



43 Mark Ahrendsen, TCC Chair, called the meeting to order at 1:05 p.m. The Alternate Voting  
44 Members were identified and are indicated above.

45 **PRELIMINARIES:**

46 **Adjustments to the Agenda**

47 There were no adjustments to the agenda.

48 **Public Comments**

49 There were no public comments.

50 **ACTION ITEMS:**

51 **Approval of May 25, 2011 TCC Meeting Minutes (Attachment 4)**

52 A motion was made by David Bonk and seconded by Karen Lincoln to approve the May 25, 2011  
53 TCC Meeting Minutes. The motion carried unanimously.

54 **Triangle Regional Transit Program – Bus and Rail Investment Plan (Attachments 5, 5A, 5B, 5C, 5D, and**  
55 **5E)**

56  
57 Patrick McDonough provided a PowerPoint Presentation on the Triangle Regional Transit  
58 Program – Bus and Rail Investment Plan, along with the attachments.

59 Patrick McDonough stated that Triangle Transit will be releasing the DVDs of the rail alternative  
60 analysis materials the second week of July. It will be released through other methods as well to assure  
61 the public has the opportunity to review.

62 Andy Henry stated the MPO had a series of public workshops and presentations. The plans are  
63 on the website, along with a survey staff created, and comment cards. One of the attachments is the  
64 changes that were made to the draft plan. Mr. Henry reviewed some of the changes referenced in the  
65 plan which are sales tax revenue, commuter rail, north Durham park and ride, and passenger revenue.

66 Mark Ahrendsen stated the Durham County Board of County Commissioners wants to move  
67 forward with the plan. Orange County Board of County Commissioners wants more time to review and  
68 comment.

69 Karen Lincoln stated the Orange County Plan is on the Orange County Board of County  
70 Commissioners agenda for tomorrow night. Ms. Lincoln stated the Board has asked many questions.  
71 Ms. Lincoln stated some of the questions are on financial and ridership. Triangle Transit is working on  
72 addressing their questions.

73 David Bonk stated if no action is taken by the Orange County Board of County Commissioners  
74 before the TAC meeting it may have an effect on the TCC's decision.

75 David Bonk is interested in the questions that have been raised by Orange County. If they are  
76 substantive to the plan or if they are on the fringe of the main issues to be worked out, it is another  
77 thing. Patrick McDonough stated many of the questions can be addressed prior to the Orange County  
78 Board of County Commissioners meeting on the 7<sup>th</sup>.

79 David Bonk asked if the TAC could approve the Durham County Plan without the Orange County  
80 Plan. Patrick McDonough stated the bill allows for one plan to go forward on its own.

81 Jeff Brubaker has a concern with the description of the 405 route in the Orange County Plan. He  
82 wants to make sure it is addressed before the Orange County Plan is approved. Mark Ahrendsen stated  
83 if the Orange County Plan changes, the Durham and Orange County plans must be reconciled at a later  
84 point. The MPO could choose to act or wait. A statement needs to be included for Route 405 indicating  
85 the new bus service and proposed connection between Carrboro, Chapel Hill, and Durham. It is a key  
86 route for the Town of Carrboro.

87 A motion was made by Andy Henry and seconded by David Bonk to adopt the Durham Plan for  
88 Bus and Rail Investments consistent with the editorial changes. The motion carried unanimously.

89 David Bonk asked if there is additional revenue, where will it go and Mark Ahrendsen stated it  
90 will be put in the cash reserve. Patrick McDonough stated they will be continually adjusting the revenue  
91 model. The additional revenue will either provide a cash reserve or the consideration of adjusting the  
92 plan. This is a base plan. Andy Henry stated there is \$18.4 million in the plan; but not in the model.

93 David Bonk stated Triangle Transit needs to add the statement that revenues may change and changes  
94 may be considered. Mark Ahrendsen stated the north Durham park and ride can be considered in the  
95 contingency transit capital.

96 Andy Henry recommended that the TAC consider the Orange Plan after further discussion  
97 including Jeff Brubaker's comments on Route 405.

98 A motion was made by Jeff Brubaker and seconded by Brian Litchfield to change the language  
99 on the Orange County plan to reflect Route 405 as Carrboro-Chapel Hill-Durham Express. The motion  
100 carried unanimously.

101 A motion was made by Andy Henry and seconded by Karen Lincoln to recommend that the TAC  
102 not take action at this time; but to wait until Orange County Board of County Commissioners local  
103 jurisdictions and stakeholders have had an opportunity to have questions resolved. The motion carried  
104 unanimously.

105 **Triangle Regional Transit Program – Locally Preferred Alternative (No attachments)**

106 Patrick McDonough provided an update on the Triangle Regional Transit Program – Locally  
107 Preferred Alternative. Triangle Transit and URS expect to release the detailed Alternative Analysis  
108 Alignment and Ridership information report for all three counties on July 8, 2011. DVDs will be sent out,  
109 it will be on the website and it will be available at libraries. The cost is very similar no matter which  
110 alignment is selected. The LPA adoption should be around October. The URS contract expires October  
111 31, 2011.

112 David Bonk stated the schedule works with the Town of Chapel Hill schedule. David Bonk asked  
113 if the TCC is going to ask the TAC to release of the Alternative Analysis sight unseen in July. Andy Henry  
114 asked if the TAC releases this, do we have workshops. Mr. Henry suggested having one or two  
115 workshops with one held in the NC54 corridor. Mark Ahrendsen stated a workshop should be scheduled  
116 for the MPO.

117 A motion was made by David Bonk and seconded by Jeff Brubaker recommending the TAC  
118 release the draft LPA analysis from Triangle Transit for public review and comment. The TCC will provide  
119 a presentation to the TAC at the August meeting, schedule a public hearing at the TAC meeting in  
120 September, and take action at the October TAC meeting, also directing staff to hold 1 to 2 workshops.  
121 The motion carried unanimously.

122 **FY 2014-2020 Transportation Improvement Program – Regional Priority List (Attachments 7, 7A, 7B,**  
123 **7C, and 7D)**

124  
125 Ellen Beckmann provided an introduction for the FY 2014-2020 Transportation Improvement  
126 Program – Regional Priority List, along with the attachments.

127 Melissa Guilbeau wants to add two small projects to the project list for Chatham County.  
128 NCDOT stated that it is not advisable to include small projects because they probably won't be funded  
129 by SPOT. It is better to use other funding sources. We haven't received any transit projects except  
130 DATA. Brian Litchfield will get a list for inclusion and Jonathan Parker will also send a list for inclusion at  
131 the TAC meeting.

132 A motion was made by Ellen Beckmann and seconded by Pierre Osei-Owusu to recommend that  
133 the TAC authorize the LPA staff to submit the projects in 8B for consideration in the FY 2014 TIP process  
134 with the Triangle Transit and the Chapel Hill Transit projects included. The motion carried unanimously.

135 A motion was made by David Bonk and seconded by Patrick McDonough to recommend TAC  
136 approval of the MPO ranking methodology. The motion carried unanimously.

137 **Ramp Metering Study (Attachment 8)**

138 KoSok Chae provided an introduction for the Ramp Metering Study, along with the attachment.  
139 At the May TCC subcommittee it was determined that the cost split is DCHC 30% and CAMPO 70% for  
140 the non federal match.

141 Wally Bowman stated NCDOT is excited about the ramp metering project as it will be the first  
142 study in the state. They are looking at interstate routes. The intent is to relieve existing congestion and  
143 consider future areas.

144 Mark Ahrendsen stated part of the project is to provide guidelines and framework for deciding  
145 where the ramp metering could be implemented. Felix Nwoko stated staff will coordinate with the  
146 CMP.

147 A motion was made by Felix Nwoko and seconded by Scott Whiteman to recommend TAC  
148 support for the Ramp Metering Study and financial contribution of \$15,000 representing 30% of the  
149 MPO share of the project cost. The motion carried unanimously.

150 **Section 5307 Funding (Attachments 9, 9A, and 9B)**

151 Maricia Brown provided an introduction for the Section 5307 Funding, along with the  
152 attachments.

153 Brian Litchfield wanted to have more discussion on how the split would be made. Maricia  
154 Brown stated there was no communication before the agenda deadline and Triangle Transit needs their  
155 funding. Brian Litchfield stated they needed to move forward with their budget as well but need to  
156 discuss it further.

157 Maricia Brown stated there are two letters in the attachments. According to our policies, only  
158 Chapel Hill Transit is in compliance with our policies so they are the only ones eligible for the funds.

159 Patrick McDonough asked why Triangle Transit is not in compliance. Maricia Brown stated the  
160 TTA third quarter oversight reporting for Section 5307 is not complete. Maricia Brown stated that the  
161 second and third quarter oversight reporting for Section 5307 has not been submitted. Patrick  
162 McDonough stated that Triangle Transit submitted the report and didn't get a response. Pierre Osei-  
163 Owusu stated the reporting issue is separate from the funding issue and shouldn't be tied together.  
164 Maricia Brown stated the MPO policy requires it. Patrick McDonough stated he sent an email to the

165 MPO on May 27, 2011 with the required documentation asking for a response if anything was not  
166 adequate and has yet to receive a response.

167 A motion was made by Felix Nwoko to recommend TAC endorse a letter to FTA for the  
168 distribution of Section 5307 funds under the condition that compliance is met and the TCC  
169 subcommittee meets to discuss. Felix Nwoko suggested that the transit operators meet to discuss this  
170 far before the deadline next year. Brian Litchfield wants a discussion/explanation of the numbers. He is  
171 okay with using the proposed allocation. Brian Litchfield stated the compliance issues will be dealt with.  
172 The motion carried unanimously.

173 **FY 2012-2018 Metropolitan Transportation Improvement Program, 2035 Long Range Transportation**  
174 **Plan Amendment #2, and Air Quality Conformity Process (No attachments)**

175  
176 John Hodges-Copple provided an introduction for the FY 2012-2018 Metropolitan  
177 Transportation Improvement Program, 2035 Long Range Transportation Plan Amendment #2, and Air  
178 Quality Conformity Process.

179 Mr. Hodges-Copple stated the model has been run and we are waiting to get the emission data  
180 back. The TCC is asking the TAC to release the report for public comment when it is received.

181 A motion was made by Felix Nwoko and seconded by Andy Henry to recommend that the TAC  
182 release the Air Quality Conformity Determination Report for public comment and schedule a public  
183 hearing at the August 10, 2011 TAC meeting. The motion carried unanimously.

184 **Congestion Mitigation Air Quality and Surface Transportation Program Direct Attributable Call for**  
185 **Projects (Attachments 11)**

186  
187 Ellen Beckmann provided an introduction and update on the Congestion Mitigation Air Quality  
188 and Surface Transportation Program Direct Attributable Call for Projects, along with the attachment.

189 David Bonk suggested getting the subcommittee together in July.

190 **REPORTS FROM STAFF:**

191 **Reports from Staff (Attachment 12)**

192 The Reports from Staff is attached for review.

193 **Report from the Chair**

194 There was no report.

195 **NCDOT Report 14)**

196 Wally Bowman, NCDOT Division 5 Engineer provided an update on the projects. Mr. Bowman  
197 stated NCDOT is getting a lot more resurfacing and bridge funds over the next 4 years. The MPO wants  
198 to be able to ask for bike/ped facilities on the projects. The Complete Streets report has been released  
199 for comment. David Bonk wants to make sure projects are consistent with policy. The MPO should  
200 consider submitting comments in July.

201 Patrick Wilson, NCDOT Division 7 Engineer provided an update on projects. Mr. Wilson stated  
202 NCDOT is getting a lot more resurfacing funds as well.

203 Dawn McPherson is the new Division 7 Traffic Operations Engineer.

204 **Adjournment**

205 There being no further business before the Technical Coordinating Committee, the meeting was  
206 adjourned at 3:30 p.m.

