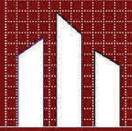


DCHC



Durham-Chapel Hill-Carrboro

METROPOLITAN

Planning Organization

Durham
Chapel Hill
Carrboro
MPO

FINAL DRAFT
Adopted January 8, 2014

Coordinated Public Transportation

Human Service Transportation Plan Update



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Appendices

Appendix A: Data Tables

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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.

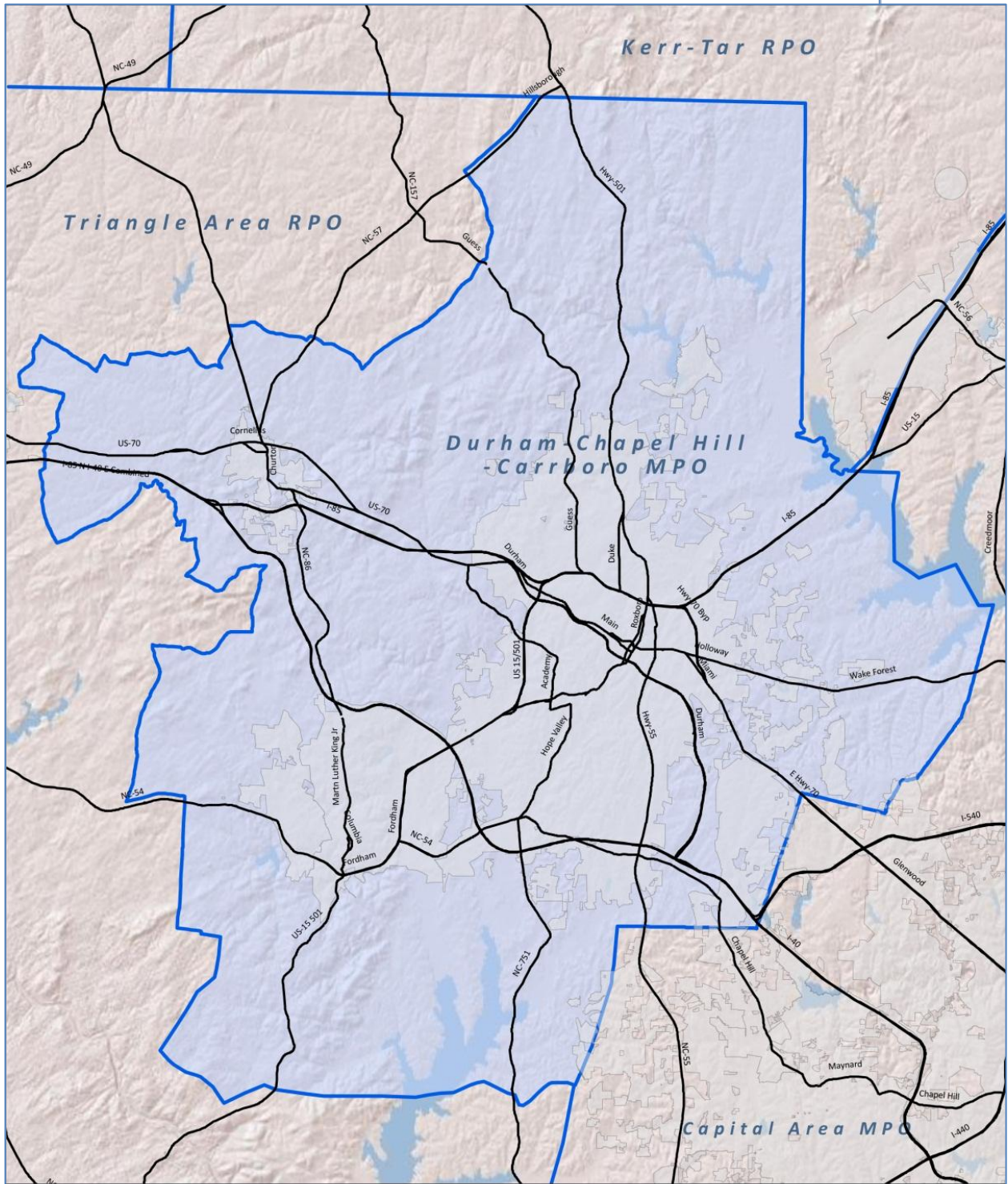
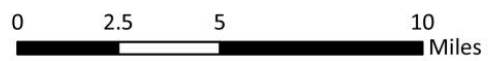


Figure 1-1: MPO Boundary

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

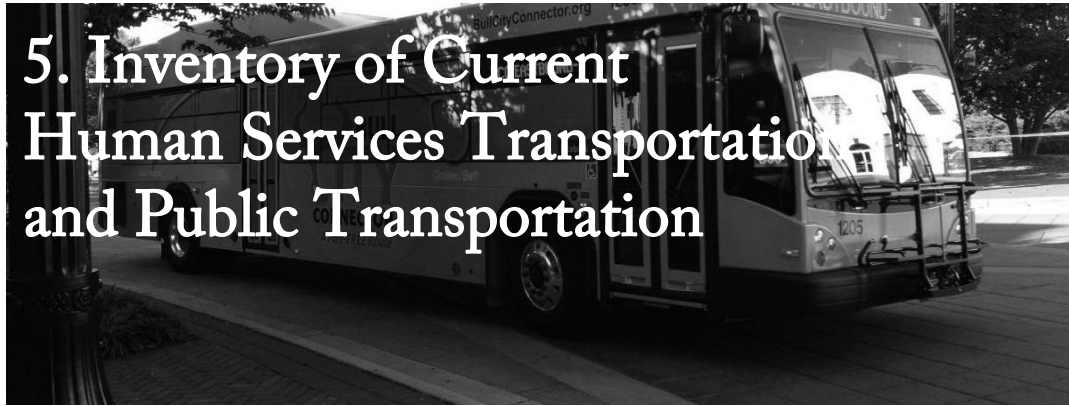
Research, Development, Demonstration and Deployment (Section 5312) - This program supports research activities that "improve the safety, reliability, efficiency and sustainability of public transportation" through new technologies, materials and processes. The eligible activities can include research 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.

