

Member Governments

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

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

**January 8, 2014
9:00 a.m.**

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

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

CONSENT AGENDA (9:00-9:05)

- 6. December 11, 2013 TAC Meeting Minutes**
Attachment 6

A copy of the December 11, 2013 TAC meeting minutes is enclosed as Attachment 6.

TAC Action: Approve minutes of the December 11, 2013 TAC meeting.

ACTION ITEMS

- 7. 2013 Coordinated Public Transportation – Human Services Transportation Plan (CPT-HSTP) (9:05-9:20)**
Attachment 7
Andy Henry, LPA Staff
Sherry Taylor Lewis, LPA Staff

Current federal transportation legislation, Moving Ahead for Progress in the 21st Century (MAP-21), continues the requirement for an updated Coordinated Public Transportation – Human Services Transportation Plan (CPT-HSTP). The TAC reviewed the updated plan and provided comments at their November 2013 meeting, and conducted a public hearing at their December 2013 meeting.

Attachment 7 is a final copy of the updated CPT-HSTP. A presentation on the plan is at the following MPO Web page:

http://www.dchcmpo.org/index.php?option=com_content&task=view&id=104&Itemid=35

TAC Action: Adopt the updated Coordinated Public Transportation – Human Services Transportation Plan (CPT-HSTP).

8. Prioritization 3.0 - Approval of Submission of Highway and Bicycle/Pedestrian Projects (9:20-9:50)

Attachment 8, 8A, 8B, 8C, 8D, 8E

Ellen Beckmann, LPA Staff

Dale McKeel, LPA Staff

The TAC is asked to approve the list of highway and bicycle/pedestrian projects for submission to the Prioritization 3.0 process. Attachment 8 is a memo describing Prioritization 3.0. Attachment 8A and 8B displays the TCC's recommendation for highway and bicycle/pedestrian projects. The bicycle/pedestrian list displays the scores developed for the projects submitted by the local governments. Attachment 8C is a table of highway projects in the 2040 MTP as compared to the Prioritization 3.0 submittal recommendation.

Attachment 8D is a set of letters to the Division 5, 7, and 8 Engineers regarding Prioritization 3.0. Attachment 8E is a resolution opposing NCDOT's policy not to fund right-of-way acquisition for bicycle/pedestrian projects funded through the Prioritization process.

TCC Recommendation: That the TAC approve the list of highway and bicycle/pedestrian projects for submission to Prioritization 3.0. That the TAC endorse the letters to be sent to the Division Engineers. That the TAC approve the Resolution.

TAC Action: Approve the list of highway and bicycle/pedestrian projects for submission to Prioritization 3.0. Endorse the letters to be sent to the Division Engineers. Approve the Resolution.

9. STP-DA and Transportation Alternatives Program (9:50-10:20)

Attachment 9, 9A, 9B

Ellen Beckmann, LPA Staff

Dale McKeel, LPA Staff

Attachment 9 is a memo on STP-DA and Transportation Alternatives Program (TAP) funding. The MPO currently has projects programmed with STP-DA through FY 2014 and is considering project funding in FY 2015 and 2016.

The TCC developed recommended changes to the current policy for the distribution of STP-DA funding (Attachment 9A). A map of the regional routes in the 2040 MTP is attached for reference.

A list of current FY 2014 STPDA funding is included in Attachment 9B. Changes to FY 2014 funding have been requested by local governments. The estimated funding available for FY 2015 and 2016 is also shown in the attachment. The TAC will be asked to approve FY 2014, 2015, and 2016 programming in February.

TCC Recommendation: That the TAC approve MPO Policy #3: Policy Framework for DCHC MPO Federal Funds.

TAC Action: Approve MPO Policy #3: Policy Framework for DCHC MPO Federal Funds.

REPORTS:

10. Report from the TAC Chair
Ellen Reckhow, TAC Chair

TAC Action: Receive Report from TAC Chair

11. Report from the TCC Chair
Mark Ahrendsen, TCC Chair

TAC Action: Receive Report from TCC Chair

12. Report from Staff
Attachment 12
Felix Nwoko, LPA Staff

TAC Action: Receive report from staff.

13. NCDOT Report
Attachment 13
Wally Bowman (Joey Hopkins), Division 5 – NCDOT
Mike Mills (Pat Wilson), Division 7 – NCDOT
Rob Stone (Darius Sturdivant), Division 8 - NCDOT
Julie Bollinger, Transportation Planning Branch – NCDOT
Kelly Becker, Traffic Operations – NCDOT

TAC Action: Receive report of NCDOT

INFORMATIONAL ITEMS

14. Recent News Articles and Updates
Attachment 14

15. Letter in Response to Public Comments Offered by Terry Rekeweg
Attachment 15

Adjourn

Next meeting: February 12, 2014

Dates of Upcoming Transportation-Related Meetings:

- 1/8/2014 RTA Transit Innovations Series: Session 2 Land Use; Greater Raleigh Chamber of Commerce, 3:30 pm
- 1/17/2014 RTA Tri-MAP; RDU Airport, 10:30 am
- 1/30/2014 RTA Transit Innovations Series: Session 3 Urban Bus Rapid Transit; Greater Raleigh Chamber of Commerce, 2:30 pm
- 2/26/2014 RTA Transit Innovations Series: Session 4 Busways; Greater Raleigh Chamber of Commerce, 10:00 am
- 3/21/2014 RTA Transit Innovations Series: Session 5 Arterial Treatments; Greater Raleigh Chamber of Commerce, 10:30 am
- 4/16/2014 RTA Transit Innovations Series: Session 6 Circulator Innovations; Greater Raleigh Chamber of Commerce, 2:30 pm

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TAC Directives to Staff
 Pre-12/31/12 (Pending/In Progress/On Going)
 01/01/13 – Present (Completed/Pending/In Progress)

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

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

44	Darrell Soloman	City of Durham/OEWD
45	Meg Scully	Durham County
46	Jill Stark	FHWA
47	Darius Sturdivant	NCDOT – Division 8
48	Sherry Taylor-Lewis	DCHC MPO
49	Mila Vega	Chapel Hill Transit
50	Patrick Wilson	NCDOT – Division 7

51

52 **Voting Member

53 * Alternate or Non-Voting Member

54

55 Ellen Reckhow, TAC Chair, called the meeting to order at 9:05 a.m. and the Roll Call was

56 conducted.

57 **Ethics Reminder**

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

61 **Adjustments to the Agenda**

62 Mayor Bill Bell wanted to discuss a City Council concern about a road in Durham. This was added
63 as 14A.

64 **Public Comments**

65 Mike Christian (Carrboro resident) provided an informational presentation for a sidewalk project
66 on South Greensboro Street in the Town of Carrboro needed for safety and accessibility. Ellen Reckhow
67 thanked Mike Christian for his presentation and asked if he has presented this to the town board.
68 Damon Seils stated that they have seen the presentation. Ellen asked what Carrboro has done so far.
69 Damon Seils responded that this project is one of the four that are on the list that will be discussed
70 today as well as on the resolution that that board adopted for the 2015-16 prioritization process. Mark
71 Ahrendsen explained they will be discussing the TIP and STP-DA project selection process and that this
72 project can certainly be considered. Mark Ahrendsen explained that there is a quantitative scoring
73 mechanism associated with this that will be applied to this project.

74 Terry Reckhow stated that he will submit a document to Mark Ahrendsen via e-mail by Friday
 75 suggesting an alternative for the Durham/Orange Light Rail project prior to the close of the 30-day
 76 public comment period as well as a response to the MPO response to the last presentation. Ellen
 77 Reckhow requested to have the document forwarded to the TAC.

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

79 The Directives to Staff are attached for review.

80 **CONSENT AGENDA:**

81 Ellen Reckhow pulled item #9 from the consent agenda. A motion was made by Alice Gordon to
 82 approve item 6, 7 & 10 and seconded by Damon Seils. The motion carried unanimously.

83 **FY2013-2014 Unified Planning Work Program - Amendment #1 (Attachment 8)**

84 Damon Seils requested further explanation on item #8. Felix Nwoko stated that one
 85 amendment was to change the proportion of the local match for 5309. The second amendment is that
 86 the town is proposing to distribute funding among other tasks. A motion was made by Damon Seils and
 87 seconded by Mark Kleinschmidt. The motion carried unanimously.

88 Ellen Reckhow requested to add the letter "a" on item #9, attachment 9A to the third whereas
 89 on the last line in front of the word safety. Ellen Reckhow also suggested that the resolution be sent to
 90 the entire congressional delegations and the MPOs in the other major urban areas in the state for
 91 additional support. A motion was made by Damon Seils to send the resolution as suggested by Ellen
 92 Reckhow and seconded by Diane Catotti. The motion carried unanimously.

93 **ACTION ITEMS:**

94 **2013 Coordinated Public Transportation – Human Services Transportation Plan (CPT-HSTP)**
 95 **(Attachment 11, 11A, 11B)**

96 Andrew Henry introduced the 2013 Coordinated Public Transportation – Human Services
 97 Transportation Plan (CPT-HSTP) with attachments. Andrew Henry stated the action for today is to

98 conduct a public hearing and receive additional comments to refer back to the TCC to recommend a
99 final plan for the TAC to approve at the January meeting.

100 Ellen Reckhow opened the floor for public hearing. Alex Castro requested to have additional
101 agendas available to the public in the back of the room. There were no public comments on the CPT.
102 Ellen Reckhow closed the public hearing. Ellen Reckhow stated that the annual review process for the
103 CPT-HSTP was not mentioned. Andrew Henry stated that he will make that the annual review part of
104 the program management process.

105 **STPDA and Transportation Alternatives Program (Attachment 12, 12A, 12B)**

106 Ellen Beckmann provided an update to the STPDA and Transportation Alternatives Program
107 funding with attachments. Ellen Beckmann stated at that there are currently no funds programed for
108 projects beyond 2014. The TCC is currently reviewing this policy and will bring it forward for
109 modification and approval in January. Ellen Beckmann referred to the attachments provided.

110 Ellen Beckmann stated that many projects have been delayed partly because of the lengthy
111 project review process administered by NCDOT. Ellen Reckhow asked if the additional review was due
112 to state changes or federal changes. Ellen Beckmann responded that these are federal requirements
113 that the state is in charge of administering. Jill Stark stated that the regulations are not new; however,
114 North Carolina was targeted as a focus state. The American Recovery Reinvestment Act brought to light
115 the lack of documentation that was kept for projects and that many projects were not closed out and
116 did not meet federal regulations which, as a result, the Federal Highway Administration began to take
117 back money. As a result, the state and federal agencies worked together come up with a more stringent
118 checklist to eliminate losing additional funding for projects. Ellen Reckhow asked if this was for a set
119 period of time. Jill Stark responded that this is the way it will be going forward. Mark Ahrendsen stated
120 compliance with the requirements is the responsibility of the recipients of the funds. Mark Ahrendsen
121 stated that the MPO staff has been working with the local staff to consider developing a new process,

122 procedures, and guidelines on the use of the funds. Ed Harrison asked what will the \$351,000 (TAP) be
123 used for. Ellen Beckmann stated that TAP funding will primarily be used for bike and pedestrian
124 projects.

125 Ed Harrison asked about the status of the project for Old Durham-Chapel Hill Road. Dale McKeel
126 stated that the Durham portion of the project is scheduled to go out to bid for construction in the
127 summer of 2014. Ellen Reckhow asked about the East End Connector enhancements. Ellen Beckmann
128 stated that there are various sidewalks that are associated with some of the local roads that are being
129 re-routed. NCDOT has a sidewalk policy that the local government is responsible for. It can be split 50%
130 local government and 50% NCDOT or if ST-PDA funds are used it can be split 80% federal funds and 20%
131 the City's matching funds for various enhancements such as aesthetics treatments for noise walls and
132 sidewalks. Mark Ahrendsen stated that this is only for the intersecting streets that are affected by the
133 project. Ellen Beckmann stated that they are working towards programing projects early next year so
134 all the local governments can be aware of the local match they will need to program in their budget.

135 **Prioritization 3.0 (Attachment 13, 13A)**

136 Ellen Beckmann provided an update on Prioritization 3.0 along with handouts. Ellen Beckmann
137 referred to the list in attachment 13A. The online list has been updated with the three expansion
138 projects from Orange Public Transit. The transit list was submitted and ranking points will be applied in
139 the spring of 2014. The TCC is reviewing the highway list and will bring forward a formal
140 recommendation for what the TAC should approve for submission. The deadline to submit the projects
141 is February 17, 2014. There were 32 bike and pedestrian projects submitted. The TCC is reviewing the
142 bike and pedestrian project list to narrow it down to 20 projects allowed for submission. Ed Harrison
143 commented on prioritizing the facilities that have no services available as opposed to spending money
144 on existing facilities. Damon Seils asked if the prioritization for the bike and pedestrian projects will
145 happen in January 2014 with a goal of February 17, 2014 deadline for submission. Ellen Beckmann

146 clarified the process and stated that the deadline by which the MPO must submit local input points is
147 July 31, 2014. There are only 2,500 points and those points must be distributed among the highway,
148 bike and pedestrian, and transit projects within the Division category.

149 **Election of 2014 TAC Officers**

150 Diane Catotti provided information on the election of the 2014 TAC Officers. Diane Catotti
151 made a motion for Ellen Reckhow and Mark Kleinschmidt to be reappointed as Chair and Vice-Chair for
152 the TAC and seconded by Alice Gordon. The motion carried unanimously.

153 **Fayetteville Road Resurfacing**

154 Mayor Bill Bell provided information about various concerns brought to the City Council meeting
155 by residents on the road conditions on Fayetteville Road. Mayor Bell commented on the condition of
156 the road and inquired about resurfacing Fayetteville Road and making this a priority. Mark Ahrendsen
157 stated that he would need to refer to Joey Hopkins; however, he believes that Fayetteville Road is
158 scheduled to be resurfaced by the state in 2014 from Umstead to Cornwallis which is also part of the
159 Safe Routes to School project. Joey Hopkins stated that he agreed with Mark Ahrendsen and he will
160 provide Mayor Bell with specific information.

161 **REPORTS:**

162 **Report from the TAC Chair**

163 There were no reports from the TAC Chair.

164 **Report from the TCC Chair**

165 There were no reports from TCC Chair.

166 **Report From Staff**

167 There were no reports from the staff.

168 **Report from NCDOT**

169 Pat Wilson, Division 7, updated the committee on the recommendation of lowering the speed
170 limit on NC 751 to 45mph. The ordinance was revised and a status update will be available in January
171 2014. Additional signs have been installed for the narrow bridge. Ellen Reckhow requested the signs be
172 visible at night as well.

173 Ed Harrison asked about the \$640,000.00 construction cost of installation of the roundabout on
174 Erwin Road and Mt. Moriah increasing to \$815,000.00 total cost. Ed Harrison expressed his concern
175 with the rising prices for roundabout.

176 Darius Sturdivant, Division 8, stated that the draft traffic forecast reports for the 15-501 corridor
177 study went out in October. The comments on the report were received and addressed by the consultant
178 and a revised report is located on the FTP website for review. If anyone has comments on the report,
179 please submit them by December 17, 2013. Ed Harrison asked if the forecasting included the northern
180 section that enters Chapel Hill. Darius Sturdivant replied yes, the limits are from the US 64/US 15-501
181 Interchange in Pittsboro up to the NC 54/US 15-501 Interchange in Chapel Hill.

182 **INFORMATIONAL ITEMS:**

183 Ellen Reckhow stated that next meeting is January 8, 2014.

184 **Adjournment**

185 There being no further business before the Transportation Advisory Committee, the meeting
186 was adjourned at 10:24am



Durham
Chapel Hill
Carrboro
MPO

Coordinated Public Transportation

Human Service Transportation Plan Update



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Appendices

Appendix A: Data Tables

Appendix B: 5307/5310 Application Packet

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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.

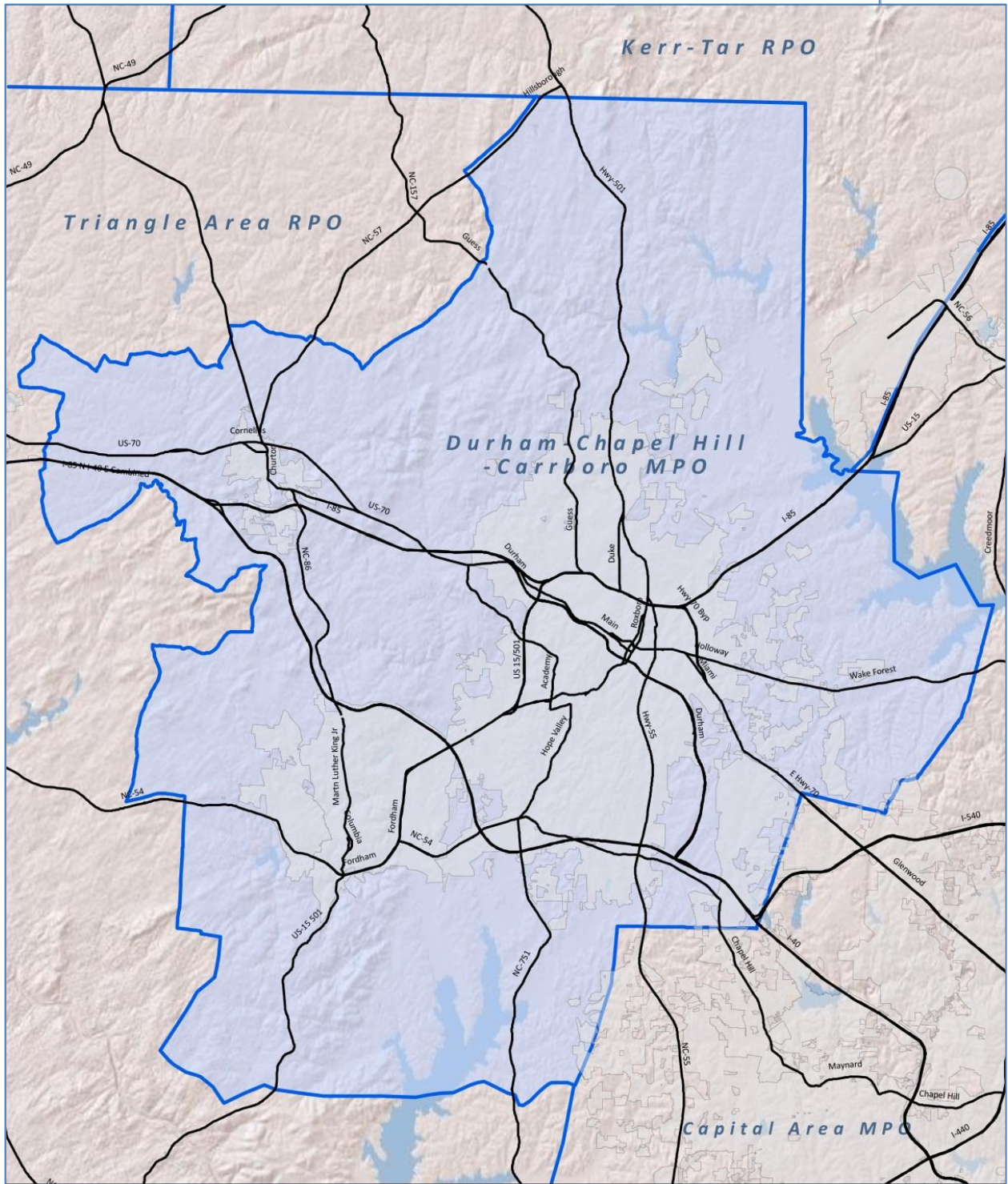
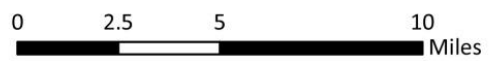


Figure 1-1: MPO Boundary

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 Enhanced Mobility of Seniors and Individuals with Disabilities (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.

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

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.



4. Federal Transit Programs

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 during peak periods 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.

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.

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

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/programs_funding.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 public transit agencies that receive Section 5307 funds are identified as direct recipients. 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 also 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 for the Durham Urbanized Area (UZA); part of the Burlington UZA is also located in the DCHC MPO planning area. Furthermore, the State of North Carolina is the designated recipient of the Section 5307 apportionment for the Burlington UZA since Burlington is not a transportation management area. Therefore, the Section 5307 funding for the portion of the Burlington UZA within the DCHC MPO planning area should come from FTA's apportionment to the Burlington UZA. Finally, federal law allows for other governing entities to be identified as the Designated Recipient, such as a regional transit authority.

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

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. The MPO has several options available to have more involvement in the selection of activities funded through Section 5307. These options include:

1. Have an agreement that would require a portion of the Section 5307 funds to be set aside for JARC activities and employ a competitive selection process. Other MPOs have set aside the average amount of JARC funding previously awarded under the Section 5316 grant.
2. Continue to fund JARC activities through Section 5307 that had been previously funded through the Section 53016 grant.
3. Use data-driven information to select target areas for possible JARC activities.
4. Have transit agencies receiving Section 5307 funds determine the JARC activities to be funded.

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.

¹⁰ Ibid, p. 36.

¹¹ Ibid, p. 37

¹² Ibid, p. 42

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.

Rural Area Formula Grants (Section 5311) - This program provides capital, planning and operating assistance to support public transportation in non-urbanized areas, defined as those areas located outside Census-designated urbanized areas, which have a minimum of 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.

¹³ Ibid, pp. 44-45

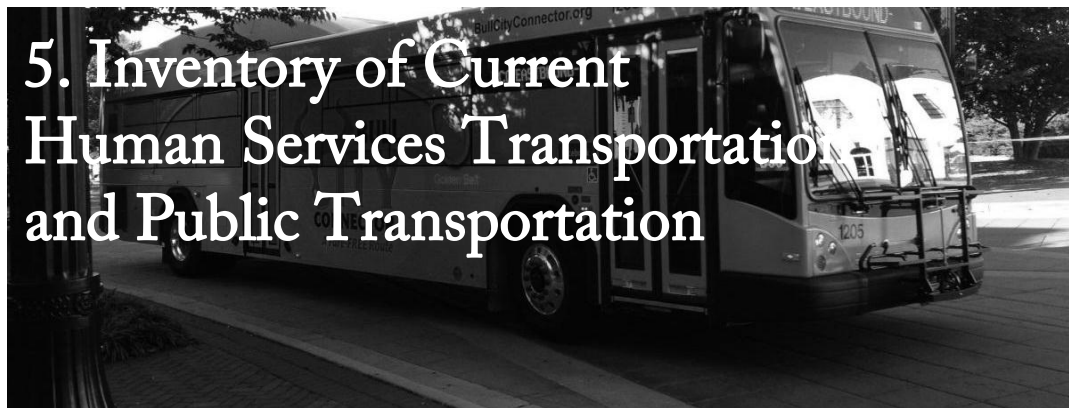
¹⁴ Ibid, p. 45

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.



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 organizations that provide transportation as one of several services to elderly or disabled individuals.

5.1 Community Transportation Providers

Durham County ACCESS, Orange Public Transportation, 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 to residents within rural 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 is coordinated with Durham Area Transit Authority (DATA) paratransit services, and may connect with Triangle Transit as well as DATA services.

The Durham County Transportation Advisory Board is appointed by the Board of County Commissioners to provide oversight to Durham County ACCESS.

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; no service December 25th.

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 DCA and the contract agencies that DCA serves. DCA also operates a website.

Orange County Public Transportation (OPT)

The OPT program, a division of the Orange County Planning and Inspections Department, 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). OPT has bus service expansions that are planned for the next 5 years and beyond as part of the Orange County Bus and Rail Investment Plan. The Orange County Transportation Advisory Board is the Orange Unified Transportation Board (OUTBoard), which 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 - Craig Benedict, Director, Orange County Planning and Inspections Department, 919.245.2575

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. DATA ACCESS is coordinated with the services provided by Durham County ACCESS. 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 – Certified ADA clients

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.

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).

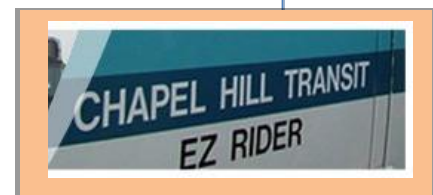
Service Type – Trips for eligible individuals with disabilities. The Senior Shuttle is a circulator service available for seniors.