**MEMORANDUM**

**TO:** Technical Coordinating Committee (TCC)  
DCHC MPO

**FROM:** Lead Planning Agency

**DATE:** July 20, 2011

**RE:** Job Access Reverse Commute and New Freedom 2011 Call for Projects

---

The available funds are from two sources – Job Access/Reverse Commute (JARC) and New Freedom (NF). JARC funds are intended to fund “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”. NF funds are intended to provide improved public transportation services and alternatives to public transportation for people with disabilities beyond those required by the Americans with Disabilities Act of 1990 (ADA). Eligible applicants for both programs include state or local governments, private non-profit organizations, and operators of public transportation services including private operators of public transportation services. Funds may be used for planning, capital, or operating costs. Funds can be used to support up to 80 percent for capital projects, and not more than 50 percent for operating assistance. Up to 10% of annual funds are permitted to be spent on administration of the program

As required by the FTA, the DCHC MPO created a Coordinated Public Transit - Human Services Transportation Plan to guide the selection and funding of future JARC and NF projects. The TAC approved this plan in March 2007. The DCHC MPO has held three Calls for Projects in 2007, 2008, and 2009 for the MPO’s FY 2006- FY 2009 JARC and NF funds using the procedures outlined in the Coordinated Public Transit - Human Services Transportation Plan. The DCHC MPO has allocated all of the FY 2007, 2008 and a portion of FY 2009 funds. The remainder of FY 2009 funds available will be made available for allocation during FY 2011’s Call for Projects.

**Funding Availability**

As a result of changes to the 2006-2009 POP, funding amount of JARC and New Freedom have changed. The downtown to Brier Creek service previously approved on 5/13/2009 has been removed from funding due to lack of local matching funds. This removal was requested and approved by the DATA transit staff. In addition to the project, applicable administrative costs must also be removed. The amended 2006-2009 POP reflects the changes. Once this change has been approved the application will be amended and the funds de-obligated. These funds are FFY2009 appropriation funds; therefore they will be used as part of the future available funding levels. Any FFY2009 funds that are not used, will lapse by 9/30/2011.

The MPO has received JARC appropriations for FFY2006 – FFY2011. Available funding with the changes applicable to the 2009 program of projects is as follows:

FFY 2009	\$ 72,671
Additional FFY 2009 funding:	
<i>Removal of DATA 5/13/2009 Brier Creek project</i>	\$ 94,283
<i>Removal of admin cost applicable to project</i>	\$ 7,960
FFY 2009 adjusted funding:	\$ 174,914
FFY 2010	\$ 195,374
FFY 2011	\$ 195,080
Total Funding Available for programming	\$ 565,368
2011 Proposed Program of Projects	\$ 338,803
Balance Available for future JARC programming	\$ 226,565

The LPA will be requesting \$30,800 (10%) for administrative cost associated with the JARC grant. This is a reduction in the amount of \$8,965 from the amount previously requested. The remainder of \$226,565 is available for future JARC programming.

The MPO has received JARC appropriations for FFY2006 – FFY2011. Available funding with the changes applicable to the 2009 program of projects is as follows:

FFY 2009	\$ 10,769
FFY 2010	\$ 87,757
FFY 2011	\$ 88,210
Total Funding Available for programming	\$ 186,736
2011 Proposed Program of Projects	\$ 132,660
Balance Available for future NF programming	\$ 54,076

The LPA will be requesting \$12,060 (10%) for administrative cost associated with the New Freedom grant. This amount is a reduction in the amount of \$5,537 from the amount previously requested. The remainder of \$54,076 is available for future New Freedom programming.

### **Committee Recommendations (Updated) – changes highlighted**

The Capital Area Metropolitan Planning Organization (CAMPO) reviewed and scored the applications. The LPA staff made the final recommendations for funding based on the scoring results. The DCHC has traditionally, for the last two calls for projects, agreed to be lenient on the project requirement that projects be new or expanded due to the current budget conditions.

Recommendations for JARC funding:

- CHT – Year-Round night service (continuation) - \$63,687
  - This project would maintain the 1 year of operations of evening service on the NS and G routes, providing transportation for low-income and transit dependent residents and employees with non-traditional work hours.
- Durham County – On-Demand transportation services - \$37,950
  - The Durham County Job Access Transportation Program will provide demand-responsive service through Durham County ACCESS (DCA) to residents of Durham County to and from jobs and activities related to their employment. The service will be provided to

residents throughout the county, but will be marketed especially to those who are transportation disadvantaged - low-income, live in the rural areas of the county and to those who are otherwise limited in their ability to access other modes of transportation.

- CHT – HS/Rogers Road extended bus service (continuation) - \$42,408
  - Continuation of extension service hours on two routes that connect downtown/UNC to north Chapel Hill and east Chapel Hill.
- Suzi Taxi – The Work Wheels Work Para-Transit service - \$163,958
  - Work Wheel Works Program is a para-transit service that offers transportation for low-income individuals and welfare assistance recipients, in Durham, NC.
- City of Durham – 10% for administration of the program - **\$30,080.**

Recommendations for NF funding:

- CHT – GoTriangle Regional Transit Information Partnership - \$66,000
  - This project would allow CHT to continue membership for 2 years in the GoTriangle Regional Transit Information Center.
- DATA – Improved Service for Paratransit Clients - \$54,600
  - This project is a continuation of taxi and accessible shuttle services for DATA ACCESS passengers who require early pick-ups from medical appointments.
- City of Durham – 10% for administration of the program - **\$12,060**

**SUMMARY**

	Applicant	Chapel Hill Transit	Durham County	Chapel Hill Transit	Suzie Taxi	City of Durham	Total
<i>Job-Access Reverse Commute (JARC)</i>	Service	Year-Round Night Bus Service	County On-Demand Transportation Service	HS/Rogers Road Extended Bus Service	The Work Wheels Work Para-Transit Program	10% Program Administration	
	Requested	\$191,061	\$37,950	\$127,225	\$163,958	\$30,800	\$550,994
	Recommendation	\$63,687	\$37,950	\$42,408	\$163,958	\$30,800	\$338,803
<i>New Freedom (NFP)</i>	Applicant	Chapel Hill Transit	DATA			City of Durham	Total
	Service	Go Triangle Call Center Membership	Access Medical Taxi Program			10% Program Administration	
	Requested	\$99,000	\$54,600			\$12,060	\$165,660
	Recommendation	\$66,000	\$54,600			\$12,060	\$132,660

Attachment 8A is the amended 2006-2009 Program of projects and attachment 8B is the amended 2011 Program of Projects

**TCC Action:** Approve the recommended amendments to the 2009 & 2011 Proposed JARC & NF Program of Projects and recommend that TAC approve it also.

2011 Call for Projects  
Proposed 2011 Program of Projects  
JARC (Section 5317) FTA Grant Program

TCC 07/27/11 Attachment 5A

MPO Approval Date	Subrecipient	Agency Type	Location of Service	Description of the Service	Project Type	Total Cost	Federal Share	% Federal	% Planning and Program Administration	FTA TEAM Project ID
5/11/2011	CHT	Public Transit	Year-round Night Service	Chapel Hill Transit (CHT) is requesting funding to continue night service available during full service periods on the CM, CW, D, J, and V routes to be year-round extend the Froute service later in the evening on a year-round basis, and continue evening service on the NS and G routes. The operation of these services between the hours of 6:30 p.m. and 10:00 p.m. on a year-round basis will provide consistent nighttime access to a greater proportion of residents and employees in CHT's service area for those with non-traditional work hours.	Operating	\$ 127,374	\$ 63,687	50%	0%	NC-37-X025
5/11/2011	Durham County	Government	Durham County	The Durham County Job Access Transportation Program will provide demand-responsive service through Durham County ACCESS (DCA) to residents of Durham County to and from jobs and activities related to their employment. The service will be provided to residents throughout the county, but will be marketed especially to those who are transportation disadvantaged - low-income, live in the rural areas of the county and to those who are otherwise limited in their ability to access other modes of transportation.	Operating	\$ 75,900	\$ 37,950	50%	0%	NC-37-X025
5/11/2011	CHT	Public Transit	CHT HS/Rogers Road	Continuation of extension service hours on two routes that connect downtown/UNC to north Chapel Hill and east Chapel Hill	Operating	\$ 84,817	\$ 42,408	50%	0%	NC-37-X025
5/11/2011	Suzie Taxi	Private Service Co.	Durham City/County	Work Wheel Works Program is a para-transit service that offers transportation for low- income individuals and welfare assistance recipients, in Durham, NC. The program's focus is offering safe, reliable and discounted para-transport services for the targeted group to job training and employment opportunities.	Capital /Operating	\$ 296,778	\$ 163,958	80% cap. 50% oper.	0%	NC-37-X025
5/11/2011	DURHAM	MPO	DCHC MPO-wide	Administration of the JARC program	Admin.	\$ 30,800	\$ 30,800	100%	100%	NC-37-X025

**Totals** \$ 615,669 \$ 338,803

MPO Approved Funding					
Total Prior Programmed/Obligated		\$626,107			
DCHC MPO Appropriations	FY 2006	\$152,453	Remaining in each FY	FY 2006	\$124
	FY 2007	\$160,702		FY 2007	\$0
	FY 2008	\$174,094		FY 2008	\$0
	FY 2009	\$204,341		FY 2009	\$174,914
	FY 2010	\$195,374		FY 2010	\$195,374
	FY 2011	\$195,080		FY 2011	\$195,080
	Total Appropriations	\$1,082,044		Total Unobligated Balance	\$565,368
<b>Remaining Funds</b>	\$ 226,565				

2011 Call for Projects  
Proposed Program of Projects  
NFP (Section 5316) FTA Grant Program

TCC 07/27/11 Attachment 5A

MPO Approval Date	Subrecipient	Agency Type	Location of Service	Description of the Service	Project Type	Total Cost	Federal Share	% Federal	% Planning and Program Administration	FTA TEAM Project ID
5/11/2011	CHT	Public Transit	Regional Call Center	Continue (2 years)membership in the Go Triangle Call center	Operating	\$ 132,000	\$ 66,000	50%	0%	NC-57-X014
5/11/2011	DATA	Public Transit	Access Taxi-Cab Medical Trip Program	Continue taxi and accessible shuttle services for DATA ACCESS passengers who require early pick-ups from medical appointments.	Operating	\$ 109,200	\$ 54,600	50%	0%	NC-57-X014
5/11/2011	DURHAM	MPO	DCHC MPO-wide	Administration of the NF program	Administration	\$ 12,060	\$ 12,060	100%	100%	NC-57-X014
<b>Totals</b>						\$ 253,260	\$ 132,660			

MPO Approved Funding					
<b>Total Prior Programmed/Obligated</b>		\$251,275			
<b>DCHC MPO Appropriations</b>	FY 2006	\$71,878	<b>Remaining in each FY</b>	<b>FY 2006</b>	<b>-\$48,633</b>
	FY 2007	\$71,810		<b>FY 2007</b>	<b>\$0</b>
	FY 2008	\$77,573		<b>FY 2008</b>	<b>\$0</b>
	FY 2009	\$89,416		<b>FY 2009</b>	<b>\$10,769</b>
	FY 2010	\$87,757		<b>FY 2010</b>	<b>\$87,757</b>
	FY 2011	\$88,210		<b>FY 2011</b>	<b>\$88,210</b>
	Total Appropriations	\$486,644		Total Unobligated Balance	\$186,736
<b>Remaining Funds</b>		\$ 54,076			

PROGRAM OF PROJECTS  
JARC (5316)

TCC 07/27/11 Attachment 5B

MPO Approval Date	Sub-Recipient	Agency Type	Project Status	Project Description	Project Type	FTA PROJECT ID#	PROJECT COSTS			
							Total Cost	Federal Share	Local Share	Program Admin.
6/14/2006	DATA	Public Transit	COMPLETE	Downtown Durham to the Brier Creek	Operating	NC-37-X010-00	\$ 193,752	\$ 96,876	\$ 96,876	\$ -
6/13/2007	DATA	Public Transit	COMPLETE	Evening service extension	Operating	NC-37-X017-00	\$ 203,138	\$ 100,000	\$ 103,138	\$ -
6/13/2007	CHT	Public Transit	COMPLETE	Evening service extension	Operating	NC-37-X017-00	\$ 101,098	\$ 50,549	\$ 50,549	\$ -
5/14/2008	DATA	Public Transit	COMPLETE	New Hope Commons Project	Operating	NC-37-X017-01	\$ 145,986	\$ 72,993	\$ 72,993	\$ -
5/14/2008	CHT	Public Transit	In-Progress	Rogers Road Project	Operating	NC-37-X017-01	\$ 169,936	\$ 84,968	\$ 84,968	\$ -
5/13/2009	CHT	Public Transit	In-Progress	Continuation of NS&G (night service)	Operating	NC-37-X017-01	\$ 118,534	\$ 59,267	\$ 59,267	\$ -
9/13/2006	TTA	Public Transit	Not-Applicable	Administrative Costs	State or Program Administration	NC-37-X010-00	\$ 22,433	\$ 22,433	\$ -	\$ 22,433
6/13/2007	DATA	Public Transit	Not-Applicable	Administrative Costs	State or Program Administration	NC-37-X017-00	\$ 14,463	\$ 14,463	\$ -	\$ 14,463
5/14/2008	DURHAM	Public Transit	Not-Applicable	Administrative Costs	State or Program Administration	NC-37-X017-01	\$ 13,928	\$ 13,928	\$ -	\$ 13,928
5/13/2009	DURHAM	Governmental	Not-Applicable	Administrative Costs	State or Program Administration	NC-37-X017-01	\$ 8,387	\$ 8,387	\$ -	\$ 8,387