5. Inventory of Current Human Services Transportation and Public Transportation



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

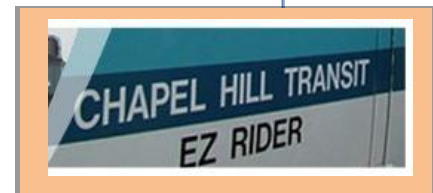
Service Type – Trips for eligible individuals with disabilities. The Senior Shuttle is a circulator service available for seniors.

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





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% |

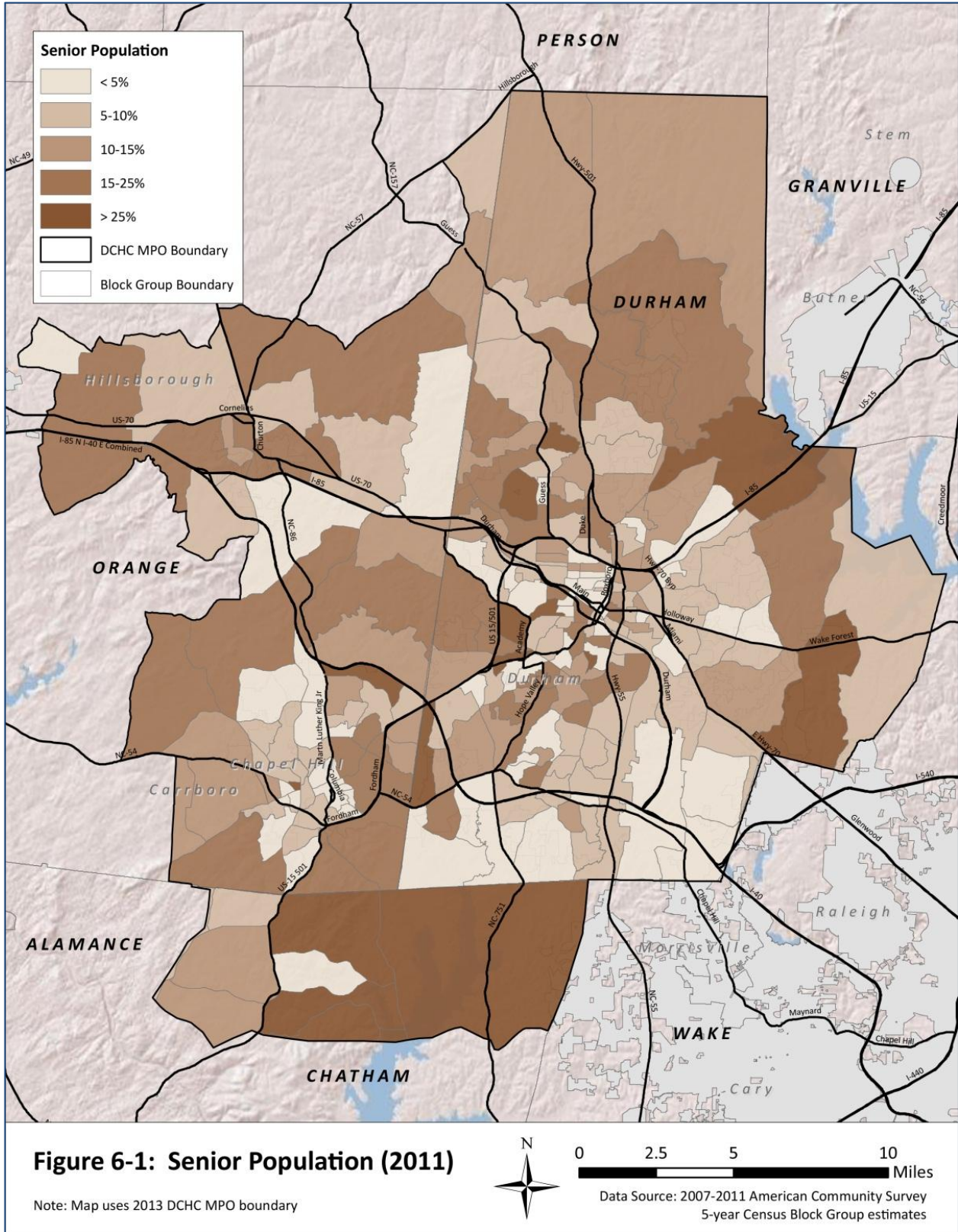
Source:

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.