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 3/4 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

	2011			2000		
	Total Population in DCHC	65+ Population	% Seniors	Total Population in DCHC	65+ Population	% Seniors
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%

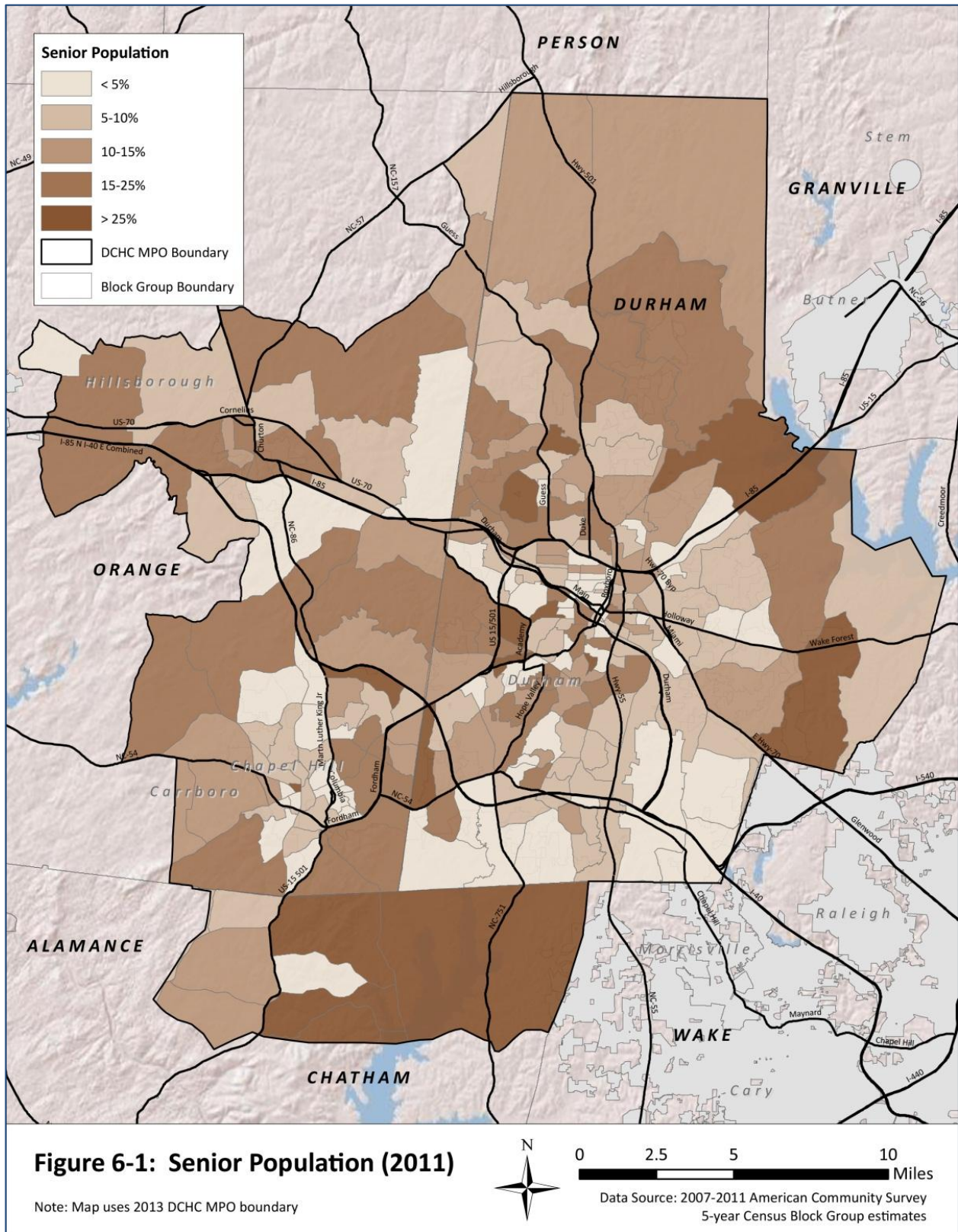
Source:

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.



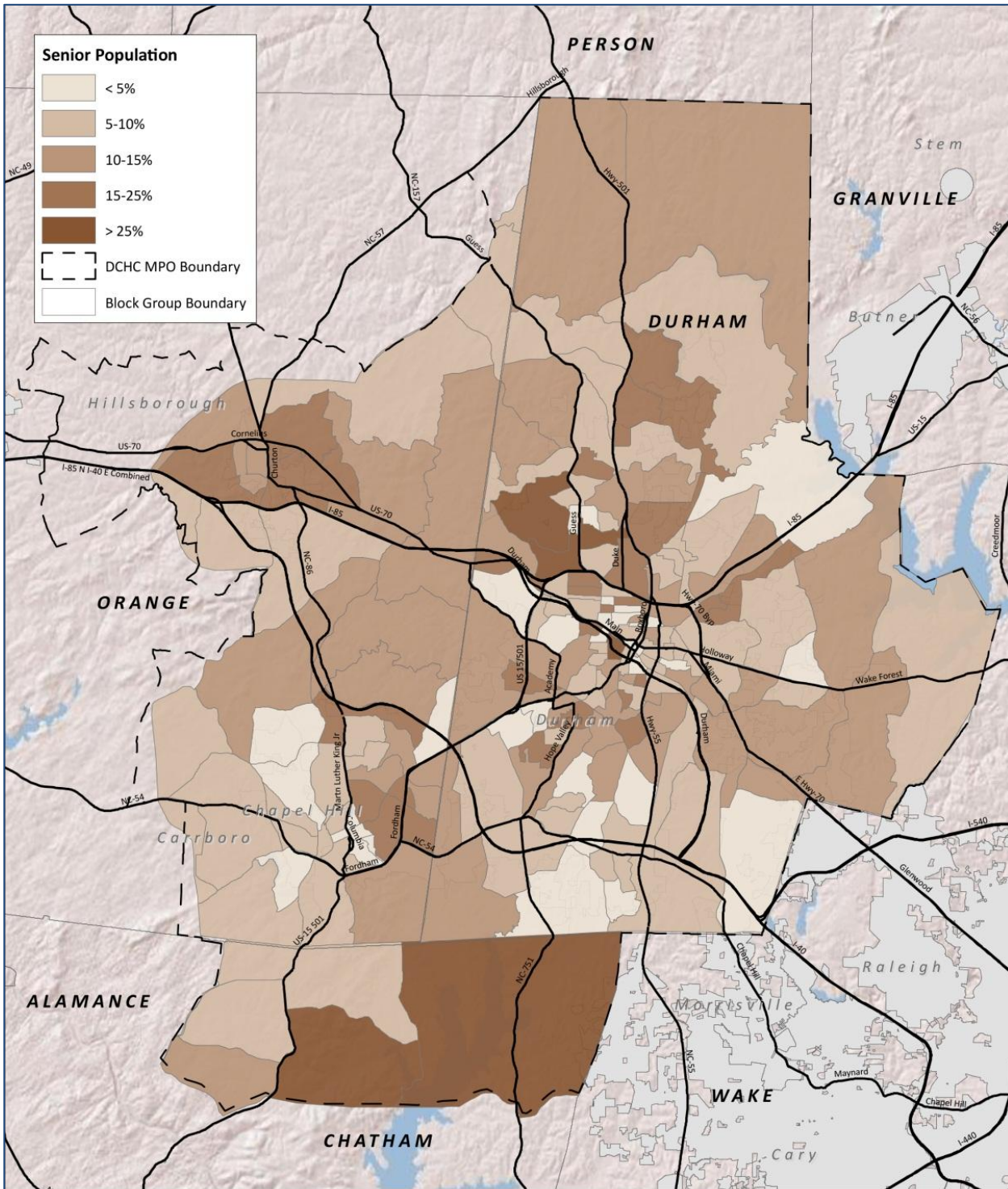


Figure 6-2: Senior Population (2000)

Note: Data provided for DCHC MPO boundary in year 2000



0 2.5 5 10 Miles

Data Source: 2000 Census Summary File 3

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%

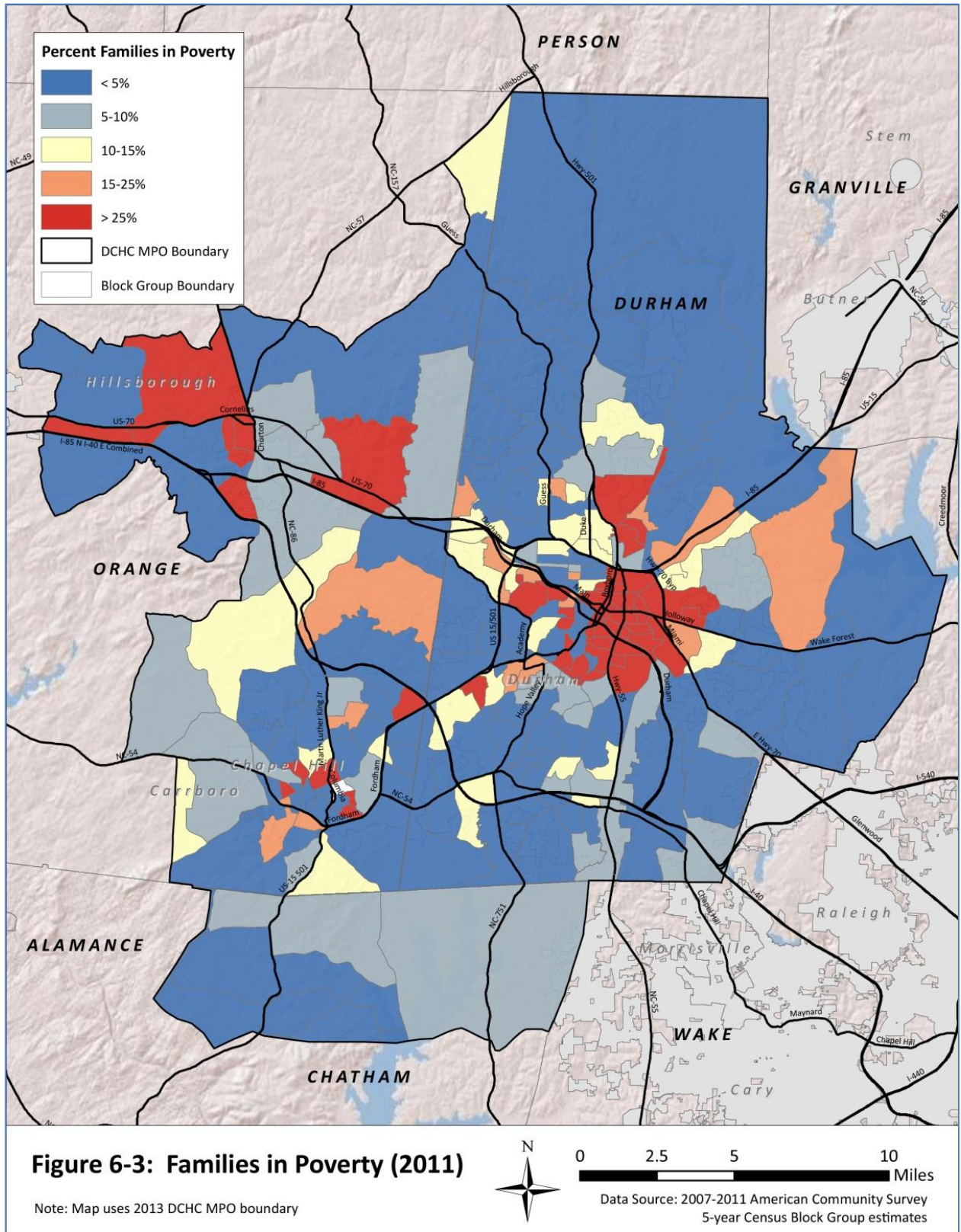
Source:

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.



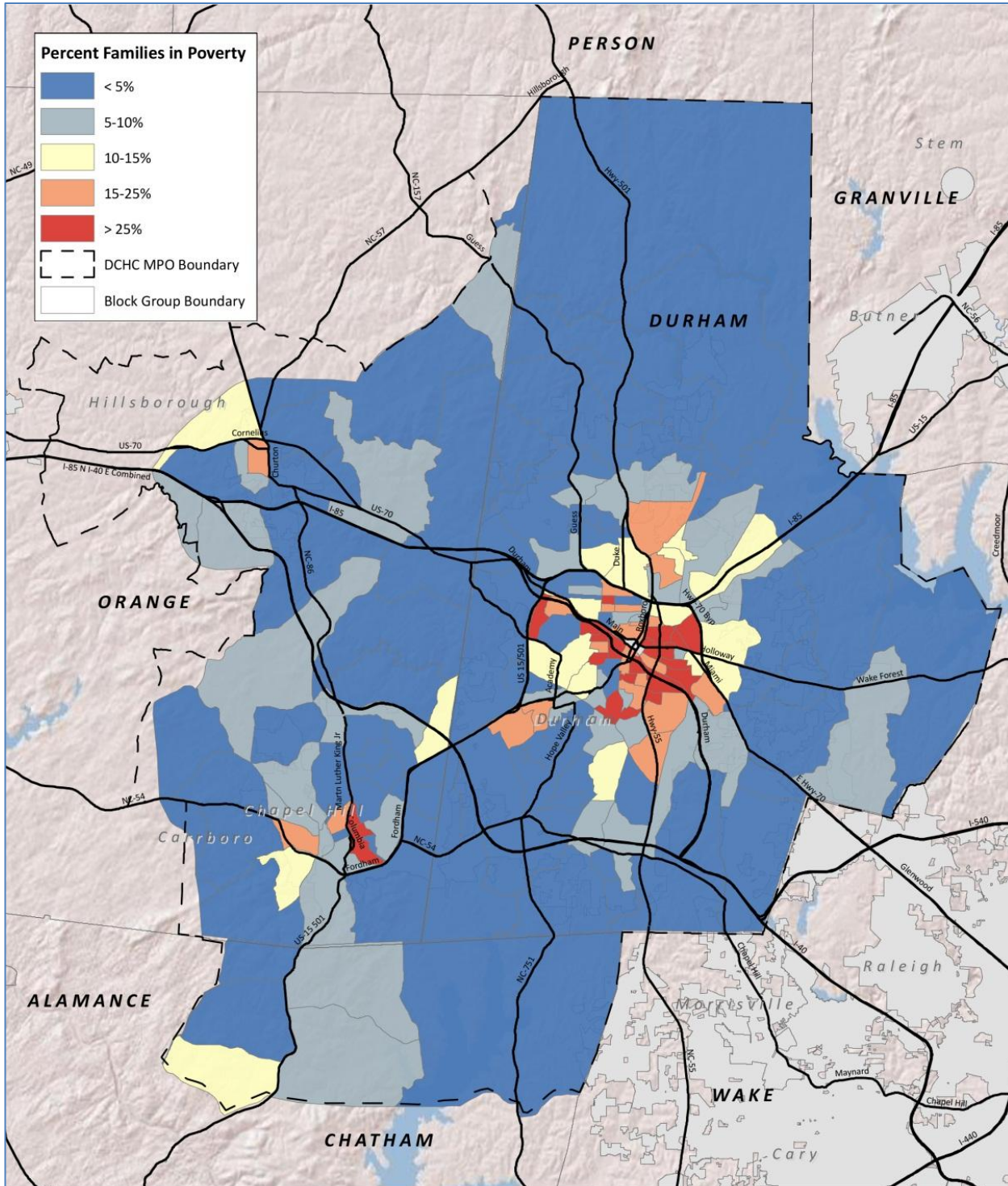
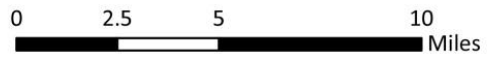


Figure 6-4: Families in Poverty (2000)

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.

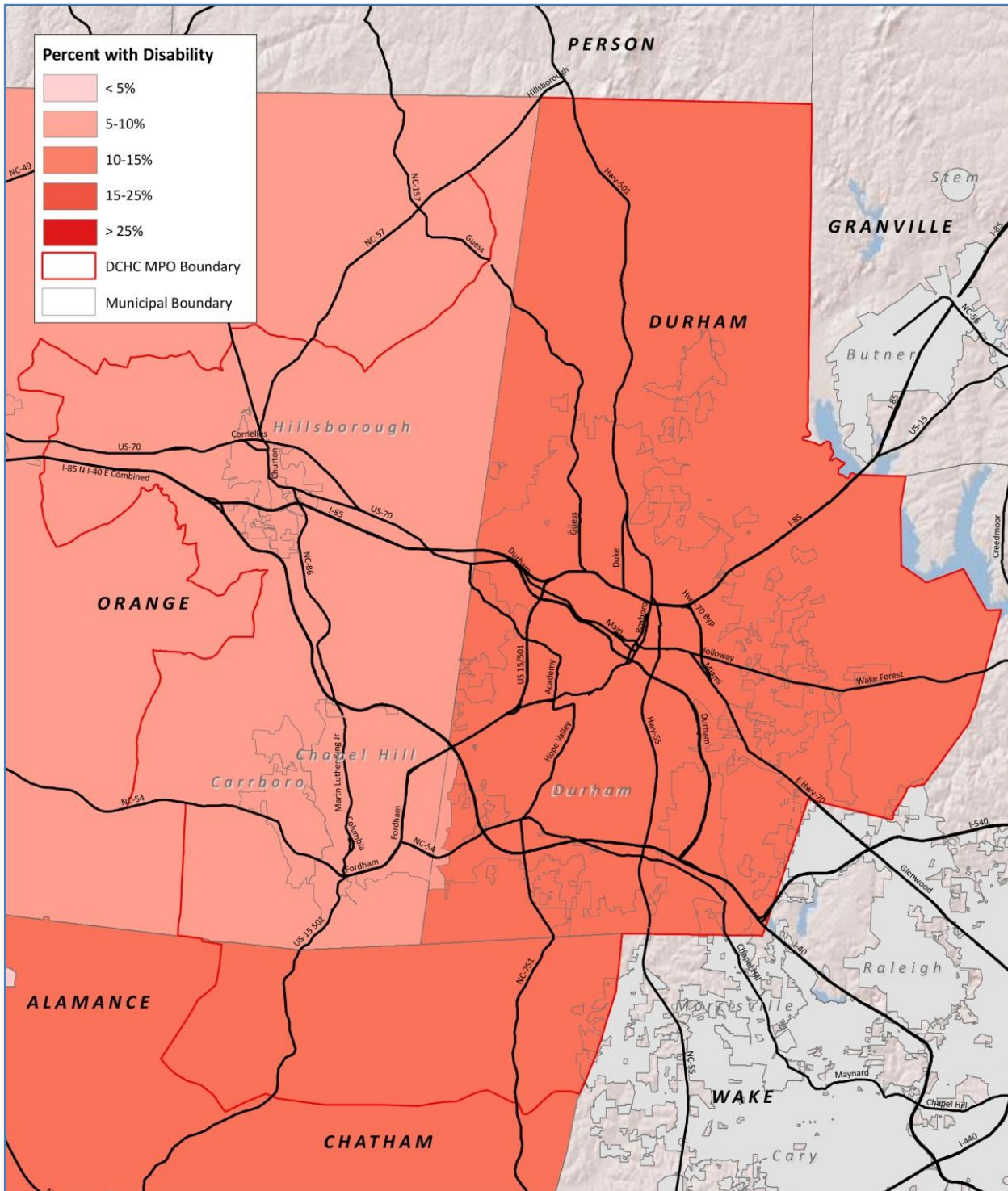


Figure 6-5: Disabled Population (2011)

Note: Map uses 2013 DCHC MPO boundary

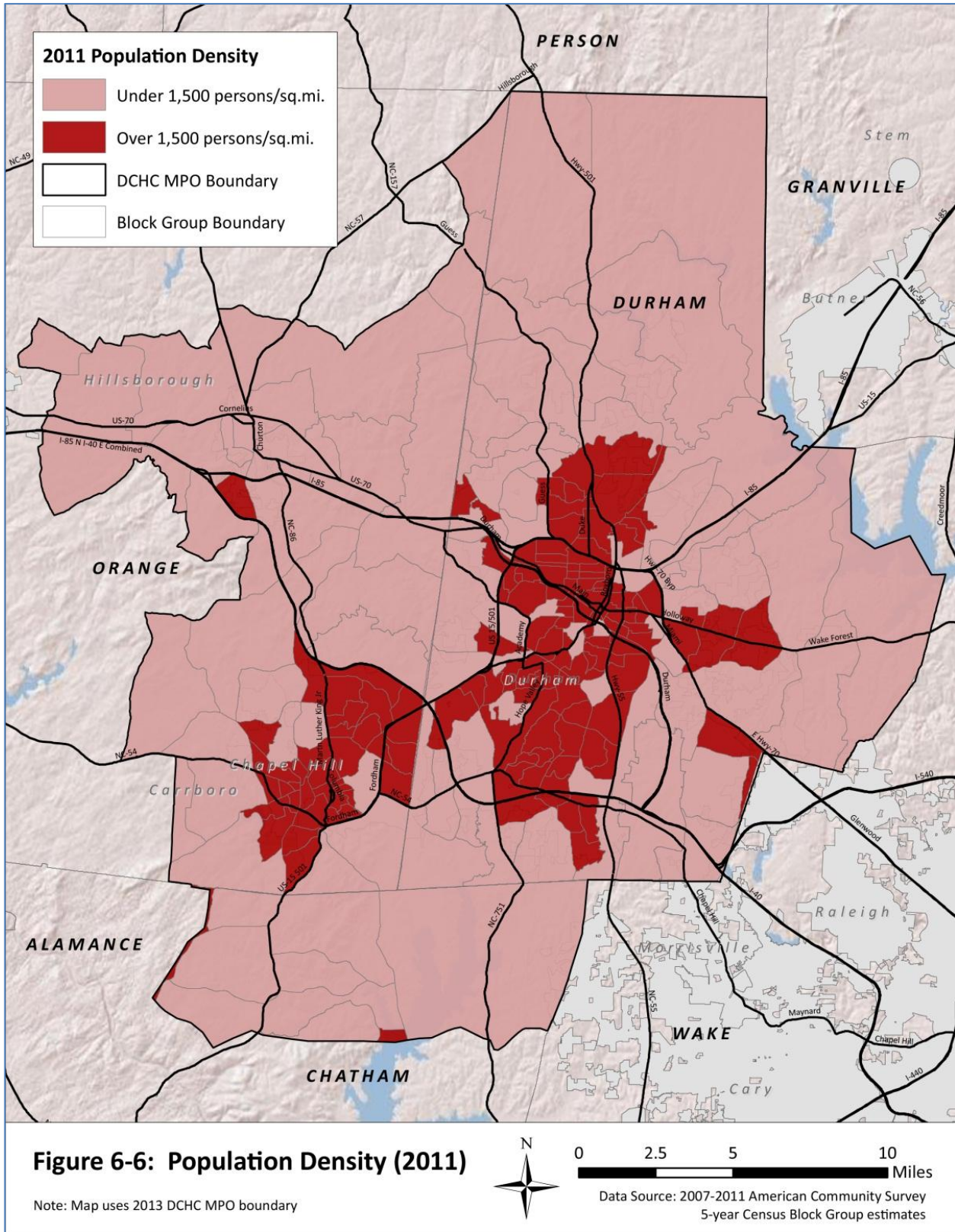


0 2.5 5 10 Miles

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.



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
- Reinstitute 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.

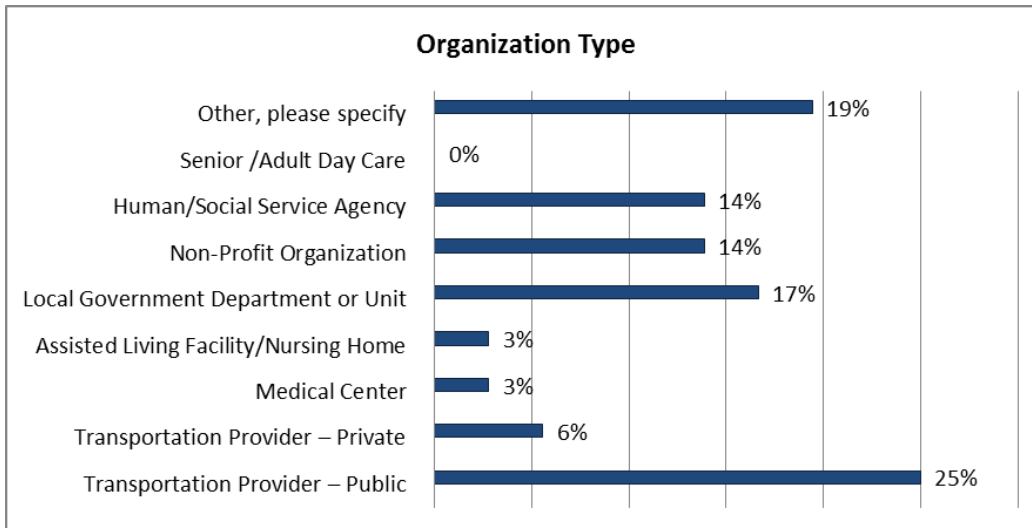
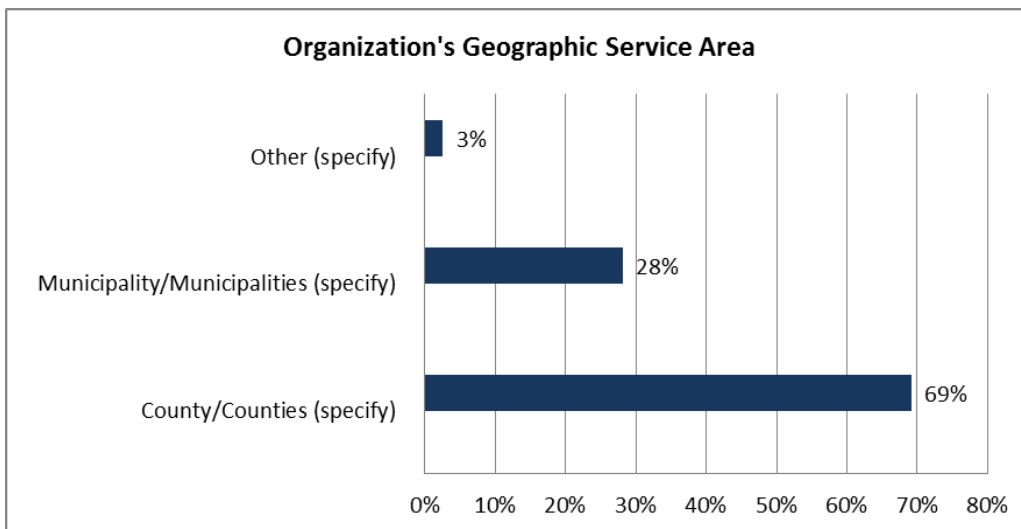
Questions

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.



