's were doing this for the rural communities in the area.

92 David Bonk ask Travis Pollack who did he report to while developing this plan? Travis Pollack
93 stated that he reported to Sherry Taylor-Lewis and Felix Nwoko of the MPO. He stated that there is a
94 federal requirement that there be a coordinated plan for JARC and New Freedom.

95 Patrick McDonough ask about the eligibility for JARC and New Freedom funds that are now
96 under 5307, and if they relate to eligibility under TARPO's version of this exercise or not? Brett
97 Martin stated that the challenge of the OPT in Orange County is that it is split between the urbanized
98 and non-urbanized area and when it comes to section 5307 or 5311 it comes down to where are the
99 capital improvements in relation to the urbanized area or outside of the urbanized area, and where
100 are the routes in relations to the urbanized area. The TARPO plan addresses everything outside the
101 MPO planning area; however, the planning area is larger than the urbanized area. OPT has services
102 that are spread throughout the area it is a mix and match to what funding sources they are eligible to
103 use for projects that were JARC eligible. Generally, the TARPO plan is everything outside of the
104 planning area and that is all section 5311 which JARC eligible projects for rural areas are under 5311
105 the same as urbanized areas are under 5307.

106 Natalie Murdock stated that funding can be drawn from both plans. If rural residents access
107 services in urbanized areas, the services can be funded with rural money because the origin of the
108 trip was in a rural area. Orange County can draw from two different plans that are not coordinated
109 even though the RPO was involved.

110 Travis Pollack stated that during the plan development they did review the TARPO and
111 Durham County plans, and they also had a question about the funding.

112 Brett Martin stated he had some comments about the plan and asked if the TCC members
113 would have an opportunity to comment on the plan prior to it going to the TAC? David Bonk stated
114 that during the public comment period TCC should collect their comments and develop a
115 recommendation that would be sent to the TAC for them to act on along with the other comments.
116 Andrew Henry stated that it would be easier collect comments together.

117 Mark Ahrendsen stated that the recommendation is to review the draft and recommend the
118 TAC to release it for public comment. A motion was made by Pierre Osei-Owusu to release the draft
119 to the TAC for public comment, and seconded by Brett Martin. The motion carried unanimously.

120 **Prioritization 3.0 (Attachment 8, 8A, 8B, 8C)**

121 Ellen Beckmann provided an introduction and update on the October 16, 2013 TCC
122 Subcommittee meeting on Prioritization 3.0 along with attachments.

123 Ellen Beckmann stated that today is the deadline for modifying projects that are currently in
124 the prioritization database and requested the TCC to recommend a list of transit projects, as well.

125 David Bonk asked if the projects highlighted in yellow were the projects that were removed
126 from the list and if the remaining projects are subjected to modification? Andrew Henry stated that
127 those are the projects NCDOT wants to remove because of the descriptive nature being bike/ped.

128 Ellen Beckmann stated that projects do not have to formally be removed until January, and she is not
129 sure if modernization projects that have been removed will count toward the five highway projects
130 to be drawn from the current list.

131 Scott Whiteman asked which projects would be removed. Ellen responded Briggs Avenue
132 extension, Glover road 147 Interchange and widening, and Old Oxford road widening were moved
133 from the 2040 MTP to the CTP.

134 Ellen Beckmann stated the MPO could submit 19 projects in addition to what is currently in
135 the database.

136 Brett Martin stated that Orange County wants to submit an NC 54 Widening project (from
137 Old Fayetteville road going west); however, part of the project is outside of the MPO planning area
138 and part of it is inside the MPO planning area and the project is not in the MTP. Since this is a
139 mobility project and is not in the MTP, can it be submitted? Ellen stated that it is probably
140 inappropriate for the MPO to submit a project that is not in the MTP, however TARPO can submit
141 that project. Andy Henry stated that TARPO could submit the project and if the project scores well in
142 SPOT, the MPO could have a discussion about supporting it. Ellen Beckmann reiterated that today is
143 the deadline for modifying highway projects, and TCC will make a recommendation in December.

144 Ellen Beckmann confirmed that no more than five rail projects can be submitted. David Bonk
145 stated that the Elliott road extension in Chapel Hill project that is on the MTP was not listed in
146 attachment 8B and requested to have this project added to the list. Ellen Beckmann agreed.

147 Ellen Beckmann stated that transit projects are due November 15, 2013. Chapel Hill Transit,
148 Data, and TTA provided a list which will be added as 8C. There are no limits to how many projects
149 the MPO can submit that are within the first five years (2016 – 2020). Only expansion projects are
150 subject to the prioritization process. The TCC must make a recommendation to have the TAC
151 endorse the list for submittal.

152 Patrick McDonough asked is it better to submit one large 11 ½ to 12 year project with a high
153 price tag or smaller projects. He asked if the STI 10% limitation would disqualify the proposed
154 Durham-Orange light rail transit project, and if the design/engineering and construction components
155 can be broken out. He believed FTA would not look favorably at the light rail project if it had a 0%
156 state match. Even a state match less than 10%, say 7% for example, would help the project in the
157 FTA process. Joey Hopkins stated he was unsure at this time and this question should be directed to
158 the workgroup.

159 John Hodges- Copple stated the next SPOT work group meeting is not until after the New
160 Year. He noted that Julie White, Metropolitan Mayors Association, recommends that the MPOs
161 educate the legislators before the next short legislative session concerning the STI limitations for
162 light rail transit.

163 Hillary Pace stated that Chatham County Transit has submitted a few projects for Chatham
164 County which included an expansion bus and a feasibility study for an operation center. Can the
165 request for the expansion bus be included for transit projects in both the RPO and MPO? Ellen
166 Beckmann stated that those types of project have always come through the RPO. Meg Sully stated
167 that anything going through the RPO must also go through the MPO whether it stays an RPO project
168 or not. Ellen Beckmann stated that the project can be added to the list.

169 Ellen Beckmann continued on to the bike and pedestrian portion of the presentation. Ellen
170 Beckmann stated that the MPO could is only allowed to submit 20 projects. Each local jurisdiction
171 should provide the MPO with their top 4 projects by December 1, 2013. Orange County, Chatham
172 County and Durham County should provide the top 8 projects. There should be a total of 36 projects
173 submitted; however, the top 20 will be scored. This is a much more manageable number then the 70
174 projects in the current SPOT database.

175 David Bonk stated that it would make sense for jurisdictions to adopt a list of the top 10
176 projects in total and the top 4 would be considered for scoring, and the others will be wait listed for
177 other funding the could be available at a later time.

178 Ellen Beckmann stated that the deadline for this list of projects is December 1, 2013, and
179 notified everyone that NCDOT will be using the prioritization list as the source for safe routes to
180 school eligible projects, so the recommendation is to try to include a few safe routes to school
181 projects in the top 4 or 8 projects.

182 David Bonk asked if the funding that has not been obligated will be reallocated as part of the
183 SPOT process. Joey Hopkins stated that he did not have an answer for this question.

184 Ellen Beckmann continued to on to discuss the future deadlines. The development of the
185 recommendation for the local input points is due by July 31, 2014. Revisions to the local ranking
186 methodology should be completed by April 2014 and approved by NCDOT by May 1, 2014. With the
187 July deadline this may necessitate a July TAC Meeting; however, this will be coordinated with the TAC
188 Board members.

189 Margaret Hauth suggested the idea of changing the TAC and TCC meetings around starting in
190 January so the TAC meetings are scheduled closer to the deadlines, giving the MPO more process
191 time. Ellen agreed to ask for the changes.

192 Andrew Henry asked if there will be a scoring methodology to the bike and pedestrian
193 projects. Ellen Beckman stated there were discussions within the subcommittee about developing a
194 scoring method or criteria to narrow the projects down from 36 to 20. This is a discussion for the
195 subcommittee and the recommendations need to be made by December 18, 2013.

196 David Bonk asked what does the subcommittee need to do between now and the action date
197 in December. Ellen Beckmann stated that the local jurisdictions need to review the highway list to
198 ensure that the 19 submitted projects cover everyone's requests.

199 A motion was made by Pierre Osei-Owusu to recommend the transit project list with the
200 additions of Orange and Chatham County transit projects (Attachment 8C) to the TAC for
201 endorsement and submission to NCDOT, and seconded by Margaret Hauth. The motion carried
202 unanimously.

203 David Bonk requested to set a date for the next TCC subcommittee meeting to discuss the
204 issues of developing a ranking methodology for the bike and pedestrian projects as well as the

205 highway projects. David Bonk suggested Wednesday, November 6, 2013 at 1:30pm and asked Ellen
206 Beckmann and Andrew Henry to reserve a location for the meeting.

207 David Bonk expressed concern and requested clarification about the allocation of the STP-DA
208 funds and the states input with respects to allocating the STP-DA funds. Jill Stark was not available
209 for feedback so this question will be held for a later date.

210 **STP-DA and Transportation Alternatives Program (TAP) (Attachments 8, 9)**

211 Ellen Beckmann provided an introduction on the October 16, 2013 TCC Subcommittee
212 meeting on STP-DA and Transportation Alternatives Program (TAP) and identified the attachments.

213 Ellen Beckmann stated that projects were only programed through FY 2014 and that projects
214 will be programed for FY 2015-16 using the unobligated balance plus the estimated FY 2015-16
215 funding. The Transportation Alternatives Program (TAP) receives \$350,000 annually and must be
216 used for transportation alternatives, which are primarily bike and pedestrian projects. All projects
217 must be decided through a competitive process. The idea is complete a call for projects for both
218 programs at the same time and develop a recommendation by early spring of 2014 to ensure time
219 for all local governments to budget for it. Mark Ahrendsen stated that the sooner the budget
220 impacts are known, the better, and suggested a February or March decision. Ellen Beckmann will
221 work toward designating the project by February to help local budgets processes. Items that are
222 submitted to the MPO by December 1, 2013 for prioritization will also be considered for STP-DA and
223 TAP funding. Orange and Chatham County can submit up to six additional bike and pedestrian
224 projects. Durham County can submit up to twelve additional bike and pedestrian projects for
225 consideration. Transit replacement vehicles are eligible for STP-DA funds. Ellen Beckmann
226 recommended that this information be taken to the board members.

227 Ellen Beckmann stated that there are some changes needed in attachment #9 to reflect
228 individual needs, the federal approval process, and provide incentives to spend the money quickly.

229 There is a high unobligated balance that needs to be reduced. This is an item for the subcommittee
230 to discuss and develop an appropriate policy.

231 David Bonk stated that some of the funding should be reallocated to a project that needs to
232 be started quickly. The subcommittee should review the list of projects that have been funded but
233 not yet obligated, and get a realistic assessment about the status of the projects.

234 Pierre Osei-Owusu asked if projects that provide access to transit are eligible for TAP
235 funding? Ellen Beckmann stated that access to transit is eligible.

236 Ellen Beckmann stated that the subcommittee will discuss this further during the November
237 6, 2013 meeting.

238 **REPORTS FROM STAFF:**

239 **Reports from Staff**

240 There were no reports from the staff.

241 **Report from the Chair**

242 There was nothing to report from the Chair.

243 **NCDOT Reports (Attachment 12)**

244 Ed Lewis, Division 7, stated the contractor will be onsite on November 12, 2013 to install the
245 guard rail on NC 751. The Bids for the Mt. Moriah/Erwin round-a-bout came in too high and they will
246 be re-advertising it; however, it does not affect the project completion date.

247 **INFORMATIONAL ITEMS:**

248 Brett Martin inquired about the UPWP billing forms. David Bonk stated that the STP-DA forms are
249 still needed and confirmation that the PL/STP-DA narrative form is still being used.

250 Jeff Brubaker commented on the North Carolina Bike Summit wrapping up on Sunday
251 October 20, 2013 and mentioned that it was a very successful project overall. Jeff Brubaker thanked
252 Dale McKeel for his help with the Summit.

253 Patrick McDonough advised everyone that on November 12th, 13th, and 14th will be the first
254 round of environmental impact workshops on the Durham/Orange Light Rail corridor. The workshops
255 will be held in Durham and Chapel Hill.

256 Mark Ahrendsen advised every one of the rail forum on November 12, 2013. John Hodges-
257 Cople stated that the forum will be held at the Friday Center in Chapel Hill. The NCDOT Rail Division
258 will be hosting an all-day forum.

259

260 **Adjournment**

261 There being no further business before the Technical Coordinating Committee, the meeting
262 was adjourned at 10:46 a.m.

RESOLUTION ENDORSING THE TOWN OF CHAPEL HILL’S APPLICATION TO THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION (NCDOT) FOR A PEDESTRIAN PLANNING GRANT

December 11, 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 North Carolina Department of Transportation has a matching grant program that encourages municipalities to develop comprehensive bicycle plans and pedestrian plans; and

WHEREAS, NCDOT has opened a call for applications for grants under the Bicycle and Pedestrian Planning Grant Initiative; and

WHEREAS, the Town of Chapel Hill has prepared an application for a grant to prepare a comprehensive pedestrian plan.

BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee endorses the Town of Chapel Hill’s pedestrian planning grant application provided here on this, the 11th day of December, 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: December 11, 2013

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

RESOLUTION

TO APPROVE AMENDMENT #1 TO THE FY 2013-2014 UNIFIED PLANNING WORK PROGRAM OF THE DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION (DCHC MPO)

December 11, 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, A comprehensive and continuing transportation planning program must be carried out cooperatively in order to ensure that funds for transportation planning projects are effectively allocated to the DCHC MPO; and

WHEREAS, The Durham-Chapel Hill-Carrboro MPO requests an amendment to the 2013-2014 UPWP as outlined on the attached tables; and

WHEREAS, Members of the Transportation Advisory Committee agree that the Unified Planning Work Program amendment effectively advances transportation planning for 2013-2014

Now, therefore, be it resolved that the Transportation Advisory Committee hereby endorses Amendment #1 of the Durham-Chapel Hill-Carrboro Urban Area Unified Planning Work Program for the FY 2013-2014 as described in the attached sheets.

I, Ellen Reckhow, Transportation Advisory Committee Chair, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Durham-Chapel Hill- Carrboro Urban Area Transportation Advisory Committee, duly held on the 11th day of December, 2013

Signature of TAC Chair
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

STATE OF: North Carolina
COUNTY OF: Durham

I, _____, a Notary Public of _____ County, North Carolina do hereby certify that Ellen Reckhow personally appeared before me on the 11th day of December, 2013, to affix her signature to the foregoing document.