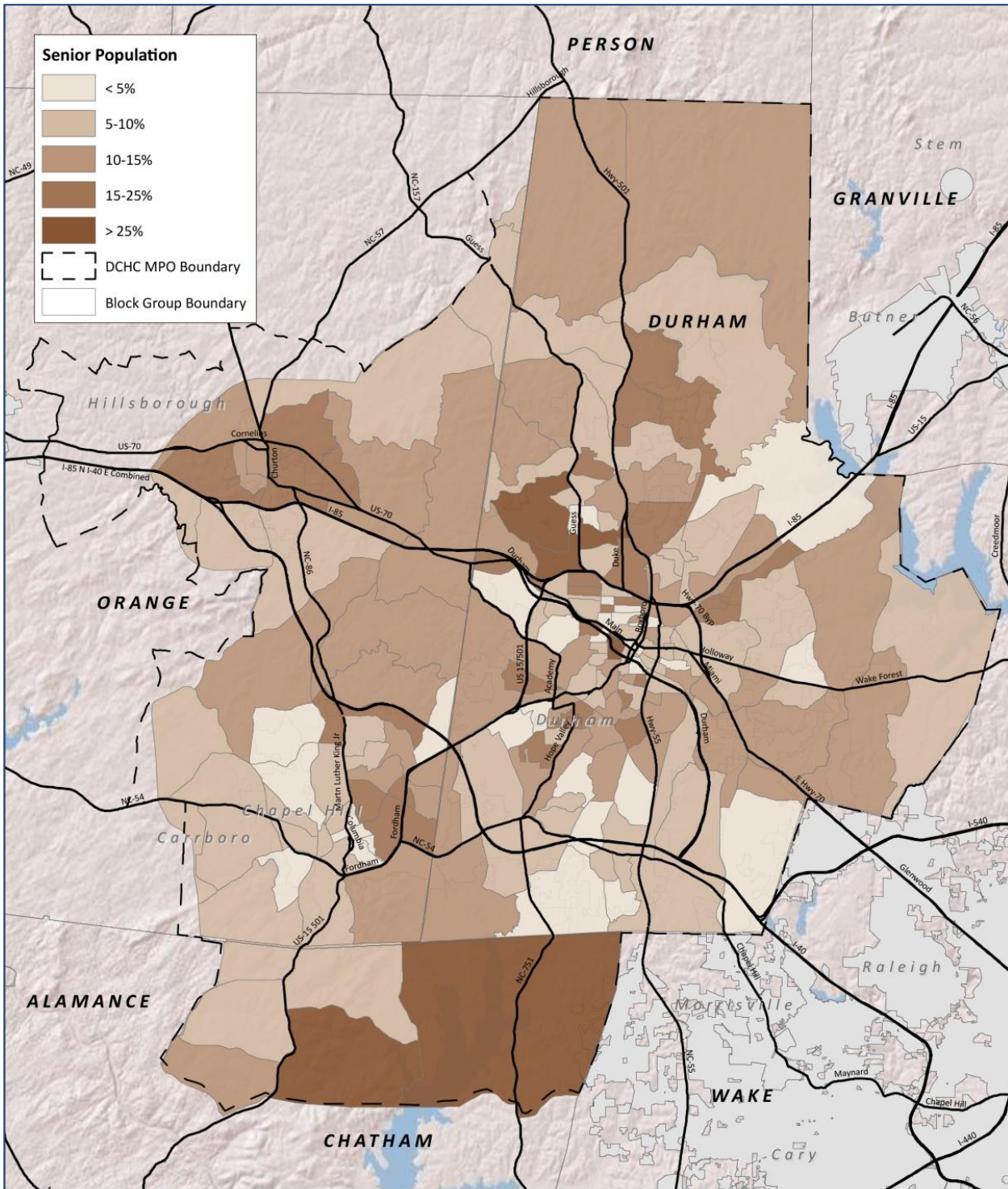


Figure 6-2: Senior Population (2000)

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% |

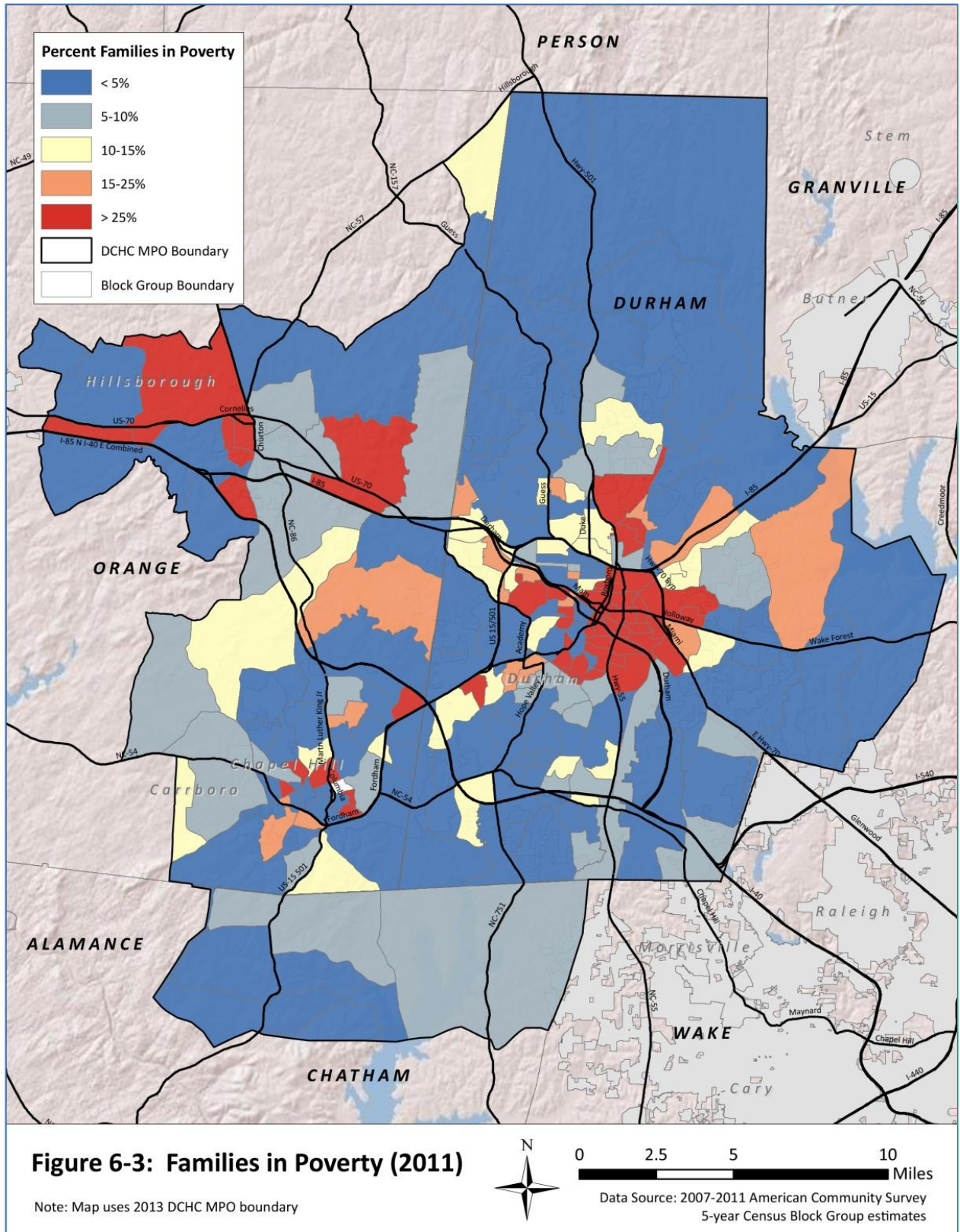
Source:

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.