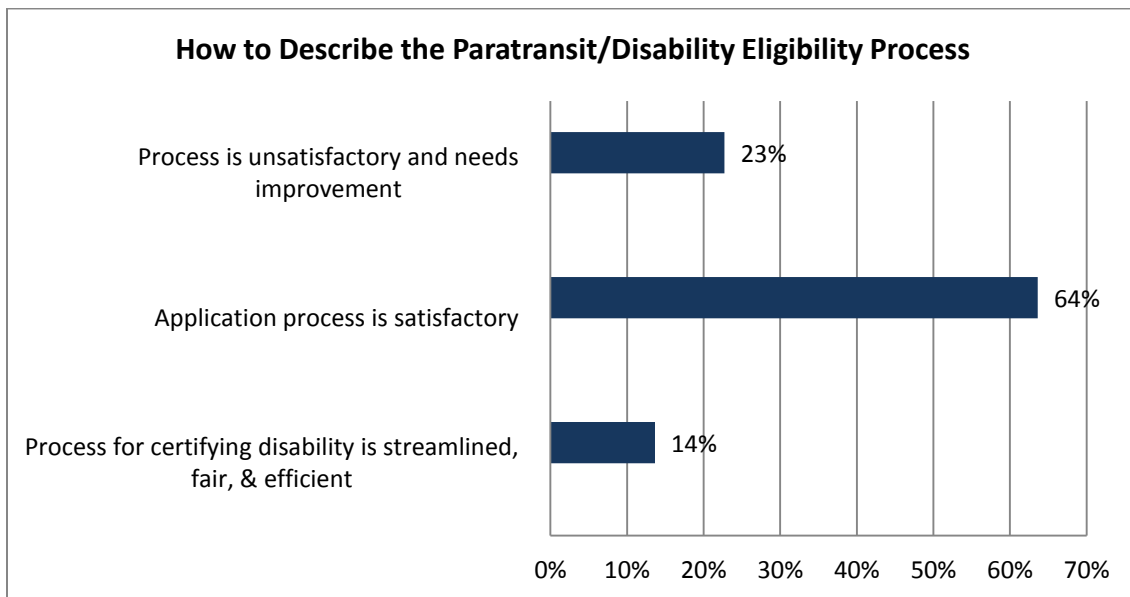
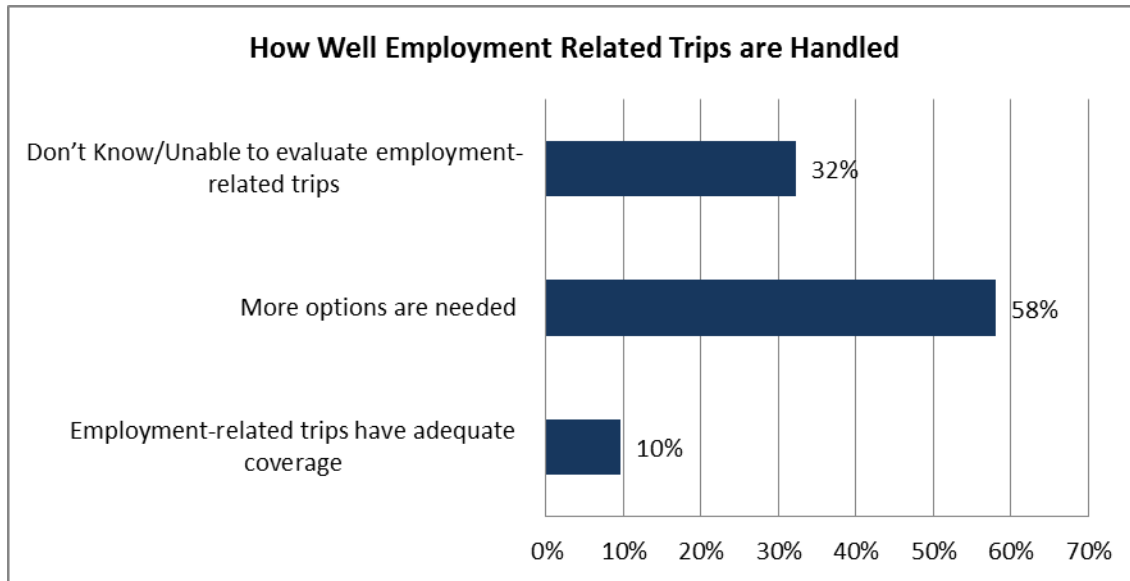
Quality of Services

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.

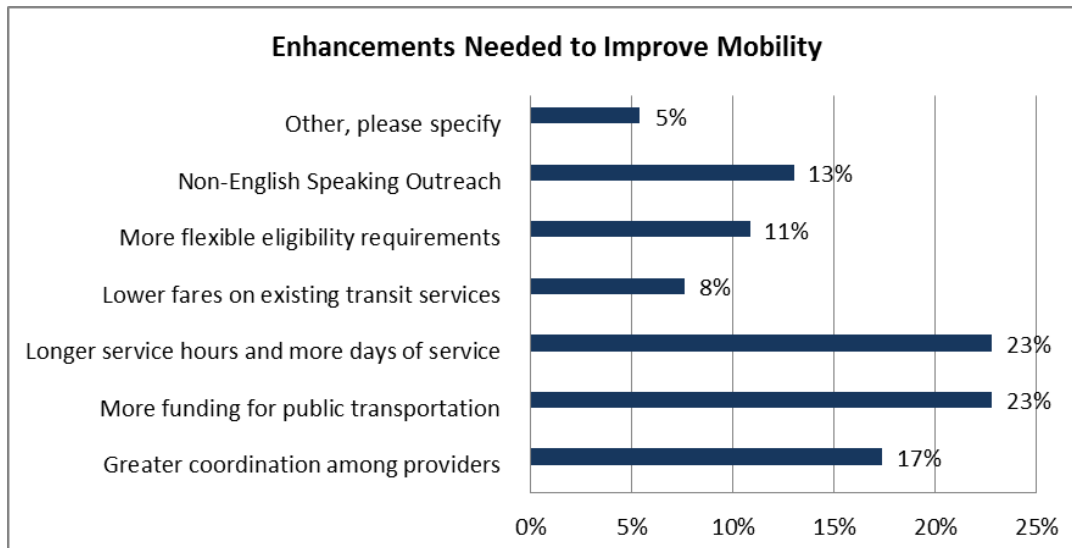
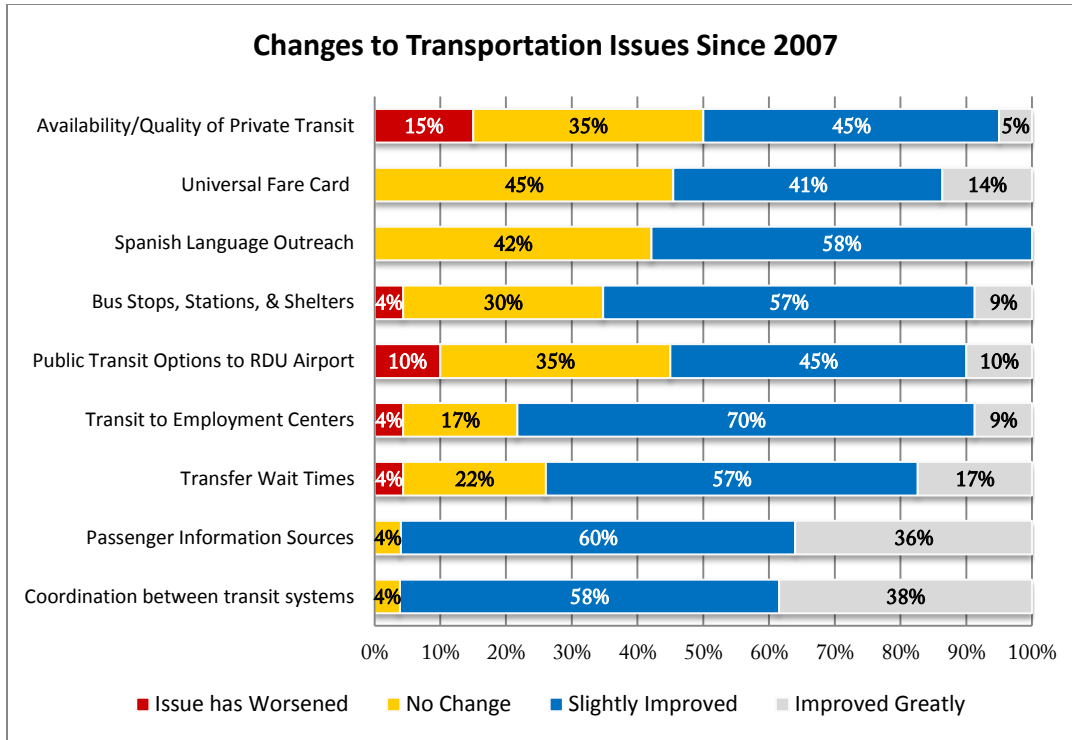
Question #8: Please rate how the following transit issues have changed in our area since 2007.									
	Improved Greatly		Slightly Improved		No Change		Issue has Worsened		Response Total
	%	#	%	#	%	#	%	#	
Coordination between transit systems	38%	10	58%	15	4%	1	0%	0	26
Passenger Information Sources	36%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

This coordinated humans services transit plan provides project recommendations that will help the Durham Urbanized Area move toward an increasingly coordinated transportation system. The plan addresses JARC activities eligible under Section 5307 and Section 5310. It should be noted that these grant programs have different requirements and regulations, including those for project selection. Sub-recipients of these grants should cognizant of these differences.

Section 5307

JARC activities funded under Section 5307 are not required to be specifically selected from a CPT-HSTP. As such, transit agencies and others could possibly develop other activities not listed in this document, as long as they help meet the transit needs identified in the CTP-HSTP. The FTA guidance states that "while the job access and reverse commute projects funded under this section [5307] do not have to be selected from a locally-developed, human service public transportation planning process ("coordinated planning process"), FTA encourages MPOs and section 5307 Designated Recipients to continue the coordinated planning process in identifying and developing projects for funding."¹⁶

Section 5310

Section 5310 funded New Freedom activities must be included in the adopted CTP-HSTP. The FTA guidance states: "Under MAP-21, the coordinated planning provision requires that all projects be included in the local coordinated human service-public transportation plan. However, on an interim basis, FTA defines "included in" to mean essentially the same as "derived from," which is consistent with the policy established under SAFETEA-LU, so long as there is evidence the plan was developed and approved with inclusion from the specific targeted populations. FTA will, however, through revisions to its circular, seek notice and comment for how to define "included in" for FY 2014."¹⁷ Therefore, the recommendations for suggested activities here is extensive to allow the MPO, transit agencies, human service providers, and area non-profits to have the maximum flexibility of possible projects.

7.3 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.

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:

¹⁶ http://www.fta.dot.gov/documents/2012-10-10_MAP-21_FINAL.pdf, p. 37.

¹⁷ *ibid*, p. 44.

- A. *Expanded travel training services:* 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. Other ideas include development of a video (to be shown on the web or in person) that illustrate some bus etiquette, such as how a person in a wheelchair or scooter is accommodated on a bus, or how to make a request for the bus to stop (pull cord, speak to the driver, etc.) so that first time riders can be prepared.
- B. *Expanded regional call center/website information:* Expand the GoTriangle website and regional call center to include more information on the Durham County Access, 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. This could also include training of staff to be more knowledgeable of the human service transportation options available to better help customers when using the regional call center and website.
- C. *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.
- D. *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.
- E. *Better outreach and marketing to non-native English speakers:* Participants at the workshop noted that the region has a growing population of individuals whose first language is not English. Suggested activities include rewriting brochures and other information with a more colloquial and less "academic" syntax; more iconography and simplified information, and more visually descriptive/landmark oriented route information. These changes could be made in both English and in targeted languages such as Spanish. Moreover, there should be more bilingual customer service representatives, drivers and mobility managers.

- F. *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.
 - G. *Surveys of non-riders* to see why they do not use transit, including human service transportation, and *expanded surveys and feedback from current riders*, perhaps via on-board surveys as well as via social media.
 - H. *Development of a "transit app"* for smartphones and tablets, that includes information on connecting between fixed route systems, rural-urban connections, and human service transportation options. This could even expand to an on-board interactive information kiosk on some transit vehicles and at major transit centers, employment centers, downtowns, etc.
 - I. *A brochure or other media that can be distributed to newcomers* on all of the available transit services in the region, that can be distributed by realtors, rental agents, colleges and universities, etc.
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:
- A. *Stop improvements* including shelters, lighting, printed schedules, and even neighborhood maps showing destinations and variable message signs (showing next bus arrival). This may even include relocating stops and adding signage, shelter or other features to make them more visible. At a minimum, every stop should have a shelter or pad to ensure that patrons are not exposed to the elements or waiting in high grass/mud.
 - B. *Sidewalks* to access stops and destinations near stops.
 - C. *Better crosswalks* and other improvements to allow riders to cross the street.
 - D. *Bicycle racks* at shelters and *bicycle rental programs* in select locations.

E. *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:

- A. *Expanded locations to purchase regional day passes,* and expanding the number of area providers who will access the regional day pass.
- B. *Adjustment of schedules* to allow for connections between transit systems at stops served by more than one agency.
- C. *Better information (schedules, maps) of the varied systems* at transit centers and bus stops that are served by multiple agencies.
- D. *Better on board information* that identify the next stop or major connections points (both verbal and visual).
- E. *Expansion of the transit ambassador system* to better help customers navigate connecting between human service and fixed-route services; this could include more on-site staff to help riders at major stops and transfer locations.
- F. *Better efficiencies,* such as joint purchases or training by area transit providers (including non-profits), and by using compatible technology among several transit providers that will allow for better coordination in route planning.
- G. *Possible consolidation of systems, or an overarching transit management agency* that can help or force cooperation between local agencies.

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

- A. *Universities and colleges:* Work with area colleges, community colleges and universities to fund additional services to and around campuses, perhaps through a student parking/transit fee or reduced fares for students. These services can not only help college students, but also provide access to job training and employment on or near campuses.
- B. *Business collaboration:* Collaborate with employers to help fund bus stop infrastructure near their work sites.

- C. *Alternative sources for local match:* Cooperate with non-profits, private foundations, or businesses to fund the local match on new or extended bus services or other improvements. This could include developing a toolkit for private sponsorship of stops or routes.
 - D. *Other alternative funding sources,* such as charging parking at bus terminals, and reinstating North Carolina's travel demand funding requirement for employers with more than 100 employees.
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:
- A. *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.
 - B. *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.
 - C. *More direct connections:* Rural systems should investigate the possibility of more point-to-point services that reduce the need for transfers in downtown, such as a direct route from Hillsborough to Durham (without going through Chapel Hill/Carrboro) and better connections to RDU Airport.
 - D. *A coordinating committee for all providers and/or a transit management agency to help with coordination* to help the various providers find ways to better coordinate or even consolidate operations.

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.

Project Selection Short List

Recommendations are summarized below.

1. Education and Outreach

- 1a. Travel Training & How-to videos
- 1b. More paratransit information at Regional Call Center & GoTriangle.com
- 1c. Improved bus schedules/route maps
- 1d. Mobility Manager positions
- 1e. Improved outreach & marketing to non-native English Speakers
- 1f. Outreach on land use decisions
- 1g. Survey riders and non-riders (including riders of human services/paratransit)
- 1h. Develop a transit application for mobile devices
- 1i. Brochure or other marketing for newcomers

2. Better and safer access to fixed-route services

- 2a. Bus stop improvements
- 2b. Sidewalks to access bus stops
- 2c. Better crosswalks & other improvements to cross street
- 2d. Bicycle racks at bus shelters & bike rental programs
- 2e. Data-driven evaluation for decisions on infrastructure improvements

3. Better Coordination and Cooperation Among Transit Providers

- 3a. Expand locations to purchase regional day passes
- 3b. Adjust schedules to allow for multi-system transit connections
- 3c. Information for all transit systems at transit centers
- 3d. Better on board information (verbal & visual)
- 3e. Expansion of transit ambassador system for human services transit
- 3f. Better efficiencies, joint purchases or training
- 3g. Possible consolidation of systems

4. Alternative Funding

- 4a. Work with colleges and universities on transit programs and for additional funding
- 4b. Business collaborations
- 4c. Alternative sources for the local match for grants
- 4d. Seek other alternative funding sources

5. Better Rural Services and Urban-Rural Connections

- 5a. Review manifests from rural transit and paratransit agencies for parallel routes
- 5b. More rural transit service
- 5c. More direct connections that reduce transfers in downtown areas
- 5d. A Coordinating Committee for all providers or a transit management agency for continuous coordination of services

7.4 Program Management and Project Selection

Program Management

In accordance with the federal transportation law, MAP-21, a Program Management Plan (PMP) will be developed to document and describe the processes used to solicit, select, award, and administer the Sections 5307 (JARC eligible activities) and 5310 grants. The PMP serves as a guide for the project selection and monitoring process. The PMP is developed separately from this coordinated plan, which serves as the policy document for coordinated human services transit within the MPO boundary. Below is a brief description of the project selection criteria.

Project Selection

The DCHC MPO will utilize a competitive selection process to award 5307 and 5310 grant funds to sub-recipients. The Project Selection process should be conducted every two years, as long as 5307 and 5310 grant funds are available. The solicitation of projects should be announced as early in each calendar year as is feasible, to provide applicants with ample time to develop complete proposals. During this first year, the solicitation announcement would follow the Transportation Advisory Committee's approval of this document. In subsequent years, the solicitation announcement should occur earlier.

All applications must meet the following:

1. The proposed project must be a non-duplicative service or program.
2. Eligible matching funds must be identified and available.
3. The primary focus of the proposed service or program must serve the target populations (i.e., persons with low-income for the 5307 funds, or persons with disabilities or seniors for the 5310 funds).
4. The project must benefit the Durham – Chapel Hill – Carrboro urbanized area.

Eligible applications will then be evaluated on the following criteria:

1. *Project Need/Goals & Objectives (30%)*
 - Fit with high-priority needs identified in the Coordinated Plan
2. *Quality of the implementation plan (15%)*
3. *Project Budget (15%)*
 - Efficiency (estimated cost per new customer)
 - Financial sustainability beyond grant period
4. *Partnerships and Outreach (25%)*
 - Effectiveness of proposed partnerships
 - Maximize additional resources
 - Quality of marketing/outreach plan
 - Geographic range of project benefits
5. *Program Effectiveness and Performance Indicators (10%)*
 - Quality of the evaluation plan
6. *Innovation (5%)*
 - Applicability of innovative ideas or creative financing elsewhere in region

All applicants will be required to submit a completed application (see appendix B) in April. This would allow enough time for the application evaluation and approval process to be completed by the June meeting of the Transportation Advisory Committee (TAC). Applications should be reviewed and scored by a project selection subcommittee. This subcommittee would make funding recommendations to the Technical Coordinating Committee, who in turn would make final recommendations to the TAC. The criteria recommended for use in evaluation of competing applications are listed in the box at right.

The intent is that the selected projects will enable all the stakeholders to cooperatively move toward an increasingly coordinated transportation system. This will better serve the needs of all our customers, but particularly those who have traditionally been transportation-disadvantaged.

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Appendices

Appendix A: Data Tables

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

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

Table A-3: List of Public Workshop Invitees

Appendix B: 5307/5310 Application Packet

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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%

Tract / Block Group	Total Population	65+ Population	% Seniors	Total Families	Families in Poverty in 2011	% Poverty
Block Group 1, Census Tract 4.02, Durham County	1,917	97	5.1%	258	7	2.7%
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%

Tract / Block Group	Total Population	65+ Population	% Seniors	Total Families	Families in Poverty in 2011	% Poverty
Block Group 3, Census Tract 16.03, Durham County	1,144	278	24.3%	392	12	3.1%
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%

Tract / Block Group	Total Population	65+ Population	% Seniors	Total Families	Families in Poverty in 2011	% Poverty
Block Group 1, Census Tract 18.08, Durham County	2,113	186	8.8%	626	12	1.9%
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%

Tract / Block Group	Total Population	65+ Population	% Seniors	Total Families	Families in Poverty in 2011	% Poverty
Block Group 1, Census Tract 20.24, Durham County	3,678	101	2.7%	1,002	0	0.0%
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%

Tract / Block Group	Total Population	65+ Population	% Seniors	Total Families	Families in Poverty in 2011	% Poverty
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 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%

Tract / Block Group	Total Population	65+ Population	% Seniors	Total Families	Families in Poverty in 2011	% Poverty
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	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 (NCSSU)
Intefaiith 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.



Appendix B : 5307/5310 Application Packet

Funding Application

Section 5307 Urbanized Area Grants (JARC Eligible Activities)

Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities

Introduction

On October 1, 2012 the Moving Ahead for Progress in the 21st Century (MAP-21) was passed into law as the new federal transportation funding legislation. MAP-21 replaced the former federal transportation law known as SAFETEA-LU, ending both Job Access/Reverse Commute (JARC Section 5316 grant) and New Freedom (Section 5317 grant) 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 Enhanced Mobility for Seniors and Individuals with Disabilities Program (Section 5310).

With the passage of MAP-21, transportation projects receiving funding under Section 5310 must “be included in the local coordinated human service-public transportation plan.” However, on an interim basis, FTA defines “included in” to mean essentially the same as “derived from,” which is consistent with the policy established under SAFETEA-LU, so long as there is evidence the plan was developed and approved with inclusion from the specific targeted populations. The 2013 Coordinated Public Transit-Human Services Transportation Plan Update (CPT-HSTP) is the policy document applicants should reference for project proposals for 5310 funds.

JARC activities funded under Section 5307 are not required to be specifically selected from the CPT-HSTP, as long as they address transit needs identified in the plan. FTA does encourage providers to ensure that projects meet the transportation needs of welfare recipients and low income individuals by deriving projects from the CPT-HSTP or by an alternative process that engages low income community stakeholders.

This funding application addresses two Federal Transit Administration (FTA) programs funded by MAP-21: Section 5307 Urbanized Area Formula Grants (JARC activities only) and Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program.

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Background on Grant Programs**Section 5307 – JARC Eligible Activities**

5307 is a formula grant that provides funding to Urbanized Areas (UZAs) for public transportation, planning, JARC projects, and certain operating expenses. This application only addresses the portion of the grant that covers JARC eligible projects. JARC projects “ support the development and maintenance of transportation services designed to transport welfare recipients and eligible low income individuals to and from jobs and activities related to their employment.” The grant also includes projects that provide public transportation from urbanized and rural areas to locations of suburban employment.

Section 5310 – Seniors and Individuals with Disabilities

This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.

Eligibility Overview: Section 5307 (JARC) and Section 5310 Funds

Eligible Applicants

Section 5307 JARC and Section 5310 are formula grant programs for member jurisdictions in the Durham Chapel Hill – Carrboro Metropolitan Planning Organization (DCHC MPO). Applicants may include state or local government authorities; private non-profit organizations; and operators of public transportation services including private operators of public transportation services.

Eligible Use of Program Funds:

Sections 5307 (JARC) and 5310 program funds are intended to fund innovative and flexible programs that identify the transportation needs of individuals with disabilities, older adults, and individuals with limited incomes. Therefore, it is expected that 5307 and 5310 funds be directed to meet these needs by funding new programs or services, or to continue existing programs.