MPO Approved Funding		Total:	\$ 523,864
DCHC MPO Appropriations	FFY 2006	\$	152,453
	FFY 2007	\$	160,702
	FFY 2008	\$	174,094
	FFY 2009	\$	204,341
	FFY 2010	\$	195,374
	FFY 2011	\$	195,080
Appropriations Total:		\$	1,082,044
Prior Balance (FFY 2009)		\$	174,914
FFY 2010 Appropriation:		\$	195,374
FFY 2011 Appropriation:		\$	195,080
Remaining Balance :		\$	565,368

PROGRAM OF PROJECTS  
JARC (5316)

TCC 07/27/11 Attachment 5B

MPO Approval Date	Sub-Recipient	Agency Type	Project Status	Project Description	Project Type	FTA PROJECT ID#	PROJECT COSTS			
							Total Cost	Federal Share	Local Share	Program Admin.
6/14/2006	DATA	Public Transit	COMPLETE	Downtown Durham to the Brier Creek	Operating	NC-37-X010-00	\$ 193,752	\$ 96,876	\$ 96,876	\$ -
6/13/2007	DATA	Public Transit	COMPLETE	Evening service extension	Operating	NC-37-X017-00	\$ 203,138	\$ 100,000	\$ 103,138	\$ -
6/13/2007	CHT	Public Transit	COMPLETE	Evening service extension	Operating	NC-37-X017-00	\$ 101,098	\$ 50,549	\$ 50,549	\$ -
5/14/2008	DATA	Public Transit	COMPLETE	New Hope Commons Project	Operating	NC-37-X017-01	\$ 145,986	\$ 72,993	\$ 72,993	\$ -
5/14/2008	CHT	Public Transit	In-Progress	Rogers Road Project	Operating	NC-37-X017-01	\$ 169,936	\$ 84,968	\$ 84,968	\$ -
5/13/2009	DATA	Public Transit	Deleted	Continuation of Downtown to Brier Creek Service	Operating	NC-37-X017-01	\$ 188,566	\$ 94,283	\$ 94,283	\$ -
5/13/2009	CHT	Public Transit	In-Progress	Continuation of NS&G (night service)	Operating	NC-37-X017-01	\$ 118,534	\$ 59,267	\$ 59,267	\$ -
9/13/2006	TTA	Public Transit	Not-Applicable	Administrative Costs	State or Program Administration	NC-37-X010-00	\$ 22,433	\$ 22,433	\$ -	\$ 22,433
6/13/2007	DATA	Public Transit	Not-Applicable	Administrative Costs	State or Program Administration	NC-37-X017-00	\$ 14,463	\$ 14,463	\$ -	\$ 14,463
5/14/2008	DURHAM	Public Transit	Not-Applicable	Administrative Costs	State or Program Administration	NC-37-X017-01	\$ 13,928	\$ 13,928	\$ -	\$ 13,928
5/13/2009	DURHAM	Governmental	Not-Applicable	Administrative Costs	State or Program Administration	NC-37-X017-01	\$ 16,347	\$ 16,347	\$ -	\$ 16,347


MPO Approved Funding		Total:	\$ 626,107
DCHC MPO Appropriations	FFY 2006	\$	152,453
	FFY 2007	\$	160,702
	FFY 2008	\$	174,094
	FFY 2009	\$	204,341
	FFY 2010	\$	195,374
	FFY 2011	\$	195,080
Appropriations Total:		\$	1,082,044
Prior Balance (FFY 2009)		\$	72,671
FFY 2010 Appropriation:		\$	195,374
FFY 2011 Appropriation:		\$	195,080
Remaining Balance :		\$	463,125

**NCDOT**  
From Policy to Projects  
2040 Plan

# NC Statewide Transportation Plan Update

## MPO/RPO Briefings

July 2011



 NC Statewide Transportation Plan 

**NCDOT**  
From Policy to Projects  
2040 Plan

## MPO/RPO Briefing

### Briefing Topics

1. 2040 Plan framework
  - NCDOT Policy to Projects process
  - Relationship to local/regional plans
2. Study process
  - Schedule
  - Public & agency involvement
  - Study content
3. 2040 Plan status
4. Discussion of plan elements

 NC Statewide Transportation Plan 

**NCDOT**  
From Policy to Projects  
2040 Plan

## 2040 Plan Framework

Nine study goals are driving 2040 Plan development; goals are in three general areas:

- Modal Effectiveness
- Financial Feasibility
- Program Delivery and Vision

(Study goals listed in 2040 Plan handout.)

**NC Statewide Transportation Plan**

ATKINS

**NCDOT**  
From Policy to Projects  
2040 Plan

## 2040 Plan Framework

2040 Plan is seeking direct MPO & RPO input:

- 2040 Plan is being developed in cooperation with MPOs and RPOs.
- NCDOT seeks MPO input on urban modal needs
- Varying opportunities offered to comment on needs, performance standards, investment strategies, and processes.

**NC Statewide Transportation Plan**

ATKINS

**NCDOT**  
From Policy to Projects  
2040 Plan

Study Process

### Schedule

- Needs, funding & processes formulation – summer/fall 2011
- Stakeholder & public review of draft plan – winter 2011 – 2012
- Board of Transportation adoption – June 2012

Task	Major Deliverables	Timing
Project Management	Project Management Plan, Study Schedule	Fall 2010
Public Involvement	Public Involvement Plan FD-Delivery	Jan 2011 Mid-April Launch
Issues Identification/Plan Focus	Statewide Economic Activity Forecast Challenges & Opportunities Report	April-June 2011
Modal Elements Identification & Future System Performance / Backlog	Modal Systems Inventory Report Systems Performance Measures Report Modal System Needs Report	Summer - Fall 2011
Financial Analysis	Revenue Forecast and Financial Plan	Fall 2011
Investment Strategy	Program Investment Strategies	Fall 2011
Processes/Polices/Programs	Planning Processes, Policies & Programs Recommendations Report	Winter 2011
Plan Recommendations	Final Report (first draft) Adopted Final Plan	Winter 2011-2012 June 2012

**NC Statewide Transportation Plan**

**NCDOT**  
From Policy to Projects  
2040 Plan

Study Process

### Multi-faceted public involvement program

- Agency Coordination Group
- Statewide Stakeholder Group
- Tribal consultation
- MPO & RPO participation
- Regional contacts
- Speakers' Bureau
- Technology /social media tools
- Web site (links to surveys, videos)

<http://www.ncdot.org/performance/reform/2040Plan/>

**NC Statewide Transportation Plan**


**NCDOT**  
From Policy to Projects  
2040 Plan

Study Process


- Public Survey
  - Closed on June 30, with more than 4100 responses
- Preliminary results
  - Reflected in Challenges & Opportunities report, which was released for public and MPO/RPO comment
- Key findings:
  - People believe motor vehicles will remain the primary mode of transportation in 2040
  - People’s attitudes about transportation is one of the top challenges facing NCDOT in the future

**NCDOT**  
From Policy to Projects  
2040 Plan

Study Process



**NC Statewide Transportation Plan**




**NCDOT**  
From Policy to Projects  
2040 Plan

Study Process


- Key findings (cont’d):
  - Safety & security and access to jobs, education and health care are the top two quality-of-life factors NCDOT should consider
  - Funding, aging roads and bridges and easing congestion are top three issues NCDOT should consider while developing the 2040 Plan
  - Strengthening state and local economies, reducing congestion and reducing accidents are the top three benefits NCDOT should consider when prioritizing projects

**NCDOT**  
From Policy to Projects  
2040 Plan

Study Process




**NC Statewide Transportation Plan**





**NCDOT**  
From Policy to Projects  
2040 Plan

## Study Content

- 2040 Plan – Primary Plan Content:
  - Challenges & Opportunities
  - **Long-term modal infrastructure and service needs**
  - **A sustainable financing plan that identifies long-term spending priorities**
  - Multimodal spending framework (Safety, Mobility, Infrastructure Health)
  - Policy or procedure adjustments needed to meet program delivery targets





 **NC Statewide Transportation Plan** 

**NCDOT**  
From Policy to Projects  
2040 Plan

## 2040 Plan Status



- Challenges & Opportunities input period closed 6/30 (public survey and request for feedback from MPOs and RPOs);
- Focus groups and interviews with MPO/RPO representatives and other stakeholders to identify plan implementation policy or procedure changes to conclude in July with a summary report;
- Modal needs estimates being developed in July and August, in coordination with NCDOT partners;

 **NC Statewide Transportation Plan** 

**NCDOT**  
From Policy to Projects  
2040 Plan

## 2040 Plan Status

- Second input survey to be released in late August/early September, with focused questions on needs, revenue options, and spending priorities;
- Presentation on 2040 Plan at TCC/TAC meetings across the state taking place now through September



 NC Statewide Transportation Plan 

**NCDOT**  
From Policy to Projects  
2040 Plan

## Discussion: Plan Content Elements

Your thoughts?

- Spending priorities (safety, infrastructure health/modernization, mobility)
- Spending priorities (modes)
- Expected system performance – how good is good enough?

 NC Statewide Transportation Plan 

**NCDOT**  
From Policy to Projects  
2040 Plan

# Thank you

For more information or to submit additional comments:

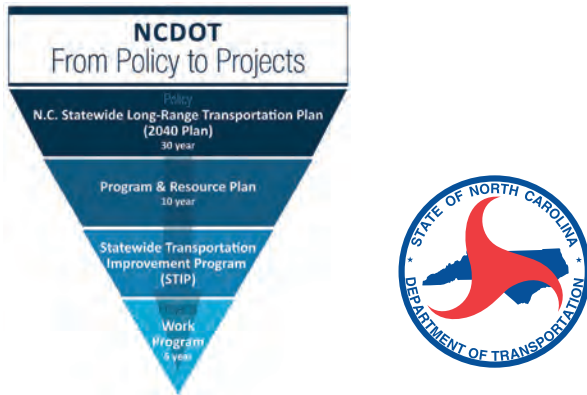
Tyler Bray, PE, NCDOT PM, [tbray@ncdot.gov](mailto:tbray@ncdot.gov)

Mark Boggs, Atkins, [mark.boggs@atkinsglobal.com](mailto:mark.boggs@atkinsglobal.com)



NC Statewide Transportation Plan

**ATKINS**



The N.C. Department of Transportation (NCDOT) wants you to help plan North Carolina's future transportation system by being part of the development of the updated Statewide Transportation Plan, also called the 2040 Plan. The plan serves as a blueprint for transportation planning and investment over the next 30 years. Because transportation projects can require years to plan, design and build, NCDOT must look ahead 25-30 years to identify the transportation needs of our state. NCDOT will use the input from North Carolinians to develop the plan, along with an investment strategy to fulfill it.

## BACKGROUND

The 2004 update of NCDOT's Statewide Transportation Plan established targeted investments for maintaining, preserving, modernizing and expanding our transportation system. It also formally introduced the North Carolina Multimodal Investment Network (NCMIN), which set a framework for establishing the needs of each transportation mode, estimating the impacts of congestion within certain areas of the state, and allocating current and future funds. In addition, the concept of Strategic Highway Corridors (SHC) was developed, establishing a key network of roadways critical for statewide and/or regional mobility.

## THE 2040 PLAN UPDATE

The 2040 Plan focuses on the policies and programs that are needed to enhance safety, improve mobility and reduce congestion for North Carolinians, and addresses all types (modes) of transportation for which NCDOT has responsibility: highways, aviation, ferries, rail, bicyclists, pedestrians and public transportation.