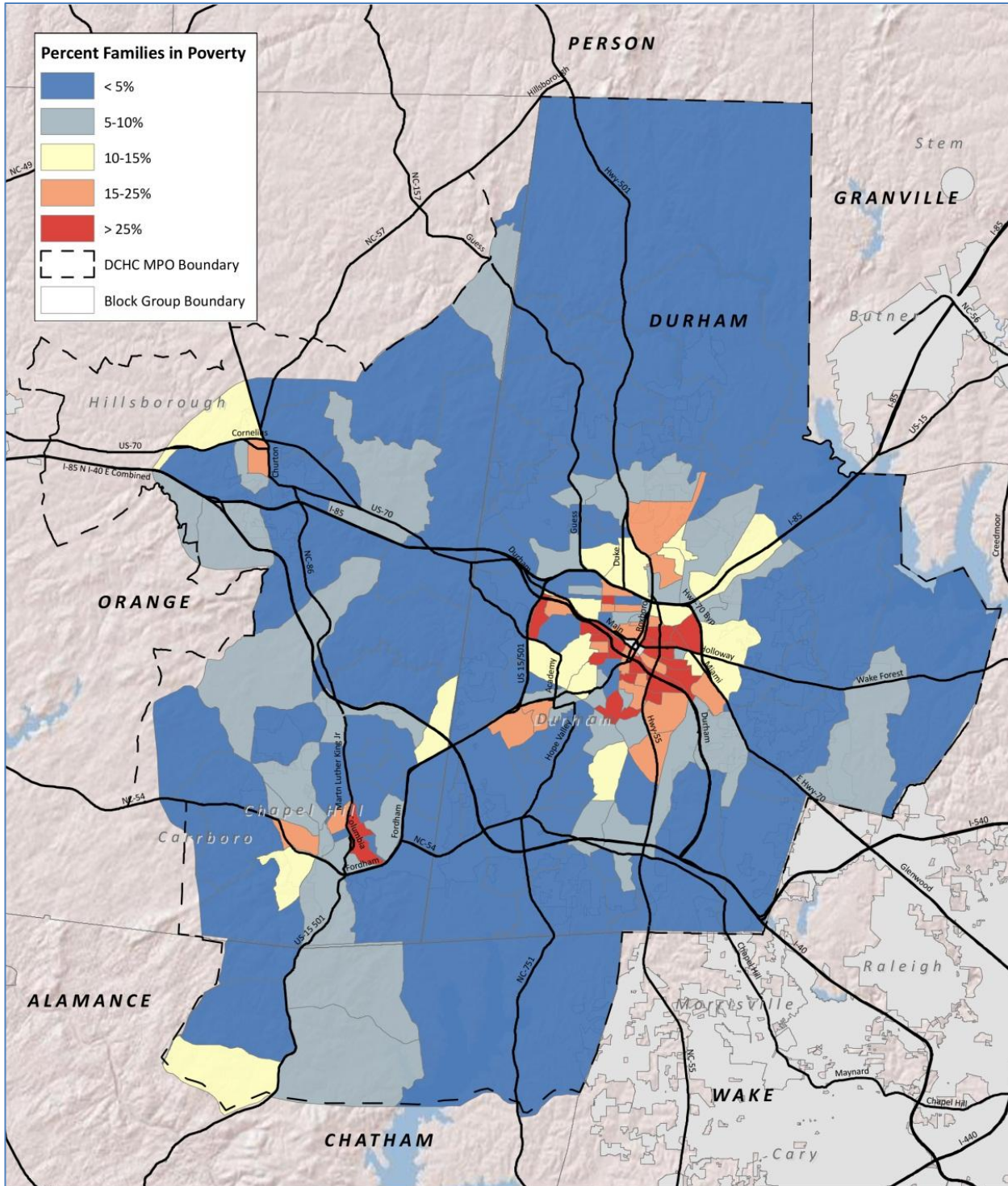
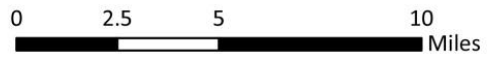


Figure 6-4: Families in Poverty (2000)

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 January 2014, and it is recommended that the findings discussed here be re-examined after the release of this information. The current findings are showing in Table 6-3 below.

Table 6-3. Disabled Population, 2011

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

Source: American Community Survey 2009-2011 3-year estimates
Table: B18101 - Sex By Age By Disability Status

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

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

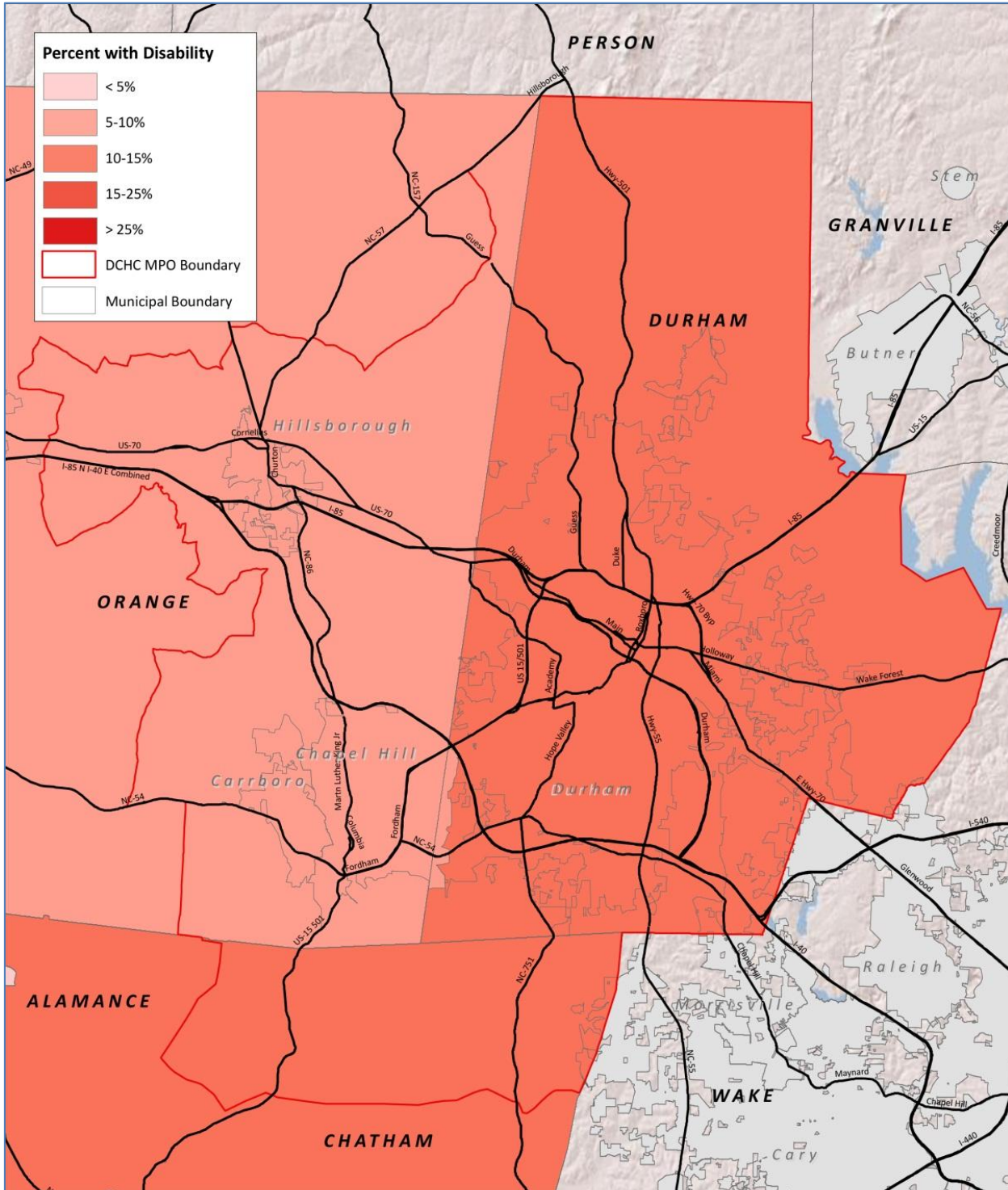
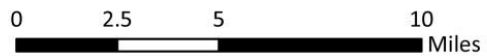