Notary Public
101 City Hall Plaza
Durham, NC 27701

My commission expires: _____

Town of Chapel Hill Budget Table						Town of Chapel Hill Amendment #1 -Budget Table						Town of Chapel Hill Budget Table					
#REF!	Task Description	FTA Section 5309				#REF!	Task Description	Change in 5309				#REF!	Task Description	FTA Section 5309			
		Local 10%	NCDOT 10%	FTA 80%	Total 100%			FTA Section 5309						Local 25%	NCDOT 25%	FTA 50%	Total 100%
								Local	NCDOT	FTA	Total						
II-A	Surveillance of Change					II-A	Surveillance of Change					II-A	Surveillance of Change				
	1 Traffic Volume Counts	\$0	\$0	\$0	\$0		1 Traffic Volume Counts	0	0	0	0		1 Traffic Volume Counts	\$0	\$0	\$0	\$0
	2 Vehicle Miles of Travel	\$0	\$0	\$0	\$0		2 Vehicle Miles of Travel	0	0	0	0		2 Vehicle Miles of Travel	\$0	\$0	\$0	\$0
	3 Street System Changes	\$0	\$0	\$0	\$0		3 Street System Changes	0	0	0	0		3 Street System Changes	\$0	\$0	\$0	\$0
	4 Traffic Accidents	\$0	\$0	\$0	\$0		4 Traffic Accidents	0	0	0	0		4 Traffic Accidents	\$0	\$0	\$0	\$0
	5 Transit System Data	\$0	\$0	\$0	\$0		5 Transit System Data	0	0	0	0		5 Transit System Data	\$0	\$0	\$0	\$0
	6 Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$0	\$0		6 Dwelling Unit, Pop. & Emp. Change	0	0	0	0		6 Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$0	\$0
	7 Air Travel	\$0	\$0	\$0	\$0		7 Air Travel	0	0	0	0		7 Air Travel	\$0	\$0	\$0	\$0
	8 Vehicle Occupancy Rates	\$0	\$0	\$0	\$0		8 Vehicle Occupancy Rates	0	0	0	0		8 Vehicle Occupancy Rates	\$0	\$0	\$0	\$0
	9 Travel Time Studies	\$0	\$0	\$0	\$0		9 Travel Time Studies	0	0	0	0		9 Travel Time Studies	\$0	\$0	\$0	\$0
	10 Mapping	\$0	\$0	\$0	\$0		10 Mapping	0	0	0	0		10 Mapping	\$0	\$0	\$0	\$0
	11 Central Area Parking Inventory	\$0	\$0	\$0	\$0		11 Central Area Parking Inventory	0	0	0	0		11 Central Area Parking Inventory	\$0	\$0	\$0	\$0
	12 Bike & Ped. Facilities Inventory	\$0	\$0	\$0	\$0		12 Bike & Ped. Facilities Inventory	0	0	0	0		12 Bike & Ped. Facilities Inventory	\$0	\$0	\$0	\$0
	13 Bike & Ped. Counts	\$0	\$0	\$0	\$0		13 Bike & Ped. Counts	0	0	0	0		13 Bike & Ped. Counts	\$0	\$0	\$0	\$0
II-B	Long Range Transp. Plan					II-B	Long Range Transp. Plan					II-B	Long Range Transp. Plan				
	1 Collection of Base Year Data	\$0	\$0	\$0	\$0		1 Collection of Base Year Data	0	0	0	0		1 Collection of Base Year Data	\$0	\$0	\$0	\$0
	2 Collection of Network Data	\$0	\$0	\$0	\$0		2 Collection of Network Data	0	0	0	0		2 Collection of Network Data	\$0	\$0	\$0	\$0
	3 Travel Model Updates	\$0	\$0	\$0	\$0		3 Travel Model Updates	0	0	0	0		3 Travel Model Updates	\$0	\$0	\$0	\$0
	4 Travel Surveys	\$0	\$0	\$0	\$0		4 Travel Surveys	0	0	0	0		4 Travel Surveys	\$0	\$0	\$0	\$0
	5 Forecast of Data to Horizon year	\$0	\$0	\$0	\$0		5 Forecast of Data to Horizon year	0	0	0	0		5 Forecast of Data to Horizon year	\$0	\$0	\$0	\$0
	6 Community Goals & Objectives	\$0	\$0	\$0	\$0		6 Community Goals & Objectives	0	0	0	0		6 Community Goals & Objectives	\$0	\$0	\$0	\$0
	7 Forecast of Future Travel Patterns	\$0	\$0	\$0	\$0		7 Forecast of Future Travel Patterns	0	0	0	0		7 Forecast of Future Travel Patterns	\$0	\$0	\$0	\$0
	8 Capacity Deficiency Analysis	\$0	\$0	\$0	\$0		8 Capacity Deficiency Analysis	0	0	0	0		8 Capacity Deficiency Analysis	\$0	\$0	\$0	\$0
	9 Highway Element of the L RTP	\$0	\$0	\$0	\$0		9 Highway Element of the L RTP	0	0	0	0		9 Highway Element of the L RTP	\$0	\$0	\$0	\$0
	10 Transit Element of the L RTP	\$0	\$0	\$0	\$0		10 Transit Element of the L RTP	0	0	0	0		10 Transit Element of the L RTP	\$0	\$0	\$0	\$0
	11 Bicycle & Ped. Element of the L RTP	\$0	\$0	\$0	\$0		11 Bicycle & Ped. Element of the L RTP	0	0	0	0		11 Bicycle & Ped. Element of the L RTP	\$0	\$0	\$0	\$0
	12 Airport/Air Travel Element of L RTP	\$0	\$0	\$0	\$0		12 Airport/Air Travel Element of L RTP	0	0	0	0		12 Airport/Air Travel Element of L RTP	\$0	\$0	\$0	\$0
	13 Collector Street Element of L RTP	\$0	\$0	\$0	\$0		13 Collector Street Element of L RTP	0	0	0	0		13 Collector Street Element of L RTP	\$0	\$0	\$0	\$0
	14 Rail, Water or other mode of L RTP	\$0	\$0	\$0	\$0		14 Rail, Water or other mode of L RTP	0	0	0	0		14 Rail, Water or other mode of L RTP	\$0	\$0	\$0	\$0
	15 Freight Movement/Mobility Planning	\$0	\$0	\$0	\$0		15 Freight Movement/Mobility Planning	0	0	0	0		15 Freight Movement/Mobility Planning	\$0	\$0	\$0	\$0
	16 Financial Planning	\$0	\$0	\$0	\$0		16 Financial Planning	0	0	0	0		16 Financial Planning	\$0	\$0	\$0	\$0
	17 Congestion Management Strategies	\$0	\$0	\$0	\$0		17 Congestion Management Strategies	0	0	0	0		17 Congestion Management Strategies	\$0	\$0	\$0	\$0
	18 Air Qual. Planning/Conformity Anal.	\$0	\$0	\$0	\$0		18 Air Qual. Planning/Conformity Anal.	0	0	0	0		18 Air Qual. Planning/Conformity Anal.	\$0	\$0	\$0	\$0
II-C	Short Range Transit Planning					II-C	Short Range Transit Planning					II-C	Short Range Transit Planning				
	1 Short Range Transit Planning	\$0	\$0	\$0	\$0		1 Short Range Transit Planning	0	0	0	0		1 Short Range Transit Planning	\$0	\$0	\$0	\$0
III-A	Planning Work Program					III-A	Planning Work Program					III-A	Planning Work Program				
	Planning Work Program	\$0	\$0	\$0	\$0		Planning Work Program	0	0	0	0		Planning Work Program	\$0	\$0	\$0	\$0
III-B	Transp. Improvement Plan					III-B	Transp. Improvement Plan					III-B	Transp. Improvement Plan				
	TIP	\$0	\$0	\$0	\$0		TIP	0	0	0	0		TIP	\$0	\$0	\$0	\$0
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.					III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.					III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.				
	1 Title VI	\$0	\$0	\$0	\$0		1 Title VI	0	0	0	0		1 Title VI	\$0	\$0	\$0	\$0
	2 Environmental Justice	\$0	\$0	\$0	\$0		2 Environmental Justice	0	0	0	0		2 Environmental Justice	\$0	\$0	\$0	\$0
	3 Minority Business Enterprise	\$0	\$0	\$0	\$0		3 Minority Business Enterprise	0	0	0	0		3 Minority Business Enterprise	\$0	\$0	\$0	\$0
	4 Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0		4 Planning for the Elderly & Disabled	0	0	0	0		4 Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0
	5 Safety/Drug Control Planning	\$0	\$0	\$0	\$0		5 Safety/Drug Control Planning	0	0	0	0		5 Safety/Drug Control Planning	\$0	\$0	\$0	\$0
	6 Public Involvement	\$0	\$0	\$0	\$0		6 Public Involvement	0	0	0	0		6 Public Involvement	\$0	\$0	\$0	\$0
	7 Private Sector Participation	\$0	\$0	\$0	\$0		7 Private Sector Participation	0	0	0	0		7 Private Sector Participation	\$0	\$0	\$0	\$0
III-D	Incidental Png./Project Dev.					III-D	Incidental Png./Project Dev.					III-D	Incidental Png./Project Dev.				
	1 Transportation Enhancement Png.	\$0	\$0	\$0	\$0		1 Transportation Enhancement Png.	0	0	0	0		1 Transportation Enhancement Png.	\$0	\$0	\$0	\$0
	2 Enviro. Analysis & Pre-TIP Png.	\$0	\$0	\$0	\$0		2 Enviro. Analysis & Pre-TIP Png.	0	0	0	0		2 Enviro. Analysis & Pre-TIP Png.	\$0	\$0	\$0	\$0
	3 Special Studies	\$43,750	\$43,750	\$350,000	\$437,500		3 Special Studies	5,000	5,000	40,000	50,000		3 Special Studies	\$38,750	\$38,750	\$310,000	\$387,500
	4 Regional or Statewide Planning	\$0	\$0	\$0	\$0		4 Regional or Statewide Planning	0	0	0	0		4 Regional or Statewide Planning	\$0	\$0	\$0	\$0
III-E	Management & Operations					III-E	Management & Operations					III-E	Management & Operations				
	1 Management & Operations	\$0	\$0	\$0	\$0		1 Management & Operations	(5,000)	(5,000)	(40,000)	(50,000)		1 Management & Operations	\$5,000	\$5,000	\$40,000	\$50,000
Totals		\$43,750	\$43,750	\$350,000	\$437,500	Totals		\$0	\$0	\$0	\$0	Totals		\$43,750	\$43,750	\$350,000	\$437,500

Town of Chapel Hill Budget Table					Town of Chapel Hill Amendment #1 -Budget Table					Town of Chapel Hill Budget Table							
#REF!	Task Description	Amendment #1				#REF!	Task Description	Proposed Change in 5307				Task Description	Original Adopted (may 2013) UPWP				
		FTA Section 5307						FTA Section 5307					FTA Section 5307				
		Local 10%	NCDOT 10%	FTA 80%	Total 100%			Local 10%	NCDOT 10%	FTA 80%	Total 100%		Local 10%	NCDOT 10%	FTA 80%	Total 100%	
II-A	Surveillance of Change					II-A	Surveillance of Change					II-A	Surveillance of Change				
1	Traffic Volume Counts	\$0	\$0	\$0	\$0	1	Traffic Volume Counts	0	0	0	0	1	Traffic Volume Counts	\$0	\$0	\$0	\$0
2	Vehicle Miles of Travel	\$0	\$0	\$0	\$0	2	Vehicle Miles of Travel	0	0	0	0	2	Vehicle Miles of Travel	\$0	\$0	\$0	\$0
3	Street System Changes	\$0	\$0	\$0	\$0	3	Street System Changes	0	0	0	0	3	Street System Changes	\$0	\$0	\$0	\$0
4	Traffic Accidents	\$0	\$0	\$0	\$0	4	Traffic Accidents	0	0	0	0	4	Traffic Accidents	\$0	\$0	\$0	\$0
5	Transit System Data	\$3,125	\$3,125	\$25,000	\$31,250	5	Transit System Data	0	0	0	0	5	Transit System Data	\$3,125	\$3,125	\$25,000	\$31,250
6	Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$0	\$0	6	Dwelling Unit, Pop. & Emp. Change	0	0	0	0	6	Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$0	\$0
7	Air Travel	\$0	\$0	\$0	\$0	7	Air Travel	0	0	0	0	7	Air Travel	\$0	\$0	\$0	\$0
8	Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	8	Vehicle Occupancy Rates	0	0	0	0	8	Vehicle Occupancy Rates	\$0	\$0	\$0	\$0
9	Travel Time Studies	\$0	\$0	\$0	\$0	9	Travel Time Studies	0	0	0	0	9	Travel Time Studies	\$0	\$0	\$0	\$0
10	Mapping	\$2,750	\$2,750	\$22,000	\$27,500	10	Mapping	0	0	0	0	10	Mapping	\$2,750	\$2,750	\$22,000	\$27,500
11	Central Area Parking Inventory	\$0	\$0	\$0	\$0	11	Central Area Parking Inventory	0	0	0	0	11	Central Area Parking Inventory	\$0	\$0	\$0	\$0
12	Bike & Ped. Facilities Inventory	\$0	\$0	\$0	\$0	12	Bike & Ped. Facilities Inventory	0	0	0	0	12	Bike & Ped. Facilities Inventory	\$0	\$0	\$0	\$0
13	Bike & Ped. Counts	\$0	\$0	\$0	\$0	13	Bike & Ped. Counts	0	0	0	0	13	Bike & Ped. Counts	\$0	\$0	\$0	\$0
II-B	Long Range Transp. Plan					II-B	Long Range Transp. Plan					II-B	Long Range Transp. Plan				
1	Collection of Base Year Data	\$0	\$0	\$0	\$0	1	Collection of Base Year Data	0	0	0	0	1	Collection of Base Year Data	\$0	\$0	\$0	\$0
2	Collection of Network Data	\$0	\$0	\$0	\$0	2	Collection of Network Data	0	0	0	0	2	Collection of Network Data	\$0	\$0	\$0	\$0
3	Travel Model Updates	\$0	\$0	\$0	\$0	3	Travel Model Updates	0	0	0	0	3	Travel Model Updates	\$0	\$0	\$0	\$0
4	Travel Surveys	\$0	\$0	\$0	\$0	4	Travel Surveys	0	0	0	0	4	Travel Surveys	\$0	\$0	\$0	\$0
5	Forecast of Data to Horizon year	\$0	\$0	\$0	\$0	5	Forecast of Data to Horizon year	0	0	0	0	5	Forecast of Data to Horizon year	\$0	\$0	\$0	\$0
6	Community Goals & Objectives	\$0	\$0	\$0	\$0	6	Community Goals & Objectives	0	0	0	0	6	Community Goals & Objectives	\$0	\$0	\$0	\$0
7	Forecast of Future Travel Patterns	\$0	\$0	\$0	\$0	7	Forecast of Future Travel Patterns	0	0	0	0	7	Forecast of Future Travel Patterns	\$0	\$0	\$0	\$0
8	Capacity Deficiency Analysis	\$0	\$0	\$0	\$0	8	Capacity Deficiency Analysis	0	0	0	0	8	Capacity Deficiency Analysis	\$0	\$0	\$0	\$0
9	Highway Element of the LRTP	\$0	\$0	\$0	\$0	9	Highway Element of the LRTP	0	0	0	0	9	Highway Element of the LRTP	\$0	\$0	\$0	\$0
10	Transit Element of the LRTP	\$0	\$0	\$0	\$0	10	Transit Element of the LRTP	0	0	0	0	10	Transit Element of the LRTP	\$0	\$0	\$0	\$0
11	Bicycle & Ped. Element of the LRTP	\$0	\$0	\$0	\$0	11	Bicycle & Ped. Element of the LRTP	0	0	0	0	11	Bicycle & Ped. Element of the LRTP	\$0	\$0	\$0	\$0
12	Airport/Air Travel Element of LRTP	\$0	\$0	\$0	\$0	12	Airport/Air Travel Element of LRTP	0	0	0	0	12	Airport/Air Travel Element of LRTP	\$0	\$0	\$0	\$0
13	Collector Street Element of LRTP	\$0	\$0	\$0	\$0	13	Collector Street Element of LRTP	0	0	0	0	13	Collector Street Element of LRTP	\$0	\$0	\$0	\$0
14	Rail, Water or other mode of LRTP	\$0	\$0	\$0	\$0	14	Rail, Water or other mode of LRTP	0	0	0	0	14	Rail, Water or other mode of LRTP	\$0	\$0	\$0	\$0
15	Freight Movement/Mobility Planning	\$0	\$0	\$0	\$0	15	Freight Movement/Mobility Planning	0	0	0	0	15	Freight Movement/Mobility Planning	\$0	\$0	\$0	\$0
16	Financial Planning	\$62,225	\$62,225	\$497,800	\$622,250	16	Financial Planning	28,225	28,225	225,800	282,250	16	Financial Planning	\$34,000	\$34,000	\$272,000	\$340,000
17	Congestion Management Strategies	\$0	\$0	\$0	\$0	17	Congestion Management Strategies	0	0	0	0	17	Congestion Management Strategies	\$0	\$0	\$0	\$0
18	Air Qual. Planning/Conformity Anal.	\$0	\$0	\$0	\$0	18	Air Qual. Planning/Conformity Anal.	0	0	0	0	18	Air Qual. Planning/Conformity Anal.	\$0	\$0	\$0	\$0
II-C	Short Range Transit Planning					II-C	Short Range Transit Planning					II-C	Short Range Transit Planning				
1	Short Range Transit Planning	\$1,250	\$1,250	\$10,000	\$12,500	1	Short Range Transit Planning	0	0	0	0	1	Short Range Transit Planning	\$1,250	\$1,250	\$10,000	\$12,500
III-A	Planning Work Program					III-A	Planning Work Program					III-A	Planning Work Program				
	Planning Work Program	\$500	\$500	\$4,000	\$5,000		Planning Work Program	0	0	0	0		Planning Work Program	\$500	\$500	\$4,000	\$5,000
III-B	Transp. Improvement Plan					III-B	Transp. Improvement Plan					III-B	Transp. Improvement Plan				
	TIP	\$500	\$500	\$4,000	\$5,000		TIP	0	0	0	0		TIP	\$500	\$500	\$4,000	\$5,000
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.					III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.					III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.				
1	Title VI	\$250	\$250	\$2,000	\$2,500	1	Title VI	(250)	(250)	(2,000)	(2,500)	1	Title VI	\$500	\$500	\$4,000	\$5,000
2	Environmental Justice	\$0	\$0	\$0	\$0	2	Environmental Justice	0	0	0	0	2	Environmental Justice	\$0	\$0	\$0	\$0
3	Minority Business Enterprise	\$500	\$500	\$4,000	\$5,000	3	Minority Business Enterprise	0	0	0	0	3	Minority Business Enterprise	\$500	\$500	\$4,000	\$5,000
4	Planning for the Elderly & Disabled	\$5,000	\$5,000	\$40,000	\$50,000	4	Planning for the Elderly & Disabled	4,000	4,000	32,000	40,000	4	Planning for the Elderly & Disabled	\$1,000	\$1,000	\$8,000	\$10,000
5	Safety/Drug Control Planning	\$1,000	\$1,000	\$8,000	\$10,000	5	Safety/Drug Control Planning	(3,000)	(3,000)	(24,000)	(30,000)	5	Safety/Drug Control Planning	\$4,000	\$4,000	\$32,000	\$40,000
6	Public Involvement	\$500	\$500	\$4,000	\$5,000	6	Public Involvement	0	0	0	0	6	Public Involvement	\$500	\$500	\$4,000	\$5,000
7	Private Sector Participation	\$0	\$0	\$0	\$0	7	Private Sector Participation	0	0	0	0	7	Private Sector Participation	\$0	\$0	\$0	\$0
III-D	Incidental Plng./Project Dev.					III-D	Incidental Plng./Project Dev.					III-D	Incidental Plng./Project Dev.				
1	Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	1	Transportation Enhancement Plng.	0	0	0	0	1	Transportation Enhancement Plng.	\$0	\$0	\$0	\$0
2	Enviro. Analysis & Pre-TIP Plng.	\$0	\$0	\$0	\$0	2	Enviro. Analysis & Pre-TIP Plng.	0	0	0	0	2	Enviro. Analysis & Pre-TIP Plng.	\$0	\$0	\$0	\$0
3	Special Studies	\$0	\$0	\$0	\$0	3	Special Studies	0	0	0	0	3	Special Studies	\$0	\$0	\$0	\$0
4	Regional or Statewide Planning	\$3,750	\$3,750	\$30,000	\$37,500	4	Regional or Statewide Planning	0	0	0	0	4	Regional or Statewide Planning	\$3,750	\$3,750	\$30,000	\$37,500
III-E	Management & Operations					III-E	Management & Operations					III-E	Management & Operations				
1	Management & Operations	\$14,650	\$14,650	\$117,200	\$146,500	1	Management & Operations	3,725	3,725	29,800	37,250	1	Management & Operations	\$10,925	\$10,925	\$87,400	\$109,250
Totals		\$96,000	\$96,000	\$768,000	\$960,000	Totals		\$32,700	\$32,700	\$261,600	\$327,000	Totals		\$63,300	\$63,300	\$506,400	\$633,000