The 2040 Plan will focus on:

- > Establishing a clear understanding of the challenges that will affect transportation in the future;
- > Updating prior projections of future transportation funding needs and comparing those needs to expected revenues to identify the funding gap;

- > Determining the performance standards that will be used to estimate needs;
- > Expanding the Strategic Highway Corridors to fully encompass a multimodal transportation system that includes highways, passenger and freight rail, public transportation, bicyclists, aviation, ferries and pedestrians;
- > Looking beyond the gas tax to establish a set of long-term financial strategies that recognize the likelihood that gas taxes will be insufficient for funding transportation in the future;
- > Identifying any opportunities that would support NCDOT's long-range plans;
- > Clearly linking North Carolina's long-term transportation investment strategies to jobs, economic opportunities, and both environmental and financial sustainability;
- > Improving NCDOT's program delivery processes to fully leverage relationships with its public and private partners.

## YOU'RE IMPORTANT

NCDOT cannot adequately develop this plan without knowing which transportation needs North Carolina's residents and visitors think will be needed in the future and which of those will be most critical. Here are several ways for you to provide NCDOT your thoughts and ideas, and be involved in planning your future:

- > Complete the questionnaire/survey online at [www.ncdot.gov/performance/reform](http://www.ncdot.gov/performance/reform) or via mobile phone at [www.m.ncdot.gov](http://www.m.ncdot.gov); request a questionnaire/survey be sent to you, by calling 1-877-DOT-4YOU (368-4968) or writing to 2040 Plan Update, NCDOT, 1501 Mail Service Center, Raleigh, NC 27699-1501;
- > Encourage your family, neighbors, co-workers, church associates or club members to take the survey and submit it to NCDOT;
- > Attend a meeting of the organizations in your area that coordinate transportation planning locally to hear a presentation about the 2040 Plan and to provide your comments. For information on these local transportation planning organizations, called Metropolitan Planning Organizations (MPO) in urban areas and Rural Planning Organizations (RPO) in rural areas, go to [www.ncdot.org/doh/preconstruct/tpb/mpo](http://www.ncdot.org/doh/preconstruct/tpb/mpo) or call us at 1-877-DOT-4YOU (368-4968).
- > Follow progress on the Plan by checking the web site for new information and postings;
- > Sign up to receive email notices about new postings and new activities for the 2040 Plan, or join our postal mailing list to receive copies of the 2040 Plan Fact Sheet updates by calling 1-877-DOT-4YOU; or
- > Ask NCDOT to make a presentation to your favorite local organization by calling 1-877-DOT-4YOU.

**En español llame 1-877-DOT-4YOU**

## 2040 Plan Summary Schedule

Task	Major Deliverables	Timing
Project Management	Project Management Plan, Study Schedule	Fall 2010
Public Involvement	Public Involvement Plan PI Delivery	Jan 2011 Mid-April Launch
Issues Identification/Plan Focus	Statewide Economic Activity Forecast Challenges & Opportunities Report	Feb-March 2011
Modal Elements Identification & Future System Performance /Backlog	Modal Systems Inventory Report Systems Performance Measures Report Modal System Needs Report	<b>Summer, Fall 2011</b>
Financial Analysis	Revenue Forecast and Financial Plan	<b>Fall 2011</b>
Investment Strategy	Program Investment Strategies	<b>Fall 2011</b>
Processes/Policies/Programs	Planning Processes, Policies & Programs Recommendations Report	<b>Winter 2012</b>
Plan Recommendations	Final Report (first draft) Adopted Final Plan	<b>Winter 2012 Spring 2012</b>

Updated: April 5, 2011

O:\Transportation\Planning\100018174 - NC STP\ProjMgt\Schedule\2040 Plan Summary Schedule040511.doc

**En español llame 1-877-DOT-4YOU**

### **GOOD TRANSPORTATION: Connecting people and places to live, work and play**

As we envision North Carolina's future, we likely picture many of the things we desire for our state today—a place with strong communities, a vibrant economy, and beautiful natural assets that can be enjoyed by all. We use transportation to connect us to people and places to have the quality of life we want. The transportation decisions we make today can help us sustain this for future generations. The long-range transportation planning process focuses on identifying investment strategies that will ensure our state remains an attractive place for living, working and leisure—for future generations.

## NC 2040 Plan Study Goals

Reflecting the findings reported in the 2040 Plan Focus white paper, the following study goals are proposed as a guide to plan preparation:

### Modal Effectiveness Goals

1. Update estimates of modal needs to reflect defensible performance standards.
2. Expand the Strategic Highway Corridors concept to encompass a multimodal system, based on criteria that can be traced to a confirmed set of performance goals, to provide a basis for defensible recommendations for investment strategies.
3. Confirm that the NCMIN still reflects the state's overall development and sustainability goals.

### Financial Feasibility Goals

4. Clearly define the gap between transportation needs and anticipated revenues
5. Establish a set of long-term revenue strategies that recognize the likely non-sustainability of the current transportation revenue structure.
6. Establish a strong rationale for long-term transportation investment strategies that reflect the state's goals for jobs, economic opportunities, and environmental and financial sustainability.

### Program Delivery and Vision Goals

7. Provide cost-effective, wide-ranging opportunities for public input that recognize the interests of the general public, interested party stakeholders, and the Department's transportation partners (builders and providers of transportation systems);
8. Establish a clear understanding of the long-term challenges and opportunities facing the Department that will affect its ability to address the state's mobility, transportation choice, economic development, and reliability demands.
9. Identify improvements to the Department's program delivery processes to fully leverage relationships with its public and private partners.

Prepared by PBS&J  
 Jan. 3, 2011  
 Revised Jan. 10, 2011  
 Final: Jan. 25, 2011

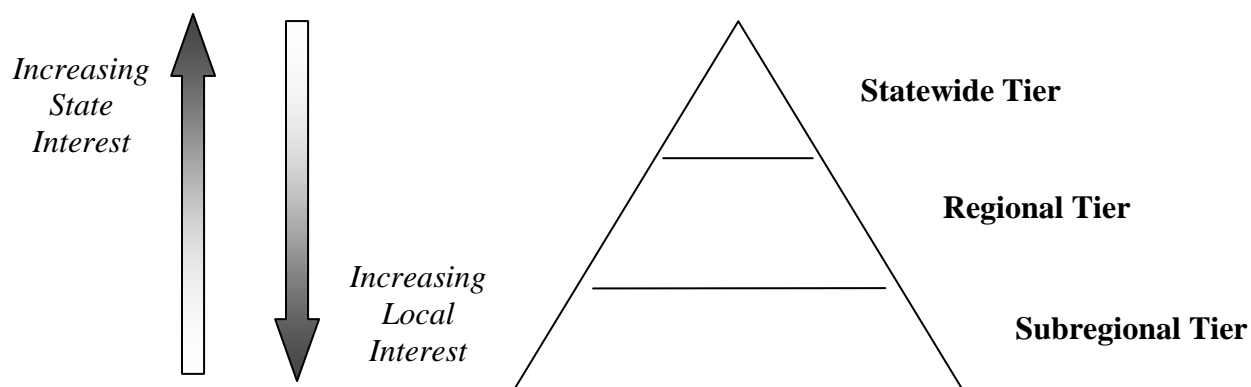
# NORTH CAROLINA MULTIMODAL INVESTMENT NETWORK (NCMIN)

The North Carolina Multimodal Investment Network (NCMIN) is a tool used to stratify all the components, facilities, and modes of North Carolina's transportation system. Components of the network are typically classified on the basis of how each contributes to serving a particular type of transportation movement. Some facilities serve *Statewide* movements, while others are *Regional* in terms of the service they provide, while still others are *Subregional* (localized). This classification also associates the increasing level of state (NCDOT) or local interest in various facilities.

## What is the NCMIN?

All transportation facilities, regardless of ownership and mode, are included in the Multimodal Investment Network. Each facility is classified into one of three tiers (groups): Statewide, Regional, or Subregional. Each tier has distinct features that define how facilities function, the type of travel they serve, and other measures like connectivity and usage.

**Statewide Tier** facilities serve long-distance trips, connect regional centers, have the highest usage, and mostly provide a mobility function (as opposed to a land access function). **Regional Tier** facilities connect major population centers and have a mix of functions. Some of the Regional Tier facilities can be viewed as serving statewide transportation criteria, but they usually provide an unmistakable localized function. They are equally important to a particular region of the state and also provide some land access. **Subregional Tier** facilities serve localized movements. They provide more of an access function than mobility, and are of a higher interest to cities and counties than the state. The figure below provides a conceptual illustration of a multimodal investment network.



Conceptual Representation of a Multimodal Investment Network (MIN)

## NCMIN Definitions

NCDOT uses the following definitions to classify transportation facilities based on tier:

Mode	Statewide Tier	Regional Tier	Subregional Tier
<b>Highways<sup>1</sup></b>	The Strategic Highway Corridors (SHC) as approved by the Board of Transportation on the SHC Vision Plan <sup>2</sup>	All primary routes (US and NC) not on the Statewide Tier	All secondary routes (SR) not on the Statewide Tier <sup>3</sup>
<b>Rail (Passenger &amp; Commuter)</b>	All intercity (including out-of-state) passenger rail service and station facilities associated with intercity services	Commuter rail service and associated station facilities which serve commuters <i>between</i> two or more counties	Commuter and light rail service and associated station facilities which serve commuters <i>within</i> a county
<b>Rail (Freight)</b>	Rail lines of strategic importance as determined by the Rail Division	All remaining rail lines not included on the Statewide Tier	N/A
<b>Ferry</b>	Ferry routes connecting Statewide Tier Highway facilities	Ferry routes connecting Regional Tier Highway facilities	Ferry routes connecting Subregional Tier Highway facilities
<b>Aviation</b>	Commercial service airports with at least 100,000 annual enplanements	Commercial service airports (Part 139 Certificated) with less than 100,000 annual enplanements <i>or</i> General aviation airports with at least 25 based aircraft	General Aviation airports with fewer than 25 based aircraft
<b>Public Transportation</b>	Bus service and associated station facilities which serve out-of-state travel	Bus and vanpool service and associated stations facilities and passenger amenities which serve commuters <i>between</i> two or more counties	Bus and vanpool service and associated stations facilities and passenger amenities which serve commuters <i>within</i> a county
<b>Bicycle and Pedestrian</b>	NC bicycling highways (on-road)	NCDOT designated multi-county regional routes (on-road)	Off-road facilities with a length shorter than 20 miles

		<i>or</i> Off-road facilities spanning multiple jurisdictions with a length of at least 20 miles	<i>or</i> Town, city, or county on-road bicycle networks <i>or</i> All sidewalks
--	--	---	---

Notes

1. The Board of Transportation (BOT) formally designated the Strategic Highway Corridors as the highway element of the Statewide Tier on March 1, 2007.
2. An existing segment of a Strategic Highway Corridor, which is proposed to be bypassed (and the bypass has been approved by the BOT on the SHC Vision Plan), is considered to function as part of the Corridor until the bypass is open to traffic.
3. It is proposed that all secondary routes on the Statewide Tier will be evaluated for primary route designations.

## Revising NCMIN Facilities

The highway element of the Statewide Tier, known as the Strategic Highway Corridors, has been officially approved by the BOT on the SHC Vision Plan. Therefore, any changes to the Corridors, requires approval by the BOT. The Requests for revising the Strategic Highway Corridors, should follow the process entitled “Process to Modify the Strategic Highway Corridors Vision Plan” as approved by the BOT. All other routes and facilities shall be classified based on the above criteria.



## MEMORANDUM

**To:** Technical Coordinating Committee  
DCHC MPO

**From:** DCHC MPO Lead Planning Agency

**Date:** July 27, 2011

**Subject:** **FY 2012-2018 Metropolitan Transportation Improvement Program, 2035 Long Range Transportation Plan Amendment #2, and Air Quality Conformity Process**

---

The DCHC MPO will be approving three documents by September 2011:

- the FY 2012-2018 Metropolitan Transportation Improvement Program,
- Amendment #2 to the 2035 Long Range Transportation Plan,
- and corresponding air quality conformity determinations.

The MTIP must be coordinated with the State Transportation Improvement Program which was approved by the Board of Transportation in July 2011. The LRTP amendment is needed to ensure that the MTIP/STIP and the LRTP are consistent. Since both documents are subject to the air quality conformity process, an air quality conformity determination report must be prepared and approved.