Figure 6-5: Disabled Population (2011)

Note: Map uses 2013 DCHC MPO boundary



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

Population Density

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

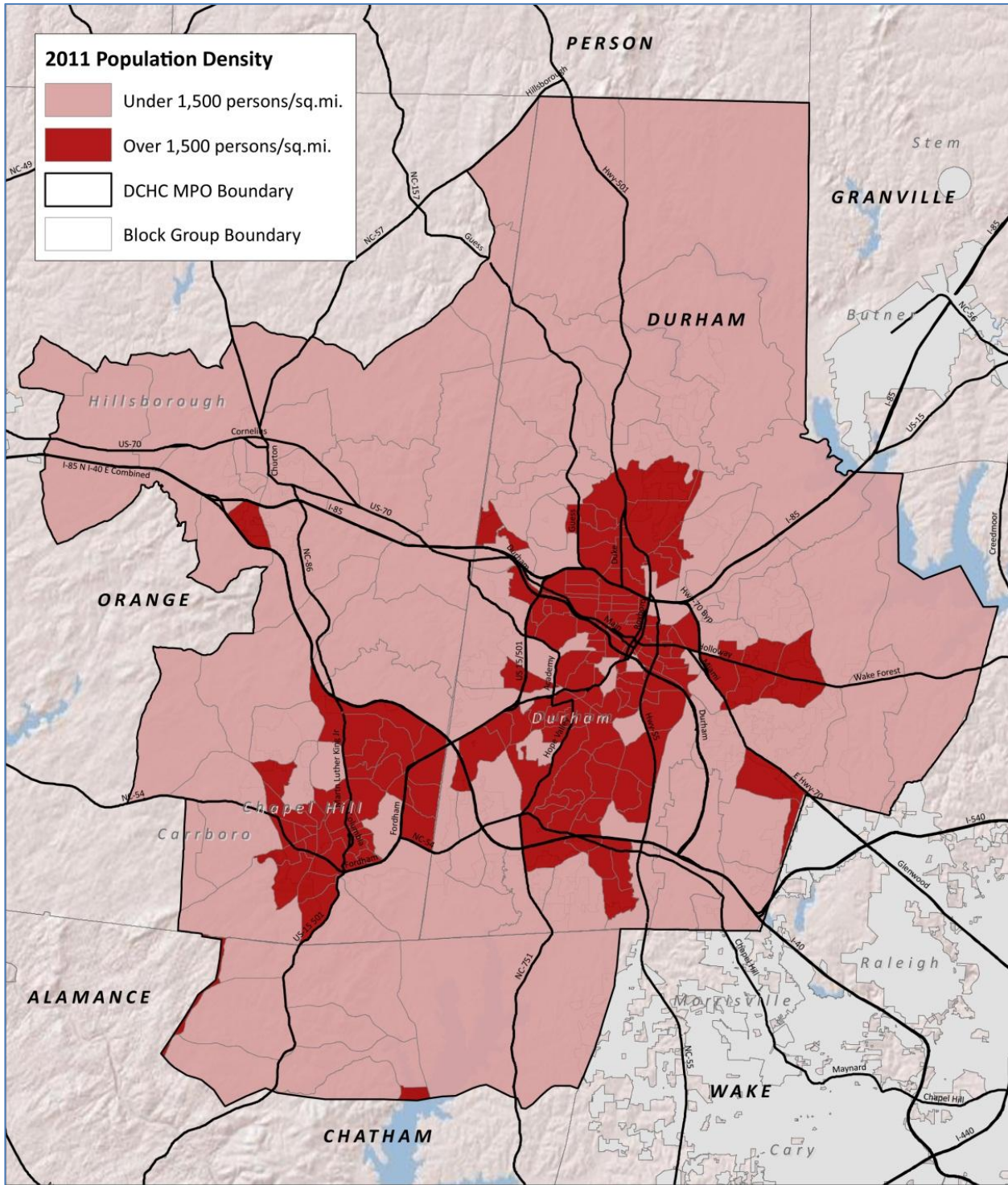


Figure 6-6: Population Density (2011)

Note: Map uses 2013 DCHC MPO boundary



0 2.5 5 10 Miles

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

6.2 Needs Assessment from 2007 Plan

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

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

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

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

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

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

Workshop Participants

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

6.3 Workshop

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

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

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

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

- Growth in senior population, driving increased need for door-to-door service (as opposed to curb-to-curb)
- Senior growth more pronounced in rural areas

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

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

13. Land Use and Housing: The region will need more affordable housing around transit stops, and housing for the transit needy. There is also a recent trend of medical facilities and employment to relocate in areas not served by fixed route transit.