**CHAPEL HILL TRANSIT
FTA TASK NARRATIVE TABLE
FY2013-2014 (FY14) UPWP**

1-	MPO	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)
2-	FTA Code	442400	442400	442400	442301	442302	442302	442302	442302
3-	Task Code	II-A-1	II-A-5	II-A-6	II-A-10	II-A-12	II-A-13	II-B-1	II-B-2
4-	Title of Planning Task	Traffic Volume Counts	Transit System Data	Dwelling Unit, Pop. & Emp. Change	Mapping	Bike & Ped. Facilities Inventory	Bike & Ped Counts	Collection of Base Year Data	Collection of Network Data
5-	Task Objective		Review and analyze transit system data to monitor changes in travel behavior	Compare projected 2040 population and employment with results of revised 2020 Comprehensive Plan Land Use	Participate with MPO in further development of regional GIS database; prepare mapping to support local and regional activities				
6-	Tangible Product Expected		Chapel Hill Data Book Update	Revised population and employment projections	Geo spatial database				
7-	Expected Completion Date of Product(s)	6/30/2014	6/30/2014	6/30/2014	6/30/2014	6/30/2014	6/30/2014	6/30/2014	6/30/2014
8-	Previous Work		2012 Data Book Update	Development of 2035 population and employment projections	Provided support for development of geo spatial database architecture				
9-	Prior FTA Funds		\$60,000	\$3,000	\$40,000				
10-	Relationship To Other Activities		Supports implementation of LRTP	Support development of LRTP	Supports development of LRTP and related MPO activities				
11-	Agency Responsible for Task Completion	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill
12-	HPR - Highway - NCDOT 20%								
13-	HPR - Highway - FHWA 80%								
14-	Section 104 (f) PL Local 20%	\$600		\$2,000	\$2,000	\$600	\$751	\$2,000	
15-	Section 104 (f) PL FHWA 80%	\$2,400		\$8,000	\$8,000	\$2,400	\$3,003	\$8,000	
16-	Section 5303 Local 10%		\$200	\$400	\$3,300				\$500
17-	Section 5303 NCDOT 10%		\$200	\$400	\$3,300				\$500
18-	Section 5303 FTA 80%		\$1,600	\$3,200	\$26,400				\$4,000
19-	Section 5307 Transit - Local 10%		\$3,125		\$2,750				
20-	Section 5307 Transit - NCDOT 10%		\$3,125		\$2,750				
21-	Section 5307 Transit - FTA 80%		\$25,000		\$22,000				
22-	Section 5309 Transit - Local 10%								
23-	Section 5309 Transit - NCDOT 10%								
24-	Section 5309 Transit - FTA 80%								
		\$3,000	\$2,000	\$4,000	\$33,000	\$0	\$0	\$0	\$5,000
	Amendment #1 Nov 13, 2013	\$0	\$31,250	\$0	\$27,500	\$0	\$0	\$0	\$0

**CHAPEL HILL TRANSIT
FTA TASK NARRATIVE TABLE
FY2013-2014 (FY14) UPWP**

1-	MPO	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)
2-	FTA Code	442302	442302	442302	442302	442302	442100	442500	442700
3-	Task Code	II-B-3	II-B-5	II-B-16	II-B-17	II-C-1	III-A-1	III-B-1	III-C-1
4-	Title of Planning Task	Travel Model Updates	Forecast of Data to Horizon Year	Financial Planning	Congestion Management Strategies	Short Range Transit Planning	Planning Work Program	Transportation Improvement Program	Title VI
5-	Task Objective	Monitor the use of the TRM in the development of Triangle LPA.		Prepare Financial Plan for 2040 LRTP. Development of a strategic plan, and financial plan identifying sustainable funding sources for services established in the strategic plan.	Coordinate with Triangle Regional TDM program to implement regionwide TDM program.	Develop elements of Chapel Hill Transit Short Range Transit Plan.	To prepare the Chapel Hill element of the FY2014 UPWP	To monitor the adopted TIP and prepare information for amendments to TIP.	To prepare the FY2013 Title VI program/plan
6-	Tangible Product Expected	Modification		2040 Financial Plan	Development of TDM program for incorporation into 2040 LRTP	Refinements to the previously completed comprehensive route analysis.	FY2014 PWP	Updated TIP	Updated Title VI program
7-	Expected Completion Date of Product(s)	6/30/2014	6/30/2014	6/30/2014	6/30/2014	6/30/2014	6/30/2014	On-going	10/15/2013
8-	Previous Work	Participation in refinements to TRM.		2035 Financial Plan and CHT's Financial Sustainability Plan	TDM element of 2035 LRTP.	Development of comprehensive route analysis.	Development and management of FY12 & FY13 UPWP	Adjustments to existing TIP; Development of new TIP	Monitoring of the Title VI program
9-	Prior FTA Funds	\$3,000		\$28,000	\$10,000	\$50,000	\$10,000	\$18,000	\$1,250
10-	Relationship To Other Activities	Support development of LRTP		Supports development of the 2040 LRTP	Supports development of the 2040 LRTP	Supports implementation of the MPO LRTP	Supports implementation of annual work program	Supports implementation of adopted LRTP	State/Federal Civil rights requirements
11-	Agency Responsible for Task Completion	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill
12-	HPR - Highway - NCDOT 20%								
13-	HPR - Highway - FHWA 80%								
14-	Section 104 (f) PL Local 20%		\$600	\$400	\$600		\$400	\$400	
15-	Section 104 (f) PL FHWA 80%		\$2,400	\$1,600	\$2,400		\$1,600	\$1,600	
16-	Section 5303 Local 10%	\$350	\$1,000	\$200	\$300	\$1,000		\$200	
17-	Section 5303 NCDOT 10%	\$349	\$1,000	\$200	\$300	\$1,000		\$200	
18-	Section 5303 FTA 80%	\$2,797	\$8,000	\$1,600	\$2,400	\$8,000		\$1,600	
19-	Section 5307 Transit - Local 10%			\$62,225		\$1,250	\$500	\$500	\$250
20-	Section 5307 Transit - NCDOT 10%			\$62,225		\$1,250	\$500	\$500	\$250
21-	Section 5307 Transit - FTA 80%			\$497,800		\$10,000	\$4,000	\$4,000	\$2,000
22-	Section 5309 Transit - Local 10%								
23-	Section 5309 Transit - NCDOT 10%								
24-	Section 5309 Transit - FTA 80%								
		\$3,496	\$10,000	\$2,000	\$3,000	\$10,000	\$0	\$2,000	\$0
	Amendment #1 Nov 13, 2013	\$0	\$0	\$622,250	\$0	\$12,500	\$5,000	\$5,000	\$2,500

**CHAPEL HILL TRANSIT
FTA TASK NARRATIVE TABLE
FY2013-2014 (FY14) UPWP**

1-	MPO	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	
2-	FTA Code	442700	442400	442400	442100	442700	442200	442100	
3-	Task Code	III-C-3	III-C-4	III-C-5	III-C-6	III-D-3	III-D-4	III-E	
4-	Title of Planning Task	Minority Business Enterprise	Planning for the Elderly and Disabled	Safety/Drug Control Planning	Public Involvement	Special Studies	Regional or Statewide Planning	Management and Operations	TOTALS
5-	Task Objective	To assess compliance with minority business enterprise regulations	To assess impact of transit service on elderly and handicapped populations	To implement and monitor federal safety and drug control planning	To establish public outreach efforts to engage public involvement.	To prepare special studies to support ongoing transit operations. To prepare an Alternatives Analysis for CHT.	To support regional and statewide planning projects	To support various transit planning activities	
6-	Tangible Product Expected	Annual assessment	Annual assessment	Annual Assessments	Annual transit forums	Transit oriented development land use guidelines	Chapel Hill long range transit plan	Ongoing transit activities and reporting requirements.	
7-	Expected Completion Date of Product(s)	6/30/2014	6/30/2014	6/30/2014	6/30/2014	6/30/2014	6/30/2014	6/30/2014	
8-	Previous Work	Annual assessment	Ongoing monitoring	Ongoing monitoring	Annual transit forums	Chapel Hill Long Range Transit Plan		Management of transit planning activities	
9-	Prior FTA Funds	\$1,000	\$31,250	\$20,000	\$10,000		\$18,250	\$156,000	
10-	Relationship To Other Activities	State/Federal MBE requirements	This project supports the development of the 2035 Regional Plan		This project supports the developmnet of the 2035 Regional plan		Supports the implementation of the 2035 Regional Plan and the Chapel Hill Long Range Transit Plan.	Supports all other transit planning activities MPO-wide.	
11-	Agency Responsible for Task Completion	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	
12-	HPR - Highway - NCDOT 20%								
13-	HPR - Highway - FHWA 80%								
14-	Section 104 (f) PL Local 20%						\$3,000	\$4,000	\$17,351
15-	Section 104 (f) PL FHWA 80%						\$12,000	\$16,000	\$69,403
16-	Section 5303 Local 10%						\$2,600	\$3,470	\$13,520
17-	Section 5303 NCDOT 10%						\$2,600	\$3,470	\$13,519
18-	Section 5303 FTA 80%						\$20,800	\$27,760	\$108,157
19-	Section 5307 Transit - Local 10%	\$500	\$5,000	\$1,000	\$500		\$3,750	\$14,650	\$96,000
20-	Section 5307 Transit - NCDOT 10%	\$500	\$5,000	\$1,000	\$500		\$3,750	\$14,650	\$96,000
21-	Section 5307 Transit - FTA 80%	\$4,000	\$40,000	\$8,000	\$4,000		\$30,000	\$117,200	\$768,000
22-	Section 5309 Transit - Local 10%						\$43,750		\$43,750
23-	Section 5309 Transit - NCDOT 10%						\$43,750		\$43,750
24-	Section 5309 Transit - FTA 80%						\$350,000		\$350,000
		\$0	\$0	\$0	\$0	\$0	\$26,000	\$34,700	
	Amendment #1 Nov 13, 2013	\$5,000	\$50,000	\$10,000	\$5,000	\$437,500	\$37,500	\$146,500	\$1,619,450
							STP-DA not shown on this table		75,000.00
									\$1,694,450



Durham
Chapel Hill
Carrboro
MPO

Coordinated Public Transportation

Human Service Transportation Plan Update



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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.

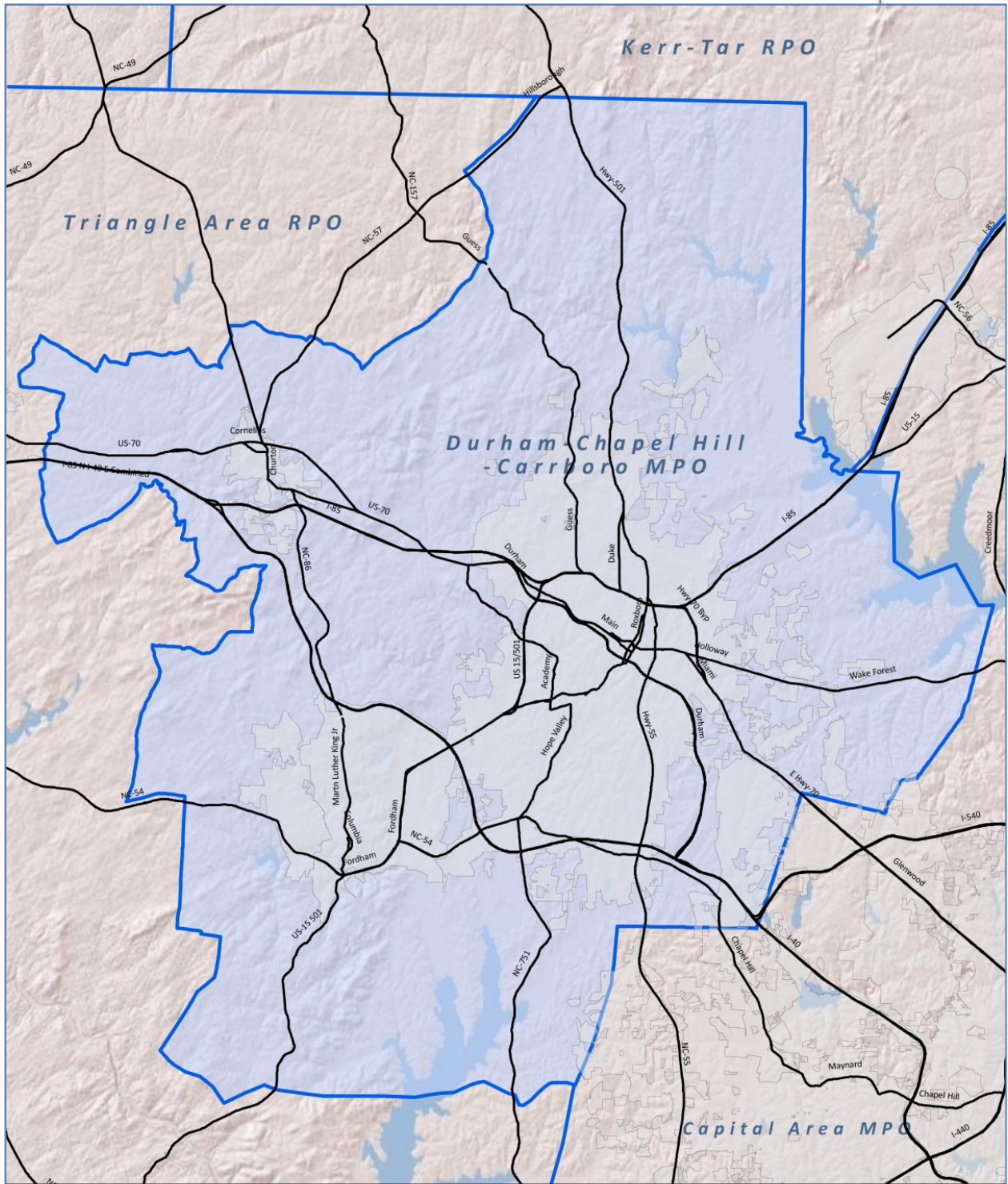
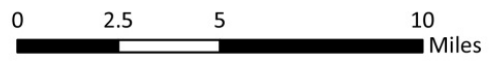


Figure 1-1: MPO Boundary

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).