A proposed schedule for the three documents is listed below:

- 2/9/2011 For the air quality modeling process, the TAC needs to identify changes to non-exempt projects in the first four years of the MTIP and projects crossing air quality horizon years in the LRTP.  
The TAC releases the draft MTIP and LRTP Amendment #2 for public comment.
- 3/1/2011 through 6/17/2011 Air quality modeling, emission analysis, and conformity report preparation.
- 3/9/2011 The TAC holds a public hearing on the draft MTIP and LRTP Amendment #2.
- 6/22/2011 The TAC authorizes the release of the air quality conformity draft for public comment.
- 8/15/2011 Air quality conformity draft must be released to provide 30-day comment period.
- 9/14/2011 The TAC holds a public hearing on the air quality conformity draft and approves the air quality determination report. TAC approves the final MTIP and LRTP Amendment #2.

10/1/2011 Deadline for federal approval of air quality conformity determination report to avoid a conformity lapse.  
 \*FHWA staff will try to expedite their approval to avoid a conformity lapse. However, they advise that we should be prepared for the likelihood of a two week lapse.

### Draft MTIP

The North Carolina Department of Transportation released the draft FY 2012-2018 State Transportation Improvement Program (STIP) in August 2010. The seven-year STIP is included within the Department's ten-year work program for FY 2011-2020. The DCHC MPO met with NCDOT to discuss the STIP in November 2010. Subsequently, the TCC developed a recommended draft FY 2012-2018 Metropolitan Transportation Improvement Program (MTIP).

In February, the TAC released the draft MTIP for public comment and held a public hearing at the March meeting. The MPO's public involvement plan establishes a minimum three-week public comment period. An advertisement was posted in the Herald-Sun on February 16, 2011, and a press release was issued on February 28, 2011. Copies are available in the planning departments of all MPO member jurisdictions and in public libraries as well as on [www.dchcmo.org](http://www.dchcmo.org).

### Final MTIP

The final STIP is provided as Attachment 10A. This document was approved by the Board of Transportation on July 7, 2011.

The tables below include all projects where either the MPO requested a change to the draft STIP and/or where NCDOT changed the draft STIP. Projects where the MPO did not make any requests and no changes were made are not included in these tables.

Projects in final STIP:

Project	MPO Request	Final STIP	Final MTIP
I-3306 (I-40 widening)	Accelerate widening from US 15-501 to NC 86.	No schedule change – years 1 & 2 of 4 year project funded in FY 2019 & 2020. Overall cost increased.	Match STIP. Note request for first phase in description. Phasing to be determined during environmental study.
I-0305 (I-85 widening)	Include widening of NC 86 from 70A to Old NC 10.	Schedule delayed 2 years. Begins in FY 2019.	Match STIP. Note request for NC 86 widening in description. Inclusion of improvement on y-lines to be determined during environmental study.

R-5164 (resurfacing)	None.	More projects included as breaks. NC 147 and US 15-501 under construction. Main Street added as break to be let with B-3638.	Match STIP.
U-5304 (US 15-501 improvements)	Accelerate. Include Ephesus Church Road improvements.	No change.	Match STIP. Note request for Ephesus Church improvements in description. Inclusion of improvements to be determined during environmental study.
U-5324, was FS-1005C (NC 54 widening I-40 to NC 55)	Add funding.	Added year 1 of R and U funding in FY 2020.	Match STIP.
U-3308 (Alston Avenue widening)	None.	Schedule delayed 1 year. Construction begins FY 2015.	Match STIP.
U-4716 (Hopson Road grade separation, railroad improvements)	None.	Schedule delayed 1 year. Construction begins FY 2013.	Match STIP.
EB-4707 (Old Durham-Chapel Hill Rd. bike/ped)	Add \$1M in funding (placeholder).	Schedule delayed 1 year. Construction begins in FY 2012.	Match STIP. Amendments can be made as the estimate is confirmed and funding is identified.
FS-1008B (NC 751 widening US 64 to Durham County)	None. Widening is not in the 2035 LRTP.	Feasibility Study Scheduled	Match STIP.
B-5348 (SR 1005 bridge over Phil's Creek)	None.	Schedule accelerated 1 year.	Match STIP.
B-4943 (SR 1616 bridge over Dial Creek/Lake Michie)	None.	Schedule accelerated 3 years.	Match STIP.
B-5512 (SR 1902 bridge over Lick Creek)	None.	New project added. Construction in FY 2020.	Match STIP.
EB-5514 (University Drive bike/ped)	Project on MPO priority list.	New project added. Construction in FY 2015.	Match STIP.
C-5230 (Durham Traffic Signal Controller Upgrade)	None.	New project added. Uses statewide CMAQ funds.	Match STIP.
W-5318 (NC 86 safety improvements)	None.	Accelerated to ROW in FY 2012 and construction in FY 2013	Match STIP.
P-4405 (Rail crossing safety initiative)	None.	New project added. Uses HSR funds.	Match STIP.
EL-4999 (Acquisition of rail corridors and construction of bike/ped trails in Durham)	None.	Schedule accelerated. Project in progress by Rail Division.	Match STIP.
P-2918 (Rail equipment and capital yard maintenance facility)	None.	Schedule change. Uses HSR funds.	Match STIP.

## Projects not in final STIP:

<b>Project</b>	<b>MPO Request</b>	<b>Final STIP</b>	<b>Final MTIP</b>
C-4402 (NC 54 bicycle facility)	Project programmed by DCHC MPO using CMAQ funds selected for 2006-2012 TIP. Inactive project.	Deleted. "To be evaluated as part of FS-2005C"	Not included. Previous CMAQ funds were subject to rescissions. Future CMAQ funding could be considered if needed.
Z-4007B (SR 1927 Brewer Road at NS RR crossing safety improvements)	None.	Deleted. "Construction not authorized"	Not included.
NC 54 widening Fordham Blvd. to I-40	Add project for short-term recommendations of NC 54 Corridor Study.	Not included.	Not included. Amendments can be made to include individual projects recommended by final study.
Fayetteville Road widening	Add project with funding in FY 2016-2018.	Not included.	Include as requested.
Erwin Road modernization	Add project with funding in FY 2016.	Not included.	Include as requested.
Jack Bennett Road modernization	Add project with funding in FY 2016.	Not included.	Include as requested.
Churton Street widening	Add project with funding in FY 2019-2020.	Not included.	Include as requested.
Eno Mountain Road Mayo Street realignment	Add project with funding in FY 2020.	Not included.	Include as requested.
NC 86 widening (north of Hillsborough)	Add project with funding in FY 2020.	Not included.	Include as requested.
Orange Grove Road extension	Add project with funding in FY 2020.	Not included.	Include as requested.
Park and Ride Facilities	Add projects with funding in FY 2016-2020.	Not included.	Include as requested.
Orange Grove Road Pedestrian Bridge	Add project with funding in FY 2016.	Not included.	Include as requested.

## Minor corrections:

<b>Project</b>	<b>MPO Request</b>	<b>Final STIP</b>	<b>Final MTIP</b>
CMAQ Projects	Include all MPO projects and approved schedule	Corrections made.	Match STIP.
STPDA Projects	Include all MPO projects and approved schedule (see Attachment 6B for more details)	Corrections made.	Match STIP.
New Freedom Grant Projects	Include all MPO projects and funding.	Listed projects are estimates. Amendments to be made as individual projects selected.	Include as one MPO-wide project. Amendments to be made as individual projects selected.
Job Access/Reverse Commute Grant Projects	Include all MPO projects and funding.	Listed projects are estimates. Amendments	Include as one MPO-wide project. Amendments to

		to be made as individual projects selected.	be made as individual projects selected.
Chapel Hill Transit project TE-5202 (Carolina North – Carrboro Fixed Guideway)	Fix project description and operator.	\$6.2M for capital in FY 2017	TE-5202 should be deleted or modified to be a Triangle Transit project from Chapel Hill to Durham with funding for PE.
TE-4903 (Durham-RTP-Raleigh Fixed Guideway)	Fix description of funding	\$2.0M for capital in FY 2013	Change funding to PE.

Attachment 10C is an updated the STPDA table that will correspond with the final MTIP.

### **2035 LRTP Amendment #2**

Amendment #2 to the 2035 LRTP corrects the mileage for five projects to match the figures in the STIP/MTIP and changes the air quality horizon year for one project (Carver Street Extension). Attachment 10B is the resolution and table for Amendment #2. Additional changes are listed in the table to correct the Capital Area MPO's projects.

Several DCHC MPO projects were coded incorrectly in the modeled network for the 2035 LRTP air quality conformity determination. The air quality conformity determination for the 2012-2018 STIP/MTIP and 2035 LRTP Amendment #2 will correct this error. Since the projects were correctly listed in the 2035 LRTP report, no amendment is needed to correct this modeling error.

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDING SOURCE	5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM				UNFUNDED										
						FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FUTURE YEARS										
<b>INTERSTATE PROJECTS</b>																									
I-40 ORANGE	I-5364	I-40, EAST OF SR 1734 (ERWIN ROAD) TO DURHAM COUNTY LINE. PAVEMENT REHABILITATION. (0.4 MILE)	250		IMPM									C	250										
I-40, I-85, I-440 AND I-540 DURHAM GRANVILLE VANCE WAKE WARREN	I-5205	INTERSTATE MAINTENANCE PRESERVATION FOR DIVISION 5.	13878		IMPM	C	1542	C	1542	C	1542	C	1542	C	1542	C	1542	C	1542						
I-40, I-73 AND I-85 ALAMANCE GUILFORD ORANGE	I-5207	INTERSTATE MAINTENANCE PRESERVATION FOR DIVISION 7.	10395		IMPM	C	1155	C	1155	C	1155	C	1155	C	1155	C	1155	C	1155						
I-40/85 ORANGE	I-5142	I-40/I-85, WEST OF SR 1114 (BUCKHORN ROAD) TO I-40/85 INTERCHANGE. MILL, RESURFACE, PAVEMENT MARKINGS AND INSTALL RUMBLE STRIPS.	12000	12000																					
UNDER CONSTRUCTION																									
I-40 DURHAM ORANGE	I-3306	I-40, I-85 IN ORANGE COUNTY TO NC 147 (BUCK DEAN FREEWAY) IN DURHAM COUNTY. ADD ADDITIONAL LANES. (20.7 MILES)	153752	81452	IM												C	7230	A	C	7230	A	C	14460	A
					NHS												C	10845	A	C	10845	A	C	21690	A
					A	I-85 TO DURHAM COUNTY LINE																			
					B	ORANGE COUNTY LINE TO NC 147 (BUCK DEAN FREEWAY) IN DURHAM - COMPLETE																			
I-85 ORANGE	I-5312	I-85, EAST OF I-40 TO DURHAM COUNTY LINE. PAVEMENT REHABILITATION. (7.6 MILES)	6450		IMPM							C	6450												
I-85 DURHAM	I-5331	I-85, NORTH OF MILE POST 183 TO GRANVILLE COUNTY LINE. CLEAN AND RESEAL JOINTS AND REPAIR SPALLS. (0.7 MILE)	250		IMPM								C	250											
I-85 DURHAM	I-5334	I-85, SOUTH OF US 15-501 TO NORTH OF US 70. CLEAN AND RESEAL JOINTS, AND REPAIR SPALLS. (4.6 MILES)	3000		IMPM								C	3000											