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

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

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

1. *Better Amenities at Transit Stops*

- Improve capital funding opportunities
- Seek sponsorship by businesses and others of stop improvements
- Develop a menu of improvements for transit stops, from lowest to highest that can be eligible for funding, including:
 - Pavement/road/crosswalks
 - Shelter/bench/trashcan
 - Routes/schedule signs
 - Bike racks
 - Arrival display
 - Rental bikes at terminal/downtown stops

2. *Improve Funding Opportunities for Transit*

- Have private foundation grant funding for transit stop improvements

- Develop a toolkit for private sponsorship
- Improve solicitation support (including asking private businesses or non-profits help fund the local match for federal money/formula grants)
- Increase parking at bus terminals
- 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.

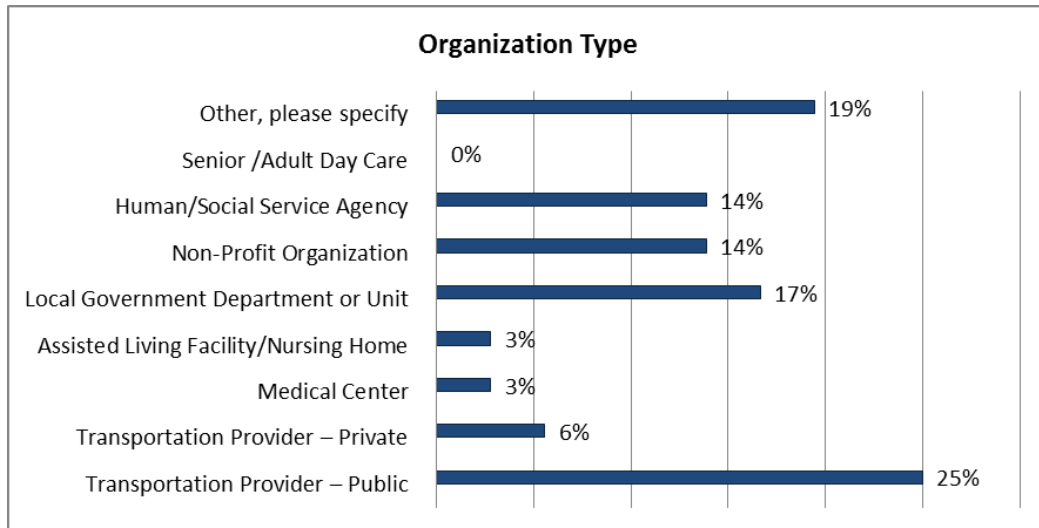
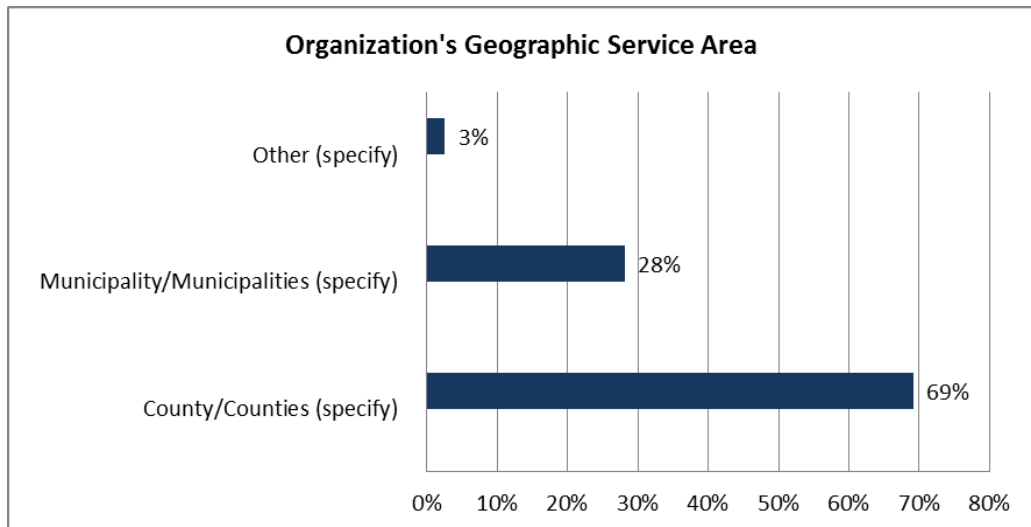
Questions

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.