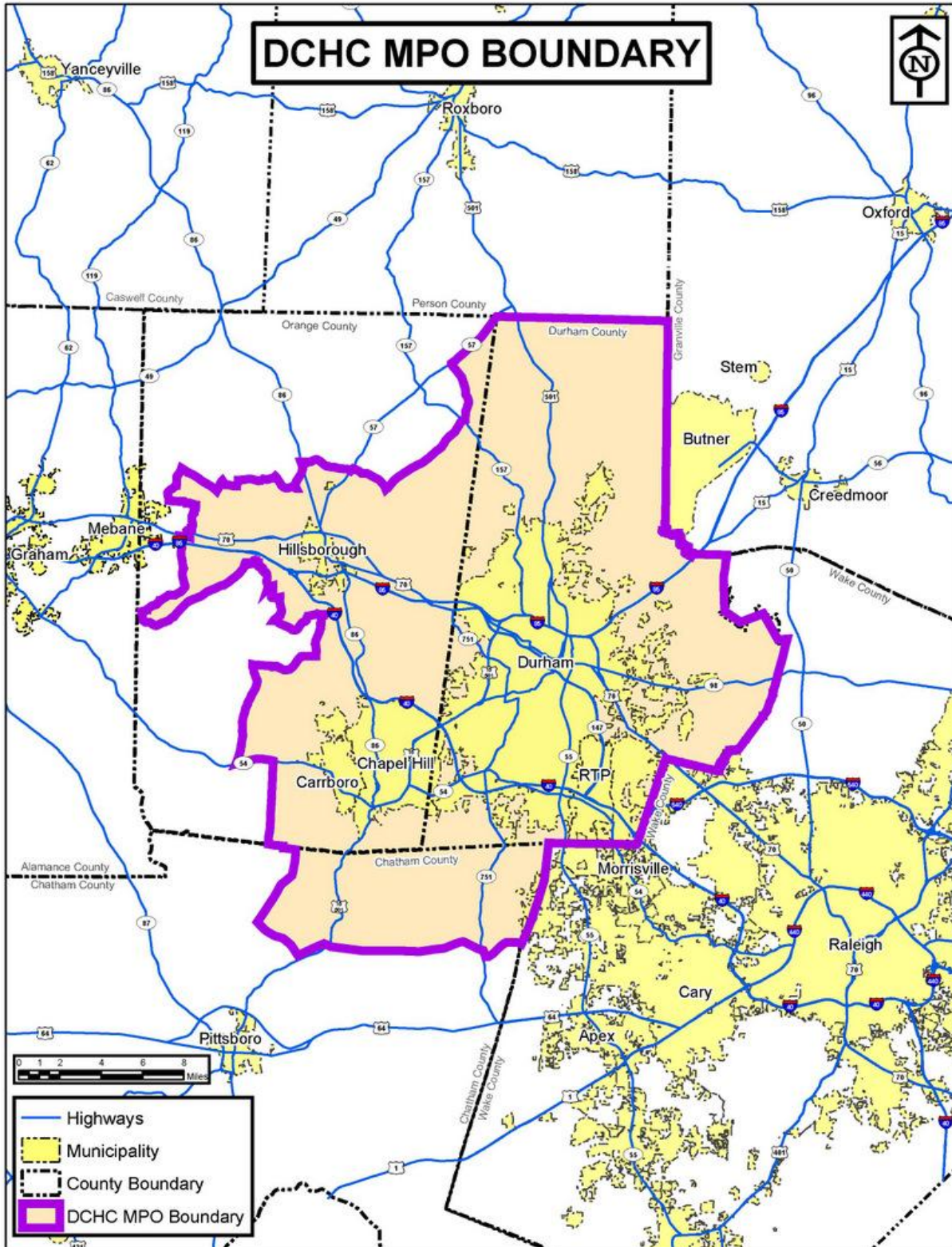
Eligible Projects:

Section 5307 and 5310 funds may be used for the planning, capital or operating costs of providing access to jobs; or services and facilities that improve mobility for seniors and persons with disabilities. Specific project eligibility is detailed later in this document under each program’s description. Further, the DCHC-MPO is soliciting projects that have been derived from the adopted 2013 Coordinated Public Transportation - Human Services Transportation Plan Update (CPT-HSTP). The plan outlines a vision for

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improving mobility options for the disabled, aging, and low-income population living in the region. Federal funding of projects through these two programs will be utilized to meet plan goals.



Application Requirements

Applicants should use this checklist to ensure that all applicable parts of the application and attachments are completed and submitted.

PART I: Funding Request – Grants Title Page

PART II: Project Narrative

Please include the following documents:

- 1) Map of Applicant Service Area
- 2) Existing and Proposed Transportation Services
- 3) Project Needs
- 4) Goals & Objectives
- 5) Implementation Plan
- 6) Coordination (partners in project or coordination w/ other services if applicable)
- 7) Program Outreach Plan
- 8) Program Effectiveness & Performance Measures

PART III: Proposed Project Budget

Project Application Procedures

This Section 5310 and Section 5307 program application is for funds to be used within the DCHC MPO service area. The initial project application consists of the program-specific requirements detailed in this package of forms and instructions. After a project application has been selected for funding, the applicant will be required to submit appropriate background Certifications and Assurances, and other documentation necessary to meet the requirements of the FTA's Urbanized Area Formula Grant Program (Section 5307 program under Title 1, United States Code).

Eligibility Overview: Section 5307 (JARC activities only)

Eligible Agencies:

- 1) Current direct recipients of 5307 grant funds. The MPO and direct recipients may pass grant funds to another entity to carry out eligible 5307 projects.
- 2) Sub-recipients may be smaller agency or private non-profit provider of transit that has JARC eligible projects within or near service area of direct recipients.

Program Description:

This program provides grants to Urbanized Areas (UZAs) for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances. These funds constitute a core investment in the enhancement and revitalization of public transportation systems in the nation's urbanized areas, which depend on public transportation to improve mobility and reduce congestion.

The Section 5307 formula grant covers many types of transportation related activities. This application should only be utilized to apply for the JARC related activities described below. DCHC MPO's Section 5307 allocation is determined yearly based on a formula established by the FTA. The FTA has not set a minimum or maximum amount of funds to be expended on JARC projects.

Eligible Activities:

Eligible 5307 JARC activities include: Late night and weekend service; guaranteed ride home and shuttle service; expanding fixed route public transit routes; demand-responsive van service; paratransit service (up to 10% of apportionment); ridesharing and carpooling service; transit related aspects of bicycling; promotion of transit services through marketing efforts; Intelligent Transportation Systems

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and software; integrating regional transit and human service transportation by information, dispatch, and scheduling; subsidizing costs of adding reverse commute services; subsidizing the purchase or lease by non-profit or public agency of van/bus to shuttle from home to suburban workplace; facilitating public transit to suburban workplaces; Transit Oriented Development(TOD) and joint development projects; supporting mobility management and coordination programs among transit providers and human service agencies providing transportation (including admin cost of the coordination).

Cost Sharing/Match Requirement:

The 5307 grant program requires a local match to ensure projects are 100% funded. The FTA's contribution varies according to project type (please see below). Non-DOT funds and local and private funds can be used as the local match. Matching share requirements are flexible to encourage coordination with other federal programs that may provide transportation, such as Health and Human Services or Medicaid. All sources of local match must be identified and described in the grant application.

Funds can be used to support:

- Planning & Capital Projects – 80% Fed / 20% Local Match
- Operating – 50% Fed/ 50% Local Match
- ADA compliant vehicles/vehicle-related equipment – 85% Fed /15% Local Match

Eligibility Overview:**Section 5310 Seniors & Individuals with Disabilities**

Eligible Agencies:

- 1) Private, non-profit organizations
- 2) State or local government authorities (approved by the state to coordinate services for seniors and the disabled)
- 3) Operators of public transportation services
- 4) Private operators of public transportation services (including shared-ride taxi operators)

Program Description:

This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary par transit services.

Eligible Activities:

Traditional Section 5310 Projects At least 55% of program funds must be used on capital projects that are public transportation 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. *Capital expenses* that are considered traditional projects include, but are not limited to:

New or replacement buses and vans; vehicle rehabilitation (e.g. radios, wheelchair lifts, ramps); passenger facilities (benches, shelters, and amenities); Intelligent transportation systems (ITS); dispatch and fare collection systems; lease of equipment when it is more cost effective; transportation services under contract or lease; capital and operating expenses associated with contracted services; mobility management and coordination programs among public transportation providers and other human services agencies. Mobility Management is an eligible *capital cost*.

Mobility management activities may include: promotion and enhancement of access to transit services; short term management activities for planning/implementation of coordination; support of local coordination bodies and councils; operation of transportation brokerages to coordinate providers; provision of coordination services such as travel training and trip planning for customers; development and operation of one-stop travel call centers; eligibility management; operations and planning using intelligent transportation technology (GIS, GPS, coordinated vehicle scheduling/dispatch/monitoring, coordinated billing, and single smart customer payment systems). The purchase of technology is also an eligible *capital expense*.

Non-Traditional Section 5310 Projects Up to 45% of program funds may be used for public transportation projects that exceed the requirements of the ADA, improve access to fixed route service and decrease reliance on paratransit service, or provide alternatives to public transportation that assist seniors and individuals with disabilities with transportation. The following activities are examples of eligible projects that go beyond the minimum requirements of ADA:

Expansion of paratransit service beyond the $\frac{3}{4}$ mile required by ADA; expansion of service hours for ADA paratransit beyond hours of fixed-route services; incremental cost of providing same day service; incremental cost of making door-to-door service available to all ADA paratransit riders; enhancing service by providing escorts or assisting riders through the door of their destination; purchase of vehicles and equipment designed for mobility aids that exceed the dimensions/weight ratings under the ADA and labor costs of aides to help drivers with over-sized wheelchairs; installation of additional securement locations in public buses beyond ADA requirement; feeder service to other transit services for which complementary paratransit service is not required under the ADA; making accessibility improvements to transit and intermodal stations not designated as key stations or renovation to an existing station; building accessible

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paths to bus stops that are currently inaccessible (curb cuts, sidewalks, pedestrian signals, or other accessible features); improving signage or wayfinding technology; other technology improvements that enhance accessibility for those with disabilities including ITS; travel training; and public transportation alternatives that assist seniors and individuals with disabilities with transportation.

Public Transportation Alternatives activities may include: purchasing vehicles to support new accessible taxi, ride sharing, and/or vanpooling programs; supporting the administration and expense related to new voucher programs for existing transportation services offered by human service providers (mileage reimbursement as part of a volunteer driver program, taxi trip, or trips provided by human service agency). Vouchers are an operational expense that requires a 50/50 match. Support of volunteer driver and aide programs is also an eligible activity (administration, safety, background checks, scheduling, coordination of passengers, and insurance associated with volunteer driver programs).

Cost Sharing/Match Requirement:

The 5310 grant program requires a local match to ensure projects are 100% funded. The FTA's contribution varies according to project type (please see below). Non-DOT funds and local and private funds can be used as the local match. Examples of types of programs that are potential sources of local match include: employment, training, aging, medical, community services, and rehabilitation services. Funds can be used to support:

- Capital Projects – 80% Fed/20% Local Match
- Operating – 50% Fed/ 50% Local Match
- ADA compliant vehicles – 85% Fed/15% Local Match
- ADA vehicle-related equipment (on and attached to the vehicle) – 90% Fed/ 10% local

Project Selection for 5307 and 5310 Grants:

Projects will be awarded through a competitive selection process. Applications will be received by DCHC MPO staff and passed along to the Selection Subcommittee who will review and score the applications. Representatives of this subcommittee will be familiar with local human service agencies, the target population documented in the CPT-HSTP, and the transportation issues affecting this target population. After scoring the proposals, projects recommended for funding will be presented to the DCHC MPO Technical Coordinating Committee (TCC). TCC will review the projects recommended for funding and make a recommendation to the DCHC Technical Advisory Committee (TAC). The TAC will vote on funding of the recommended projects. The list of approved projects will be published and submitted to the FTA for funding.

Note: All proposals should reflect public transportation and human service transportation priorities and projects documented in the CPT-HSTP.

Call for Projects and Application Schedule

1. DCHC MPO Issues a **Call for Projects** for 5307 (JARC activities) and 5310 Grants
Begin advertising and soliciting applications.
2. **Application & Coordination Workshops**
All public and private transit providers, non-profits, and human services agencies will have the opportunity to:
 - Hear a brief presentation on the grant programs and the application process
 - Have the opportunity to coordinate projects with other agencies
 - Discuss potential projects and applications with staff
3. Applications submitted by deadline.
4. Selection subcommittee reviews and scores proposals; selects projects for recommendation to the TCC.
5. TCC reviews project rankings and recommendations. TCC makes further recommendations to the TAC.
6. TAC has final vote on the selection of projects.
7. TAC approved projects are published in DCHC MPO's Program of Projects and submitted to FTA.
8. Notification of funding is sent out to recipients.

SCORING CRITERIA

The following information and scoring criteria will be used to score and rate project applications for Section 5307 (JARC eligible) and Section 5310 projects.

- a. *Project Needs/Goals and Objectives (30 points)*: The project should directly address priority transportation needs identified through the Durham-Chapel Hill-Carrboro MPO's locally developed Coordinated Public Transportation - Human Services Transportation Plan. Project application should clearly state the overall program goals and objectives, and demonstrate how the project is consistent with the objectives of the 5307 or 5310 grant programs. The project application should indicate the number of persons expected to be served, and the number of trips (or other units of service) expected to be provided.
- b. *Implementation Plan and Evaluation (15 points)*: For all projects, applicants must provide a well-defined service operations plan and/or capital procurement plan, and describe implementation steps and timelines for carrying out the plan. The implementation plan should identify key personnel assigned to this project and their qualifications. Project sponsors should demonstrate their institutional capability to carry out the service delivery aspect of the project as described.
- c. *Project Budget (10 points)*: Projects must submit a clearly defined project budget, indicating anticipated project expenditures and revenues, including documentation of matching funds. Proposals should address long-term efforts and identify potential funding sources for sustaining the service beyond the grant period.
- d. *Partnerships and Program Outreach (30 points)*: Proposed projects will be evaluated based on their ability to coordinate with other public transportation, community transportation and/or social service resources. Projects that include partnerships with non-profits, private business, or other stakeholders will also receive higher points. Project sponsors should clearly identify project stakeholders, and how they will keep stakeholders involved and informed throughout the project. Project sponsors should also describe how they would promote public awareness of the project. Letters of support from key stakeholders and/or customers should be attached to the grant application.
- e. *Program Effectiveness and Performance Indicators (10 points)*: The project will be scored based on the project sponsor's ability to demonstrate that the proposed project is the most appropriate match of service delivery to the need, and is a cost-effective approach. Project sponsors must also identify clear, measurable outcome-based performance measures to track the effectiveness of the service in meeting the identified goals. A plan should be provided for ongoing monitoring and evaluation of the service, and steps to be taken if original goals are not achieved. Sponsor should describe their steps to measure the effectiveness and magnitude of the impact that the project will have on target markets (i.e., persons with low-income for the 5307 funds, and persons with disabilities or seniors for the 5310 funds).
- f. *Innovation (5 points)*: The project will be examined to see if it contains innovative ideas (service concepts or facilities, creative financing, or new technologies) that have the potential for improving access and mobility for the target populations and may have future application elsewhere in the region.

Sections 5307 and 5310 Project Evaluation Score Sheet

Project Name: _____

Funding Program: ____ Section 5307 (JARC Eligible Projects) ____ Section 5310 (Seniors and Individuals with Disabilities)

Funding Type: ____ Capital Only ____ Operating Only ____ Capital & Operating ____ Mobility Mgmt./Coordinated Planning

The Selection Committee must find that the answer to each of the following questions is affirmative for a project to be considered eligible for grant funding.

Is the proposed project a non-duplicative service or program?	Yes	No
Are eligible local matching funds identified and available?	Yes	No
Does the project provide benefits to the Durham – Chapel Hill – Carrboro urbanized area (see map on p.3)?	Yes	No
Additional 5307 Criteria		
Is the proposed project a Development project (brand new) or Maintenance project (previously funded under 5316)?	Dev	Main
Is the proposed project an eligible Job Access/Reverse Commute service?	Yes	No
Does the project have a specific route or design for the transportation of welfare recipients or low-income individuals?	Yes	No
Additional 5310 Criteria		
Is the proposed project a “Traditional Section 5310 Project” or “Non-Traditional Section 5310 Project”? Please Select.	Trade	Non-Trad
Is the proposed project identified within the CPT-HSTP (a project listed within the plan)?	Yes	No
Is the proposed project targeted toward meeting the transportation needs of seniors and individuals w/ disabilities?	Yes	No

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Each proposal will receive a score from the Project Selection Committee according to following criteria:

Project Evaluation Criteria	Possible Points	Project Score
Project Need/Goals & Objectives 30%		
How well does this project address high-priority needs identified in the Coordinated Plan?	20	
How effectively will this project increase the numbers of target market customers served?	10	
Implementation Plan 15%		
What is the quality of the implementation plan?	15	
Project Budget 15%		
How efficiently will the projects provide benefits to the customers (e.g., cost per customer served)	10	
How financially sustainable is the program/service beyond the grant period?	5	
Partnerships, Collaboration, & Outreach 25%		
Does the project maximize resources (coordination with other transit services or local match from other non-DOT Federal programs)?	5	
Does the project partner/collaborate with non-profit, human services agencies, or private business?	10	
What is the quality of marketing/outreach plan?	5	
How widely will the benefits of this project be felt? (more points for region-wide benefits)	5	
Program Effectiveness and Performance Indicators 10%		
What is the quality of the evaluation plan? Are performance monitoring metrics and key performance indicators sound and effective in evaluating the project?	10	
Innovation 5%		
Does the project contain innovative ideas, creative financing, or new technologies that could be applied elsewhere in the region?	5	
	100	
	Possible Points	Project Points

Application for Funding

Section 5307 Urbanized Area Grants (JARC Eligible Activities)

Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities

PART I – Applicant Data

Legal Name:

Contact Person:

Address:

City, State, Zip:

Telephone:

Fax:

E-mail:

Project Description

Title:

Brief Description:

Funding Program: 5307 (JARC) ____ 5310 ____

Project Type: Capital Only ____ Capital & Operating ____

Operating Only ____ Mobility Mgt./Coordinated Planning ____

Service (days/hours):

Estimated operating cost per one-way trip (if applicable):

Estimated daily riders Weekday:

Weekend:

PART II – Narrative

Project Need/Goals and Objectives

1. Describe the unmet transportation need that the proposed project seeks to address and the relevant planning effort that documents the need. Does it cover an area targeted by the CPT-HSTP? Describe how the project will mitigate the transportation need. Estimate the number of people served and/or the number of service units that will be provided. Describe the specific community this project will serve, and provide pertinent demographic data and/or maps.
2. What are the project's goals and objectives?

Implementation Plan

1. Describe key personnel assigned to this project, and your agency's ability to manage the project.
2. Provide an operational plan for delivering service. Include route or service area map, if applicable. OR provide an implementation plan for completing a capital project, including key milestones and estimated completion date.
3. Explain how this project relates to other services or facilities provided by your agency or firm and demonstrate how it can be achieved within your technical capacity.

Project Budget

1. Project sponsor should provide a complete budget indicating project revenues and expenditures in the format provided in Part III and describe efforts to ensure its cost-effectiveness.

Partnerships, Collaboration, and Outreach

1. Describe how the project will be coordinated with public and/or private transportation and social service agencies serving low-income populations, seniors, and individuals with disabilities. Is the project co-sponsored with other partners?
2. Describe efforts to market the project, and ways to promote public awareness of the program. Letters of support should be obtained from key stakeholders and attached to the grant application.

Program Effectiveness and Performance Indicators

1. Project application should demonstrate that the proposed project is the most appropriate match of service delivery to the need. Identify performance measures to track the effectiveness of the service in meeting the identified goals. For capital-related projects, project sponsor is responsible to establish milestones and report on the status of project delivery.
2. Describe a plan for monitoring and evaluation of the service, and steps to be taken if original goals are not achieved.

Innovation

1. Describe any proposed use of innovative approaches that will be employed for this project (service concepts or facilities, creative financing, or new technologies). Discuss what is innovative about the approach and how the innovations could be applied elsewhere in the region.

PART III – Project Budget

Project Funding

Please fill in the areas below that are relevant for the project type and grant fund selected.

A. Total Annual Project Budget \$_____ (operating & capital only)

5307 & 5310

Planning or Capital Federal Share \$_____ **80%**

Planning or Capital Local Match \$_____ **20%**

Operating Federal Share \$_____ **50%**

Operating Local Match \$_____ **50%**

5307

ADA Compliant Vehicles/vehicle-related equipment Federal Share \$_____ **85%**

ADA Compliant Vehicles/vehicle-related equipment Local Match \$_____ **15%**

5310

ADA Compliant Vehicles Federal Share \$_____ **85%**

ADA Compliant Vehicles Local Match \$_____ **15%**

ADA vehicle-related equipment Federal Share \$_____ **90%**

ADA vehicle-related equipment Local Match \$_____ **10%**

Project Funding & Local Match

Local matching funds will be required for all application submittals. For projects requiring operating funds, the required match is 50% from non-DOT funds. For capital projects the required match is 20% from non-DOT funds. Funds from local government, other federal sources, non-profits, and other private sources can be used for the local match required.

B. Local Match Funding Source(s):

C. Will there be a commitment of funds beyond the grant period? Yes No

Describe: _____

MEMORANDUM

To: Transportation Advisory Committee
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: January 8, 2014

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

Background

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

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

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

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

Schedule

Steps for submission of projects:

- October 23, 2013: Deadline to modify an existing highway project
LPA staff coordinated with Division staff to make a few technical modifications to projects in the DCHC MPO
- November 29, 2013: Transit project submission deadline for Prioritization 3.0.
DATA, CHT, and Triangle Transit submitted projects
- December 1, 2013: Local governments submit lists of highway, rail, bicycle/pedestrian projects to the MPO for submission.
Lists have been received from each member jurisdiction.
- December 18, 2013: DCHC MPO TCC recommends highway and bicycle/pedestrian projects to submit for Prioritization 3.0.
- January 8, 2014: DCHC MPO TAC votes on highway and bicycle/pedestrian projects to submit for Prioritization 3.0.
- January 22, 2014: DCHC MPO TCC recommends rail projects to submit for Prioritization 3.0.
- February 12, 2014: DCHC MPO TAC votes on rail projects to submit for Prioritization 3.0.
- February 17, 2014: Highway, rail, bicycle/pedestrian submission deadline for Prioritization 3.0.

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
- Late June or early July TAC approves local input points ***requires extra TAC meeting***
- July 31, 2014 MPO submits local input points
- Or
- May 28, 2014 TCC makes recommendation on local input points
- June 11, 2014 TAC holds public hearing on public input points and approves local input points ***evening meeting***
- July 31, 2014 MPO submits local input points

Highway

All highway projects previously submitted for earlier Prioritization processes remain in the project database for scoring. The DCHC MPO can submit up to 14 new highway projects. If the DCHC MPO

removes up to five existing highway projects, the MPO can submit up to five additional new projects. The deletion of projects requires agreement by the MPO and the Division.

The attached table shows the projects in the Prioritization 2.0 database, plus 17 additional projects that have been requested from our member governments in their local lists. The TCC recommends that these 17 projects be submitted. The TCC also recommends that three projects be removed from the database as indicated in the table. The applicable Highway Division must agree to remove projects from the database.

Another attachment displays a comparison between these recommended projects and the 2040 MTP project list. Most new requests are also in the 2040 MTP. Two new requests are variations of projects in the 2040 MTP. Four 2040 MTP projects were not requested to be submitted by any local government. The MPO can recommend that these projects be submitted by the applicable Highway Division.

Previously submitted modernization projects that were primarily bicycle and pedestrian projects have been removed from the highway project list.

Bicycle/Pedestrian

NCDOT has set a limitation of 20 bicycle and pedestrian projects that each MPO can submit for Prioritization 3.0. The draft list of bicycle/pedestrian projects released by the TAC in October included more than 70 project requests. In order to begin the process of narrowing down the MPO's bicycle and pedestrian submission list to 20, the MPO requested that each local government provide a list of their top priorities by December 1, 2013. The TCC set a limit of eight projects per jurisdiction in Durham County and four projects per jurisdiction in Orange and Chatham counties. The submitted projects are shown on the attached list. The TCC developed a scoring methodology to compare these projects, and LPA staff applied this methodology to develop a recommended list of 20 projects in the MPO. The scoring methodology is similar to the methodology that NCDOT will be using for Prioritization 3.0.

The scoring methodology consisted of the following:

- Safety
 - 20% Crash data available (GIS file for crashes from 2008-2012) – number of crashes
Application: 4 points per crash; maximum 20 points
 - 20% Posted speed limit
Application: 40 to 50 mph = 20 points; 30 to 39 mph = 10 points; 25 mph = 5 points
- Access to destinations – from local planners
 - 10% number of destinations
Application: 1 point for “major” destinations; maximum 7 points; ½ point for “secondary” destinations; maximum 3 points.
 - 10% within 1 mile of K-8 school, provides access to network – using spatial 1 mile buffer
Application: Within 1 mile = 10 points; otherwise, 0 points.
- Demand/Density –TAZ population (10%) and employment (10%) density available (from Triangle Regional Model)

Application: Points derived by dividing the density by 100, then multiplying by 0.3; maximum 10 points.