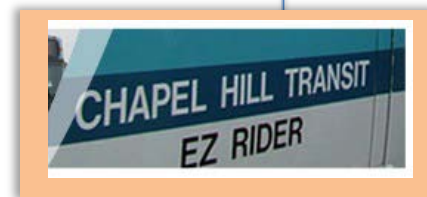
Service Type –Trips for eligible individuals with disabilities. The Senior Shuttle is a circulator service available for seniors.

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%

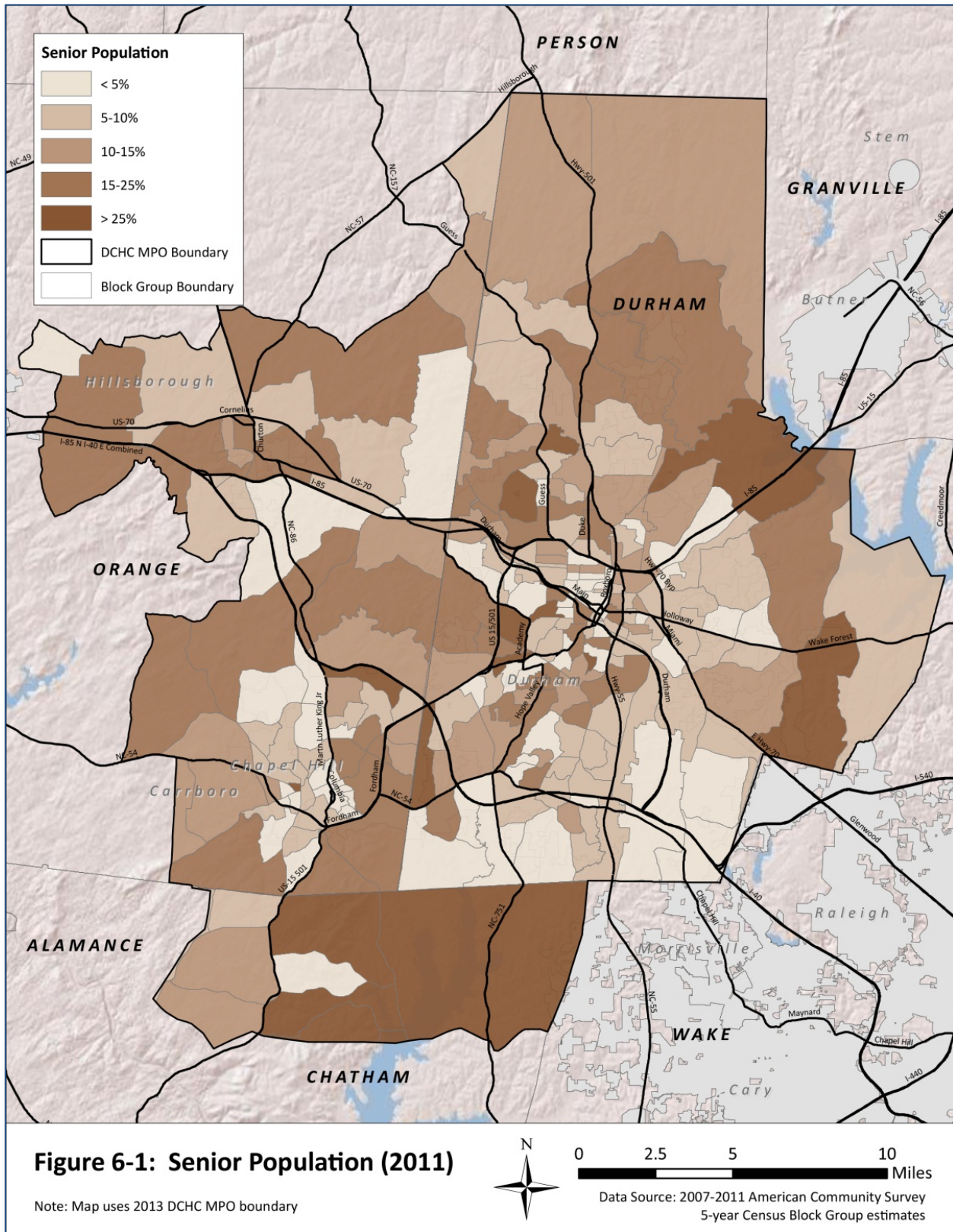
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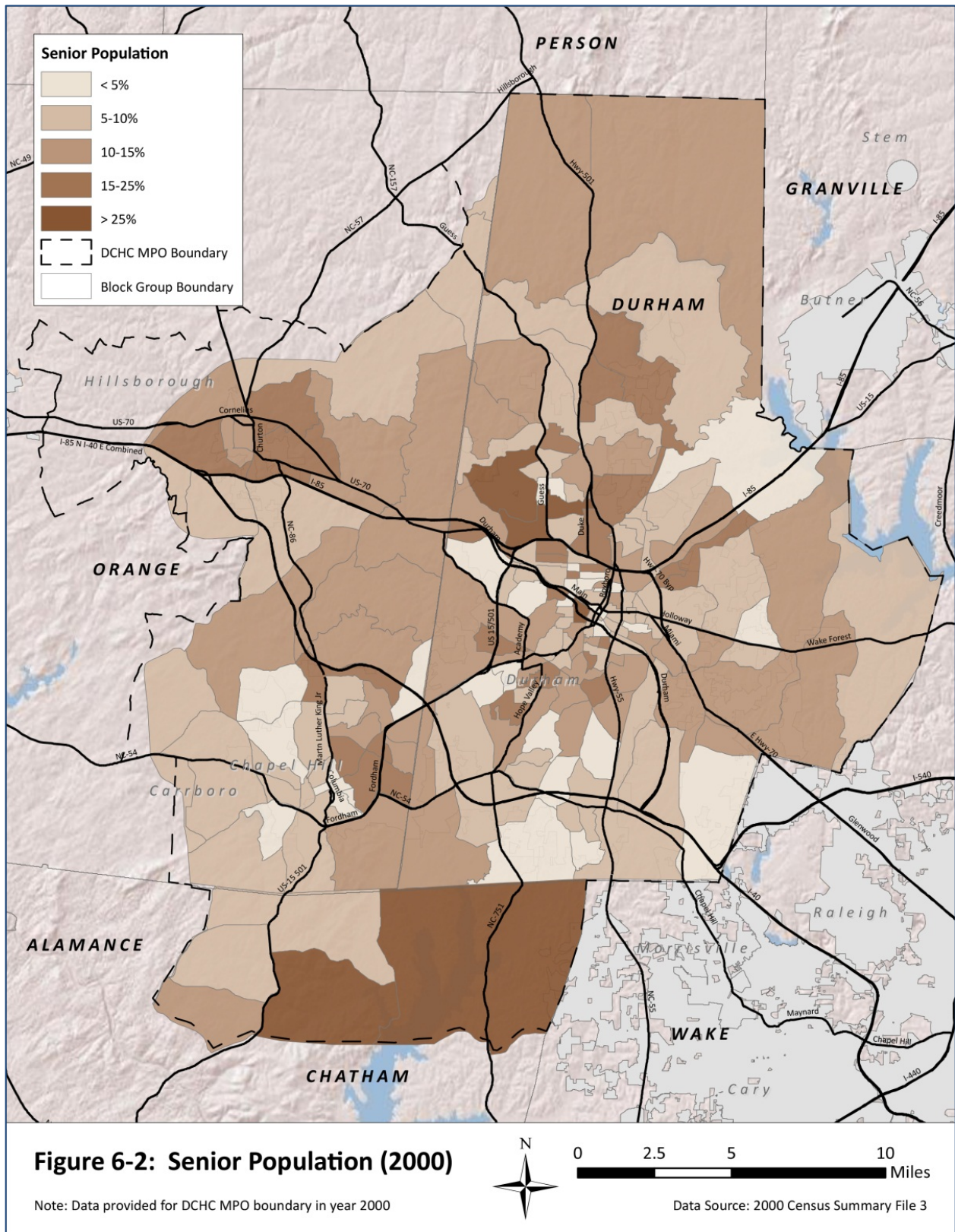
American Community Survey 2007-2011 5-year estimates, Table: B01001 - Sex By Age
 2000 Decennial Census, Table P8 - Sex By Age

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.

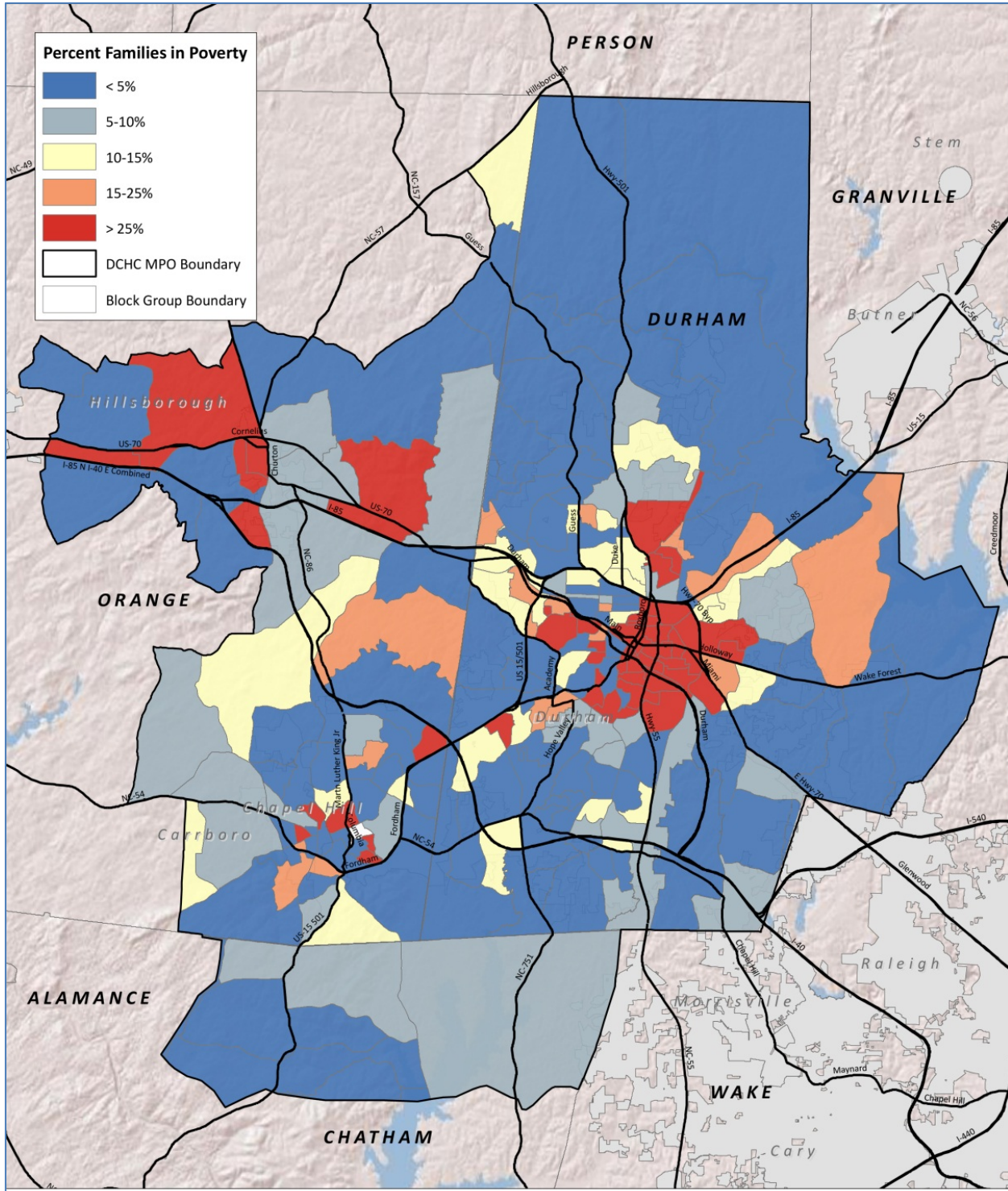
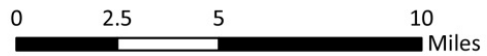


Figure 6-3: Families in Poverty (2011)

Note: Map uses 2013 DCHC MPO boundary



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

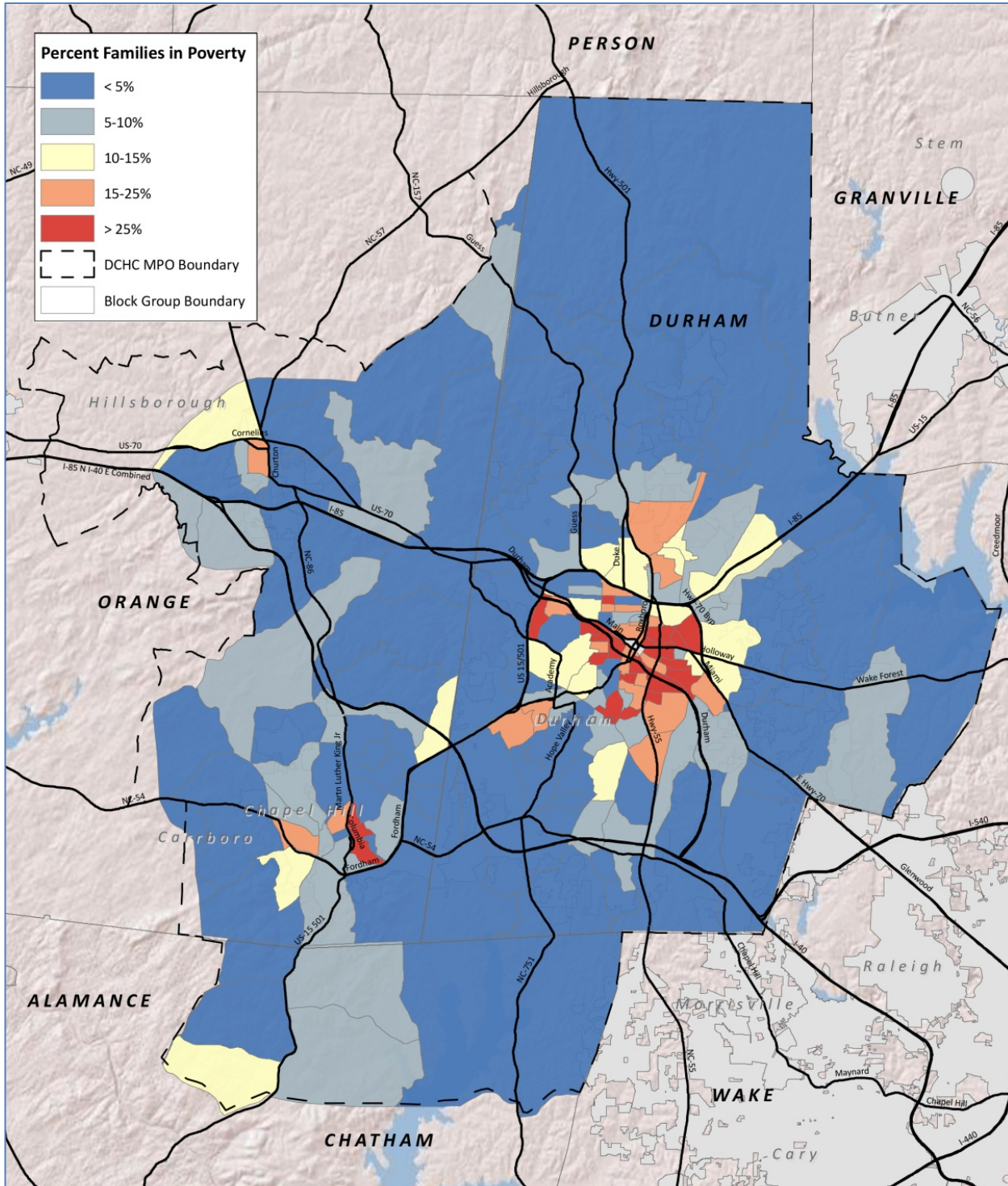
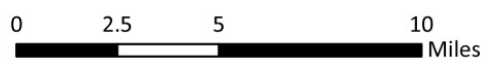


Figure 6-4: Families in Poverty (2000)

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.