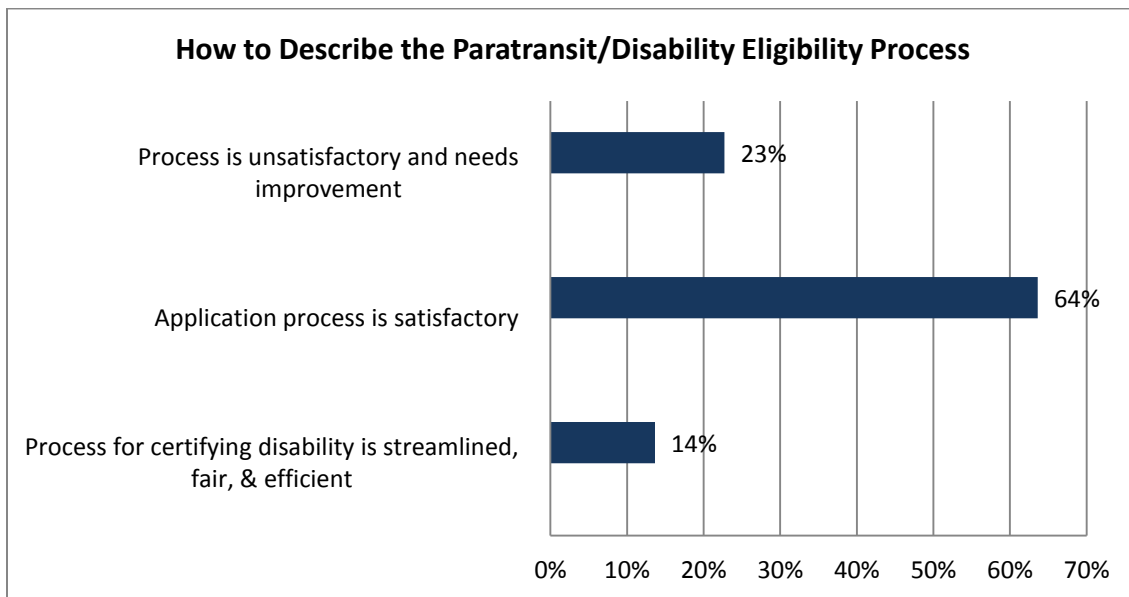
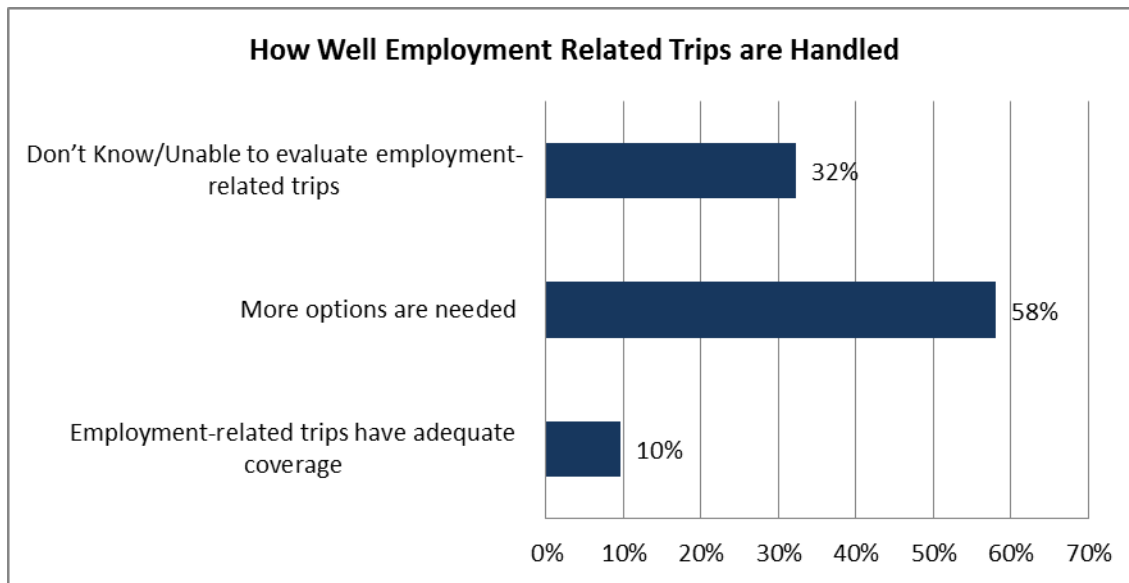
Quality of Services

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.

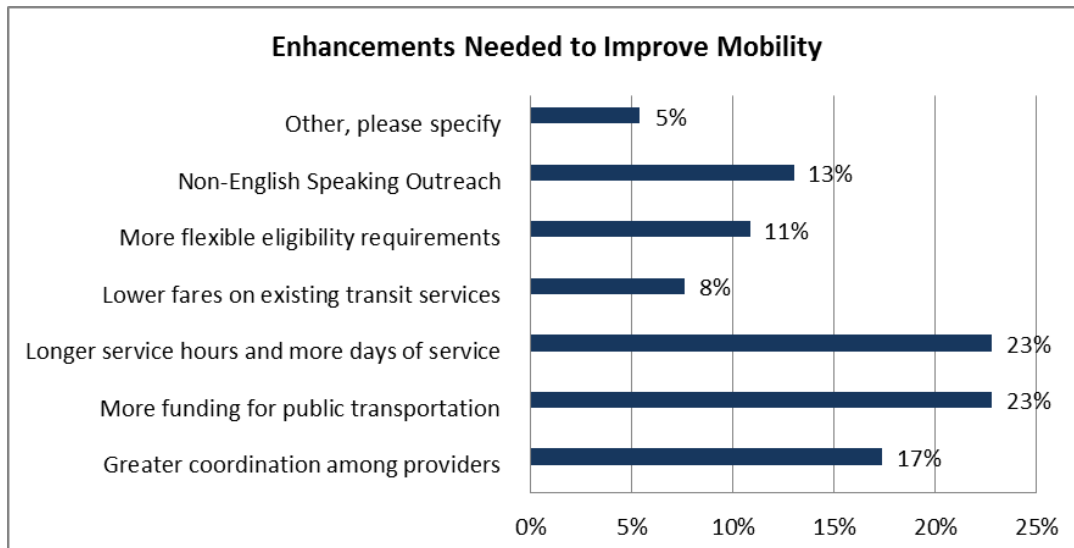
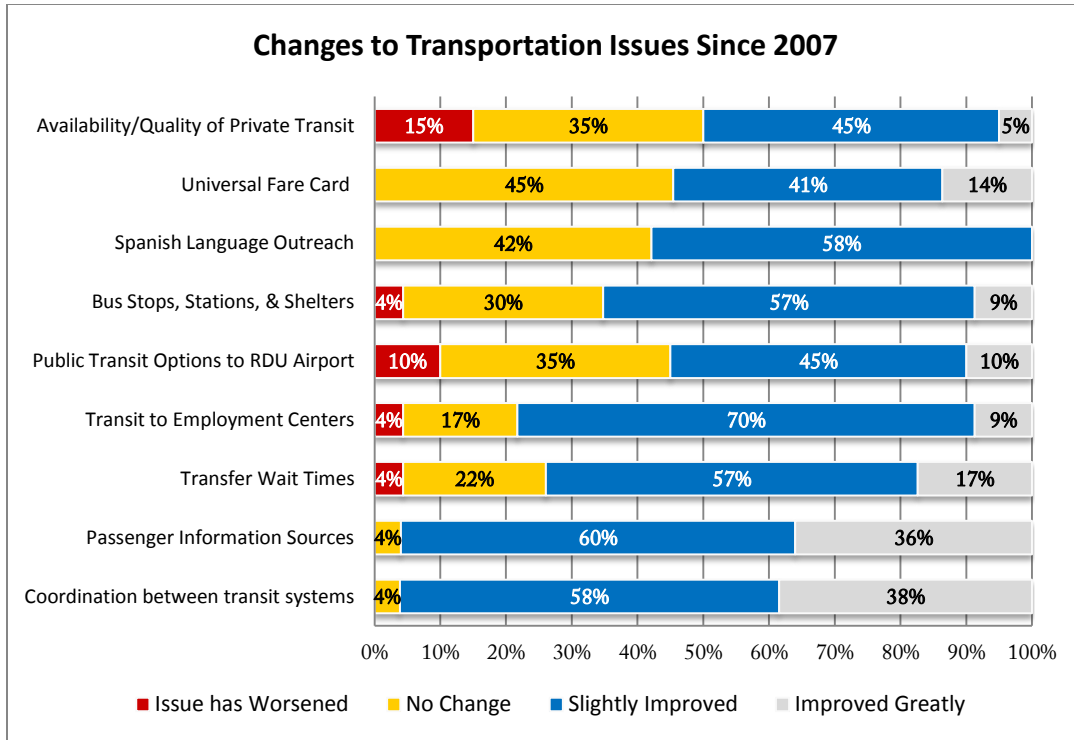
| Question #8: Please rate how the following transit issues have changed in our area since 2007. | | | | | | | | | |
|--|------------------|----|-------------------|----|-----------|----|--------------------|---|----------------|
| | Improved Greatly | | Slightly Improved | | No Change | | Issue has 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.