- Constructability – request ROW availability (10%) and design status (10%) from local planners

Application: Points derived by dividing the percentages by 10.

In general, data was collected within ½ mile of pedestrian projects and 1.5 miles of bike/trail projects.

There was a great deal of variability in the number of major and secondary destination centers submitted by staff from the various jurisdictions. LPA staff used the data as submitted in ranking the projects. It does not appear that this had a major influence on the final project rankings. However, LPA staff plan to discuss this with staff at NCDOT and suggest that additional guidance be provided on the definitions of major and secondary centers for submissions to Prioritization 3.0, to ensure more uniform application of this criteria across the state.

NC Highway Divisions are also allowed to submit new bicycle and pedestrian projects. Projects that do not make the MPO's list of 20 could be requested to be submitted by the applicable Highway Division.

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

NCDOT has decided not to apply any federal funding for right-of-way acquisition for bicycle and pedestrian projects. Right-of-way acquisition costs will be the responsibility of the local government. This is a state policy only. Federal regulations allow the federal funds to be used for right-of-way acquisition. The TCC recommends that the TAC approve a resolution opposing this policy and send it to NCDOT.

NCDOT has also requested that MPOs include bicycle and pedestrian projects that are eligible for federal Safe Routes to School funding. Safe Routes to School funding is only eligible to be used on projects within two miles of a K-8 school. NCDOT has also issued a memo describing its process for selecting projects for its Transportation Alternatives Program (TAP) funding. TAP funding is expected to be programmed through the Prioritization 3.0 process.

A total of 32 bicycle and pedestrian projects were submitted by local jurisdictions. Two projects submitted separately by Durham and Chapel Hill were contiguous and combined into one project. The attached table includes the rankings of the 32 submitted projects. In order that there is at least one project submitted from each MPO jurisdiction, the TCC's recommendation swapped projects 19 and 20 by score with projects 21 and 22. This swap is reflected in the attached table.

Rail

NCDOT has set a limitation of five rail projects that each MPO can submit. However, there will be many rail projects already in the database that were submitted by freight railroads through the NCDOT Rail

Division. The Rail Division hopes to share the list of pre-populated projects as soon as possible, but it is not currently available. The Rail Division has said that only freight rail projects will be pre-populated.

Three rail projects have been requested by MPO member jurisdictions:

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

NCDOT Rail Division staff recently informed MPO staff that the Hillsborough Train Station is not allowed to be submitted for Prioritization 3.0 because a track capacity study has not yet been completed. The track capacity study will indicate how the station would affect the capacity of the freight rail operations on the NCR. This study is expected to be underway this year, but will not be completed prior to Prioritization 3.0. With the data from this report, NCDOT says that it cannot consider scoring this project.

The two grade separation projects may end up being pre-populated in the database as they have freight rail benefits. In addition, the MPO may want to consider adding some additional passenger rail projects that the Rail Division will not be including in its list.

The TCC did not make a recommendation for the submission of rail projects due to the lack of information available from the NCDOT Rail Division. A recommendation will be brought to the TAC in February.

Transit

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

Coordination with Division Engineers

As described above, the MPO needs to work closely with our NCDOT Division Engineers in order to get projects funded through Prioritization 3.0. The Division Engineers may be able to submit some of the highway and bicycle/pedestrian projects that could not be included in the MPO's list. And the Division Engineers have to agree with the removal of any highway projects. In addition, the next step of ranking projects and determining ranking points should be coordinated with the Division Engineers to ensure that the region's priorities receive points from both the MPO and the Division. Three recommended letters have been drafted to the Division Engineers requesting coordination for Prioritization 3.0.

TCC Recommendation: That the TAC approve the list of highway and bicycle/pedestrian projects for submission to Prioritization 3.0. That the TAC endorse the letters to be sent to the Division Engineers. That the TAC approve the Resolution.

TAC Action: Approve the list of highway and bicycle/pedestrian projects for submission to Prioritization 3.0. Endorse the letters to be sent to the Division Engineers. Approve the Resolution.

SPOTID	P2.0 SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note
Projects Already in the SPOT Database											
H090006-A	6	Statewide Mobility	1 - Widen Existing Roadway	I-0305A	I-85		SR 1006 Near Hillsborough	East of SR 1709	Add Additional Lanes	Orange County; Hillsborough	
H090006-B	7	Statewide Mobility	1 - Widen Existing Roadway	I-0305B	I-85		East of SR 1709	Durham County Line	Add Additional Lanes	Orange County; Hillsborough	
H090010-A	10	Statewide Mobility	1 - Widen Existing Roadway	I-3306A	I-40		I-85	US 15/501	Add Additional Lanes	Orange County	
H090366	366	Statewide Mobility	2 - Upgrade Arterial to Freeway/Expressway	U-2807	US 15/501		I-40	US 15/501	I-40 to US 15/501 Bypass in Durham. Major Corridor Upgrade.	Durham, Durham County	
H110997	997	Statewide Mobility	1 - Widen Existing Roadway	FS-1205C	NC 147	Durham Freeway	I-40	East End Connector	Widen Roadway to 6 Lanes and Rehabilitate Pavement	Durham, Durham County	
H111013	1013	Statewide Mobility	1 - Widen Existing Roadway	FS-1205A	I-40		NC 147	Wade Avenue	Construct Managed Lanes	Durham, Durham County	

SPOTID	P2.0 SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note
H111014	1014	Statewide Mobility	1 - Widen Existing Roadway	FS-1305A	I-540		I-40	US 64 Bypass	Convert Freeway to tolled Facility and Widen to 8 Lanes	Durham, Durham County	
H111097	1097	Statewide Mobility	16 - Modernize Roadway		NC 147		East End Connector	US 15/501	Modernization, Pavement Rehabilitation, Interchange Consolidation/Upgrades, and Lighting (pending lighting study recommendations)	Durham, Durham County	
H111131	1131	Statewide Mobility	1 - Widen Existing Roadway		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)	Durham, Durham County	
H111143-A	1143	Statewide Mobility	4 - Upgrade Arterial to Superstreet	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.	Chapel Hill	Different description: Capacity improvements with sidewalks, bicycle, and transit accommodations
H111143-B	1144	Statewide Mobility	4 - Upgrade Arterial to Superstreet	U-5304B	US 15/501	Fordham Boulevard	East Lakeview Drive	Sage Road	Upgrade Road to "Superstreet"	Chapel Hill	Different description: Capacity improvements with sidewalks, bicycle and transit accommodations

SPOTID	P2.0 SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note
H111143-C	937	Statewide Mobility	10 - Improve Intersection	U-5304C	US 15/501		SR 1742 (Ephesus Church Road)		Intersection Improvements	Chapel Hill	
H128086	8086	Statewide Mobility	7 - Upgrade At-grade Intersection to Interchange or Grade Separation		US 70		Miami Boulevard		Upgrade Existing at-Grade intersection to interchange	Durham, Durham County	
H129603-A	9603	Statewide Mobility	1 - Widen Existing Roadway	I-4743A	I-85/US 15		US 70	SR 1675 (Glenn School Road)	Add Additional Lanes	Durham, Durham County	
H129603-B	9604	Statewide Mobility	1 - Widen Existing Roadway	I-4743B	I-85/US 15		SR 1675 (Glenn School Road)	SR 1632 (Red Mill Road)	Add Additional Lanes	Durham, Durham County	
H129638-A	9638	Statewide Mobility	6 - Widen Existing Roadway and Construct Part on New Location	U-4720A	US 70		Lynn Road	Miami Blvd	Upgrade Roadway to Freeway	Durham, Durham County	
H129638-B	9639	Statewide Mobility	6 - Widen Existing Roadway and Construct Part on New Location	U-4720B	US 70		Miami Blvd	Proposed Northern Durham Parkway	Upgrade Roadway to Freeway	Durham, Durham County	
H090326	326	Regional Impact	5 - Construct Roadway on New Location	U-2405		New Route - Martin Luther King, Jr. Parkway Extension	NC 55	Cornwallis Road	NC 55 to Cornwallis Road. Pedestrian, Bicycle, and Transit Facilities.	Durham, Durham County	

SPOTID	P2.0 SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note
H090531-A	8067	Regional Impact	1 - Widen Existing Roadway	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)	Durham, Durham County	
H090531-B	531	Regional Impact	1 - Widen Existing Roadway	U-5324B	NC 54		I-40	NC 751	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	Durham, Durham County	
H090531-C	532	Regional Impact	1 - Widen Existing Roadway	U-5324C	NC 54		NC 751	SR 1118 (Fayetteville Road)	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	Durham, Durham County	
H090531-D	533	Regional Impact	1 - Widen Existing Roadway	U-5324D	NC 54		SR 1118 (Fayetteville Road)	SR 1106 (Barbee Road)	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	Durham, Durham County	
H090531-E	534	Regional Impact	1 - Widen Existing Roadway	U-5324E	NC 54		SR 1106 (Barbee Road)	NC 55	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	Durham, Durham County	

SPOTID	P2.0 SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note
H090555-A	555	Regional Impact	1 - Widen Existing Roadway		NC 751		US 64	O'Kelly Chapel Road	Widen to 4 Lanes with Bicycle Lanes on Existing Location.		Widening is not in the 2040 MTP; Much of project is in TARPO; Chatham County has requested that it be ranked.
H090555-B	1018	Regional Impact	1 - Widen Existing Roadway		NC 751		Renaissance Parkway	O'Kelly Chapel Road	Widen Roadway to Four Lanes with a Median and Bicycle, Pedestrian and Transit Facilities As Appropriate.	Durham, Durham County	
H090558	558	Regional Impact	8 - Improve Interchange		I-85/US 70 Connector		US 70		Reconstruct interchange to Allow For Full Movements	Orange County	
H090652	652	Regional Impact	1 - Widen Existing Roadway		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.	Durham, Durham County	
H090961	961	Regional Impact	16 - Modernize Roadway		NC 86		US 70A	I-40	Construct Wide Outside Lanes.		
H111011	1011	Regional Impact	1 - Widen Existing Roadway		NC 751		NC 54	Renaissance Parkway	Widen Roadway to Four Lanes with a Median with Bicycle, Pedestrian and Transit Facilities As Appropriate.	Durham, Durham County	

SPOTID	P2.0 SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note
H111036	1036	Regional Impact	1 - Widen Existing Roadway		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 .	Orange County	Not in 2040 MTP
H128065	8065	Regional Impact	10 - Improve Intersection		NC 751	Hope Valley Road	SR 1183 (University Drive)		Construct Roundabout	Durham, Durham County	
H129645	9645	Regional Impact	1 - Widen Existing Roadway	U-4722	US 501	Roxboro Road	US 501 Bypass (Duke Street)	SR 1640 (Goodwin Road)	Widen to Six Lanes	Durham, Durham County	
H129685	9685	Regional Impact	10 - Improve Intersection	U-5516	US 501	Roxboro Road	SR 1448 (Latta Road) / SR 1639 (Infinity Road)		Add lanes through intersection	Durham, Durham County	
H090200	200	Division Needs	1 - Widen Existing Roadway	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.	Orange County; Hillsborough	I-40 to US 70 Business.
H090239	239	Division Needs	5 - Construct Roadway on New Location	R-3438		New Route - Hillsborough Western Bypass	US 70	NC 57	US 70 to NC 57. Two Lanes on New Location.		REMOVE - Not in 2040 MTP; Hillsborough staff have confirmed that this is not a desired project.
H090365	365	Division Needs	16 - Modernize Roadway	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).	Chapel Hill; Carrboro; Orange County	

SPOTID	P2.0 SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note
H090372-B	372	Division Needs	5 - Construct Roadway on New Location	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.	Durham, Durham County	Durham and Durham County have requested removal. It is not in the 2040 MTP.
H090408	408	Division Needs	10 - Improve Intersection	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.	Orange County; Hillsborough	
H090487-D	487	Division Needs	1 - Widen Existing Roadway	U-4716D	SR 1978	Hopson Street	SR 1999 (Davis Drive)	NC 54 (Miami Blvd)	Widen to Multi-Lanes	Durham, Durham County	
H090631	631	Division Needs	16 - Modernize Roadway		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).	Chapel Hill, Durham, Durham County	
H090632	632	Division Needs	16 - Modernize Roadway		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.	Chatham County	REMOVE - Project is funded through Division.
H090637	637	Division Needs	1 - Widen Existing Roadway		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.	Durham, Durham County	
H090641	641	Division Needs	16 - Modernize Roadway		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.		

SPOTID	P2.0 SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note
H090647	647	Division Needs	5 - Construct Roadway on New Location		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	Orange County; Hillsborough	
H090649	649	Division Needs	16 - Modernize Roadway		SR 1762	Jeremiah Drive	SR 1721 (Lystra Road)	End of Road	Elevate Road For Flood Control.	Chatham County	REMOVE - Not a TIP-level project.
H090651	651	Division Needs	1 - Widen Existing Roadway		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.	Durham, Durham County	Durham and Durham County requested removal. NCDOT Division 5 requested it be scored. Not in 2040 MTP.
H090653	653	Division Needs	16 - Modernize Roadway		SR 1721	Lystra Road	US 15/501	SR 1008 (Farrington Point Road)	Safety Improvements and 4' Bicycle Lanes.	Chatham County	
H090654	654	Division Needs	10 - Improve Intersection		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.	Chapel Hill; Carrboro	
H090655	655	Division Needs	10 - Improve Intersection		SR 1780	Estes Drive	SR 1772 (Greensboro Street)		SR 1780 (Estes Drive)/SR 1772 (Greensboro Street) Construct Roundabout.	Carrboro	
H090826	826	Division Needs	16 - Modernize Roadway		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)	Chapel Hill	

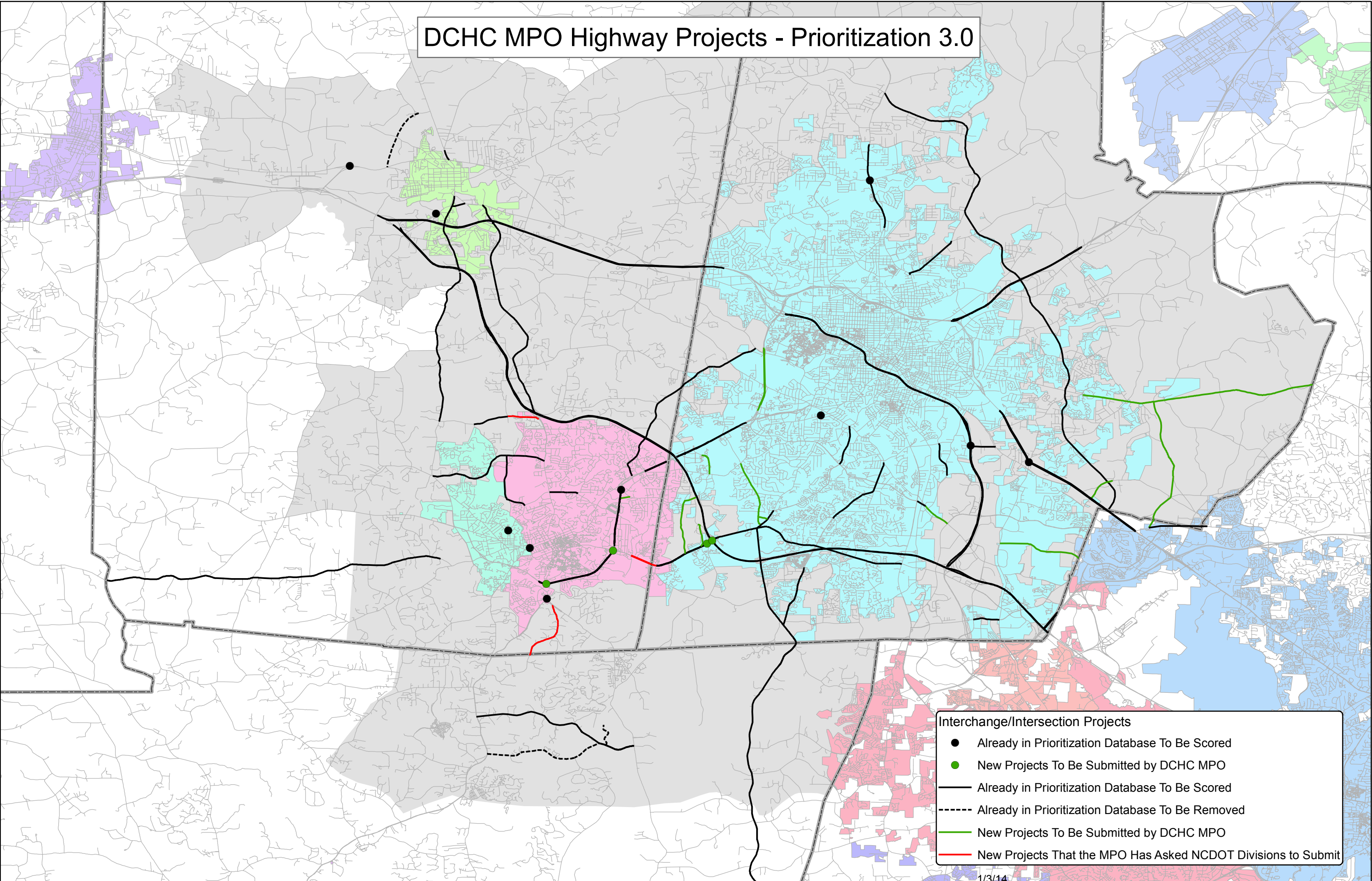
SPOTID	P2.0 SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note
H090859	859	Division Needs	5 - Construct Roadway on New Location			New Route - T.W. Alexander Drive Extension	ACC Boulevard	Leesville Road	Extension of Tw Alexander Drive (4 Lanes New Location)	Durham, Durham County	
H090953	953	Division Needs	16 - Modernize Roadway		SR 1009	Old NC 86	I-40	SR 1727 (Eubanks Road)	Widen Outside Lanes.		
H111005	1005	Division Needs	1 - Widen Existing Roadway		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 Asappropriate.	Durham, Durham County	Durham and Durham County requested removal. Not in 2040 MTP. Keep in database for now as we do not need to replace this project with another.
H111033	1033	Division Needs	1 - Widen Existing Roadway		SR 1118	Fayetteville Road	Renaissance Parkway	NC 751	Widen Roadway to Four Lanes with a Median and Bicycle, Pedestrian and Transit Facilities As Appropriate.	Durham, Durham County	
H111034	1034	Division Needs	6 - Widen Existing Roadway and Construct Part on New Location		SR 1146	Roxboro Street	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	Durham, Durham County	

SPOTID	P2.0 SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note
H111056	1056	Division Needs	10 - Improve Intersection		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.	Chapel Hill	
H111096	1096	Division Needs	16 - Modernize Roadway		SR 1727	Eubanks Road	SR 1729 (Rogers Road)	NC 86	Construct Bicycle Lanes, Sidewalks, Safety and intersection Improvements.	Orange County	Bike lanes from Old NC 86 to NC 86;
H111162	1162	Division Needs	16 - Modernize Roadway		SR 1005	Old Greensboro Road	SR 2057 (Sturbridge Lane)	Alamance County Line	Add 4-Foot Paved Shoulders		
H129640-B	9641	Division Needs	5 - Construct Roadway on New Location	U-4721B		New Route - Northern Durham Parkway	US 70	NC 98	Construct Multi-Lanes on New Location	Durham, Durham County	
H129640-C	9642	Division Needs	5 - Construct Roadway on New Location	U-4721C		New Route - Northern Durham Parkway	NC 98	I-85	Construct Multi-Lanes on New Location	Durham, Durham County	
H129640-D	9643	Division Needs	5 - Construct Roadway on New Location	U-4721D		New Route - Northern Durham Parkway	I-85	SR 1004 (Old Oxford Road)	Construct Multi-Lanes on New Location	Durham, Durham County	
H129640-E	9644	Division Needs	5 - Construct Roadway on New Location	U-4721E		New Route - Northern Durham Parkway	SR 1004 (Old Oxford Road)	US 501 (Roxboro Road)	Construct Two Lanes, Part on New Location	Durham, Durham County	

SPOTID	P2.0 SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note
Projects Recommended by the TCC to Be Submitted for Prioritization 3.0											
New - 1		Statewide Mobility	8 - Improve Interchange		US 15/501	Fordham Boulevard	NC 54	Raleigh Road	Interchange Improvements	Chapel Hill	2030 in 2040 MTP
New - 2		Statewide Mobility	8 - Improve Interchange		US 15/501	Fordham Boulevard	NC 54	NC 86	Interchange improvements. Increase capacity on northbound to eastbound movement.	Chapel Hill	Included in 2040 MTP as a TSM project. No horizon year. Or as part of Fordham Boulevard widening project.
New - 3		Division Needs	5 - Construct Roadway on New Location			Elliot Road	US 15/501	Ephesus Church Road	Construct Extension of Existing Roadway on New Location	Chapel Hill	2020 in 2040 MTP
New - 4		Statewide Mobility	8 - Improve Interchange		I-40	I-40/NC 54 (interchange)	I-40	NC 54	Upgrade interchange	Durham, Durham County	2030 in 2040 MTP
New - 5		Statewide Mobility	1 - Widen Existing Roadway		US 15/501	US 15-501 Bypass	Pickett Rd	Cameron Blvd	Widen to six lanes	Durham, Durham County	2040 in 2040 MTP
New - 6		Regional Impact	7 - Upgrade At-grade Intersection to Interchange or Grade Separation		NC 54	NC 54/Farrington Rd (grade separation)	Farrington Rd	NC 54	Grade separation	Durham, Durham County	2030 in 2040 MTP
New - 7		Regional Impact	1 - Widen Existing Roadway		NC 98	NC 98 (Holloway St)	Oak Grove/Nichols Farm	Wake County Line	Widen to four lanes	Durham, Durham County	2040 in 2040 MTP
New - 8		Division Needs	1 - Widen Existing Roadway		SR 1158	Cornwallis Rd	NC 55	Alexander Dr	Widen to four lanes	Durham, Durham County	2030 in 2040 MTP
New - 9		Division Needs	5 - Construct Roadway on New Location			Farrington Rd (realignment)	NC 54	Wendell Rd	New alignment	Durham, Durham County	2030 in 2040 MTP
New - 10		Division Needs	16 - Modernize Roadway			Garrett Rd	NC 751	Old Durham Rd	Add turn lanes, bicycle lanes, sidewalks	Durham, Durham County	2030 in 2040 MTP
New - 11		Division Needs	5 - Construct Roadway on New Location			Woodcroft Pkwy Ext	Garrett Rd	Hope Valley Rd	New alignment	Durham, Durham County	2030 in 2040 MTP
New - 12		Division Needs	5 - Construct Roadway on New Location			Globe Rd Ext (Brier Creek Parkway)	Miami Blvd	Wake County Line	New alignment	Durham, Durham County	2040 in 2040 MTP
New - 13		Division Needs	5 - Construct Roadway on New Location			Leesville Rd Ext	Northern Durham Parkway	US 70/Page Rd Ext	New alignment	Durham, Durham County	2040 in 2040 MTP
New - 14		Division Needs	5 - Construct Roadway on New Location			Olive Branch Rd Ext	NC 98	Wake County Line	New alignment	Durham, Durham County	2040 in 2040 MTP

SPOTID	P2.0 SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note
New - 15		Division Needs	1 - Widen Existing Roadway			SW Durham Dr	Witherspoon Rd	Old Chapel Hill Rd	Widen to four lanes	Durham, Durham County	2040 in 2040 MTP
New - 16		Division Needs	5 - Construct Roadway on New Location			SW Durham Dr	I-40	NC 54	New alignment	Durham, Durham County	2040 in 2040 MTP
New - 17		Regional Impact	13 - Citywide Signal System		Multiple	Multiple			City of Durham Signal System Upgrade (inc. central servers, signal controller upgrades for FYA and transit priority, CCTV network, fiber optic communications network, etc.)	Late staff request	Included in 2040 MTP as a TSM project. No horizon year.