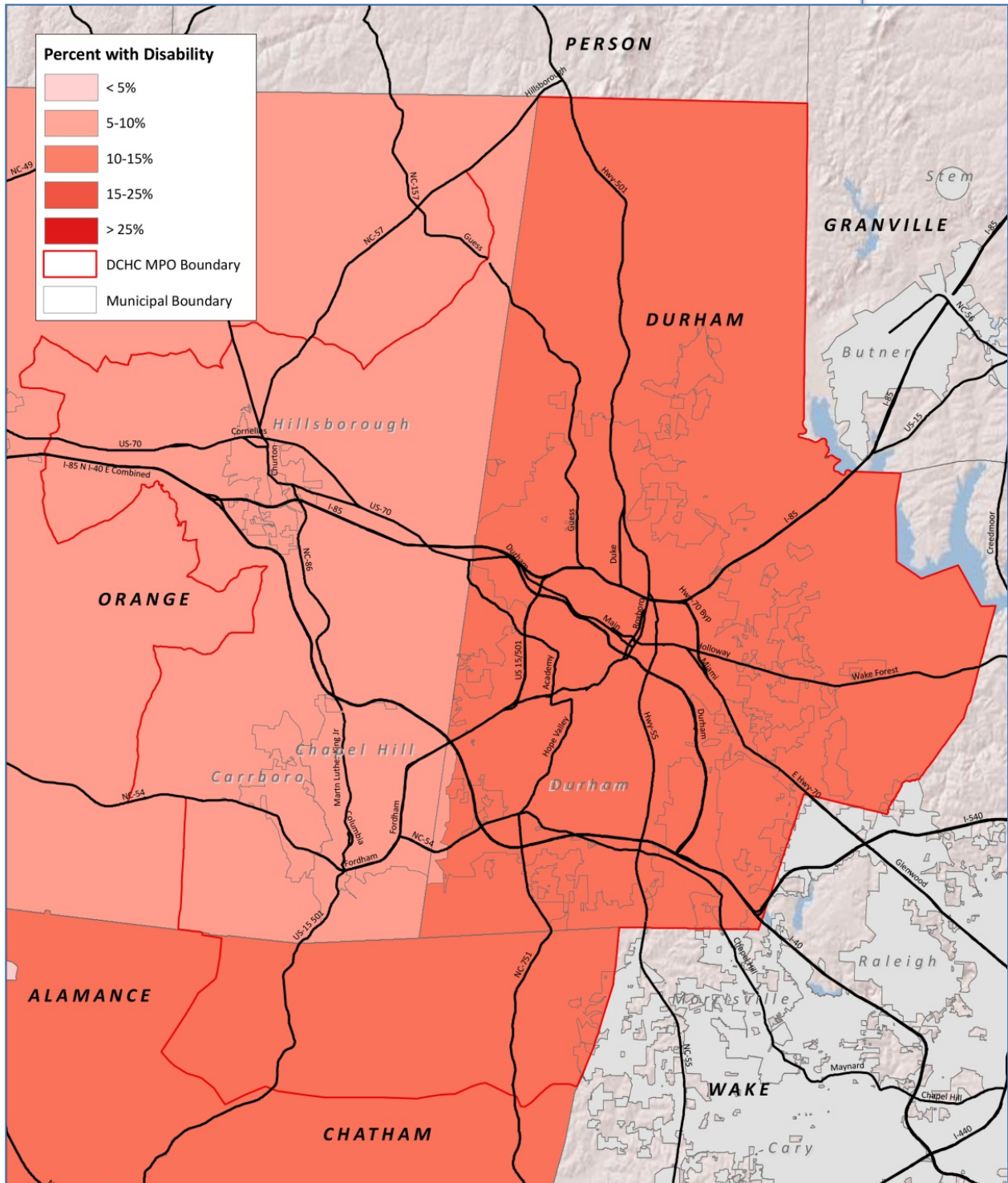


Figure 6-5: Disabled Population (2011)

Note: Map uses 2013 DCHC MPO boundary



0 2.5 5 10 Miles

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.

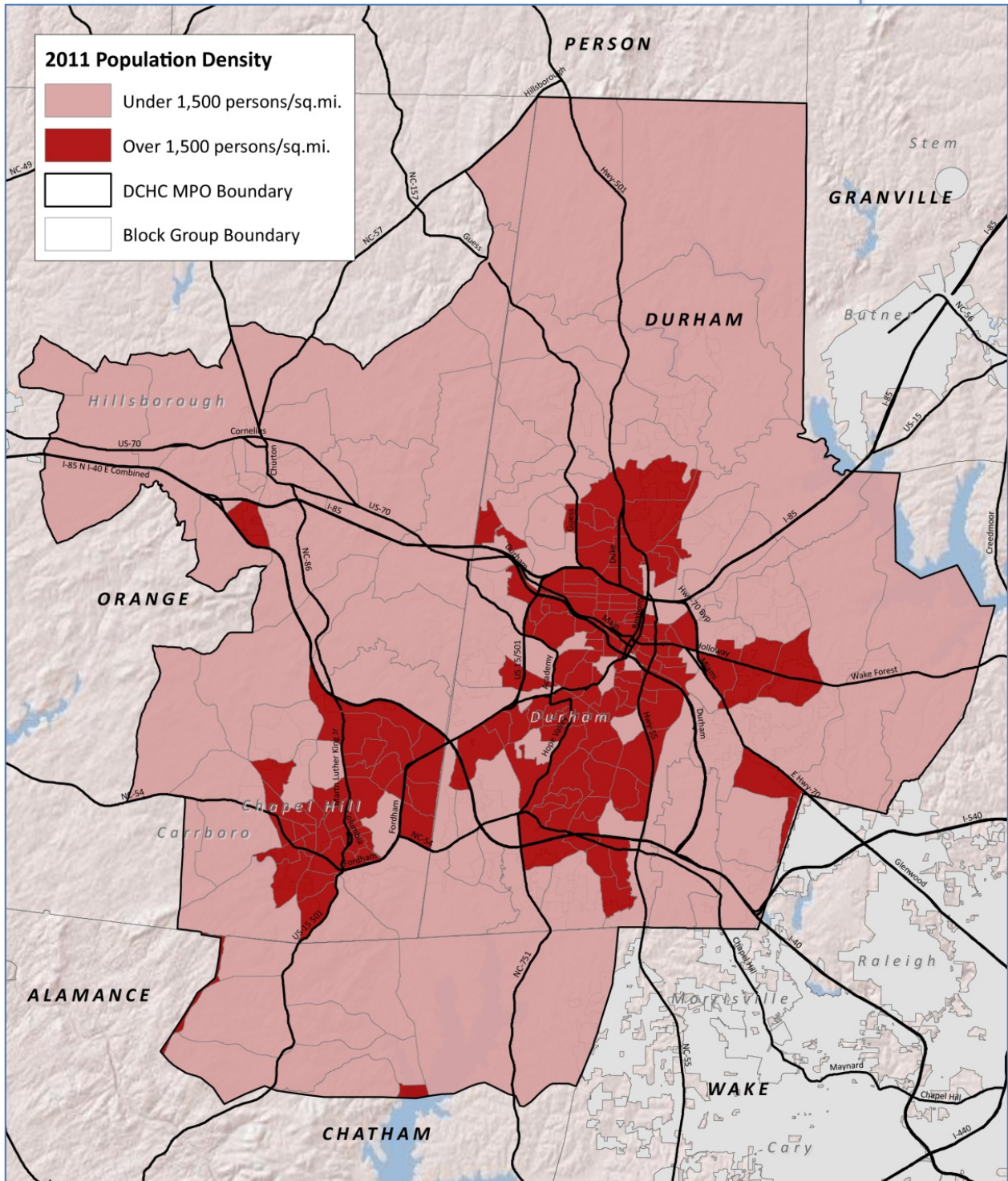


Figure 6-6: Population Density (2011)

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

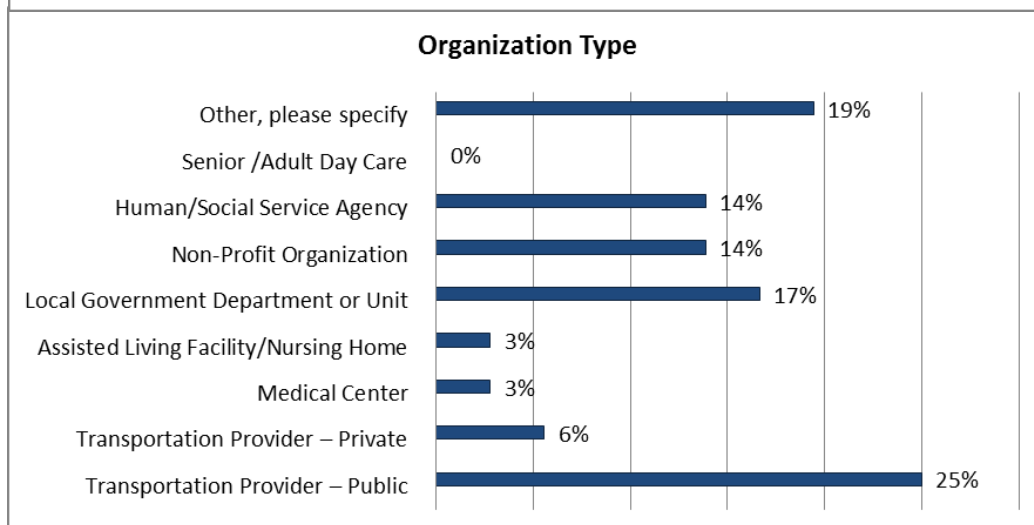
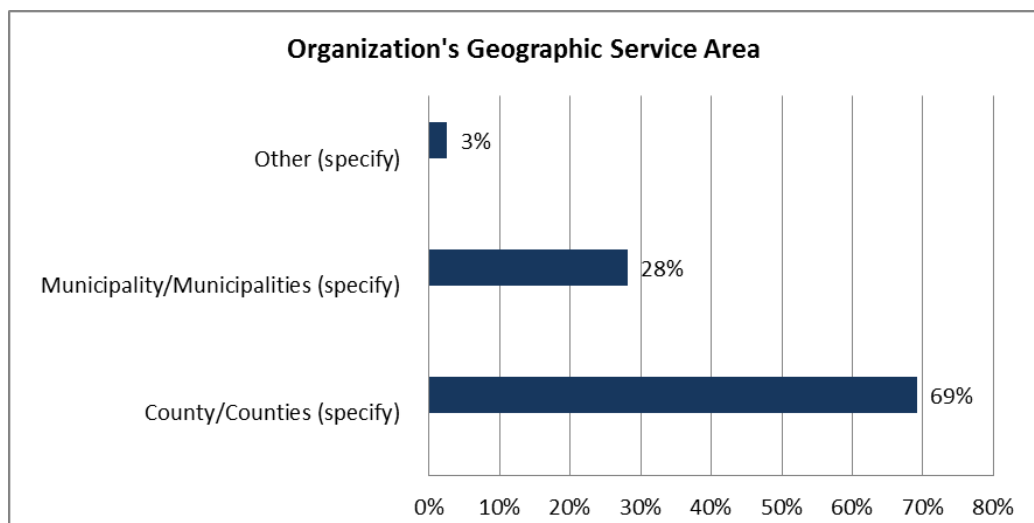
A total of 12 questions were asked of participants and include:

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.



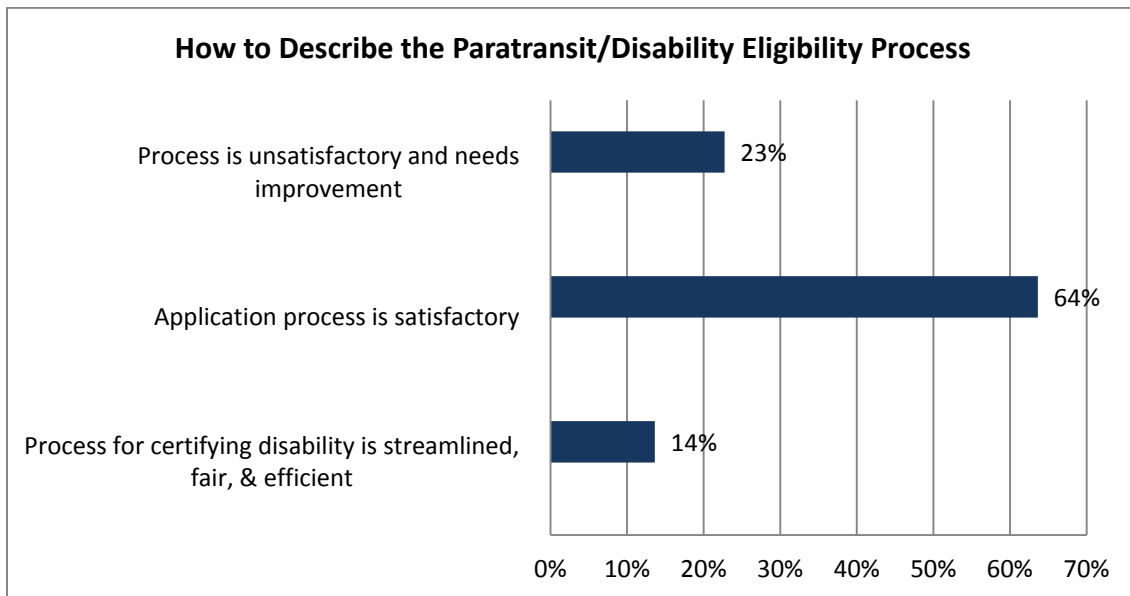
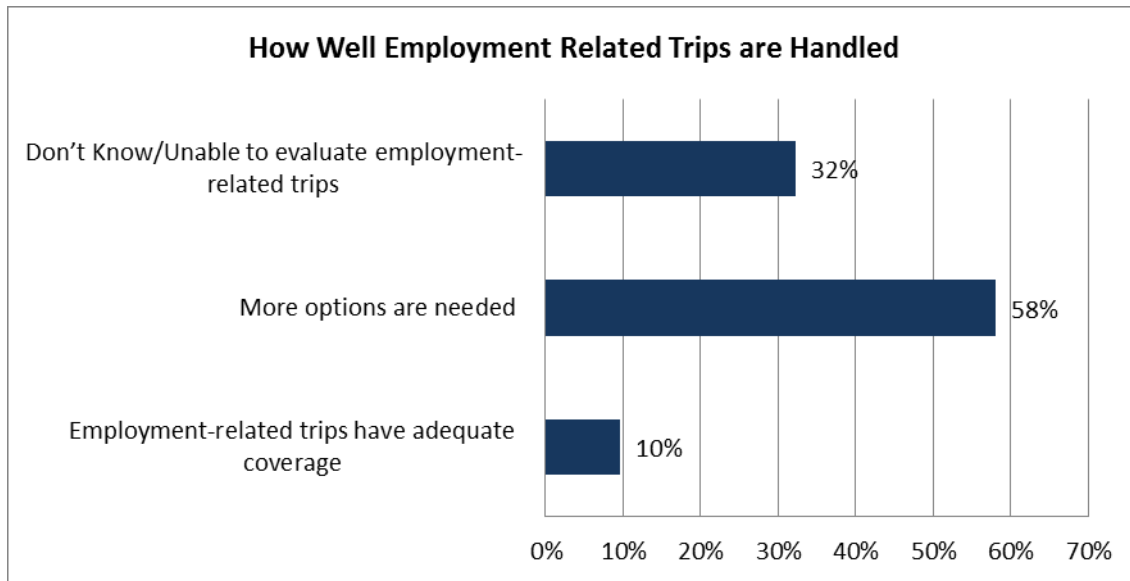
Quality of Services

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.