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



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 (NCSU)

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.

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.

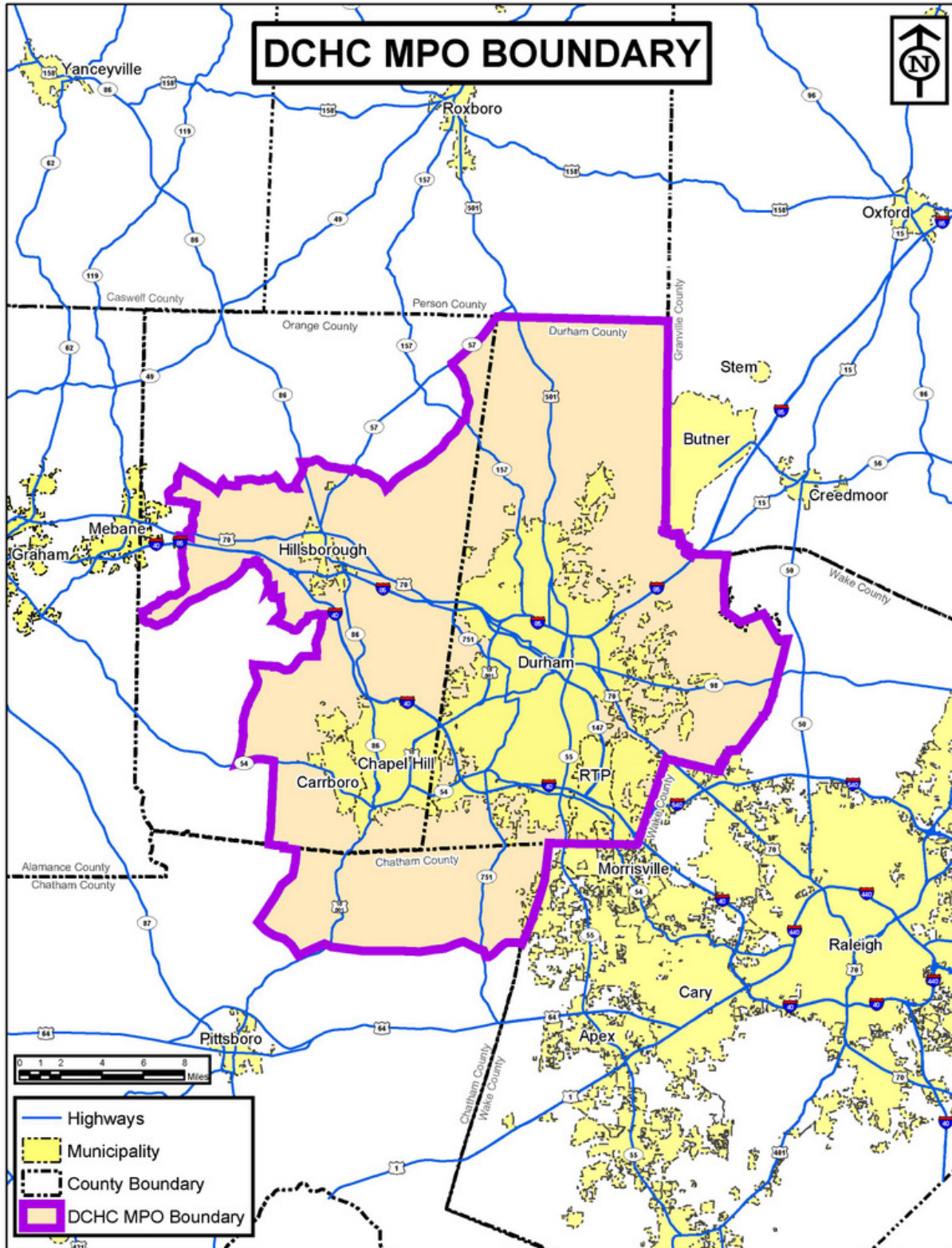
Eligible Projects:

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

DCHC MPO

DURHAM - CHAPEL HILL - CARRBORO - METROPOLITAN PLANNING ORGANIZATION

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)

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 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.

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

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

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 Agencies:

Section 5310 funds have two categories of projects. Not all sub-recipients are eligible for both categories. Please reference the chart on the next page to view and then select projects your agency is eligible to receive.

Eligible Agencies:

| Traditional 5310 Projects | Non-Traditional 5310 Projects |
|---|--|
| 1) Private, non-profit organizations. 2) State or local governmental authority approved by the state to coordinate services. | 1) Private, non-profit organizations. 2) State or local governmental authority approved by the state to coordinate services. 3) Operators of public transportation (including taxicab programs). |

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 ¾ 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 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 taxis, 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. | Trad | Non-Trad |
| Is the agency eligible for the project type selected? <i>Public transit operators are eligible for Non-traditional Projects only.</i> | Yes | No |
| 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 |

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:

Agency Type: *Check one please*

Operator of Public Transit Non-profit organization

State or local government agency Other (please describe) _____

Project Description

Title:

Brief Description:

Funding Program: 5307 (JARC eligible projects) ____

5310 Traditional Project ____ 5310 Non-traditional Project ____

Project Type: Capital Only ____ Capital & Operating ____

Operating Only ____ Mobility Mgt./Coordinated Planning ____

New or continuing project? ____ New ____ Continuing

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: _____