DCHC MPO Highway Projects - Prioritization 3.0



- Interchange/Intersection Projects**
- Already in Prioritization Database To Be Scored
 - New Projects To Be Submitted by DCHC MPO
 - Already in Prioritization Database To Be Scored
 - - - - Already in Prioritization Database To Be Removed
 - New Projects To Be Submitted by DCHC MPO
 - New Projects That the MPO Has Asked NCDOT Divisions to Submit

DCHC MPO Bicycle/Pedestrian Projects to be Submitted for Prioritization 3.0

As Recommended by DCHC MPO TCC on 12/18/13

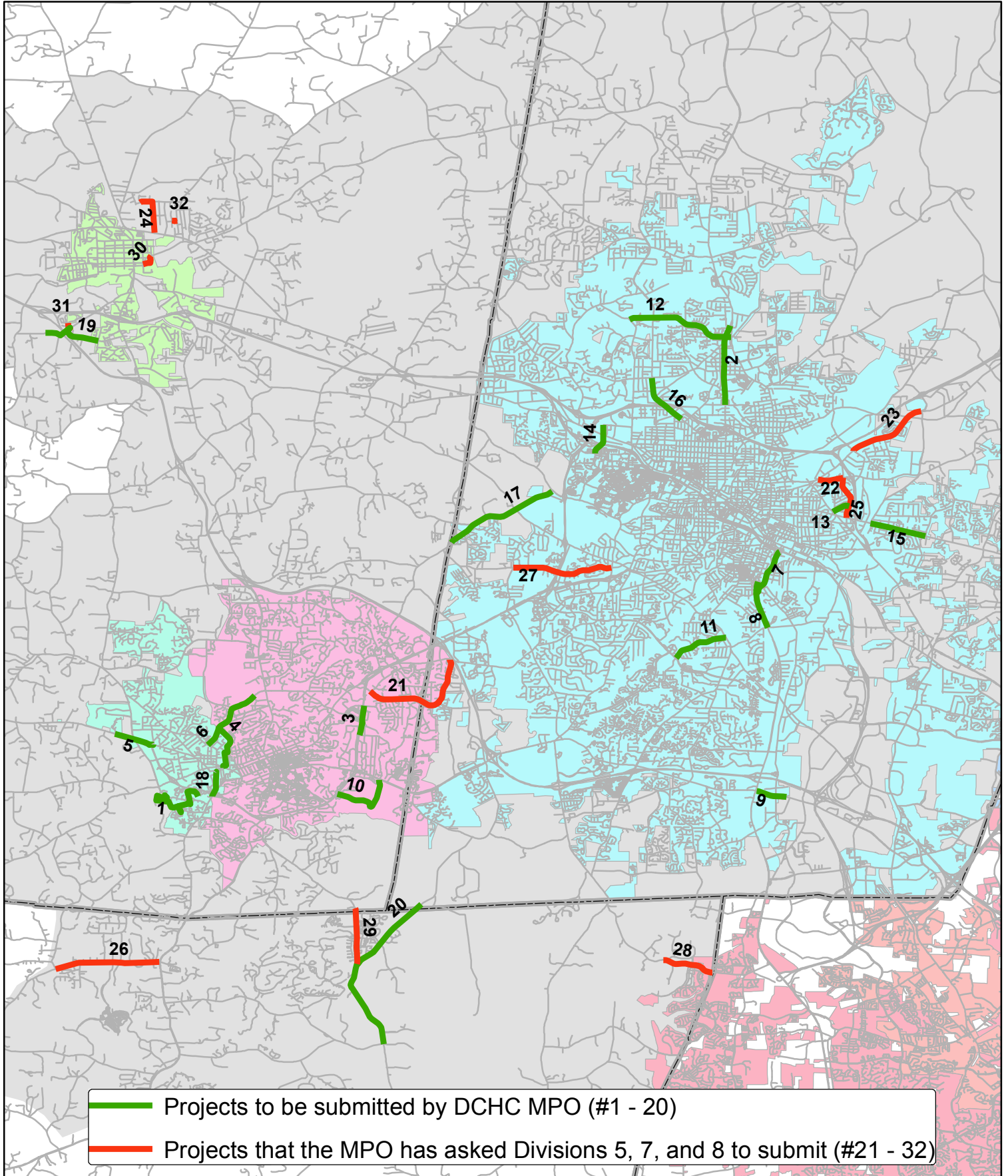
	Project Description	Submitted by	Div	# Crashes	Pts.	Posted Speed	Pts.	# Major Ctrs	Pts.	# 2ndary Ctrs	Pts.	K-8 School?	Pts.	Pop. Density	Pts.	Emp. Density	Pts.	R/W	Pts.	Design	Pts.	Total
1	Morgan Creek Trail Phase II - multi-use path from University Lake to the western terminus of Phase I and a multi-use path spur to BPW Club Rd.	Carrboro	7	7	20	45	20	14	7	100	3	Yes	10	2523	7.6	1553	4.7	95%	9.5	25%	2.5	84.3
2	US 501 Bypass (Duke Street) (Murray Ave. to Roxboro Rd.) – sidewalks	Durham, Durham County	5	5	20	40	20	3	3	10	3	Yes	10	2661	8	2091	6.2	95%	9.5	0%	0	79.7
3	US 15-501 (Fordham Blvd) (Cleland Dr to Willow Dr) - improve existing off-road path and construct new section of sidepath	Chapel Hill	7	4	16	45	20	20	7	25	3	Yes	10	2354	7.1	1991	6	95%	9.5	0%	0	78.6
4	Campus to Campus Connector (Merritt Mill Rd to Carolina North Campus) – multi-facility signed route (on-road and trail) providing bicycle and pedestrian connectivity.	Chapel Hill	7	4	16	35	10	20	7	20	3	Yes	10	3309	9.9	3034	9.1	95%	9.5	0%	0	74.5
5	NC 54 (James St. to Anderson Park) – sidepath on the north side of the road to accommodate two-direction bicycle transportation	Carrboro	7	4	16	45	20	9	7	100	3	Yes	10	1723	5.2	467	1.4	93%	9.3	5%	0.5	72.4
6	Estes Dr. (Greensboro St. to Carrboro Town Limits) – bicycle lanes, sidewalk (south side), and transit accommodations.	Carrboro	7	4	16	35	10	13	7	100	3	Yes	10	3396	10	2634	7.9	80%	8	0%	0	71.9
7	Bryant Bridge Trail (NC 55 to Kelly Bryant Bridge) – shared use path	Durham, Durham County	5	11	20	35	10	7	7	16	3	Yes	10	2966	8.9	1995	6	65%	6.5	0%	0	71.4
8	NC 55 (Riddle Road to Cecil Street) - sidewalks	Durham, Durham County	5	2	8	45	20	3	3	6	3	Yes	10	3122	9.4	1762	5.3	100%	10	0%	0	68.7
9	NC 54 (NC 55 to RTP) – sidewalks	Durham, Durham County	5	5	20	35	10	4	4	6	3	Yes	10	565	1.7	3179	9.5	95%	9.5	0%	0	67.7
10	Finley Golf Course Rd (US 15-501/NC 54 to NC 54) - sidepath on one side or bicycle lanes	Chapel Hill	7	0	0	45	20	20	7	20	3	Yes	10	1876	5.6	3102	9.3	95%	9.5	0%	0	64.4
11	Cook Road (Fayetteville Rd. near Hillside High to Martin Luther King, Jr. Parkway) – Construct bicycle lanes and sidewalks	Durham, Durham County	5	6	20	35	10	3	3	15	3	Yes	10	2541	7.6	456	1.4	90%	9	0%	0	64
12	Horton Road (Hillandale Rd. to Roxboro Rd.) – bike lanes and sidewalks	Durham, Durham County	5	9	20	35	10	3	3	6	3	Yes	10	1872	5.6	837	2.5	90%	9	0%	0	63.1
13	Raynor Street (Miami Blvd to Hardee St.) - sidewalks	Durham, Durham County	5	4	16	35	10	1	1	6	3	Yes	10	3812	10	1077	3.2	95%	9.5	0%	0	62.7
14	LaSalle Street (Kangaroo to Sprunt) - sidewalks	Durham, Durham County	5	4	16	35	10	4	4	6	3	No	0	3546	10	3602	10	95%	9.5	0%	0	62.5
15	NC 98 (Holloway St) (SR 1838 (Junction Rd) to Chandler Rd) sidewalks.	Durham, Durham County	5	6	20	35	10	1	1	6	3	Yes	10	2539	7.6	430	1.3	90%	9	0%	0	61.9
16	Guess Road (Hillcrest to Carver) - sidewalks	Durham, Durham County	5	4	16	35	10	2	2	6	3	Yes	10	2467	7.4	1455	4.4	90%	9	0%	0	61.8
17	Erwin Rd (NC 751 to Orange County Line) - bicycle lanes or shoulders	Durham, Durham County	5	1	4	45	20	3	3	6	3	Yes	10	1167	3.5	1815	5.4	90%	9	0%	0	57.9
18	SR 1919 (S Greensboro St) (Old Pittsboro Rd to NC 54) sidewalk on the west side	Carrboro	7	1	4	35	10	8	7	40	3	Yes	10	5179	10	2819	8.5	48%	4.8	0%	0	57.3
19	Orange Grove Road/I-40 Pedestrian Bridge and Supporting Sidewalk Improvements	Hillsborough, Orange County	7	1	4	45	20	1	1	5	2.5	Yes	10	1211	3.6	104	0.3	70%	7	0%	0	48.4
20	Farrington Point Rd / Old Farrington / Farrington Mill Rd (Durham County Line to Lystra Rd) - bicycle lanes	Chatham County	8	0	0	50	20	5	5	3	3	Yes	10	304	0.9	58	0.2	85%	8.5	0%	0	47.6

Additional Bicycle/Pedestrian Projects to be Considered for Submission by Divisions 5, 7, and 8

As Recommended by DCHC MPO TCC on 12/18/13

	Project Description	Submitted by	Div	# Crashes	Pts.	Posted Speed	Pts.	# Major Ctrs	Pts.	# 2ndary Ctrs	Pts.	K-8 School?	Pts.	Pop. Density	Pts.	Emp. Density	Pts.	R/W	Pts.	Design	Pts.	Total
21	Pope Road / Ephesus Church Road (Old Durham-Chapel Hill Rd to Legion Road) - sidewalks and bicycle lanes	Durham, Durham Co., Chapel Hill	5, 7	2	8	35	10	11	7	20	3	Yes	10	1789	5.4	1107	3.3	90%	9	0%	0	55.7
22	SR 1800 (Cheek Rd) (Geer St) to Hardee St) - sidewalks	Durham, Durham County	5	2	8	35	10	0	0	6	3	Yes	10	2903	8.7	1263	3.8	90%	9	0%	0	52.5
23	Geer Street (Midland Terrace to Glen School Rd) - bicycle lanes and sidewalks	Durham, Durham County	5	2	8	35	10	1	1	10	3	Yes	10	1248	3.8	425	1.3	90%	9	0%	0	46.1
24	Orange High School Road/Harold Latta Road Sidewalk Improvements	Orange County	7	0	0	40	20	1	1	6	3	Yes	10	712	2.1	272	0.8	85%	8.5	0%	0	45.4
25	Hardee Street (Holloway St. to Cheek Rd.) - sidewalks	Durham, Durham County	5	0	0	35	10	1	1	6	3	Yes	10	2781	8.3	1204	3.6	90%	9	0%	0	44.9
26	Mann's Chapel Rd (US 15-501 to Poythress Rd) - bicycle lanes	Chatham County	8	1	4	45	20	12	7	9	3	No	0	312	0.9	59	0.2	85%	8.5	0%	0	43.6
27	Pickett Road (Garrett Rd to Academy) - sidewalks and bicycle lanes	Durham, Durham County	5	0	0	35	10	2	2	6	3	Yes	10	2045	6.1	1098	3.3	90%	9	0%	0	43.4
28	O'Kelley Chapel Road (Wake County Line/Yates Store Rd to American Tobacco Trail) - sidepath	Chatham County	8	0	0	50	20	4	4	3	1.5	Yes	10	610	1.8	82	0.2	45%	4.5	0%	0	42
29	Mt. Carmel Church Rd (Orange County Line to Old Farrington Point Road) - bicycle lanes	Chatham County	8	0	0	45	20	5	5	3	1.5	No	0	467	1.4	96	0.3	85%	8.5	0%	0	36.7
30	Pedestrian connections to Cameron Park Elementary School from Cameron Street and St. Mary's Road.	Hillsborough	7	0	0	25	5	2	2	6	3	Yes	10	642	1.9	581	1.7	100%	10	0%	0	33.6
31	Trail Connection from Patriots Pointe to Timbers Drive	Orange County	7	1	4	30	10	1	1	5	2.5	Yes	10	603	1.8	267	0.8	0%	0	0%	0	30.1
32	Trail Connection from English Hill Lane to Buttonwood Drive	Orange County	7	0	0	30	10	1	1	4	2	Yes	10	615	1.9	256	0.8	0%	0	0%	0	25.7

DCHC MPO Bicycle/Pedestrian Projects - Prioritization 3.0



2040 MTP
Roadway Project List Compared to Prioritization 3.0

Project ID	Road Name	From	To	Existing Lanes	Proposed Lanes	Distance (miles)	Proposed Improvement	AQ Year	TIP No.	SPOT 2.0 ID or TIP?
										Recommended for submission by local government
										Variation of project recommended for submission by local government
										Not recommended for submission by any local government
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	Assumed to be Local/Private funded in MTP. However, it was recommended for submission by MPO - Chapel Hill
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	Recommended for submission by MPO - Durham, Durham County
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 list
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	Widening not requested. Modernization from Rogers to NC 86 is project #1096.
201	Farrington Rd (realignment)	NC 54	Wendell Rd	0	2	0.85	New Location	2030	none	Recommended for submission by MPO - Durham, Durham County
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 - Interchange at NC 86 recommended for submission as separate project - Chapel Hill
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	Recommended for submission by MPO - Chapel Hill
24.11	Garrett Rd	NC 751	Old Durham Rd	2	2	2.10	Modernization	2030	none	Recommended for submission by MPO - Durham, Durham County
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	Recommended for submission by MPO - Durham, Durham County
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 R	2	2	2.77	Modernization	2030	none	632

2040 MTP
Roadway Project List Compared to Prioritization 3.0

Project ID	Road Name	From	To	Existing Lanes	Proposed Lanes	Distance (miles)	Proposed Improvement	AQ Year	TIP No.	SPOT 2.0 ID or TIP?
51	Lake Hogan Farms Rd	Eubanks Rd	Legends Way	0	2	0.68	New Location	2030	none	Local/Private
231	N Mangum St. (grade separation)	N.C. Railroad tracks		3	3	0.10	Grade Separation	2030	none	None - Potential Rail Project Submittal
69.1	NC 54	I-40 Interchange	NC 751	2	4	1.24	Widening	2030	U-5324B	531
69.2	NC 54	NC 751	Fayetteville	2	4	1.72	Widening	2030	U-5324C	532
69.3	NC 54	Fayetteville	Barbee	2	4	1.04	Widening	2030	U-5324D	533
69.4	NC 54	Barbee	NC 55	2	4	1.25	Widening	2030	U-5324E	534
70	NC 54 (widening; superstreet)	I-40	Barbee Chapel Rd	4	6	1.66	Widening	2030	U-5324A	8067
70.1	NC 54 (superstreet) (west)	Meadowmont Dr	Barbee Chapel Rd	6	6	0.20	Superstreet	2030	none	Not requested.
70.2	NC 54/Farrington Rd (grade separation)	Farrington Rd	NC 54	0	6	0.10	Grade Separation	2030	none	Recommended for submission by MPO - Durham, Durham County
75.3+	NC 55 (Alston Ave)	Main St	NC 98	2	4	0.58	Widening	2030	U-3308	None - Restriping Only, TIP not necessary
77.1	NC 751	S Roxboro St	NC 54	2	4	0.70	Widening	2030	none	652
89.3	Orange Grove Connector	Orange Grove Rd	US 70	0	2	0.40	New Location	2030	none	647
92	Roxboro Rd (501 N)	Duke St	Goodwin Rd	4	6	3.75	Widening	2030	U-4722	9645
94	Roxboro St	Cornwallis Rd	MLK Pkwy	0	4	1.10	New Location	2030	none	Local/Private
106	SW Durham Dr	15-501	Mt Moriah Rd	0	2	0.35	New Location	2030	none	Local/Private
116	US 70 (freeway conversion)	Lynn Rd (Durham)	Aviation Pkwy Ext (W)	4	6	4.11	Freeway	2030	U-4720	9638 and 9639
116.1	US 70/Miami Blvd (interchange)	US 70	Miami Blvd.	4	6	0.30	Interchange	2030	U-4720	8086
123.11	Woodcroft Pkwy Ext	Garrett Rd	Hope Valley Rd	0	2	0.27	New Location	2030	none	Recommended for submission by MPO - Durham, Durham County
	Total Costs for 2021 to 2030									
+Costs for #75.3 were budgeted in 2020 horizon										
2040 MTP										
22.1	Fayetteville Rd	Renaissance Pkwy	NC 751	2	4	1.90	Widening	2040	none	1033
26.11	Globe Rd Ext (Brier Creek Pkwy)	Miami Blvd	Wake County Line	0	2	2.18	New Location	2040	none	Recommended for submission by MPO - Durham, Durham County
45.2	I-40 Managed Lanes	NC 147	US 15-501	0	2	8.55	Widening	2040	FS-1205A	1131
48.1	I-85	Lawrence Rd	the Durham Co line	4	6	4.80	Widening	2040	I-305	7
206	I-85/US 70 Connector (add access)	I-85	US 70	4	4	0.41	Add Access	2040	none	558
53	Leesville Rd Ext	Northern Parkway	US 70/Page Rd Ext	0	4	0.81	New Location	2040	none	Recommended for submission by MPO - Durham, Durham County
242	Mt Carmel Ch Rd	US 15-501	Old Lystra Rd	2	2	0.67	Modernization	2040	none	952; MPO current list; NCDOT suggest delete
64.13	NC 147 (general purpose widening)	East End Conn	I-40	4	6	2.63	Widening	2040	FS-1205C	997
70.3	NC 54 (superstreet) (west)	Burning Tree	Meadowmont Dr	6	6	0.55	Superstreet	2040	none	Not requested.
77.2	NC 751	NC 54	Renaissance Pkwy	2	4	1.23	Widening	2040	none	1011
77.3	NC 751	Renaissance Pkwy	O'Kelly Chapel Rd	2	4	2.68	Widening	2040	none	1018 (modification to limits requested)
81.1	NC 98 (Holloway St)	Oak Grove/Nichols	Wake County Line	2	4	5.94	Widening	2040	none	Recommended for submission by MPO - Durham, Durham County
83	Northern Durham Pkwy	US 70 E	I 85 N	0	4	6.40	New Location	2040	U-4721B&C	9641 and 9642
84	Northern Durham Pkwy	I 85 North	Old Oxford Hwy	0	4	2.40	New Location	2040	U-4721D	9643
85	Northern Durham Pkwy	Old Oxford Hwy	Roxboro Rd	2	2	5.38	Modernization	2040	U-4721E	9644
243	Old Lystra Rd	Mt Carmel Ch Rd	Sun Forest Way	2	2	2.51	Modernization	2040	none	Not requested.
86	Old NC 86	I-40	Lafayette Dr	2	4	0.80	Widening	2040	none	200
87	Old NC 86	Lafayette Dr	US 70 Business	2	4	1.70	Widening	2040	none	200
89	Olive Branch Rd Ext	NC 98	Wake County Line	0	2	2.22	New Location	2040	none	Recommended for submission by MPO - Durham, Durham County
106.1	SW Durham Dr	US 15-501	Mt Moriah Rd	2	4	0.35	Widening	2040	none	None - widening of road that does not yet exist
104	SW Durham Dr	Witherspoon Rd	Old Chapel Hill Rd	2	4	0.62	Widening	2040	none	Recommended for submission by MPO - Durham, Durham County
230	SW Durham Dr	I-40	NC 54	0	2	2.02	New Location	2040	none	Recommended for submission by MPO - Durham, Durham County
113	US 15-501 (Freeway conversion)	US 15-501 Bypass	I-40	6	6	2.39	Freeway	2040	U-2807	366
114	US 15-501 Bypass	Pickett Rd	Cameron Blvd	4	6	1.98	Widening	2040	none	Recommended for submission by MPO - Durham, Durham County
	Total Costs for 2031 to 2040									

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

January 8, 2014

Wally Bowman PE
NCDOT Division 5
2612 N. Duke Street
Durham, NC 27704

Dear Mr. Bowman:

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) Transportation Advisory Committee has voted to approve the submission of 17 additional highway and 20 bicycle/pedestrian projects for Prioritization 3.0 as shown on the attached list. Fourteen of the additional highway projects and 11 of the bicycle and pedestrian projects are in Durham County in Division 5.

We have also approved the removal of three highway projects from the existing Prioritization database. None of these projects are in Division 5. The three projects recommended for removal are not in our adopted 2040 MTP and are being removed in order to allow us to submit all of the projects requested by our member jurisdictions that are in the 2040 MTP. As you know, the development of the MPO's MTP is a collaborative process that takes into consideration future socio-economic forecasts, traffic projections, environmental and community impacts, local support, and financial feasibility, and projects cannot be included in the TIP or STIP if they are not in the MPO's adopted MTP.

With the submission of the MPO's 17 additional highway projects, there would still be one project in Durham County in the 2040 MTP that will not be in the Prioritization database. We are requesting that the Division consider including this project in your submission to Prioritization 3.0.

- NC 54 Superstreet from Meadowmont Lane to Barbee Chapel Road – *Joint Division 5 and 7 project*

A non-capacity highway improvement or a Traffic System Management project (e.g. an operational improvement such as a roundabout or auxiliary lane) could be submitted by the Division and would be likely considered as part of the 2040 MTP. While the Division is allowed to submit a highway capacity improvement project that is not in the 2040 MTP to Prioritization 3.0, federal regulations would not allow the project to be included in the adopted TIP or STIP. If you are considering a project like this, we urge you to submit this project to the MPO for consideration in the development of our 2045 MTP so it can be evaluated and vetted through the MTP process first before it is considered through the Prioritization process.

The City of Durham and Durham County each developed a list of their top eight priority bicycle and pedestrian projects and submitted these to the MPO for Prioritization 3.0. The MPO evaluated all of the projects submitted to the MPO from our member jurisdictions in order to determine which 20 projects would be submitted by the MPO. The resulting list included 11 bicycle and pedestrian projects in Division 5. Unfortunately, there are five additional priority projects requested by the City and County that cannot be included in the MPO's submission. We request that the Division consider including these five projects in your submission for Prioritization 3.0.

- Pope Road/Ephesus Church Road (Old Durham-Chapel Hill Road to Legion Road) – sidewalks and bicycle lanes – *Joint Division 5 and 7 project*
- Cheek Road (E. Geer Street to Hardee Street) – sidewalks
- Geer Street (Midland Terrace to Glen School Road) – sidewalks and bicycle lanes
- Hardee Street (Holloway Street to Cheek Road) – sidewalks
- Pickett Road (Garrett Road to Academy Road) – sidewalks and bicycle lanes

We are requesting that the Division provide the MPO a list of the highway and bicycle and pedestrian projects that you will be submitting to Prioritization 3.0 by the January 22, 2014 TCC meeting. The TAC may consider minor changes to our list at our February 12, 2014 meeting if necessary.

The MPO will begin finalizing our project ranking methodology in January with approval by April. Our project ranking process will include a public comment period and public hearing during the months of May and June, and we will adopt our final ranking points by the end of July. As is always our practice, our project ranking process will be a transparent, open process with input sought from the public and all of our MPO member governments and partners including NCDOT. We welcome you and your staff's participation. As the Prioritization 3.0 process is designed, getting our projects funded will likely require ranking points being assigned by both the MPO and the Division. We look forward to working with you to advance the priorities of our region. In order to increase our understanding of each other's processes and priorities, we request that you provide a presentation of the Division's process for developing ranking points at our upcoming TCC and TAC meetings.

Please follow-up with MPO staff to provide your list of highway and bicycle and pedestrian project submissions and to schedule your presentations to the TCC and TAC on your project ranking process. Again, we look forward to working collaboratively with you to advance our region's transportation priorities through the Prioritization 3.0 process.

Sincerely,

Ellen Reckhow, Chair
Transportation Advisory Committee

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

January 8, 2014

Mike Mills PE
NCDOT Division 7
PO Box 14996
Greensboro, NC 27415-4996

Dear Mr. Mills:

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) Transportation Advisory Committee has voted to approve the submission of 17 additional highway and 20 bicycle/pedestrian projects for Prioritization 3.0 as shown on the attached list. Three of the additional highway projects and eight of the bicycle and pedestrian projects are in Orange County in Division 7.

We have also approved the removal of three highway projects from the existing Prioritization database. One of these projects, the Hillsborough Western Bypass from US 70 to NC 57, is in Division 7. This project is not in our adopted 2040 MTP. We have recommended that this project be removed in order to allow us to submit all of the projects requested by our member jurisdictions that are in the 2040 MTP. As you know, the development of the MPO's MTP is a collaborative process that takes into consideration future socio-economic forecasts, traffic projections, environmental and community impacts, local support, and financial feasibility, and projects cannot be included in the TIP or STIP if they are not in the MPO's adopted MTP. At this time, we have determined that other projects are higher priorities for funding than the Hillsborough Western Bypass. We request your agreement to remove this project from the database. However, if the Division would like to submit one of the projects the MPO has identified on its list, this could eliminate the need to delete the Hillsborough Western Bypass project.

With the submission of the MPO's 17 additional highway projects, there would still be four projects in Orange County in the 2040 MTP that will not be in the Prioritization database. We are requesting that the Division consider including these four projects in your submission to Prioritization 3.0.