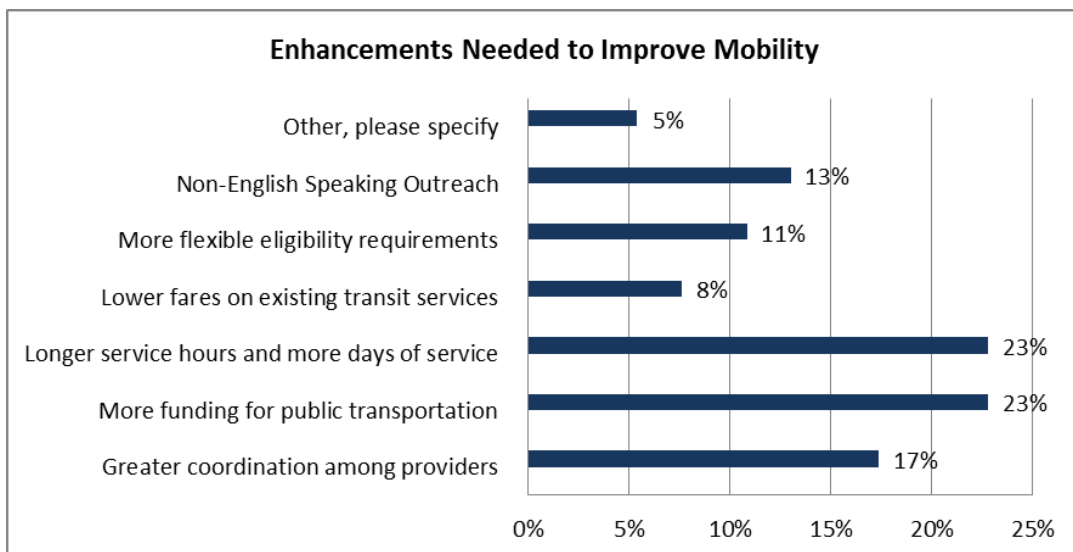
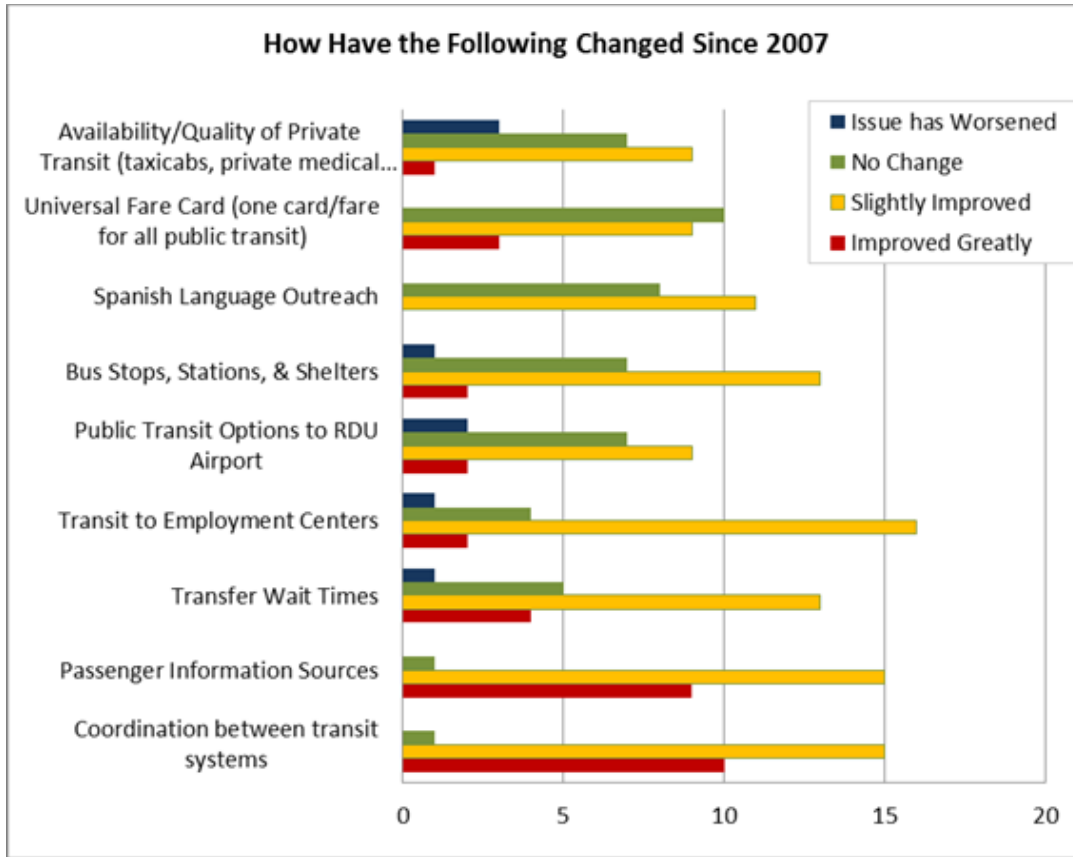
Question #8: Please rate how the following transit issues have changed in our area since 2007.									
	Improved Greatly		Slightly Improved		No Change		Issue has Worsened		Response Total
	%	#	%	#	%	#	%	#	
Coordination between transit systems	38%	10	58%	15	4%	1	0%	0	26
Passenger Information Sources	36%	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.

MEMORANDUM

To: Technical Coordinating Committee
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: November 20, 2013

Subject: **Functional Classification System Update**

The DCHC MPO in coordination with the NCDOT Transportation Planning Branch is conducting reviews of the federal functional classification (FFC) system within both urban and rural areas. Functional classification is a system by which streets and highways are labeled into classes according to the function they serve within the transportation system. It is influenced by factors such as roadway location, development patterns, traffic volume, and facility design.

In September 2012, following a request from FHWA, NCDOT staff requested that the MPO provide a list of additional routes that could be recommended as Principal Arterials to be part of the "Enhanced NHS." The list was submitted; however, due time constraints, it was not reviewed by the TCC or TAC. In general, the proposed recommended modifications correspond with what was submitted to NCDOT in 2012.

Some of the changes may include: corrections to official functional classification mapping (e.g., gap on Eno Mountain Road); adjustments due to previous designation based on urbanized boundaries (e.g., NC 57 north of Hillsborough); and modifications at the MPO's request (e.g., upgrading Martin Luther King Parkway to a Principal Arterial). Separate supporting documents and maps will be provided for the justification of any proposed modifications.

After a recent Highway Performance Monitoring System (HPMS) Reassessment, three modifications relevant to functional classification were made: 1) decrease in the number of classification codes from 12 to 7; 2) elimination of the need to "drop down" functional classification designations when transitioning from an urban to a rural area; and 3) elimination of the urban versus rural qualifier from functional classification designations. Therefore, in the future it will not be necessary to update the functional classification designation whenever a change occurs in an urban or urbanized area boundary.

Currently, the NCDOT uses the same classification groups as the Federal functional classification. There are seven categories and these include:

- **Principal Arterials**
 - **Interstates** – The highest classification of Arterials designed with mobility and long-distance travel considerations.
 - **Other Freeways & Expressways** – Roadways with directional travel lanes usually separated by some type of physical barrier. Access and egress points are limited to on- and off-ramp locations or a very limited number of at-grade intersections.

- **Other Principal Arterials** – Roadways that serve major centers of metropolitan areas, provide a high degree of mobility and can also provide mobility through rural areas. Forms of access include driveways to specific parcels and at-grade intersections with other roadways.
- **Minor Arterials** – Roadways that provide service for trips of moderate length, serve smaller geographic areas than Arterials, and offer connectivity to the higher Arterial system.
- **Collectors** - Collectors serve to gather traffic from Local Roads and funnel them to the Arterial network. Collectors are broken down into two categories: **Major** and **Minor**. Major Collectors provide more mobility; are longer in length; have lower connecting driveway densities; have higher speed limits; have higher annual traffic volumes; and have more travel lanes than Minor Collectors.
- **Local** – These roads account for the largest percentage of roadways in terms of mileage. They are not intended for long-distance travel, except at the origin and destination end of the trip. They provide direct access to abutting land.

The functional classification system update is important for many reasons. Proper determination of functional classification is a critical planning tool used at the start of State DOT planning processes. In general, the classification of Rural Major Collector and above is eligible for federal aid. In addition, generally all Principal Arterials are eligible for National Highway System funding. However, there is a separate review process to add routes to the National Highway System. Requesting an upgrade to Principal Arterial does not automatically add the route to the National Highway System.

Additionally, functional classification has important implications for Highway Performance Monitoring System (HPMS) reporting. HPMS is the primary source of information concerning the condition and performance of highway-based transportation in the U.S. Functional classification is used for performance measurement, pavement and travel modeling, and input for the biennial Condition and Performance report to Congress.

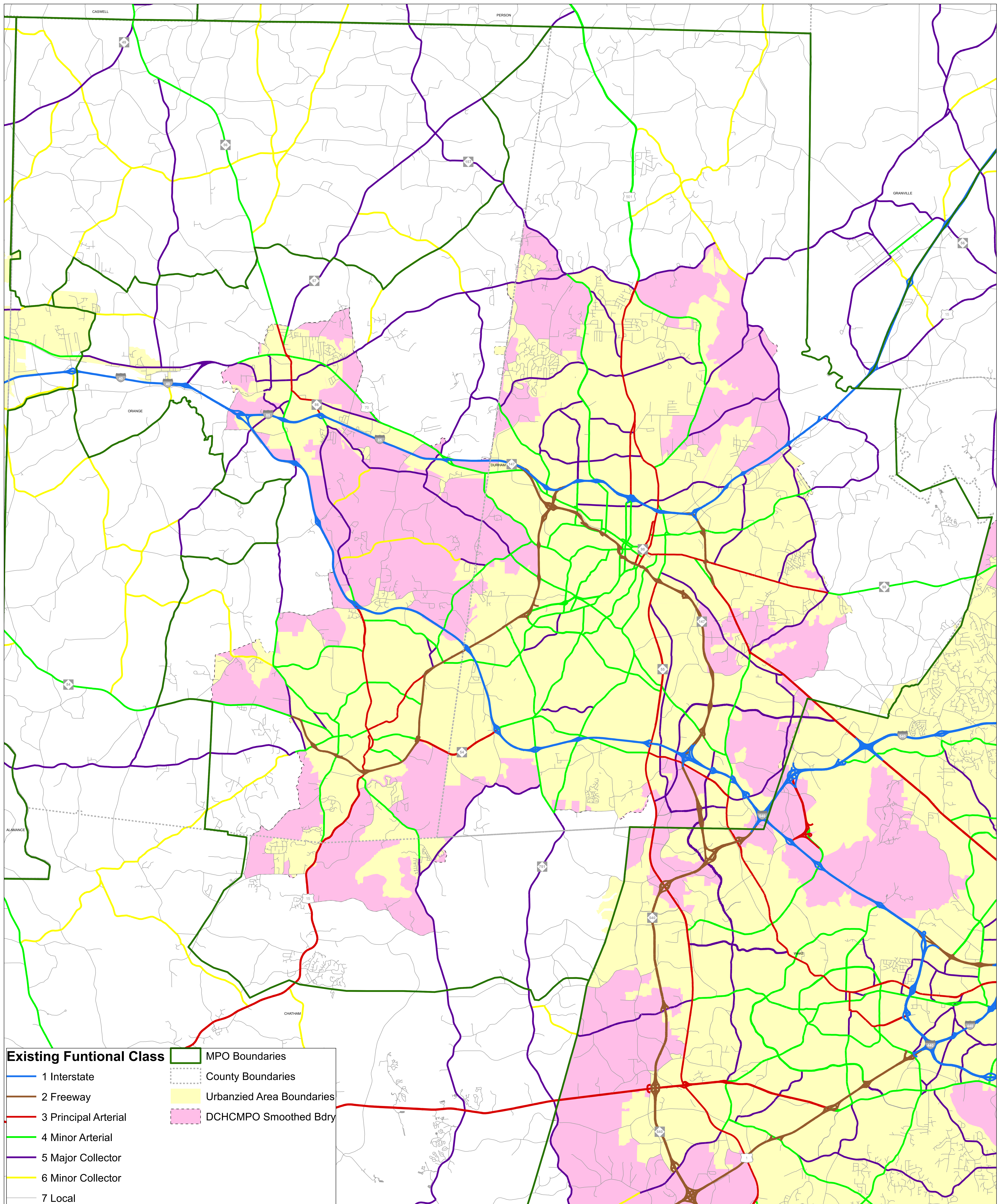
The review and update of the functional classification system will help validate the wholesale systems modifications that were made to respond to the functional classification modifications required by the HPMS Reassessment 2010+ and identify any justifiable modifications deemed necessary from the local perspective.

In order to ensure the timely completion of this review, the following schedule deadlines are important to note:

- November 20, 2013: TCC recommends changes for NCDOT review
- December 2, 2013: All comments/proposed modifications are due to NCDOT
- January 22, 2014: TCC reviews NCDOT comments and recommends final approval by TAC
- February 12, 2014: TAC approval of proposed modifications

Update of Functional Classification

Existing Classification



Additional Functional Classification Changes Not Displayed on the Maps

Road	From	To	Proposed FC Type	Justification
East End Connector	NC 147	US 70	Freeway (2)	New Road
Page Rd	Miami Blvd	I-40	Major Collector (5)	New Road
S Roxboro	MLK Parkway	Hope Valley Rd	Major Collector (5)	Current Purpose
Renaissance Parkway	Fayetteville Rd	NC 751	Major Collector (5)	Current Purpose
Barbee Rd	Fayetteville Rd	NC 54	Major Collector (5)	Current Purpose
Allison St	Dimmock's Mill Rd	Eno Mountain Rd	Major Collector (5)	Technical Correction (fix gap)

TIP/STPDA Subcommittee - Notes
November 6, 2013

Prioritization 3.0

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 and FY 2014 State Match Requests. Transit operators are advised to submit all needed projects. Future STPDA and CMAQ are uncertain at this time.
- December 1, 2013: Local governments submit lists of highway, rail, bicycle/pedestrian projects to the MPO for submission. 8 each in Durham; 4 each in Orange and Chatham
- 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

Tasks:

- A method for developing the MPO's submission of 20 bike/ped projects.
 - Recommend simplified version of the MPO's existing ranking methodology that emphasizes the criteria to be used by NCDOT.
 - Safety
 - 20% Crash data available (GIS file) – number of crashes
 - 20% Posted speed limit data available (from TRM)
 - Access to destinations – request data from local planners
 - 10% number of destinations - LPA staff will ask NCDOT what data they will use for this criterion.
 - 10% within 1 mile of K-8 school, provides access to network – recommend using spatial 1 mile buffer.
 - Demand/Density –TAZ population (10%) and employment (10%) density available (from TRM)
 - Constructability – request ROW availability (10%) and design status (10%) from local planners
 - Benefit-Cost – Do not have cost data at this point (to be developed by NCDOT)
 - NCDOT's methodology is here
<https://connect.ncdot.gov/projects/planning/MPORPODocuments/Bicycle-Pedestrian-Scoring%20Criteria%20and%20Project%20Submittal%20process.pdf>
 - Develop recommended list of bike/ped submissions for Divisions
- LPA staff will develop a list of project information needed from local jurisdictions that is needed to score project by December 1.
- Identify 5 highway projects that could be deleted from the database.
 - SPOT database of highway projects (some modifications to projects in this database have been requested).
- Identify 19 highway projects that could be added to the database.
 - 2040 MTP list
- Transit operators responsible for submitting transit projects. MPO approval of submission not required by PTD
 - A meeting was held November 4 with the transit operators and PTD to discuss this process. A webinar was held by PTD on November 8.

STPDA/TAP Call for Projects

Schedule:

November 14, 2013	Local governments provide all requests to LPA staff on changes to FY 14 funding and provide an explanation of the status and estimated dates of obligation.
November 20, 2013	TCC makes recommendation on any requested STPDA TIP Amendments for FY 14 funding
December 1, 2013	Local governments submit lists of STPDA/TAP project requests
December 5, 2013	TCC subcommittee meets to discuss STPDA/TAP distribution policy.
December 11, 2013	TAC approval of any requested STPDA TIP Amendments for FY 14 funding
December 18, 2013	TCC recommendation of STPDA/TAP distribution policy
January 8, 2014	TAC approval of STPDA/TAP distribution policy
January 22, 2014	TCC recommendation of STPDA/TAP programming for FY 15 and 16. Includes TIP Amendment.
February 12, 2014	TAC approval of STPDA/TAP programming for FY 15 and 16. Includes TIP Amendment.

Tasks:

- Review the status of FY 2014 programmed projects and identify funds that will not be obligated by 9/30/2014.
- Review the current STPDA/TAP distribution policy, identify ways to update it, and discuss the current priorities for the use of STPDA and TAP funding.

Programmed STPDA Funding in FY 2014

Jurisdiction	TIP No	T-2	Project Description	Federal Funding	Amount Obligated	Project Phase	Org. Year (May 2008)	Ext. Year	Status
Carrboro	U-4726	DF	Bicycle Loop Detectors	\$ 30,000	\$ 6,000	Construction	2011	2014	Scheduled to be bid March 2014
Carrboro	EL-4828		Morgan Creek Greenway –Carrboro	\$ 396,636	\$ -	Construction	2007	2014	Scheduled to be bid July 2014.
Carrboro	U-4726	DE	Bolin Creek Greenway - Carrboro (Homestead to Chapel Hill HS Greenway)	\$ 723,184	\$ -	Construction	2008	2014	Scheduled to be bid summer 2014.
Carrboro	U-4726	DD	Rogers Road- Sidewalk (Homestead to Meadow Run)	\$ 363,960	\$ -	Construction	2010	2014	Scheduled to be bid April 2014.
Carrboro	U-4726	Dx	South Greensboro St. - Sidewalk	\$ 46,640	\$ -	Construction	2012	2014	Cancel.
Carrboro	EL-4828	Dx	Bel-Arbor Plantation Acres Multi-use Path	\$ 67,000	\$ -	Construction	2013	2014	Cancel.
Chapel Hill	U-4726	Ix	NC-86/Other Locations of Pedestrian Safety Improvements	\$ 150,000	\$ -	Construction	2009	2014	Cancel.
Chapel Hill	U-4726	Ix	CH- Chapel Hill Sidewalks	\$ 320,000	\$ -	Construction	2007	2014	Cancel.
Durham	SR-5001	C	Fayetteville Road (Cornwallis to Nelson bicycle lanes and sidewalks)	\$ 200,800	\$ -	Construction	2009	2014	Scheduled to bid in March 2014.
Durham	U-4726	HL	Barbee Road (Orindo to Pearisontown Elementary) Sidewalk	\$ 15,680	\$ -	Construction	2009	2014	Scheduled to bid in April 2014
Durham	C-4928		Morreene Road Bike/Ped Facilities	\$ 1,269,045	\$ -	Construction	2010	2014	Planning underway. Funding design in FY 14.
Durham	U-4724		Cornwallis Road Bike/Ped Facilities	\$ 1,846,245	\$ -	Construction	2010	2014	Planning underway. Funding design in FY 14.
Durham	U-4726	HK	Hillandale Road Bike/Ped Facilities	\$ 1,077,433	\$ -	Construction	2011	2014	Planning underway. Funding design in FY 14.
Durham	U-4726	HO	Carpenter Fletcher Road Bike/Ped Facilities	\$ 984,819	\$ -	Construction	2010	2014	Planning underway. Funding design in FY 14.
Durham	U-4726	Hx	Avondale Road Bike/Ped Facilities	\$ 412,000	\$ -	Construction	2011	2014	Scheduled to bid in October 2014
Durham	U-4726	HK	Holloway Street Sidewalks	\$ 125,685	\$ -	Construction	2006	2014	Cancel.
NCDOT	EB-4707	B	Old Durham-Chapel Hill Road (Durham)	\$ 2,412,000	\$ 1,320,000	Right-of-Way	2009	2012	
NCDOT	EB-4708	B	Old Durham-Chapel Hill Road (Durham)	\$ 3,947,035	\$ -	Construction	2010	2014	
				\$ 14,388,162	\$ 1,326,000				

Recommended STPDA Funding in FY 2014

Carrboro	U-4726	DF	Bicycle Loop Detectors	\$ 30,000	\$ 6,000	Construction	2011	2014	No change.
Carrboro	EL-4828		Morgan Creek Greenway –Carrboro	\$ 396,636	\$ -	Construction	2007	2014	No change.
Carrboro	U-4726	DE	Bolin Creek Greenway - Carrboro (Homestead to Chapel Hill HS Greenway)	\$ 723,184	\$ -	Construction	2008	2014	No change.
Carrboro	U-4726	DD	Rogers Road- Sidewalk (Homestead to Meadow Run)	\$ 477,600	\$ -	Construction	2010	2014	Increased STPDA. Reallocated from two canceled projects.
Chapel Hill	U-4726	Ix	Tanyard Branch Greenway	?	\$ -	Design		2014	Add STPDA funding. Reallocate funding from other projects.
Chapel Hill	U-4726	Ix	Estes Drive Bike/Ped Facilities	?	\$ -	Design		2014	Add STPDA funding. Reallocate funding from other projects.
Durham	SR-5001	C	Fayetteville Road (Cornwallis to Nelson bicycle lanes and sidewalks)	\$ 200,800	\$ -	Construction	2009	2014	No change.
Durham	U-4726	HL	Barbee Road (Orindo to Pearisontown Elementary) Sidewalk	\$ 15,680	\$ -	Construction	2009	2014	No change.
Durham	C-4928		Morreene Road Bike/Ped Facilities	\$ 425,000	\$ -	Design	2010	2014	Changed to design phase and decreased funding
Durham	U-4724		Cornwallis Road Bike/Ped Facilities	\$ 275,000	\$ -	Design	2010	2014	Changed to design phase and decreased funding
Durham	U-4726	HK	Hillandale Road Bike/Ped Facilities	\$ 455,000	\$ -	Design	2011	2014	Changed to design phase and decreased funding
Durham	U-4726	HO	Carpenter Fletcher Road Bike/Ped Facilities	\$ 422,000	\$ -	Design	2010	2014	Changed to design phase and decreased funding
Durham	U-4726	Hx	Avondale Road Bike/Ped Facilities	\$ 412,000	\$ -	Construction	2011	2014	Although past the FY 14 deadline, recommend keeping funding in FY 14 in order to ensure project can proceed as quickly as possible.
Durham	U-71		East End Connector Enhancements	\$ 237,590	\$ -	Construction		2014	Add STPDA funding. Reallocate funding from other projects.
DATA	TA-4923		9 Replacement Buses	\$ 3,218,400		Capital		2014	Add STPDA funding. Reallocate funding from other projects.
DATA	TA-5019	A	7 Replacement Vans	\$ 266,000		Capital		2014	Add STPDA funding. Reallocate funding from other projects.
NCDOT	EB-4707	B	Old Durham-Chapel Hill Road (Durham)	\$ 2,412,000	\$ 1,320,000	Right-of-Way	2009	2014	
NCDOT	EB-4708	B	Old Durham-Chapel Hill Road (Durham)	\$ 3,947,035	\$ -	Construction	2010	2014	
				\$ 13,913,925	\$ 1,326,000				

Current unobligated balance	\$ 14,077,615
FY 14 expected obligations	\$ 12,587,925
Carry-over to FY 15-16 Call for Projects	\$ 1,489,690
FY 15 Estimated STPDA	\$ 4,367,271
FY 16 Estimated STPDA	\$ 4,367,271
Total for FY 15-16 Call for Projects - STPDA	\$ 10,224,231
FY 13 TAP	\$ 351,000
FY 14 TAP	\$ 351,000
FY 15 Estimated TAP	\$ 351,000
FY 16 Estimated TAP	\$ 351,000
Total for FY 15-16 Call for Projects - TAP	\$ 1,404,000
Grand Total for Call for Projects	\$ 11,628,231

POLICY FRAMEWORK FOR DCHC-MPO'S FEDERAL FUNDS

Under the federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC-MPO) is responsible for programming and maintaining the seven-year Metropolitan Transportation Improvement Program (MTIP), coordinating updates of the State Transportation Improvement Program (STIP) and selecting projects to receive funds from three federal funding programs:

- Surface Transportation Program – Direct Apportionment (STP-DA)
- Congestion Mitigation and Air Quality (CMAQ)
- Federal Transit Administration (FTA)

Under SAFETEA-LU, DCHC-MPO is required to document the process used for programming these funds. The “Policy Framework for the DCHC-MPO’s Federal Funds” provides policy direction and guidelines for the recommendation and selection of projects to receive DCHC-MPO funds. In addition to more general policy direction, this Policy Framework contains specific information for DCHC-MPO’s project selection process for programming DCHC-MPO funds, as part of the development of the TIP. This policy focuses and provides guidance for programming DCHC-MPO funds and support implementation and tracking of projects established in the MPO’s Long Range Transportation Plan, the 2035 *LRTP*, adopted on May 13, 2009.

Transportation Improvement Plan (TIP)

The TIP contains the transportation project list developed and approved through the MPO’s decision-making process. The TIP is focused on the development and implementation of projects that are part of or directly support key local and state transportation policies and plans, including designated projects in the 2035 *LRTP*. Under federal law, the TIP must be a four-year program of projects that is updated at least every 2 years. At a minimum, federal and state legislation requires a Metropolitan TIP to contain all of the transportation projects requesting federal transportation funding under Titles 23 CFR (Highways) and 49 CFR (Transit) in the United States Code, as well as all the non-federally funded, significant projects. The 2012–2018 TIP will therefore include:

- Projects using federal funds managed by DCHC-MPO (STP-DA, CMAQ, and FTA).
- Projects using federal and state funds managed by NCDOT.
- Projects of significance, regardless of funding source, required to be included in the air quality analysis and conformity determination of the TIP.

- Projects carried forward from the previous TIP funding, with funds not yet obligated.

As part of the development of the TIP, DCHC is responsible for reviewing all projects submitted for programming. DCHC has primary responsibility for selecting projects to receive DCHC-managed federal funds from the STP-DA, CMAQ, and FTA federal funding programs.. The process is summarized in the subsequent sections of this policy.

DCHC-MPO Funds - Eligibility Requirements

As previously stated, DCHC is responsible for selecting projects to receive STP-DA, CMAQ, and FTA funds. Each federal funding program has specific eligibility requirements, as follows:

- STP-DA funds are the most flexible of DCHC funds and can be used for a variety of transportation projects, transit projects, and planning activities.
- CMAQ funds are available for specific categories of transportation projects and programs that improve air quality by increasing the efficiency of existing transportation facilities or reducing travel demand on those facilities. General purpose roadway projects are not eligible.
- FTA funds may be used *only* for transit related projects serving the DCHC's federal urbanized areas.

DCHC-MPO Funds - STP-DA Funding Proposal

In 2008 the MPO adopted the following three step process for establishing an annual STP-DA funding proposal. The Technical Coordinating Committee (TCC) recommends to the Transportation Advisory Committee (TAC) approval of the distribution of funds to projects via this process.

Step 1 - Distribution guidance

The MPO funds identified are distributed through a partially competitive and non-competitive process. This process is based on the requirements of current transportation legislation, with additional guidance provided by the *2035 LRTP*, the MPO's long-range metropolitan transportation plan and other local comprehensive plans.

The process begins with the calculation of our "expected" annual STP-DA funds available. It is calculated by combining our annual allocation over the 7 year period with any prior year uncommitted balance. The total "expected" STP-DA funds available is initially reduced by the following items:

1. *Annual Reserve (15%)*- distributed to participating members on a competitive basis
2. *Staff and Routine Planning needs* - funding level varies depending on LPA needs
3. *Extra Planning needs* - funding level varies depending on LPA needs

After those items have been accounted for, the "remainder" of STP-DA funds is allocated to 3 sub-categories as follows:

1. 25% to *Transit* (non-competitive split: 50% Chapel Hill Transit, 50% Durham Area Transit Authority)
2. 25% to *Regional Bicycle and Pedestrian* (competitive - for projects of regional scale and importance)

3. 50% to *Local Discretionary* (distributed to participating members on a non-competitive basis)

Step 2 – Distribution of STP-DA within the each distribution category

Annual Reserve (Small Projects) – This category is intended to be used for short-term immediate needs and small projects. No guidelines have been proposed for distribution by jurisdiction so that the MPO has flexibility in responding to immediate needs that may vary significantly from year to year.

Staff and Routine Planning – This category is for LPA staff and routine planning activities either performed by the LPA or by other agencies (TJ COG or the Model Service Bureau) on behalf of the LPA. There is no need for guidelines for the distribution of funding within this category because all funding is for MPO-wide activities – no funding is allocated to individual jurisdictions.

Extra Planning – This category is for special emphasis projects either performed by the LPA or member jurisdictions. This category is for larger, more expensive planning projects that will enhance transportation planning in the MPO but are not required. No guidelines have been proposed for distribution by jurisdiction. All of the projects that have been approved are for MPO-wide activities.

Transit - The TAC approved an even distribution of STP-DA funds within the transit category between Chapel Hill Transit and DATA

Regional Bicycle and Pedestrian – There is no distribution formula for funding within this category. Projects in this category will span across multiple jurisdictions or otherwise provide regional benefits through increased connectivity.

Local Discretionary – For the local discretionary category, the TAC approved a guaranteed \$500,000 minimum for each municipality over the 7-year TIP and then distribution of the remainder proportionate to municipal population

Step 3 – Allocate STP-DA funds to specific projects within each category

All funding of specific projects within each category must be presented to the TAC for approval. There is no sub-allocation of funding directly to member governments.

These first 3 categories are approved annually with the UPWP process:

Annual Reserve (Small Projects) – Each member agency will submit new or continued projects annually for this category.

Staff and Routine Planning – The LPA Staff will submit estimated staffing and routine planning activities annually for this category.

Extra Planning – The LPA Staff will submit new or continued projects for this category.

These next 3 categories are typically approved bi-annually with the MTIP process; yet amendments can be made in the interim as needed:

Transit – Transit agencies will submit projects for the TCC to develop a recommendation for the transit category.

Regional Bicycle and Pedestrian – LPA staff and each member agency will submit new or continued projects for this category. LPA formally identified regional connections as part of the 2035 LRTP.

Local Discretionary – LPA staff and each member agency will submit new or continued projects for this category. The TAC will approve with the added expectation that offers municipalities flexibility in funding projects that reflect their own priorities.

DCHC-MPO Funds – STP-DA Project Approval Process

DCHC has an established process for recommending and selecting projects to receive DCHC funds. STP-DA funds are distributed based on the aforementioned funding proposal methodology and the following funding policy that was adopted by TAC in 2003:

“Funding priority will be given to projects in the adopted DCHC Long Range Transportation Plan in the following categories and not for roadway projects:

----Public Transit, Bicycle and Pedestrian Facilities, Transportation System Management/Transportation Demand Management / Intelligent transportation Systems, Scenic and Environment enhancements, Planning Studies that support the implementation or development of the adopted and future versions of DCHC's Long Range Transportation Plan, & Air Quality Programs

When projects are being considered, equity and funding in jurisdictions over time will be considered.”

Projects that are submitted for funding requests will be given priority separately according to the seven project groups and the following guiding principles:

1. Annual Reserve (Small projects), includes:
 - a. LPA and local government planning activities under \$200,000 (federal)
 - b. Bicycle, pedestrian and transit projects under \$200,000 (federal)
 - c. Cost over-runs and additions to existing projects
 - d. These are projects that require less advance planning and can be completed quickly.

2. LPA staff requests and LPA and local government routine planning activities, includes:
 - a. New and existing LPA staff positions
 - b. Activities that are required to be completed such as air quality planning, congestion mitigation plan, modeling, etc.

3. LPA and local government extra planning activities, include:
 - a. LPA and local government planning activities over \$200,000 (federal)
 - b. Optional activities such as special emphasis projects
4. Transit projects over \$200,000 (federal)
5. Regional bicycle and pedestrian projects
 - a. Projects of regional scale and importance that span or connect multiple jurisdictions.
6. Local Discretionary –This is the most flexible category. Projects can include:
 - a. Large bicycle and pedestrian projects
 - b. Scenic and environmental enhancements to highway TIP projects
 - c. Transit projects
 - d. Planning projects
7. Travel demand management - Funding for the TDM will be shared equally by CAMPO. The MPO's share of TDM for FY 2009 and future years will be provided using CMAQ funds. TDM offers very high air quality benefits and competes very favorably for CMAQ funding. Future CMAQ funds have been approved for FY 2013 through 2015 for TDM.