- Eubanks Road (Millhouse Road to NC 86) widening from 2 to 4 lanes
- NC 54 Superstreet from Meadowmont Lane to Barbee Chapel Road – *Joint Division 5 and 7 project*
- NC 54 Superstreet from Burning Tree Drive to Meadowmont Lane
- Old Lystra Road (Mt. Carmel Church Road to Sun Forest Way) modernization

A non-capacity highway improvement or a Traffic System Management project (e.g. an operational improvement such as a roundabout or auxiliary lane) could be submitted by the Division and would be likely considered as part of the 2040 MTP. While the Division is allowed to submit a highway capacity improvement project that is not in the 2040 MTP to Prioritization 3.0, federal regulations would not allow the project to be included in the adopted TIP or STIP. If you are considering a project like this, we urge you to submit this project to the MPO for consideration in the development of our 2045 MTP so it

can be evaluated and vetted through the MTP process first before it is considered through the Prioritization process.

The Town of Chapel Hill, Town of Carrboro, Town of Hillsborough, and Orange County each developed a list of their top four priority bicycle and pedestrian projects and submitted these to the MPO for Prioritization 3.0. The MPO evaluated all of the projects submitted to the MPO from our member jurisdictions in order to determine which 20 projects would be submitted by the MPO. The resulting list included eight bicycle and pedestrian projects in Division 7. Unfortunately, there are five additional priority projects requested by the towns and the County that cannot be included in the MPO's submission. We request that the Division consider including these five projects in your submission for Prioritization 3.0.

- Pope Road/Ephesus Church Road (Old Durham-Chapel Hill Road to Legion Road) – sidewalks and bicycle lanes – *Joint Division 5 and 7 project*
- Orange High School Road/Harold Latta Road sidewalk improvements
- Pedestrian connections to Cameron Park Elementary School from Cameron Street and St. Mary's Road
- Trail connection from English Hill Lane to Buttonwood Drive
- Trail connection from Patriots Pointe to Timbers Drive

We are requesting that the Division provide the MPO a list of the highway and bicycle and pedestrian projects that you will be submitting to Prioritization 3.0 by the January 22, 2014 TCC meeting. The TAC may consider minor changes to our list at our February 12, 2014 meeting if necessary.

The MPO will begin finalizing our project ranking methodology in January with approval by April. Our project ranking process will include a public comment period and public hearing during the months of May and June, and we will adopt our final ranking points by the end of July. As is always our practice, our project ranking process will be a transparent, open process with input sought from the public and all of our MPO member governments and partners including NCDOT. We welcome you and your staff's participation. As the Prioritization 3.0 process is designed, getting our projects funded will likely require ranking points being assigned by both the MPO and the Division. We look forward to working with you to advance the priorities of our region. In order to increase our understanding of each other's processes and priorities, we request that you provide a presentation of the Division's process for developing ranking points at our upcoming TCC and TAC meetings.

Please follow-up with MPO staff to provide your list of highway and bicycle and pedestrian project submissions and to schedule your presentations to the TCC and TAC on your project ranking process. Again, we look forward to working collaboratively with you to advance our region's transportation priorities through the Prioritization 3.0 process.

Sincerely,

Ellen Reckhow, Chair
Transportation Advisory Committee

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

January 8, 2014

Rob Stone PE
NCDOT Division 8
P.O. Box 1067
Aberdeen, NC 28315

Dear Mr. Stone:

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) Transportation Advisory Committee has voted to approve the submission of 17 additional highway and 20 bicycle/pedestrian projects for Prioritization 3.0 as shown on the attached list. None of the additional highway projects and one of the bicycle and pedestrian projects is in Chatham County in Division 8.

We have also approved the removal of three highway projects from the existing Prioritization database. Two of these projects, the modernization of Jack Bennett Road and the modernization of Jeremiah Drive, are in Division 8. Fortunately, Jack Bennett Road is in the process of being improved through a Division-led project and this project is no longer needed. Thank you for your commitment of resources to improve this road. While the Jeremiah Drive project may still have some benefits, this project does not rise to the significance of a TIP project and the County has not requested that it be included in Prioritization 3.0. We have recommended that this project be removed in order to allow us to submit all of the projects requested by our member jurisdictions that are in the 2040 MTP. As you know, the development of the MPO's MTP is a collaborative process that takes into consideration future socio-economic forecasts, traffic projections, environmental and community impacts, local support, and financial feasibility, and projects cannot be included in the TIP or STIP if they are not in the MPO's adopted MTP. We request your agreement to remove these projects from the database.

With the submission of the MPO's 17 additional highway projects, all of the projects in the 2040 MTP will be in the Prioritization database. As a result, we are not requesting that the Division submit any additional highway capacity improvement projects in the MPO. However, a non-capacity highway improvement or a Traffic System Management project (e.g. an operational improvement such as a roundabout or auxiliary lane) could be submitted by the Division and would be likely considered as part of the 2040 MTP. While the Division is allowed to submit a highway capacity improvement project that is not in the 2040 MTP to Prioritization 3.0, federal regulations would not allow the project to be included in the adopted TIP or STIP. If you are considering a project like this, we urge you to submit this project to the MPO for consideration in the development of our 2045 MTP so it can be evaluated and vetted through the MTP process first before it is considered through the Prioritization process.

Chatham County developed a list of its top four priority bicycle and pedestrian projects and submitted this to the MPO for Prioritization 3.0. The MPO evaluated all of the projects submitted to the MPO from our member jurisdictions in order to determine which 20 projects would be submitted by the MPO. The resulting list included one bicycle and pedestrian project in Division 8. Unfortunately, there are three additional priority projects requested by the County that cannot be included in the MPO's submission. We request that the Division consider including these three projects in your submission for Prioritization 3.0.

- Mann's Chapel Road (US 15-501 to Polythress Road) – bicycle lanes
- O'Kelly Chapel Road (Wake County Line/Yates Store Road to American Tobacco Trail) – sidepath
- Mt. Carmel Church Road (Orange County Line to Old Farrington Point Road) – bicycle lanes

We are requesting that the Division provide the MPO a list of the highway and bicycle and pedestrian projects that you will be submitting to Prioritization 3.0 by the January 22, 2014 TCC meeting. The TAC may consider minor changes to our list at our February 12, 2014 meeting if necessary.

The MPO will begin finalizing our project ranking methodology in January with approval by April. Our project ranking process will include a public comment period and public hearing during the months of May and June, and we will adopt our final ranking points by the end of July. As is always our practice, our project ranking process will be a transparent, open process with input sought from the public and all of our MPO member governments and partners including NCDOT. We welcome you and your staff's participation. As the Prioritization 3.0 process is designed, getting our projects funded will likely require ranking points being assigned by both the MPO and the Division. We look forward to working with you to advance the priorities of our region. In order to increase our understanding of each other's processes and priorities, we request that you provide a presentation of the Division's process for developing ranking points at our upcoming TCC and TAC meetings.

Please follow-up with MPO staff to provide your list of highway and bicycle and pedestrian project submissions and to schedule your presentations to the TCC and TAC on your project ranking process. Again, we look forward to working collaboratively with you to advance our region's transportation priorities through the Prioritization 3.0 process.

Sincerely,

Ellen Reckhow, Chair
Transportation Advisory Committee

RESOLUTION TO OPPOSE THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION’S POLICY NOT TO FUND RIGHT-OF-WAY ACQUISITION FOR BICYCLE AND PEDESTRIAN PROJECTS

January 8, 2014

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 (NCDOT) has set a policy for the Prioritization 3.0 process of not providing federal funds for right-of-way acquisition for bicycle and pedestrian projects; and

WHEREAS, the Federal Highway Administration allows federal funds, such as Surface Transportation Program and Transportation Alternatives Program funds, to be used for right-of-way acquisition costs for bicycle and pedestrian projects; and

WHEREAS, without federal funding, local governments carry the undue financial burden to pay for right-of-way acquisition costs; and

WHEREAS, NCDOT’s bicycle and pedestrian quantitative scoring methodology awards more points to projects in which all right-of-way has been acquired, which pressures local governments to commit local funding to projects before there is any guarantee that federal funding will be available for construction; and

WHEREAS, NCDOT routinely uses federal funding for right-of-way acquisition costs for highway projects; and

WHEREAS, NCDOT’s policy treats bicycle and pedestrian projects as less important to the State than highway projects and is inconsistent with federal policy; and

BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee opposes NCDOT’s policy not to use federal funds on right-of-way acquisition for bicycle and pedestrian projects and requests that NCDOT change this policy for the Prioritization 3.0 process provided here on this, the 8th day of January, 2014.

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: January 8, 2014

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

MEMORANDUM

To: Transportation Advisory Committee
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: January 8, 2014

Subject: **STP-DA and Transportation Alternatives Program**

Background

Surface Transportation Program – Direct Attributable (STP-DA) and Transportation Alternatives Program (TAP) funds are directly allocated to the DCHC MPO annually based on the population of the urbanized area. The DCHC MPO receives approximately \$4.3 million annually in STP-DA and \$351,000 annually in TAP.

STP-DA can be used for many different planning, highway, transit, or bicycle/pedestrian projects. The MPO has a policy not to use STP-DA for highway projects. In 2008, the DCHC MPO held a Call for Projects for STP-DA for FY 2009-2015. A distribution policy was developed and followed at that time for the distribution of funding among project types and recipients. The programming approved in 2008 has been modified and adjusted many times over the past five years. Projects inevitably fall behind schedule, new priorities arise, estimated project costs change, etc. Currently, the MPO does not have any projects programmed with STP-DA beyond FY 2014 in the TIP.

TAP is a new funding source included in the MAP-21 federal transportation legislation. Transportation Management Areas, such as the DCHC MPO, receive a direct allocation of TAP annually based on the population of the urbanized area. NCDOT also receives TAP funding. Federal legislation requires that TAP projects be selected through a competitive process, and State DOTs are not eligible recipients of TAP funding. TAP can only be used for “transportation alternatives” including bicycle and pedestrian facilities, trails, scenic areas, community improvement activities, environmental mitigation, and safe routes to school programs. The DCHC MPO needs to approve a policy for programming its TAP funding. NCDOT plans to program much of its TAP funding through the Prioritization 3.0 process.

The MPO requested that all of its member jurisdictions review the STP-DA projects currently programmed in FY 2014 to assess if the funding will be obligated in FY 2014. Jurisdictions were asked to submit any requested changes to FY 2014 projects. Any funding not expected to be obligated in FY 2014 would be subject to the FY 2015-2016 Call for Projects process.

One attachment is a set of tables displaying the current FY 2014 STP-DA programming, the requested changes to FY 2014 programming, and the expected funding for the FY 2015-2016 Call for Projects.

As shown, the MPO has approximately \$13 million of STP-DA programmed for FY 2014. This is equivalent to approximately three years of the MPO's annual allocation. Due to a variety of reasons, many of these projects have been delayed by several years. Reasons for delays include the time consuming federal approval process, insufficient local staff available to manage projects, lack of local matching funds, changes to project scopes, etc. While the MPO's STP-DA policy includes a one-year grace period for the obligation of funding, the MPO has been very lenient on this and has tried to work with its member governments to maintain funding for projects that are local priorities and are making progress. Simultaneously, over the past several years, the MPO has approved several new projects and requests to cover cost over-runs. Lack of STP-DA funding has not been a hindrance to getting projects completed.

The MPO wants to work with our member governments to get more of our STP-DA obligated so the funding is safe from potential federal rescissions and so that the funding can be put to use to improve bicycle, pedestrian, and transit facilities in the MPO. The table displays a revised program of projects that local governments believe can be completed in FY 2014. Carrboro, Chapel Hill, and Durham have all pledged to obligate \$13 million of STP-DA funding in FY 2014. Several projects are expected to proceed as currently programmed, a few projects are expected to proceed to the next phase of project development but won't be constructed in FY 2014, a few projects are being canceled and the funding reallocated to different projects, and some bicycle and pedestrian funding will be reallocated to needed replacement transit vehicles.

This table is shared with the TAC for information only. Formal approval of the FY 2014 programming in a TIP amendment will be requested in February simultaneous with the approval of the FY 2015 and 2016 funding.

FY 2015 and 2016 Call for Projects

The TAC needs to adopt a policy for programming STP-DA and TAP funding in FY 2015 and 2016. Due to the difficulties in managing a seven-year program of projects, the TCC recommends that the MPO only look at a two year period. The MPO will be programming our current unobligated balance of STP-DA that is not expected to be obligated in FY 2014, \$1,019,690; plus our expected FY 2015 and 2016 STP-DA, \$4,367,271 annually; plus our FY 2013 and 2014 TAP, \$351,000 annually; plus our expected FY 2015 and 2016 TAP, \$351,000 annually. The total is \$11,158,231. The TCC recommends over-programming some categories of funding by 30 percent to help ensure that project delays don't continue to add to our high unobligated balance. Over-programming as recommended by the TCC would result in approximately \$13,219,136 available for projects in FY 2015 and 2016.

The TCC reviewed the STP-DA policy and discussed recommended changes in Attachment 9A. A policy for selecting TAP projects is included in this policy. A diagram attached to this memo illustrates the recommended policy.

Once a policy is approved, the TCC will develop a recommended programming of projects in February. The MPO's goal is to approve programming in early spring 2014 so that local governments can include the local match for FY 2015 projects in their FY 2015 budgets.

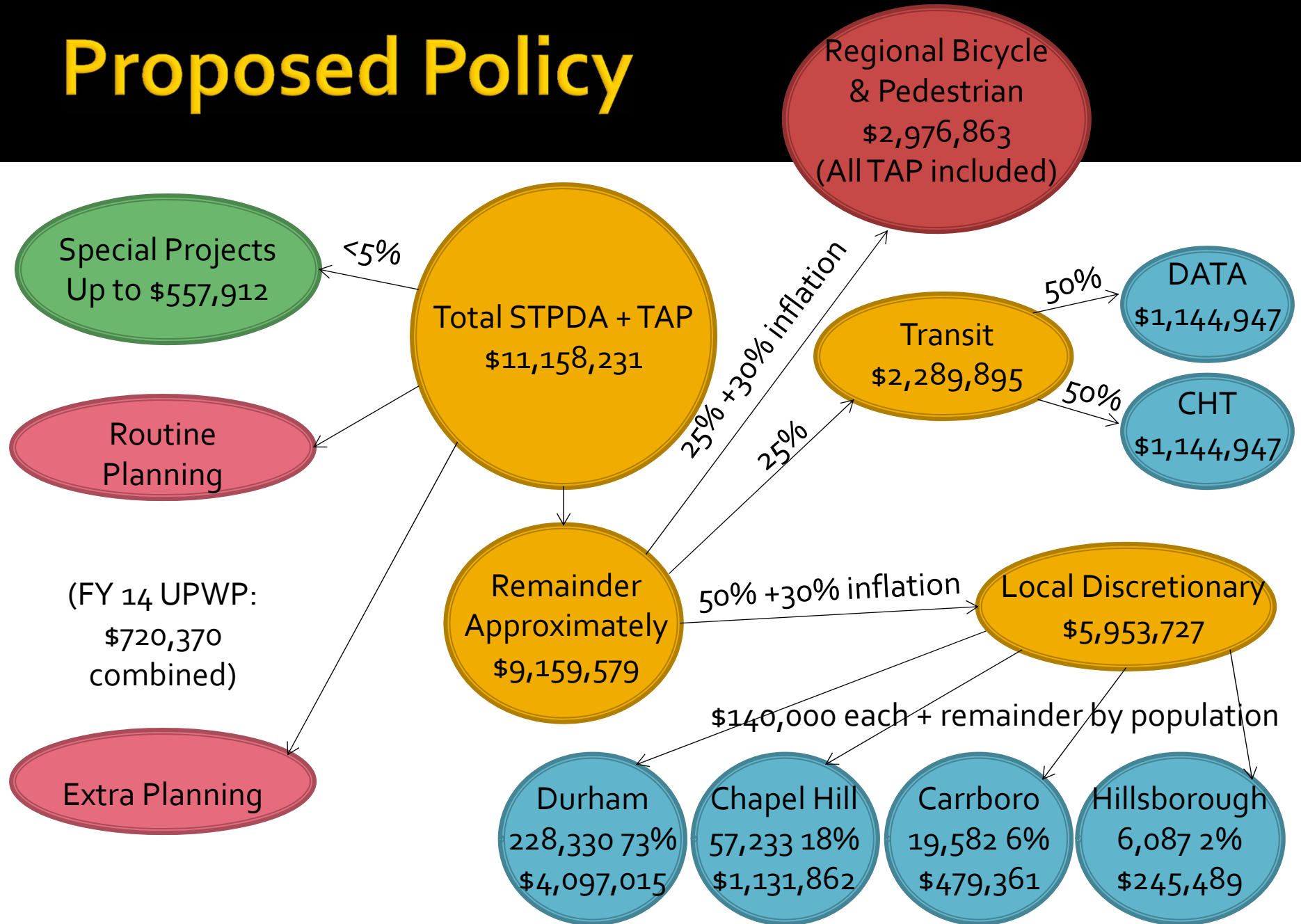
Schedule

January 8, 2013	TAC approves revised STP-DA and TAP policy
February 12, 2013	TAC approves STP-DA and TAP programming for FY 2014, 2015, and 2016

TCC Recommendation: That the TAC approve MPO Policy #3: Policy Framework for DCHC MPO Federal Funds.

TAC Action: Approve MPO Policy #3: Policy Framework for DCHC MPO Federal Funds.

Proposed Policy



POLICY FRAMEWORK FOR DCHC MPO FEDERAL FUNDS

Under federal legislation, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) is responsible for programming and maintaining the seven-year Transportation Improvement Program (TIP), coordinating updates of the State Transportation Improvement Program (STIP) and selecting projects to receive funds from four federal funding programs:

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

Under MAP-21, 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 Metropolitan Transportation Plan.

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 2040 MTP. Under federal law, the TIP must be a four-year program of projects that is updated at least every two years. At a minimum, federal and state legislation requires a 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 TIP will therefore include:

- Projects using federal funds managed by the DCHC MPO (STP-DA, TAP, 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, TAP, 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, TAP, 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.
- TAP funds may only be used for transportation alternatives including bicycle and pedestrian facilities, trails, scenic areas, community improvement activities, environmental mitigation and safe routes to school programs.
- 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 area.

DCHC MPO Funds - STP-DA and TAP Funding Policy

The following three step process has been developed for allocating STP-DA and TAP funding.

Step 1 – Distribution guidance

The MPO funds identified are distributed through a partially competitive and partially non-competitive process. This process is based on the requirements of current transportation legislation, with additional guidance provided by the *2040 MTP*, 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 and TAP funds available. It is calculated by combining our annual allocation over the 2 year period with any prior year uncommitted balance.

The total expected STP-DA and TAP funds available is initially reduced by the following items:

1. *Special Requests* (up to 5%) - distributed to parties who do not have a specific sub-allocation of funding through the policy (e.g. county governments, Triangle Transit) as needed and approved by the TAC.
2. *Staff and Routine Planning* - funding level varies depending on LPA needs, subject to UPWP approval
3. *Extra Planning* - funding level varies depending on LPA needs, subject to UPWP approval

After those items have been accounted for, the remainder of STP-DA and TAP 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). All TAP funding will be programmed for projects in this category. The total funding will be inflated by 30% to result in an over-programming of funding. The over-programming will help ensure funding is obligated even if projects fall behind schedule.
3. 50% to *Local Discretionary* (distributed to participating members on a non-competitive basis). The total funding will be inflated by 30% to result in an over-programming of funding. The over-programming will help ensure funding is obligated even if projects fall behind schedule.

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

Special Requests – This category is intended to be used for special requests from parties who do not have a specific sub-allocation of funding through other categories (e.g. county governments, Triangle Transit). No guidelines have been proposed for distribution by jurisdiction so that the MPO has flexibility in responding to needs that may vary significantly from year to year. Up to 5% can be used for these projects. Any funding not used will be assigned to other distribution categories as required by this policy.

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. The specific funding amount will be approved through the annual

UPWP.

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. The specific funding amount will be approved through the annual UPWP.

Transit – 50% of funding will be programmed for Chapel Hill Transit and 50% of funding will be programmed for DATA

Regional Bicycle and Pedestrian – There is no distribution formula for funding within this category. All TAP funds will be programmed to projects in this category. As required, a competitive process will be used to select projects.

Local Discretionary – There is a guaranteed \$70,000 minimum for each municipality per programmed year and then the remainder is distributed proportionate to the municipal populations.

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

All funding of specific projects within each category must be presented to the TAC for approval and must be included in the MPO's adopted TIP. There is no sub-allocation of funding directly to member governments.

These categories are approved annually with the UPWP process:

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.

Projects funded through the 4 other categories will approved prior to the beginning of FY 2015. Amendments can be made in the interim as needed:

Special Requests - Counties and Triangle Transit can submit their requests to the LPA. The TCC will make a recommendation and the TAC will approve the projects.

Transit – Transit agencies will submit projects to the LPA. The TCC will make a recommendation and the TAC will approve the projects.

Regional Bicycle and Pedestrian – Members will submit requests to the LPA. Projects will be evaluated based on the following screening criteria and scoring methodology. The TCC will make a recommendation and the TAC will approve the projects. The following serves to satisfy the requirement that all TAP funding be selected through a competitive process.

Screening Criteria

- Projects must anticipate a minimum of \$1,000,000 (federal) funding for construction. Design and right-of-way phases can request less than \$1,000,000 (federal) if the construction phase is expected to exceed \$1,000,000 (federal);
- Only the next imminent project phase should be requested (i.e. construction funding should only be requested once design and right-of-way is complete);
- Projects must be part of the adopted Regional Routes as listed in the current Metropolitan Transportation Plan or they must be routes greater than 1 mile in length that span multiple municipalities.

Scoring Methodology

- 40% Project readiness – priority will be given to projects that are ready to be constructed or are ready to move to the next phase of project development:
 - 100 points - Construction funding requested - right-of-way and design complete
 - 50 points - Right-of-way funding requested – design complete
 - 25 points - Planning requested
- 30% Safety
 - Variable score from 0-100 points based on the relative number of bike/ped crashes on the facility or parallel facility.
- 15% Spans multiple jurisdictions
 - 100 points – spans more than two local jurisdictions
 - 50 points – spans more than one local jurisdiction
- 15% Density
 - Variable score from 0-100 points based on the relative population and employment density of a 0.5 mile buffer of the corridor.

Local Discretionary – Each municipality will submit new or continued projects for this category to the LPA. The TCC will make a recommendation and the TAC will approve the projects. The TAC will approve with the expectation that this category

offers municipalities flexibility in funding projects that reflect their own priorities and needs.

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 Metropolitan 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 environmental enhancements;
- Planning studies that support the implementation or development of the adopted and future versions of DCHC’s Metropolitan Transportation Plan and 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 six project groups and the following guiding principles:

1. Special Requests includes:
 - a. County or Triangle Transit projects that comply with the adopted funding policy.
2. Routine Planning includes:
 - a. New and existing LPA staff positions;
 - b. Activities that are required to be completed such as air quality planning, congestion mitigation planning, modeling, etc.
3. Extra Planning includes:
 - a. LPA and local government planning activities that are optional such as special emphasis projects.
4. Transit includes:
 - a. DATA and CHT projects that comply with the adopted funding policy.

5. Regional bicycle and pedestrian projects includes:
 - a. Projects of regional scale and importance that span or connect multiple jurisdictions.
 - b. Minimum project size of \$1,000,000 (federal)
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.

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 CMAQ program is based on a competitive process for which proposals for candidate transportation projects are submitted to North Carolina Department of Transportation (NCDOT). MPOs and RPOs responsible for transportation planning in air quality non-attainment & maintenance areas are encouraged to work cooperatively with their member jurisdictions to develop and 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.

Travel demand management - Funding for the TDM will be shared equally by CAMPO. The MPO's share of TDM will be provided using CMAQ funds. TDM offers very high air quality benefits and competes very favorably for CMAQ funding. CMAQ funds have been approved for FY 2013 through 2017 for TDM.

Project Tracking System

DCHC would like to implement a Project Tracking System to monitor the progress of DCHC's STP-DA, TAP, 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),
- Transportation Alternatives Program (TAP),
- 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, TAP, 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 and TAP 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.

Policies - Obligations & Monitoring

A. Obligation Monitoring of STP-DA, TAP, and CMAQ Funds

Each phase of a project with STP-DA, TAP, 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, TAP, 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, TAP, 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, TAP, and CMAQ Funds*

A decision on the need to develop policies and procedures for monitoring the expenditures of STP-DA and TAP 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, TAP, 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, TAP, 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 federal legislation 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:

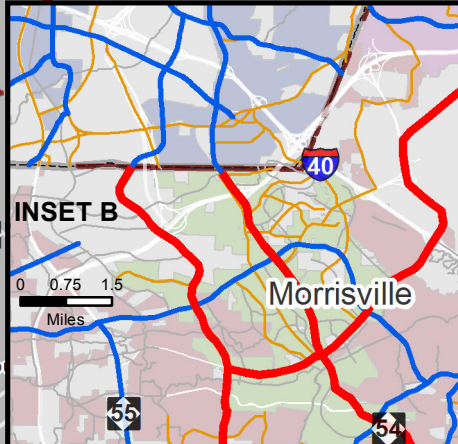
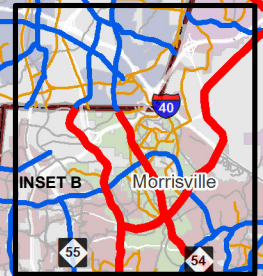
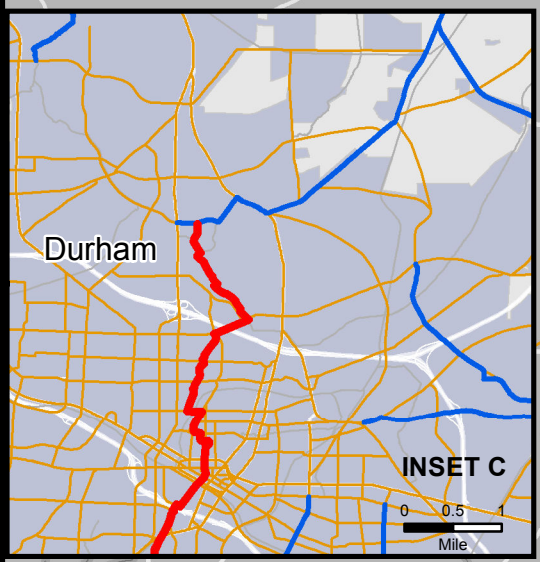
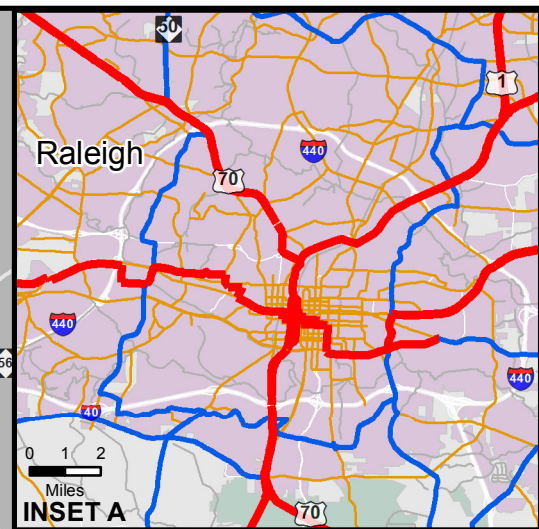
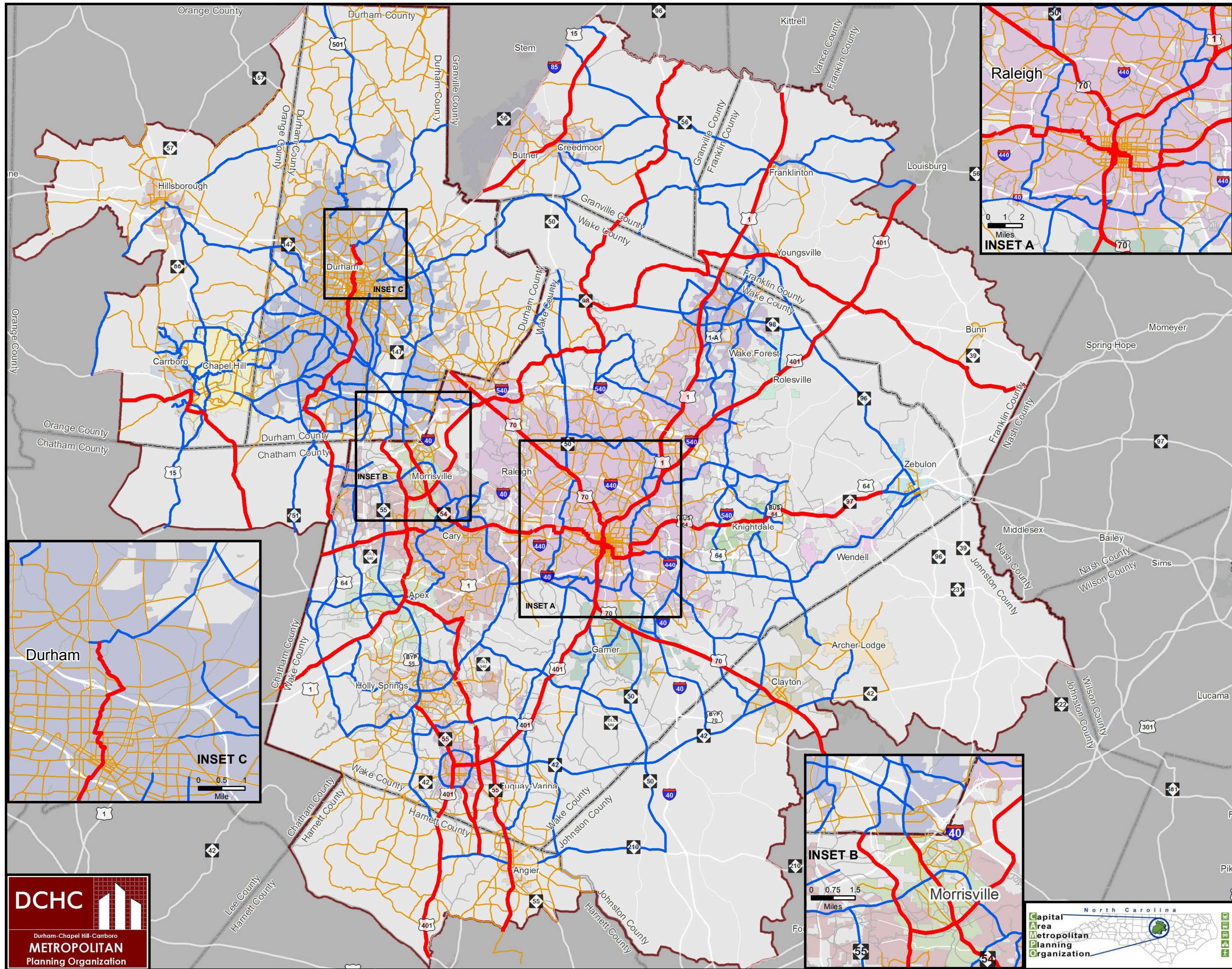
- STP-DA and TAP funds will be over-programmed by 30% in anticipation that projects may fall behind schedule, be canceled or delayed, or receive other funding. These projects should already be approved by the TAC and be included in the TIP.
- Cost over-runs will be considered on a case-by-case basis by the TCC and TAC. If the MPO's unobligated balance can accommodate the request and the funding is necessary for the project to move forward, the LPA staff will recommend approval of the request.
- 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.

Proposed Changes January 8, 2014 TAC
Original Adopted by TAC on June 9, 2010.

TAC 1/8/2014 Attachment 9A
2040 Metropolitan Transportation Plan

May 3, 2013

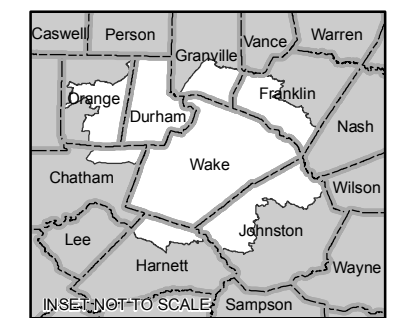


On-Road Facilities

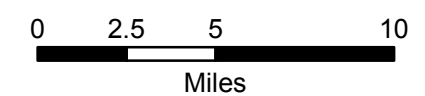
- State Bicycle Facilities
- Regional Bicycle Facilities
- Local Bicycle Facilities
- Off-Road Facilities

*All of the DCHC MPO State and Regional bicycle facilities are shown on the On-Road Facilities map. Appendix 4 provides a listing of the routes

*The DCHC MPO and Capital Area MPO have adopted universal access and complete street policies. This map illustrates a hierarchy of bicycle and pedestrian facilities and does not constitute approval of a limited set of facilities. Appropriate bicycle and pedestrian improvements should be included in all transportation facilities unless demonstrated to be impracticable.



This map was compiled using the best available data, however, the Capital Area MPO is not responsible for errors, omissions, and/or misuse. Subject to change.



Currently Programmed STPDA Funding in FY 2014

Jurisdiction	TIP No	T-2	Project Description	Federal Funding	Amount Obligated	Project Phase	Federal Fiscal Year		Status
							Org. Year (May 2008)	Ext. Year	
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 Pearsontown 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	\$ 100,000	\$ -	Design	new	2014	Add STPDA funding. Reallocate funding from other projects.
Chapel Hill	U-4726	Ix	Estes Drive Bike/Ped Facilities	\$ 176,000	\$ -	Design	new	2014	Add STPDA funding. Reallocate funding from other projects.
Chapel Hill	?		Variable Message Signs	\$ 194,000		Construction	new	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 Pearsontown 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	
				\$ 14,383,925	\$ 1,326,000				

Estimated Funding for FY 15-16 Programming

Current unobligated balance	\$	14,077,615
FY 14 expected obligations	\$	13,057,925
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Carry-over to FY 15-16 Call for Projects	\$	1,019,690
FY 15 Estimated STPDA	\$	4,367,271
FY 16 Estimated STPDA	\$	4,367,271
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Total for FY 15-16 Call for Projects - STPDA	\$	9,754,231
FY 13 TAP	\$	351,000
FY 14 TAP	\$	351,000
FY 15 Estimated TAP	\$	351,000
FY 16 Estimated TAP	\$	351,000
<hr/>		
Total for FY 15-16 Call for Projects - TAP	\$	1,404,000
Grand Total for Call for Projects	\$	11,158,231

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: January 8, 2014

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 Vision - December 2012
- ✓ CTP Deficiency Analysis & Needs Assessment – December 2013
- CTP Purpose Statement – February 2014
- Alternative Analysis – April 2014
- Draft CTP Maps /Draft CTP - June 2014
- MPO Adopt CTP – September 2014
- NCDOT BOT – December 2014
- Final CTP documentation and distribution – February 2015

MPO Community Viz. Scenarios Planning and Visualization -2.0

- ✓ Funding for local Community Viz 2.0 preparatory work – July 2013
- Geo-spatial database development for Community Viz 2.0 – February 2014
- Implementation in ArcGIS online – February- March 2014
- Field verification & Validation of data – February – June 2014
- Model/Scenario Building – FY 2015

Update of the MPO Public Involvement Policy (PIP)

- ✓ Reconcile MPO Public Involvement Policy with MAP-21 – December 2013
- Update of the MPO Public Involvement to reflect MAP-21 and new MOU – April 2014
- Public Comment period of the Draft MAP -21 compliant PIP – May 2014
- TAC adopted of the MAP-21 compliant PIP – June 2014

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

- Desk Audit of MPO Title VI/LEP – October 2013
- Response to Title Audit – February 2014
- Implementation of the MPO Title VI and LEP – on going
- Monitoring of Title VI and LEP – On going

SE Data Update – Employment /Housing/Population Verification

- ✓ Setup of INFO-USA and Wood & Pole Employment Data - July/August 2013
- ✓ Geo-spatial development of INFOUSA employment data - December 2013
- 2013 Base Year Employment Verification – January /February 2014
- Update of Certificate of Occupancy from 2010-2013 – December 2013
- Establishment of 2013 Base Year Dwelling Unit data by TAZ – January 2014
- Development of Draft 2013 Base Year Employment & Dwelling Unit by TAZ – January/February 2014
- Employment/Dwelling Unit/Population data tabulation – December 2013
- Development of County control Totals – February 2014
- Local Review/Concurrence and Endorsement of Control Totals – March/April 2014
- SE Data Forecasts – 2014

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

- ✓ Fall data collection (Volume/Trucks/ Travel Time/Speed) –September to December 2013
- ✓ Fall Transit data collection - Augusta - December 2013
- Monitoring of Title VI and LEP – On going

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: -2.98%
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: 10/31/2013	Scheduled Progress: 100%
Last Estimate Paid: 11/5/2013	Actual Progress: 99.8%

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, PE	RE Phone Number: (919)840-0914
Location Description: I-540 FROM I-40 OVERPASS TO TRIANGLE TOWN BLVD, AND TRIANGLE TOWN BLVD FROM I-540 TO NEW ASPHALT PAVEMENT JOINT.	
Type of Work: MILLING, RESURFACING, SHOULDER RECONST, AND STR REHAB.	
Contractor Name: FSC II LLC DBA FRED SMITH COMPANY	
Contract Amount: \$8,384,157.45	Cost Overrun/Underrun: -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, PE	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: 12.87%
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: 11/7/2013	Scheduled Progress: 68%
Last Estimate Paid: 11/18/2013	Actual Progress: 48.63%

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, PE	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: 4.51%
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: 11/8/2013
Last Estimate Thru: 10/31/2013	Scheduled Progress: 100%
Last Estimate Paid: 11/6/2013	Actual Progress: 89.44%

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

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

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

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

NCDOT DIV 7 ACTIVE PROJECTS LOCATED IN DCHCMPO

TAC 1/8/2014 Attachment 13

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 review pending.	\$200,000	Small Construction/ 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	Carolina Sunrock	Begin construction Spring 2014	\$4,300,000	TIP
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	67%Complete 50% 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 50% 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 5/1/14 due to extra work, Partial acceptance pending.	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	12/15//13	Carolina Sunrock	76% Complete 100% 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	Awaiting ped head installation by Town	NCDOT forces - 100% Complete	\$75,000	Small Construction Funds
SS-4907AW 43295.3.1	Installing guardrail on NC 751 at Bridge 16, 0.2 miles south of US 70, east of Hillsborough.		11/15/2013		Work complete pending RTE inspection	\$60,000	State Spot Safety
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	2/5/2015	Triangle Grading & Paving	Contract awarded	\$640,000	High Hazard Safety
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	Spring 2014		Town acquiring R/W - Easement from UNC	\$30,000	Division Enhancement; MA w/TOCH, LGA

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	2/5/2015	Triangle Grading & Paving	TAC 11/8/2014 Attachment 13 Contract awarded	\$640,000	High Hazard Safety
W-5207I 45337.1.9	Funds for preliminary engineering on SR 1005 (Jones Ferry Road) and Davie Street) in Carrboro	Spring 2014	TBD		Meet with city/utilities and others 11/8/13. Sidewalk issue at Kangaroo.	\$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 (including resurfacing) 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

DIV 7 LOCAL GOVERNMENT ADMINISTERED PROJECTS IN DCHCMPO

TIP/WBS #	Description	Let/Start Date	Completion Date	Status	Cost	Comments
C-5184 46234.3.1	Riverwalk Trail Phase III - Construct a paved off-road trail along Eno River connecting River Park, Gold Park and the Occoneechee Mountain State Natural Area and construct sidewalk to provide pedestrian and bicycle connections to the Greenway in Hillsborough	3/1/14	TBD	Design in progress, R/W authorization pending	\$610,000	CMAQ
EB-4707A (Orange) EB-4707B (Durham)	Bicycle improvements(Bikeway and signals) on Durham/ Chapel Hill (SR 1838/SR 2220)from SR 1116 (Garrett Road) in Durham County to US 15-501 in Orange County	9/30/2014 (D5DRL)	TBD	Design in progress, R/W -1/1/14	\$4,900,000	Enhancement - Bike and Ped.
EL-4828 / 40245.1.1 40245.3.1	Design & construction of multi-use pedestrian /bicycle path along Morgan Creek from Smith Level Road to the Weatherhill Pointe neighborhood & construct a multi-use pedestrian /bicycle path along Morgan Creek from Smith Level road west to the Berryhill Neighborhood in Carrboro	6/31/14	TBD	Design in progress	\$480,000	STP-DA; MA w/TOC
SR-5000S 40922.1.18	Education, encouragement, evaluation, and neighborhood outreach for Carrboro Elementary School			Program underway	\$12,865	Safe Routes to Schools; MA w/TOC
SR-5001AE	Construct 870 linear feet of 5' sidewalk on Elm Street from existing sidewalk near Weaver Street to Shelton Street in Carrboro	2/21/12	12/31/12	Construction complete; Final review complete, closeout pending	\$300,000	Safe Routes to Schools; MA w/TOC
SR-5001AR	Construct 320' of 5' sidewalk on Culbreth Road between Cobbleridge Rd. in Chapel Hill and Rossburn Rd. in Chapel Hill	4/12/12	9/30/13	Construction complete; Final closeout pending	\$50,000 SRTS/\$108,000 STPDA	SRTS/STP-DA; MA w/TOCH
U-4726DC 36268.3.4	Wilson Park Multi-Use Path in Carrboro	6/7/12	11/26/12	Construction complete; Final review complete, closeout pending	\$129,431	STP-DA; MA w/TOC
U-4726DD	Construct sidewalk on Rogers Road from Homestead Road to Meadow Run Ct. in Carrboro	10/31/13	4/30/14	Plans under review	\$428,960	STP-DA; MA w/TOC
U-4726DE (replaces EL- 4994)	Construct Bolin Creek Multi-use Path from Homestead Road to Chapel Hill High School in Carrboro	TBD	TBD	Design underway	\$590,000	STP-DA; MA w/TOC
U-4726DF	Bicycle detection at Signalized Intersections in Carrboro	1/1/14	TBD	Design underway	\$36,000	STP-DA; MA w/TOC
U-4726IF	Design and install stairs from the sidewalk on the north side of Franklin St. to the Bolin Creek Trail in Chapel Hill	TBD	TBD	Supplemental agreement to remove construction; Town to pay for construction	\$20,000 PE	STP-DA; MA w/TOCH

DIV 7 LOCAL GOVERNMENT ADMINISTERED PROJECTS IN DCHCMPO

TIP/WBS #	Description	Let/Start Date	Completion Date	Status	Cost	Comments
U-4726IG	Morgan Creek Trail Phase 2 - Construct 10' wide greenway from existing Fan Branch Trail near Culbreth Rd. and US 15/501 to Phase 1 in Chapel Hill	9/12/12	11/1/13	Construction underway	\$1,310,000 / additional funds \$1,000,000 8/12	STP-DA; MA w/TOCH

ACTIVE NCDOT DIVISION 8 PROJECTS IN DCHCMPO

TAC 1/8/2014 Attachment 13

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

ACTIVE NCDOT DIVISION 8 PROJECTS IN DCHCMPO

TAC 1/8/2014 Attachment 13

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

Demographer sees megalopolis along I-85

The Herald Sun Dec. 14, 2013 @ 05:09 PM By Richard Craver; Winston-Salem Journal

Winston-Salem — Urban sprawl could take on a whole new meaning for the Triad and central North Carolina if projected housing and population growth patterns come to fruition by 2050.

It could lead to -- if not make necessary -- the intertwining of the Triad's economy with Charlotte and the Triangle into what a UNC Chapel Hill demographer calls a "megalopolis."

Such a region, based mostly on the Interstate 85 corridor, could resemble the urban corridor that connects Baltimore and Washington with New York and Boston, said Rebecca Triplett, the director of Carolina Demography, a unit of the Carolina Population Center.

It also could lead to the swallowing up of small- to -medium-size communities, such as Burlington, Lexington and Salisbury, which are between the three urban hubs.

Those communities likely would maintain their independence, but lose a portion of their identity.

A YouTube presentation by the UNC unit features a map of North Carolina from 1940 to 2050 that shows the progression of housing units per square mile along the I-85 corridor.

In 1940, there were fewer than 1 million housing units in North Carolina.

By 2050, there are expected to be more than 7 million housing units.

Currently, the map shows very little space along the corridor -- essentially in Alamance and Orange counties -- that has fewer than 100 housing units per square mile. The majority has more than 250 housing units, with parts of Charlotte, the Triangle, Guilford and Forsyth counties exceeding 2,000 units per square mile.

By 2050, the spaces listing more than 2,000 housing units are projected to have spread beyond the core urban areas to include Burlington, Concord and Kannapolis, with Lexington and Salisbury on the cusp.

Tippett said megalopolis is "one potential look at the future."

"Where and how development occurs is very responsive to policy and planning, and I hope this sparks conversations about what we might want North Carolina to look like in 2050."

Michael Walden, an economics professor at N.C. State University, said he could see the development of a megalopolis similar to the Washington-to-Boston corridor.

"It could have limited open space, still big cities but a blur of lower density development in-between, and commuting time would skyrocket," Walden said.

That potential for further interstate congestion, Walden said, would make "options for mass transit look much better."

"Hopefully, land planners and public decision-makers would learn from the Northeast's experience and carefully plan breaks of open space and a coordinated network of traditional transit and mass transit," Walden said.

Link to transportation

Tippett said she used historical U.S. Census data and demographic techniques to project future housing unit numbers.

She said the data can be used by businesses, local government and the public to understand potential future needs for schools or health clinics or transportation routes.

"How things have changed in the past is likely to forecast how they will change in the future," Tippett said.

"As a result, we have the ability to predict 37 years into the future where state transportation dollars may need to be spent to meet current needs. Increasingly, that spending is likely to be needed around the three urban areas."

Gov. Pat McCrory, in a letter to the editor of the Charlotte and Raleigh newspapers, said "merit, instead of political influence, will determine where transportation infrastructure is built."

Under previous Democratic administrations, there were accusations that Eastern North Carolina was given state transportation funding at the expense of urban projects.

"Relieving congestion, improving safety and fueling economic development are now the pillars of a long-term transportation strategy that will connect our rural areas to economic hubs to help rebuild towns that have been hit hard during the economic downturn," McCrory wrote.

"Job creation will be the cornerstone of smart transportation planning going forward."

Growth of cities

Tippett said Forsyth's population is projected to grow 10 percent between 2010 and 2020, and by another 7 percent between 2020 and 2030.

By comparison, she projects Guilford County's population to increase by 14 percent between 2010 and 2020, and by another 13 percent between 2020 and 2030.

Between 2010 and 2020, Mecklenburg County's population is projected to grow 23 percent, and Durham and Wake counties by 20 percent. Between 2020 and 2030, Durham and Wake are expected to maintain a 20 percent growth rate, while Mecklenburg will slow slightly to 10 percent.

The Census Bureau reported in May that Winston-Salem had 234,349 residents in 2012, a net gain of 4,732 from the 2010 estimate. Greensboro had a net gain of 7,400 people during the two-year period to 277,080.

Charlotte had a net gain of almost 44,000, remaining the state's largest city by a wide margin at 775,202.

Three Triangle cities -- Raleigh, Durham and Cary -- together had a net gain of 41,000 residents. Raleigh was at 432,179 residents, while Durham was at 239,358.

"We have never grown at the rate that the Triangle has, and quite frankly that is not necessarily a bad thing because you can outstrip your roads and so forth," said Gayle Anderson, president and chief executive of the Winston-Salem Chamber of Commerce.

Tippett said she shares Anderson's perspective that the state's rural areas will continue to shrink through 2050 as lack of sustainable jobs compel people, particularly young adults, to move to the urban areas, if not out of state.

"One-third of North Carolina's counties will lose population between 2010 and 2020," Tippett said.

Tippett said it is important for suburban communities lying between the three urban hubs to be proactive in addressing their population, transportation and economic challenges.

"They need to be stakeholders in how any megalopolis is created so they are not swallowed up along the way," Tippett said.

Winston-Salem late to the party

Triad officials are aware the region may have to take a "join 'em" rather than "beat 'em" approach to secure sustainable economic growth.

Walden said the economic recovery and long-term transition have been stronger in Greensboro than in Winston-Salem. "Greensboro has the advantage of being closer to the fast-growing Charlotte and Triangle economies," Walden said.

So much so that a statewide economic triangle -- "a sweet spot" according to Walden -- is emerging with the Triangle in the east, Greensboro in the center and Charlotte in the west.

"Winston-Salem may join the party later, but right now, the action is in the greater triangle of Raleigh-Durham, Charlotte and Greensboro," Walden said.

Tippett said the Triad, "by most standards, is doing well, especially when you compare it with similar regions out of North Carolina."

"It's just that the Triangle and Charlotte appear to be dominating the state."

John Dinan, a political science professor at Wake Forest University, said the main political aspect of the population growth is that Charlotte and the Triangle are gaining seats in the state legislature while other areas of the state are holding steady or losing seats.

"That has been the trend, and there is no sign of any reversal or lessening of this trend," Dinan said.

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

December 30, 2013

Mr. Terry Rekeweg PE
724 Rosemont Ave.
Raleigh, NC 27607

Dear Mr. Rekeweg:

We appreciate your interest in the Durham-Orange Light Rail Transit project in our MPO. The comments you provided on this at our December 11, 2013 Transportation Advisory Committee meeting and through subsequent emails requested that an alternative be studied during the National Environmental Policy Act (NEPA) process. The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) is not the lead agency for the NEPA phase of this project. We suggest that you direct future comments on this matter to Triangle Transit and their consultant team for their consideration.

Sincerely,



Mark Ahrendsen, Chair
Technical Coordinating Committee

Cc: TAC members

David King, General Manager, TTA