DCHC-MPO Funds – CMAQ Funding

Federal CMAQ funds are apportioned annually to each State according to the severity of its criteria air problems. The CMAQ program is funded by the Federal Highway Administration (FHWA); therefore CMAQ projects must follow Federal laws and regulations. Since transportation and environmental program priorities fluctuate, a limited portion of CMAQ apportionment can be transferred to other Federal-aid highway programs such as:

- Surface Transportation Program (STP)
- National Highway System (NHS)
- Highway Bridge Program (HBP)
- Interstate Maintenance (IM)
- Recreational Trails Program (RTP)
- Highway Safety Improvement Program (HSIP)

The transfer of funds has specific monetary provisions and will differ each year. It is also a requirement that any transfer of such funds must still be obligated in nonattainment and maintenance areas. The MPO plans to explore the option of transferring funds.

The CMAQ program is based on a competitive process for which proposals for candidate transportation projects are submitted to North Carolina Department of Transportation (NCDOT). MPO's and RPO's responsible for transportation planning in air quality non-attainment & maintenance areas are encouraged to work cooperatively with their member jurisdictions to develop & submit project proposals. There is currently a minimum project threshold of \$100,000.

Transit project(s) selected as part of the CMAQ competitive process are flexed to the Federal Transit Administration (FTA) and retain the funding laws and regulation under the CMAQ program. FTA is ultimately responsible for the administration of flexed CMAQ funds.

Project Tracking System

DCHC would like to implement a Project Tracking System to monitor the progress of DCHC's STP-DA, CMAQ, and FTA funds. The following is a proposed tracking system. The project tracking policies contained within this document apply to the following federal funds for which the DCHC has primary responsibility for project selection through the current congressional appropriations bill:

- Surface Transportation Program Direct Attributable (STP-DA),
- Congestion Mitigation and Air Quality Improvement Program (CMAQ), and
- Federal Transit Administration (FTA) – Section 5307

The purpose of the project tracking system is to ensure the timely use of all MPO managed federal funds (referred to as "MPO funds"). Four (4) important goals of the system are to:

- Implement approved qualified/quantifiable projects
- Identify the reasons and accountability for, and possible solutions to, project delays
- Ensure a consistent process is followed for any distribution of MPO funds
- Ensure minimal impact to DCHC's UZA in the event of future rescissions

Each project sponsor will be responsible for identifying the appropriate estimated obligation date for each phase of their project receiving MPO funds and update as necessary via the project tracking database. A one-year grace period beyond the estimated obligation date is established for each project. The estimated obligation date identified by each project sponsor, once funds are programmed in the Transportation Improvement Program (TIP), is used to monitor the progress of the funds and the projects.

This project tracking system will monitor *the obligation* of STP-DA and CMAQ funds, as well as the timely realignment of these funds when necessary. A decision on the need to develop policies and procedures for monitoring the expenditures of STP-DA will be instituted at a future date. LPA staff is currently working to develop a CMAQ project evaluation analysis policy. This policy will monitor CMAQ projects to evaluate whether or not they have met their intended objectives and will also be used in decisions for future CMAQ funding. This policy will be instituted begin with the FY2011 UPWP reporting cycle.

Policies - Obligations & Monitoring

A. Obligation Monitoring of STP-DA and CMAQ Funds

Each phase of a project with STP-DA and/or CMAQ funds is allowed a one-year grace period beyond the allocation year. If project funds remain un-obligated by the end of this grace period, funds are at risk of being removed from the project. The MPO staff will provide regular reports to both the TCC and the TAC of those projects with STP-DA and/or CMAQ funds that are approaching this milestone. These reports

will include information on the age of the funds, the phases programmed, and the length of time passed beyond the estimated obligation date (i.e., months “past due”).

LPA staff will notify the project sponsor when any STP-DA or CMAQ funds are six months past the estimated obligation date (before the one-year grace period expires). The project sponsor will be required to prepare a narrative outlining the reasons for the delay in preparation for presentation to the TCC. The LPA staff, along with the TCC’s input will determine whether or not an obligation date extension is warranted.

1. The length of any obligation date extension will be determined on a case-by-case basis and may be allowed for any date within the 7-year time span of the current TIP. The TCC will then make a recommendation to the TAC.
2. If the LPA staff and subsequent TCC determination is that an obligation date extension is not warranted, the recommendation to the Committee will be to remove the funds in question from the project. Project sponsors will be provided the opportunity to present their case to the Committee if they choose to appeal the recommendation. The LPA Staff will be regularly notified well in advance of all delayed projects with “at risk” funds via the reports mentioned above, and will be taking action on all subsequent activities. Any redistribution of these funds will follow the policies contained in Section E of this document.
3. LPA staff will obtain a monthly report from NCDOT that will be used to develop a report to reconcile project obligations. This will provide a “real-time” status of project obligations.

B. Expenditure Monitoring of STP-DA and CMAQ Funds

A decision on the need to develop policies and procedures for monitoring the expenditures of STP-DA will be instituted at a future date. LPA staff is currently working to develop a CMAQ project evaluation analysis policy. This policy will monitor CMAQ projects to evaluate whether or not they have met their intended objectives and will also be used in decisions for future CMAQ funding.

C. Obligation and Expenditure Monitoring of FTA Funds

These funds include STP-DA and CMAQ funds flexed from FHWA. The TAC will approve the flexed amount each year at the first meeting for the federal fiscal year. (Typically October TAC meeting) Once the TAC has approved the flexed amount, the request is made through NCDOT-PTD to transfer (flex) these funds, making them available through the FTA grant application process.

1. Each transit agency receiving funding will submit an application to FTA via the Transportation Electronic Award Management (TEAM) system within 45 days of TAC’s authorization. The application is used to obligate Section 5307 funding for approved project (s) (*The application will be assigned a 10-digit application number beginning with NC-90-XXXX-XX*)
 - a. Any time there is an application amendment; updated copies must be sent to DCHC.
2. Each transit agency must forward a copy of the approved application and certificate of award/grant agreement to DCHC within 30 days of receipt of FTA documents.

3. The mandatory reports and applicable due dates are as follows:

1st Quarter - due Feb. 15th;
2nd Quarter - due May 15th;
3rd Quarter - due Aug. 15th;
4th Quarter - due Nov. 15th

- a. **Narrative reports** - Each transit agency must forward a copy of their quarterly narrative reports to DCHC according to the deadlines dictated above. *(The standard FTA narrative report includes complete project information, the Federal Financial Report (SF-425) and a Milestone/Project Progress report.*
- b. **UPWP Detail Composite Report** - Each transit agency/participating member government must complete the detailed composite expense report in the standard UPWP task format according to the deadlines dictated above.
- c. **Project Funds/Status** - Each transit agency will forward a “print-screen” copy of the Project Funds/Status – Project funding tab only to DCHC according to the deadlines dictated above. *(This report will give details on obligations, disbursements, de-obligation & refunds over the life of the project.)*

D. Scope Changes to Projects Awarded STP-DA, CMAQ and/or FTA Funds

Requests for a change in scope for a project that received DCHC funds must be submitted to the TCC for evaluation. All projects awarded CMAQ funds were selected via a competitive process based upon the expectation that the project as described in the grant application would be delivered in the time frame specified. During the selection process of CMAQ projects, each project went through an extensive sub-committee review and quality analysis. As a result, proposed scope changes may have consequences that require careful review and evaluation by LPA staff before they can be recommended for approval.

If a change is requested such that the MPO funds will implement some reduced scope of the existing project, the project sponsor will be asked to provide information on their intent to complete the full project and the request will be sent to the TAC for approval. An existing project’s scope may not be modified so substantially as to effectively constitute a new project. This will be reviewed on a case-by-case basis, but a change in location or outcome may be considered a new project (e.g., changing the scope from a high occupancy vehicle lane to a general purpose lane). A key factor will be how the project was described and evaluated during the competitive process – any scope changes will then be reviewed to determine if the project is essentially meeting the spirit of the original evaluation.

E. Distribution of New and “Returned” STP-DA, CMAQ and FTA Funds

New and “Returned” funds are defined as follows:

1. **New funds** are defined as additional funds to the MPO/UZA from the reauthorization of SAFETEA-LU or other sources.
2. **Returned funds** may originate from several sources: un-committed funds remaining from each project category, unused funds from completed projects, unused funds remaining from cancelled

projects, or funds “returned” from projects due to a variety of reasons (such as an indefinite delay to a project, a change in priorities, or the receipt of other funding sources).

The TCC and TAC will approve the following:

- A MPO wide STP-DA contingency lists of prioritized projects. In the event that additional funds become available through the reauthorization of the federal transportation act, the project tracking system, or any other sources, these contingency lists will become effective. The contingency projects must also be already included in the current TIP, and will remain in effect (unfunded) until the next project selection process, to be considered for more distributed MPO funds. The contingency lists should encompass projects through-out the MPO.
- A MPO wide CMAQ contingency list will be retained based on originally submitted proposals that met the program requirements during the current competitive selection process, but were otherwise unable to be funded due to funding availability.

The FTA funds distributed noncompetitively will not be affected by this policy, yet transit projects may be highly considered as contingency projects due to the increased ability to obligate these funds/projects.

Adopted by TAC *June 9th, 2010.*

P3.0 Existing Highway Projects
DRAFT - SUBJECT TO CHANGE

September 25, 2013
TCC 11/20/2013 Attachment 11

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	

DRAFT - SUBJECT TO CHANGE

P3.0 Existing Highway Projects
DRAFT - SUBJECT TO CHANGE

September 25, 2013
TCC 11/20/2013 Attachment 11

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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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
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, Bikelanes 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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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
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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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
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	

2040 MTP and CTP
Draft -- Roadway Project List

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

Preliminary List of Rail Projects Under Consideration for STI Funding

Projects may be added or deleted prior to entry. An update will be provided when more information is available.

Source	TIP	ID	NC County	City(ies)	Track & Mile Post	Project Description	Category	Project Purpose(s)			Benefits		Preliminary Programming Estimate
								Capacity Improvement	Safety Improvement	Other Improvement (specify)	Public	Private	
NCDOT	P-3819		Durham	Durham	NCRH H 59.1- 61.2	Extension of East Durham Siding	Capacity- 6-8 Piedmond, 4 to DC				Provides for speed increase on 2.1 miles and allows at-speed meets of passenger trains. Improves safety and reliability.	Allows full utilization of siding without blocking crossing.	\$41,000,000
NCDOT	P-3819		Durham	Durham	NCRH H 61.2 - 63.6	Double track Alexander Drive to Clegg	Capacity- 6-8 Piedmond, 4 to DC				At-speed meets of passenger trains.	Improves freight capacity.	\$30,000,000
NCDOT	P-3819		Durham	Durham	NCRH H48-54.5	Double track Funston to Durham	Capacity- 6-8 Piedmond, 4 to DC				Provides for at-speed meets of passenger trains and reduces travel time.	Improves freight capacity.	\$53,000,000
NCDOT	P-3819		Durham	Durham	NCRH H-54.5 to H-56.5	Durham Station center island platform.	Capacity- 6-8 Piedmond, 4 to DC				Provides capacity at Durham Station through center island platform and increases efficiency/reliability on approaches to station.	Provide improved dispatch flexibility and track utilization	\$10,000,000
NCDOT			Durham	Durham	NCRH H54.7	Station Parking	Capacity SEHSR 5th			Providing needed parking for passengers to maximize ridership potential	Providing needed parking for passengers to maximize ridership potential		Estimate pending
NCDOT	P-3819		Durham	Ellis Road area west grade separation	NCRH H 57.6	Ellis Road area west grade separation	Safety			Improves safety, reliability and area mobility. Allows full utilization of Durham siding, increasing capacity per Traffic Separation Study	Eliminates crossing hazard and potential for crashes and system interruptions. Reduces crossing signal and surface maintenance. Allows full utilization of East Durham Siding, increasing capacity.	Eliminates crossing hazard and potential for crashes and system interruptions. Reduces crossing signal and surface maintenance. Allows full utilization of East Durham Siding, increasing capacity.	\$14,000,000
NCDOT			Durham	TSS priority			Safety						
NS		16	Granville - Durham	Oxford - Durham	D55.4 - D86.4	Upgrade Oxford, NC - Durham, NC for Unit Train Service	Accessibility			Upgrade of the Oxford - Durham line in order to serve Certainteed with unit trains and the 6-axle locomotives such trains require. Current traffic is support on a local basis with 4-axle locomotives.	Expansion of an existing industrial base; Further reduction of trucks on highways; Reduction of congestion and vehicle emissions.	Expansion of an industry and the associated increase in carloads.	\$7,000,000
NCDOT	P-3819		Orange	Efland	NCRH H 38	Curve realignments east of Efland	Capacity- 6-8 Piedmond, 4 to DC				Improves existing speed 50-55 mph. Design speed 79 mph with future upgrade to 90 mph.	Improves intermodal train speeds.	\$14,000,000
NCDOT	P-3819		Orange	Efland	NCRH H-34.1 to H-37.3	Extend Mebane siding from CP Isom to Efland.	Capacity- 6-8 Piedmond, 4 to DC				At-speed meets of passenger trains. Design speed 79 mph with future upgrade to 90 mph.	Improves freight capacity.	\$20,000,000
NCDOT	P-3819		Orange	Efland	NCRH H-35.8 to H-36.7	Buckhorn grade separation and curve realignment	Safety				Eliminates crossing hazard and improves track geometry	Eliminates crossing hazard which could result in incidents and delays.	\$8,000,000
NCDOT	P-3819		Orange	Hillsborough	NCRH H 39-40.4	Curve realignment west of Hillsborough	Capacity- 6-8 Piedmond, 4 to DC				Improves existing speed 50-55 mph. Design speed 79 mph with future upgrade to 90 mph.	Improves intermodal train speed. Replaces bridge.	\$19,000,000
NCDOT	P-3819		Orange	Hillsborough	NCRH H 41.7-43.8	Hillsborough Station (new stop)	Capacity			Expands passenger service and eliminates crossing hazard. Improves existing passenger speeds on slowest section of track on the corridor, 40 mph to 75 mph or greater. Completes stations planned for the corridor with average distance between stations of 17 miles. Adjacent to planned 60-acre transit oriented development. The project also includes track improvements needed to offset delays resulting from the addition of the Station stop as required by the Definitive Service Outcome Agreement (DSOA) with NS			\$30,000,000
NCDOT	P-3819		Orange, Durham	Hillsborough	NCRH H 44.5 - 48	University Station major mainline realignment	Capacity- 6-8 Piedmond, 4 to DC				Creates new 3-mile mainline route. Makes existing track a 5-mile passing siding by extending Funston siding to remove bottleneck. Improves safety, sight distance, and substandard clearance by replacing bridges. Improves energy efficiency and air quality.	Removes bottleneck, reduces track maintenance, and increases maximum speed.	\$41,000,000
NCDOT			Wake, Orange, Alamance, Guilford, Davidson, Rowan, Cabarrus Mecklenburg	Various		Positive Train Control System Locomotive Upgrades	Capacity SEHSR 5th			Improves safety and allows maximum operating speed to increase from 79 mph to 90 mph, resulting in improved travel times.	Improves safety and allows maximum operating speed to increase from 79 mph to 90 mph, resulting in improved travel times.	Supports FRA requirement for railroads to implement PTC	\$1,200,000
NCDOT			Wake, Orange, Alamance, Guilford, Davidson, Rowan, Cabarrus Mecklenburg	Various		NCRH 90 mph upgrades	Capacity			Maximizes benefits of increase in maximum operating speeds from 79 mph to 90 mph resulting in improved travel times.	Maximizes benefits of increase in maximum operating speeds from 79 mph to 90 mph resulting in improved travel times.		\$30,000,000
NCDOT	Y-4820		Wake, Orange, Alamance, Guilford, Davidson, Rowan, Cabarrus Mecklenburg		NS/NCRH 294.25 - 352.72 CSX S 159.94-164.2, NCRH H 1.45-72.7	Upgrade 43 crossing signals	Capacity			Improves crossing safety by optimizing crossing signal timing for faster train speeds and implements new technologies. Maximizes the benefits of speed improvements gained through existing ARRA funded projects. Prepares for implementation of FRA mandated PTC and associated increased maximum speeds.	Improves crossing safety by optimizing crossing signal timing for faster train speeds and implements new technologies. Maximizes the benefits of speed improvements gained through existing ARRA funded projects. Prepares for implementation of FRA mandated PTC and associated increased maximum speeds.	Improves crossing safety reducing the probability of delays due to crossing incidents	\$20,000,000

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

TCC 11/20/2013 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

TCC 11/20/2013 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

TCC 11/20/2013 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

TCC 11/20/2013 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