\* INDICATES INTRASTATE PROJECT

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST FUNDING (THOU) SOURCE	FISCAL YEARS										UNFUNDED										
					5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					FUTURE YEARS										
					FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020												
<b>INTERSTATE PROJECTS</b>																									
I-85 ORANGE	I-0305*	I-85, I-40 AT HILLSBOROUGH TO DURHAM COUNTY LINE. WIDEN TO SIX LANES AND RECONSTRUCT INTERCHANGES AND STRUCTURES. (7.5 MILES)	212582	1800	NHS										R	10134	A	R	10133	A	R	10133	A		
					NHS										U	409	A	U	408	A	U	408	A		
					NHS																M	538	A		
					IM																C	31600	A		
					NHS																C	47400	A		
					NHS																U	560	B		
					NHS																R	19700	B		
					NHS																M	359	B		
					IM																C	31600	B		
					NHS																C	47400	B		
					A	I-85, SR 1006 NEAR HILLSBOROUGH TO EAST OF SR 1709																			
					B	I-85, EAST OF SR 1709 TO DURHAM COUNTY LINE																			
						PLANNING/DESIGN IN PROGRESS																			
I-85 DURHAM GRANVILLE	I-5145	I-85, NORTH OF US 70 IN DURHAM COUNTY TO NORTH OF NC 56 IN GRANVILLE COUNTY. PAVEMENT PRESERVATION. (12.9 MILES)	9000	9000																					
						UNDER CONSTRUCTION																			
NC 540 DURHAM WAKE	I-5378	NC 540, NC 54 TO I-40. CLEAN AND RESEAL JOINTS, AND REPAIR SPALLS. (1 MILE)	1475		IMPM													C	1475						
DURHAM DURHAM	I-4743*	I-85, US 70 TO SR 1632 (RED MILL ROAD), EXIT 182. ADD LANES. (6.4 MILES)																							
						UNFUNDED LOOP PROJECT - THE CROSS SECTION FOR THIS PROJECT WILL BE ESTABLISHED BY MUTUAL AGREEMENT OF THE MPO AND NCDOT THROUGH THE STATE AND FEDERAL ENVIRONMENTAL REVIEW PROCESS																			

\* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST FUNDING (THOU) SOURCE	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK															
					5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM				UNFUNDED						
					FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FUTURE YEARS						
<b>RURAL PROJECTS</b>																				
I-540 NC 540 DURHAM WAKE	R-2000*	I-540/NC 540, NORTHERN WAKE FREEWAY, NC 55 WEST OF MORRISVILLE TO US 64 EAST NEAR KNIGHTDALE. FREEWAY ON NEW LOCATION. (29 MILES)	660077	660077	AA NC 55 WEST OF MORRISVILLE TO RESEARCH TRIANGLE PARK EAST LIMITS - COMPLETE															
					AB RESEARCH TRIANGLE PARK EAST LIMITS TO SOUTHWEST OF I-40 - COMPLETE															
					AC SOUTHWEST OF I-40 TO I-40 - COMPLETE															
					AD TOLL GANTRY BETWEEN NC 55 AND NC 54 - WORK TO BE ACCOMPLISHED UNDER R-2635 BY NORTH CAROLINA TURNPIKE AUTHORITY															
					AE ITS DEVICES, I-540 AND NC 54/EMPEROR BOULEVARD - COMPLETE															
					AF I-540/I-40 INTERCHANGE IMPROVEMENTS - IN PROGRESS - OPEN TO TRAFFIC															
					BA I-40 TO NORTHEAST OF I-40 - COMPLETE															
					BB NORTHEAST OF I-40 TO SOUTHWEST OF LUMLEY ROAD - COMPLETE															
					BD SOUTHWEST OF LUMLEY ROAD TO NORTHEAST OF LUMLEY ROAD - COMPLETE															
					BE NORTHEAST OF LUMLEY ROAD TO NORTHEAST OF US 70 - COMPLETE															
					CA NORTHEAST OF US 70 TO SOUTHWEST OF SR 1826 (RAY ROAD) - COMPLETE															
					CB SOUTHWEST OF SR 1826 (RAY ROAD) TO EAST OF NC 50 - COMPLETE															
					D EAST OF NC 50 TO WEST OF SR 2000 (FALLS OF NEUSE ROAD) - COMPLETE															
					EA WEST OF SR 2000 (FALLS OF NEUSE ROAD) TO EAST SR 2013 (GRESHAM LAKE ROAD) - COMPLETE															
					EB EAST OF SR 2013 (GRESHAM LAKE ROAD) TO EAST OF US 1 - COMPLETE															
					F EAST OF US 1 TO SOUTH OF SR 2215 (BUFFALOE ROAD) - COMPLETE															
					G SOUTH OF SR 2215 (BUFFALOE ROAD) TO US 64 EAST NEAR KNIGHTDALE - COMPLETE															
VARIOUS DURHAM WAKE	R-5164	RESURFACING ON FEDERAL-AID ROUTES.	8293	7993	STP C 300 F															
					A I-85, ORANGE COUNTY LINE TO SR 1401; NC 147, I-85 TO EXIT 14; US 15-501 BYPASS, I-85 TO US 15-501 BUSINESS - UNDER CONSTRUCTION - \$8.65 M															
					B I-40, NC 147 TO EAST OF I-540 - WORK TO BE ACCOMPLISHED UNDER R-2000AF - \$3.75 M .															
					C US 15-501 BUS. SOUTH, NC 98 TO US 15-501 BUS.; US 15-501 BUS. NORTH, US 15-501 TO NC 98, US 15-501 BUS., US 15-501 TO SR 1361 AND SR 1127 , GREAT JONES STREET TO MOI COMPLETE															
					D NC 147, WEST OF EXIT 14 (SWIFT AVENUE) TO NORTH OF EXIT 7 (T. W. ALEXANDER ROAD) - UNDER CONSTRUCTION															
					E US 15-501, SR 2295, SR 1118, US 15-501 BUSINESS SOUTHBOUND AND NORTHBOUND AT SELECTED LOCATIONS ALONG EACH ROUTE - UNDER CONSTRUCTION															
					F US 70 BUSINESS (MAIN STREET), NINTH STREET TO BUCHANAN STREET.															
					PART F TO BE LET WITH B-3638															
<b>URBAN PROJECTS</b>																				
US 15-501 ORANGE	U-5304	US 15-501, NC 86 (SOUTH COLUMBIA STREET) TO SR 1742 (EPHESUS CHURCH ROAD) IN CHAPEL HILL. SIDEWALKS, WIDE OUTSIDE LANES AND TRANSIT ACCOMMODATIONS. (4 MILES)	5150		NHS															
US 15-501 DURHAM	U-4012	US 15-501, NORTH OF MT. MORIAH ROAD TO SOUTH OF GARRETT ROAD IN DURHAM. ADD AN ADDITIONAL NORTH AND SOUTHBOUND LANE AND CONSTRUCT AN ADDITIONAL RIGHT TURN LANE IN THE SOUTHEAST QUADRANT OF INTERCHANGE AT I-40 (EXIT 270). (0.9 MILE)	15609	15609																
					UNDER CONSTRUCTION															

\* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST FUNDING (THOU) SOURCE	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK																	
					5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM				UNFUNDED								
					FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FUTURE YEARS								
<b>URBAN PROJECTS</b>																						
US 70 DURHAM	U-4720*	US 70, LYNN ROAD TO THE PROPOSED NORTHERN DURHAM PARKWAY IN DURHAM. (COORDINATE WITH U-4721). (7.8 MILES)			UNFUNDED LOOP PROJECT - THE CROSS SECTION FOR THIS PROJECT WILL BE ESTABLISHED BY MUTUAL AGREEMENT OF THE MPO AND NCDOT THROUGH THE STATE AND FEDERAL ENVIRONMENTAL REVIEW PROCESS																	
US 501 (ROXBORO ROAD) DURHAM	U-4722*	US 501 (ROXBORO ROAD), US 501 BYPASS (DUKE STREET) TO SR 1640 (GOODWIN ROAD) IN DURHAM. (4.4 MILES)			UNFUNDED LOOP PROJECT - THE CROSS SECTION FOR THIS PROJECT WILL BE ESTABLISHED BY MUTUAL AGREEMENT OF THE MPO AND NCDOT THROUGH THE STATE AND FEDERAL ENVIRONMENTAL REVIEW PROCESS																	
NC 54 DURHAM	U-5324	NC 54, I-40 TO NC 55 IN DURHAM. WIDEN TO MULTILANES WITH TRANSIT ACCOMMODATIONS, BIKE LANES, AND SIDEWALKS. (5.2 MILES)	116920		STP													R	7500	R	7500	
					STP													U	16160	U	16160	
					STP														C	69600	C	69600
NC 55 (ALSTON AVENUE) DURHAM	U-3308	NC 55 (ALSTON AVENUE), NC 147 (I. L. "BUCK" DEAN FREEWAY) TO US 70 BUSINESS-NC 98 (HOLLOWAY STREET) IN DURHAM. WIDEN TO FOUR LANE DIVIDED FACILITY AND REPLACE NORFOLK-SOUTHERN RAILROAD BRIDGES. (1 MILE)	31024	2596	STP	R	800															
					STP			M	28													
					STP					C	13800		C	13800								
NC 86 ORANGE	U-0624	NC 86 (SOUTH COLUMBIA STREET), SR 1906 (PUREFOY ROAD) TO SR 1902 (MANNING DRIVE) IN CHAPEL HILL. CORRIDOR UPGRADE TO INCLUDE BICYCLE LANES. (0.7 MILE)	7860	3010	STP	C	4850															
RIGHT OF WAY IN PROGRESS																						
SR 1126 DURHAM	U-4009	SR 1126 (SERVICE ROAD) PARALLEL TO US 15-501 IN DURHAM. RELOCATE EXISTING SERVICE ROAD. (0.3 MILE)	5683	5683	UNDER CONSTRUCTION																	
SR 1733 (WEAVER DAIRY ROAD) ORANGE	U-3306	SR 1733 (WEAVER DAIRY ROAD), NC 86 TO SR 1734 (ERWIN ROAD) IN CHAPEL HILL. CORRIDOR UPGRADE, PART ON NEW LOCATION. (2.8 MILES)	18316	18316	UNDER CONSTRUCTION																	
SR 1959 (SOUTH MIAMI BOULEVARD) DURHAM	U-4011	SR 1959 (SOUTH MIAMI BOULEVARD), SOUTH OF SR 2112 (METHODIST STREET) TO NORTH OF SR 1960 (BETHESDA AVENUE) IN DURHAM. WIDEN TO FIVE LANES TO PROVIDE CENTER TURN LANE. (0.7 MILE)	9323	9323	UNDER CONSTRUCTION																	

\* INDICATES INTRASTATE PROJECT

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST FUNDING SOURCE	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK															
					5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM				UNFUNDED						
					FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FUTURE YEARS						
<b>URBAN PROJECTS</b>																				
SR 2028 (T.W. ALEXANDER DRIVE) DURHAM	U-3309	SR 2028 (T.W. ALEXANDER DRIVE), SR 1121 (CORNWALLIS ROAD) TO SR 1959 (MIAMI BOULEVARD) IN RESEARCH TRIANGLE PARK. WIDEN TO A FOUR LANE DIVIDED FACILITY. (1.7 MILES)	14393	14393	A	SR 2028 (T.W. ALEXANDER DRIVE), SR 1121 (CORNWALLIS ROAD) TO EAST OF NC 147 - UNDER CONSTRUCTION														
				B	SR 2028 (T.W. ALEXANDER DRIVE), EAST OF NC 147 TO SR 1959 (MIAMI BOULEVARD) - COMPLETE															
NEW ROUTE DURHAM WAKE	U-4721*	NORTHERN DURHAM PARKWAY, I-540 IN RALEIGH/WAKE COUNTY TO ROXBORO ROAD IN DURHAM/DURHAM COUNTY. (COORDINATE WITH U-4720). (18.8 MILES)			UNFUNDED LOOP PROJECT - THE CROSS SECTION FOR THIS PROJECT WILL BE ESTABLISHED BY MUTUAL AGREEMENT OF THE MPO AND NCDOT THROUGH THE STATE AND FEDERAL ENVIRONMENTAL REVIEW PROCESS															
NEW ROUTE DURHAM WAKE	U-4763	NEW ROUTE - TRIANGLE PARKWAY/TRIANGLE EXPRESSWAY, MCCRIMMON PARKWAY TO I-40 IN RESEARCH TRIANGLE PARK AND MORRISVILLE. MULTI-LANE FACILITY ON NEW LOCATION. (4.7 MILES)	177163	177163	A	NEW ROUTE - TRIANGLE PARKWAY, MCCRIMMON PARKWAY TO NC 540 - 1.2 MILES - SCHEDULED FOR REPRIORITIZATION														
				B	NEW ROUTE - TRIANGLE PARKWAY/TRIANGLE EXPRESSWAY, TRIANGLE PARKWAY/TRIANGLE EXPRESSWAY, NC 540 TO I-40 - 3.5 MILES - UNDER CONSTRUCTION - NORTH CAROLINA AUTHORITY PROJECT															
NEW ROUTE DURHAM	U-0071*	EAST END CONNECTOR, NC 147 (BUCK DEAN FREEWAY) TO NORTH OF NC 98 IN DURHAM. MULTI-LANE DIVIDED, PART ON NEW LOCATION. (3.2 MILES)	179839	9056	T	R	21950	R	21950											
					T	U	3000	U	3000											
					T			M	1883											
					T					C	29750	C	29750	C	29750					
<b>PLANNING/DESIGN IN PROGRESS</b>																				
VARIOUS CHATHAM DURHAM ORANGE	U-4727	DURHAM-CHAPEL HILL-CARRBORO URBAN AREA PLANNING (DHC) ALLOCATION AND UNIFIED WORK PROGRAM.	12375	7081	STPDA	PE	1624	PE	1150	PE	720	PE	742							
					L	PE	406	PE	287	PE	180	PE	185							
<b>IN PROGRESS</b>																				
VARIOUS DURHAM ORANGE	U-5119	BUS RAPID TRANSIT OPERATIONAL IMPROVEMENTS IN CHAPEL HILL.	625	60	STPDA	C	452													
					C	C	113													
<b>PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY TOWN OF CHAPEL HILL - IN PROGRESS</b>																				
VARIOUS DURHAM ORANGE	U-4704	CHAPEL HILL-CARRBORO COMPUTERIZED TRAFFIC SIGNAL SYSTEM.	5450	5450																
<b>UNDER CONSTRUCTION</b>																				

\* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDING SOURCE	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK										FUTURE YEARS								
						5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM				UNFUNDED									
						FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020										
<b>URBAN PROJECTS</b>																								
VARIOUS CHATHAM DURHAM ORANGE	U-5023	DURHAM-CHAPEL HILL-CARRBORO (DCHC) DA FUNDS - RESERVED FOR FUTURE PROGRAMMING.	20898		STPDA	C	201					C	187	C	4102	C	4102	C	4102	C	4102			
FUNDS SHOWN IN FY 12 RESERVED FOR PROGRAMMING ON SR-5001C																								
SR 1321 (HILLANDALE ROAD) DURHAM	U-3804	SR 1321 (HILLANDALE ROAD), I-85 TO SR 1407 (CARVER STREET) IN DURHAM. WIDEN TO MULTI-LANES. (0.7 MILE)	11941	11941																				
UNDER CONSTRUCTION																								
SR 1919 (SMITH LEVEL ROAD) ORANGE	U-2803	SR 1919 (SMITH LEVEL ROAD), ROCK HAVEN ROAD TO BRIDGE NO. 88 IN CARRBORO. WIDEN TO MULTI-LANES. (0.6 MILE)	8199	4299	S				C	3900														
RIGHT OF WAY IN PROGRESS																								
DURHAM CHAPEL HILL DURHAM ORANGE	EB-4707	SR 2220 (OLD CHAPEL HILL ROAD)-SR 1838 (OLD DURHAM ROAD), SR 1116 (GARRETT ROAD) IN DURHAM COUNTY TO US 15-501 IN ORANGE COUNTY. BICYCLE IMPROVEMENTS. (2.7 MILES)	5450	1450	STPDA	C	3200																	
DIVISION DESIGN/LET - RIGHT OF WAY IN PROGRESS																								
<b>FEASIBILITY STUDIES</b>																								
NC 751 CHATHAM DURHAM	FS-1008B	NC 751, US 64 IN CHATHAM COUNTY TO NORTH OF SR 1118 (FAYETTEVILLE ROAD) IN DURHAM, DURHAM COUNTY. WIDEN TO MULTILANES WITH BICYCLE LANES.																						
SCHEDULED FOR FEASIBILITY STUDY																								
<b>FEDERAL BRIDGE PROJECTS</b>																								
US 70 BYPASS ORANGE	B-4962	ENO RIVER. REPLACE BRIDGE NO. 46	6600		FA											R	600							
					FA												C	6000						
US 70 BUSINESS DURHAM	B-3638	CAMPUS DRIVE. REPLACE BRIDGE NO. 316	1680	380	FA	C	1300																	
RIGHT OF WAY IN PROGRESS - TO BE LET WITH R-5164F																								
SR 1005 ORANGE	B-5348	PHIL'S CREEK. REPLACE BRIDGE NO. 85	1045		FA											R	95							
					FA												C	950						
SR 1116 DURHAM	B-3450	NEW HOPE CREEK. REPLACE BRIDGE NO. 217, SANDY CREEK. REPLACE BRIDGE NO. 122.	4986	4986																				
UNDER CONSTRUCTION																								

\* INDICATES INTRASTATE PROJECT



DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST FUNDING (THOU) SOURCE	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK										FISCAL YEARS				UNFUNDED FUTURE YEARS						
					5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED										
					FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024								
<b>FEDERAL BRIDGE PROJECTS</b>																									
VARIOUS DURHAM FRANKLIN GRANVILLE PERSON VANCE WAKE WARREN	BF-5305	SCREEN AND EVALUATE POTENTIAL FEDERAL FUNDED BRIDGE PROJECTS DIVISION 5.	200	20	NFA	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20				
VARIOUS ALAMANCE CASWELL GUILFORD ORANGE ROCKINGHAM	BF-5307	SCREEN AND EVALUATE POTENTIAL FEDERAL FUNDED BRIDGE PROJECTS DIVISION 7.	200	20	NFA	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20				
VARIOUS CHATHAM HOKE LEE MONTGOMERY MOORE RANDOLPH RICHMOND SCOTLAND	BF-5308	SCREEN AND EVALUATE POTENTIAL FEDERAL FUNDED BRIDGE PROJECTS DIVISION 8.	200	20	NFA	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20				
VARIOUS CHATHAM HOKE LEE MONTGOMERY MOORE RANDOLPH RICHMOND SCOTLAND	BL-5508	BRIDGE IMPROVEMENTS IN DIVISION 8.	100		S	PE	100																		

\* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST FUNDING (THOU) SOURCE	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK															
					5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM				UNFUNDED						
					FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FUTURE YEARS						
<b>FEDERAL BRIDGE PROJECTS</b>																				
VARIOUS ALAMANCE CASWELL GUILFORD ORANGE ROCKINGHAM	BL-5507	BRIDGE IMPROVEMENTS IN DIVISION 7.	100	S	PE	100														
VARIOUS DURHAM FRANKLIN GRANVILLE PERSON VANCE WAKE WARREN	BL-5505	BRIDGE IMPROVEMENTS IN DIVISION 5.	100	S	PE	100														
VARIOUS CHATHAM HOKE LEE MONTGOMERY MOORE RANDOLPH RICHMOND SCOTLAND	BS-5408	SCREEN AND EVALUATE POTENTIAL STATE FUNDED BRIDGE PROJECTS DIVISION 8.	200	20	S	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20			
VARIOUS ALAMANCE CASWELL GUILFORD ORANGE ROCKINGHAM	BS-5407	SCREEN AND EVALUATE POTENTIAL STATE FUNDED BRIDGE PROJECTS DIVISION 7.	200	20	S	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20			

\* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TCC 07/27/11 Attachment 10A

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST FUNDING (THOU) SOURCE	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK										FISCAL YEARS				UNFUNDED FUTURE YEARS						
					5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM															
					FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020												
<b>FEDERAL BRIDGE PROJECTS</b>																									
VARIOUS DURHAM FRANKLIN GRANVILLE PERSON VANCE WAKE WARREN	BS-5405	SCREEN AND EVALUATE POTENTIAL STATE FUNDED BRIDGE PROJECTS DIVISION 5.	200	20	S	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20				
<b>MITIGATION PROJECTS</b>																									
VARIOUS ALAMANCE CASWELL GUILFORD ORANGE ROCKINGHAM	EE-4907	ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 7 PROJECT MITIGATION.	7221	7221																					
IN PROGRESS																									
VARIOUS CHATHAM HOKE LEE MONTGOMERY MOORE RANDOLPH RICHMOND SCOTLAND	EE-4908	ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 8 PROJECT MITIGATION.	8756	8756																					
IN PROGRESS																									
VARIOUS DURHAM FRANKLIN GRANVILLE PERSON VANCE WAKE WARREN	EE-4905	ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 5 PROJECT MITIGATION.	5167	5167																					
IN PROGRESS																									

\* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST FUNDING (THOU) SOURCE	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK										UNFUNDED FUTURE YEARS
					5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM				UNFUNDED	
					FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020		
<b>BICYCLE AND PEDESTRIAN PROJECTS</b>															
VARIOUS ORANGE	EB-5108	SR 1112 (DAIRYLAND ROAD), SR 1111 UNION (CHAPEL GROVE ROAD) TO SR 1006 (ORANGE GROVE ROAD). ADD WIDE PAVED SHOULDERS.			SCHEDULED FOR FEASIBILITY STUDY										
COUNTYWIDE ORANGE	EB-3606	BICYCLE ROUTE MAPPING AND SIGNING.	50	50											
IN PROGRESS															
DURHAM DURHAM	EB-5514	NC 751 / SR 1183-2220 / NON-SYSTEM (UNIVERSITY DRIVE), SR 1116 (GARRETT ROAD) TO SR 1158 (CORNWALLIS ROAD). ADD BICYCLE LANES AND PEDESTRIAN IMPROVEMENTS. (3.1 MILES)	1025		STPEB										
<b>CONGESTION MITIGATION PROJECTS</b>															
AMERICAN TOBACCO TRAIL (ATT) CHATHAM	C-5176	AMERICAN TOBACCO TRAIL, NEW HOPE CHURCH ROAD TRAILHEAD PARK AND RIDE LOT.	1192		CMAQ				C	797					
					C				C	395					
CARRBORO ORANGE	C-5181	JONES CREEK GREENWAY, CONSTRUCT A 100 FOOT BRIDGE AND 650 FOOT PAVED TRAIL TO FILL GAP BETWEEN THE CARRBORO UPPER BOLIN TRAIL AND TWIN CREEKS GREENWAY AND IMPLEMENT PROGRAM TO SUPPORT NON-VEHICLE TRIPS TO MORRIS GROVE ELEMENTARY SCHOOL.	350		CMAQ			PE	24						
					C			PE	6						
					CMAQ					C	247				
					C					C	61				
					CMAQ					N	10				
					C					N	2				
CHAPEL HILL ORANGE	C-5177	MLK, JR. SHARED PATHWAY, CONSTRUCT PATHWAY ALONG MLK, JR. BOULEVARD, HOMESTEAD ROAD TO PINEY MOUNTAIN ROAD.	906		CMAQ			R	180						
					C			R	45						
					CMAQ					C	545				
					C					C	136				
CHAPEL HILL DURHAM ORANGE	C-5104	PURCHASE TWO (2) HYBRID ELECTRIC BUSES AND PROVIDE PORTION OF OPERATING EXPENSE FOR THREE YEARS.	2100	2100											
IN PROGRESS															
CHAPEL HILL ORANGE	C-5179	NORTH ESTES DRIVE, CONSTRUCT A TEN FOOT PATHWAY, FIVE FOOT SIDEWALKS AND A FOUR FOOT BIKE LANE.	1432		CMAQ			R	166						
					C			R	41						
					CMAQ					C	980				
					C					C	245				

\* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDING SOURCE	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK										FISCAL YEARS				UNFUNDED FUTURE YEARS																
						5 YEAR WORK PROGRAM										DEVELOPMENTAL PROGRAM																				
						FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020																						
<b>CONGESTION MITIGATION PROJECTS</b>																																				
TRIANGLE J COUNCIL OF GOVERNMENTS DURHAM ORANGE WAKE	C-4924	TRIANGLE J COUNCIL OF GOVERNMENTS (COG). DEVELOP A FLEXIBLE WORK SCHEDULE FOR EMPLOYEES AND ORGANIZATIONS IN TRIANGLE OZONE NON-ATTAINMENT AREA FOR THREE YEARS.	8201	300		CMAQ				N	481	A	N	482	A	N	572	A	N	620	A															
						C				N	423	A	N	430	A	N	496	A	N	579	A															
						CMAQ				N	383	B	N	385	B	N	458	B																		
						C				N	423	B	N	430	B	N	496	B																		
						A DEVELOP FLEXIBLE WORK SCHEDULES FOR EMPLOYEES IN CAPITAL AREA MPO (CAMPO) - IN PROGRESS																														
						B DEVELOP FLEXIBLE WORK SCHEDULES FOR EMPLOYEES IN DURHAM-CHAPEL HILL-CARRBORO (DCHC) - IN PROGRESS																														
						IN PROGRESS BY TRIANGLE J COUNCIL OF GOVERNMENTS																														
DURHAM DURHAM	C-5182	HOPE VALLEY ROAD, CONSTRUCT SIDEWALKS AND BIKE LANES BETWEEN MLK, JR. PARKWAY AND US 15-501 BUSINESS.	1386			CMAQ						R	107																							
						C						R	27																							
						CMAQ									C	1002																				
						C									C	250																				
DURHAM DURHAM	C-5183	CONSTRUCT SIDEWALKS.	2226			CMAQ									C	1003	B																			
						C									C	251	B																			
						CMAQ									C	778	A																			
						C									C	194	A																			
						A CAMERON BOULEVARD, ERWIN ROAD AND DUKE UNIVERSITY ROAD																														
						B ALSTON AVENUE, CARPENTER FLETCHER ROAD TO SEDWICK ROAD																														
DURHAM DURHAM	C-5175	DURHAM AREA TRANSIT AUTHORITY (DATA) OPERATING ASSISTANCE FOR NEW FIXED ROUTE.				FUNDS FLEXED TO PUBLIC TRANSPORTATION PROGRAM TO-5130B																														
DURHAM DURHAM	C-4702	TEN (10) - REPLACEMENT BUSES.	3000	3000		IN PROGRESS - FUNDS FLEXED TO FEDERAL TRANSIT ADMINISTRATION																														
DURHAM DURHAM	C-5180	DURHAM AREA TRANSIT AUTHORITY (DATA), REPLACEMENT OF FIVE HYBRID CUTAWAYS (LIGHT TRANSIT VEHICLES).				FUNDS FLEXED TO PUBLIC TRANSPORTATION PROGRAM TO-5130B																														
DURHAM DURHAM	C-5103	PURCHASE TWO (2) HYBRID ELECTRIC BUSES AND PROVIDE PORTION OF OPERATING ASSISTANCE FOR TWO YEARS.	1686	1686		IN PROGRESS																														
DURHAM DURHAM	C-5230	TRAFFIC SIGNAL CONTROLLER UPGRADE.	480	480		PLANNING, DESIGN, AND CONSTRUCTION BY CITY OF DURHAM - IN PROGRESS																														
DURHAM DURHAM	C-4929	BICYCLE PARKING PROGRAM. INSTALL BIKE RACKS AT VARIOUS LOCATIONS.	48	48		IN PROGRESS																														

\* INDICATES INTRASTATE PROJECT

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST FUNDING (THOU) SOURCE	5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM				UNFUNDED				
					FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FUTURE YEARS				
<b>CONGESTION MITIGATION PROJECTS</b>																		
DURHAM	C-4928	MORREENE ROAD, NEAL ROAD TO ERWIN ROAD. CONSTRUCT BIKE LANES AND SIDEWALKS.	2115		STPDA	PE	100											
DURHAM					C	PE	25											
					CMAQ					C	444							
					STPDA					C	1148							
					C					C	398							
PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY CITY OF DURHAM - IN PROGRESS																		
DURHAM	C-5178	CAMPUS WALK AVENUE, MORREENE ROAD TO LASALLE STREET AND LASALLE STREET, KANGAROO DRIVE TO ERWIN ROAD. CONSTRUCT SIDEWALKS.	336		CMAQ			C	269									
DURHAM					C			C	67									
HILLSBOROUGH ORANGE	C-5184	RIVERWALK TRAIL, PHASE III. CONSTRUCT A PAVED OFF-ROAD TAIL ALONG ENO RIVER CONNECTING RIVER PARK, GOLD PARK AND THE OCCONEECHEE MOUNTAIN STATE NATURAL AREA.	608		CMAQ			PE	40									
					C			PE	10									
					CMAQ					R	346							
					C					R	86							
					CMAQ					C	101							
					C					C	25							
CHARLOTTE HILLSBOROUGH MECKLENBURG ORANGE	C-5111	INSTALL TWO STATE MAINTAINED E-85 FUELING SITES IN CHARLOTTE AND HILLSBOROUGH.	250	250														
IN PROGRESS																		
COUNTYWIDE HILLSBOROUGH ORANGE	C-4932A	PARK AND RIDE FACILITY, INSTALL BUS SHELTERS AND BIKE RACKS.	49	49														
UNDER CONSTRUCTION																		
TRIANGLE TRANSIT AUTHORITY DURHAM ORANGE WAKE	C-5173	EXPANDED EXPRESS BUS SERVICE, HOLLY SPRINGS TO DOWNTOWN RALEIGH VIA APEX AND CARY. OPERATING ASSISTANCE TO EXTEND CURRENT ROUTE BETWEEN APEX AND DOWNTOWN RALEIGH AND CONSTRUCT TWO NEW PARK AND RIDE LOTS.																
FUNDS FLEXED TO PUBLIC TRANSPORTATION PROGRAM TD-4941B (PARK/RIDE) AND TO-5131 (OPERATIONS)																		
<b>ENHANCEMENT PROJECTS (LOCAL PROJECTS)</b>																		
SR 1158 (CORNWALLIS ROAD) DURHAM	U-4724	SR 1158 (CORNWALLIS ROAD), SOUTH ROXBORO ROAD TO UNIVERSITY DRIVE IN DURHAM. BIKE AND PEDESTRIAN FEATURES.	2395		STPDA	PE	255											
					C	PE	64											
					STPDA					C	1661							
					C					C	415							
PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY CITY OF DURHAM																		

\* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDING SOURCE	5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM				UNFUNDED	
						FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FUTURE YEARS	
<b>ENHANCEMENT PROJECTS (LOCAL PROJECTS)</b>																
VARIOUS ORANGE	EL-5103	CARRBORO, INSTALL BUS SHELTERS AT SELECTED LOCATIONS.	76	76												
UNDER CONSTRUCTION BY TOWN OF CARRBORO																
VARIOUS CHATHAM DURHAM ORANGE	U-4726	DCHC URBAN AREA BICYCLE AND PEDESTRIAN ALLOCATION.	10265	4522	STPDA C	C	2073	C	817	C	1705					
					C	C	518	C	204	C	426					
PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY OTHERS - IN PROGRESS																
CARRBORO ORANGE	EL-4828	MORGAN CREEK GREENWAY (WEST). SMITH LEVEL ROAD TO UNIVERSITY LAKE. CONSTRUCT GREENWAY AND CONNECTIONS.	578	110	STPDA C	C	374									
					C	C	94									
PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY TOWN OF CARRBORO - IN PROGRESS																
CHAPEL HILL ORANGE	EL-4601	MORGAN CREEK GREENWAY (EAST). US 15- 501-CULBETH ROAD TO SMITH LEVEL ROAD. TEN FOOT MULTI-USE ASPHALT PATH INCLUDING ACCESS TO MERRITT PASTURE.	1290	1290												
PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY TOWN - IN PROGRESS																
DURHAM DURHAM	EL-2921E	AMERICAN TOBACCO RAIL TRAIL. NC 54 TO CHATHAM COUNTY LINE. CONSTRUCT A MULTI-PURPOSE TRAIL.	7805	7805												
PARTS A-D COMPLETE; PART E UNDER CONSTRUCTION BY CITY OF DURHAM																
<b>HAZARD ELIMINATION PROJECTS</b>																
NC 55 DURHAM	W-5110	NC 55 (ALSTON AVENUE) AT LAWSON STREET IN DURHAM. CONSTRUCT LEFT TURN LANES ON NC 55. (0.2 MILE)	975	500	HES C	C	475									
RIGHT OF WAY IN PROGRESS																
NC 57 NC 157 ORANGE	SF-4907C	WIDEN NC 57 FOR LEFT TURN LANES AND INSTALL A TRAFFIC SIGNAL AT THE INTERSECTION OF NC 157.	654	54	HES HES	R C	50 550									
IN PROGRESS																
NC 86 ORANGE	W-5318	NC 86, NC 57 TO CASWELL COUNTY LINE. GEOMETRIC IMPROVEMENTS, PAVED SHOULDERS AND RUMBLE STRIPS. (12.2 MILES)	4654		HES HES	R C	227 4427									

\* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST FUNDING (THOU) SOURCE	FISCAL YEARS											UNFUNDED FUTURE YEARS
					5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM						
					FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020			
<b>HAZARD ELIMINATION PROJECTS</b>																
VARIOUS CHATHAM HOKE LEE MONTGOMERY MOORE RANDOLPH RICHMOND SCOTLAND	W-5208	DIVISION 8 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.	300	150	HES	R	50									
					HES	C	100									
DIVISION PURCHASE ORDER CONTRACT (DPOC) - IN PROGRESS																
VARIOUS ALAMANCE CASWELL GUILFORD ORANGE ROCKINGHAM	W-5207	DIVISION 7 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.	650	500	HES	R	50									
					HES	C	100									
DIVISION PURCHASE ORDER CONTRACT (DPOC) - IN PROGRESS																
VARIOUS DURHAM FRANKLIN GRANVILLE PERSON VANCE WAKE WARREN	W-5205	DIVISION 5 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.	330	180	HES	R	50									
					HES	C	100									
DIVISION PURCHASE ORDER CONTRACT (DPOC) - IN PROGRESS																
<b>PASSENGER RAIL PROJECTS</b>																
VARIOUS ALAMANCE CABARRUS DAVIDSON DURHAM GUILFORD MECKLENBURG ROWAN WAKE	P-4405	PRIVATE CROSSING SAFETY INITIATIVE TO CLOSE OR ENHANCE PROTECTION AT RAILROAD CROSSINGS BETWEEN RALEIGH AND CHARLOTTE.	24440	4923	STHSR	PE	934	PE	700	PE	100	PE	64			
					O	PE	500	PE	200							
					STHSR			R	2500	R	750	R	712	R	474	
					STHSR					C	3000	C	3000	C	3000	
					O					C	881	C	881	C	880	
										C	941					
IN PROGRESS																

\* INDICATES INTRASTATE PROJECT



DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDING SOURCE	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK										FUTURE YEARS							
						5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM				UNFUNDED								
						FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020									
<b>PASSENGER RAIL PROJECTS</b>																							
PIEDMONT CORRIDOR	P-2918	TRAIN 73/74 OPERATIONS BETWEEN CHARLOTTE AND RALEIGH, EQUIPMENT AND CAPITAL YARD MAINTENANCE FACILITY.	214284	122589	S(5)	O	2600	O	2600	O	2600	O	2600	O	2600	O	2600	O	2600	O	2600		
ALAMANCE					T2001	O	4000	O	4000	O	4000	O	4000	O	4000	O	4000	O	4000	O	4000		
CABARRUS					STHSR	C	1313	A															
DURHAM					STHSR	C	1205	E															
GUILFORD					STHSR	PE	1259	F	PE	855	F												
MECKLENBURG					STHSR				C	8000	F	C	8327	F									
ROWAN					STHSR	C	5780	G	C	2890	G												
WAKE					STHSR	C	1238	H															
					STHSR	PE	100	I															
					STHSR	C	664	I	C	664	I												
						A	EQUIPMENT REBUILD - 2 F59PHI LOCOMOTIVES - IN PROGRESS																
						B	PURCHASE 2 USED LOCOMOTIVES - ACQUIRED																
						C	EQUIPMENT REHAB - 3 LOCOMOTIVES - IN PROGRESS																
						D	EQUIPMENT REHAB - 3 PASSENGER CARS - COMPLETE																
						E	PASSENGER TRAIN SECURITY SYSTEM, CCTV DATA NETWORK AND GENERATORS - IN PROGRESS																
						F	CRISP CHARLOTTE MAINTENANCE FACILITY TRACK EXTENSION AND SHOP BUILDING - IN PROGRESS																
						G	EQUIPMENT - PURCHASE 4 USED PASSENGER CARS AND REHAB 7 - IN PROGRESS																
						H	CAPITAL YARD PHASE 1 IMPROVEMENTS - EXTEND TRACKS 1 AND 2, MAJOR WORK TRACK 3 - IN PROGRESS																
						I	EQUIP 9 STATIONS AND PLATFORMS WITH ADA/FRA PIDS - IN PROGRESS																
							IN PROGRESS																

STATEWIDE PROJECTS

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST FUNDING (THOU) SOURCE	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK										FISCAL YEARS				UNFUNDED FUTURE YEARS
					5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					FUTURE YEARS				
					FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024		
<b>INTERSTATE PROJECTS</b>																			
I-95 STATEWIDE	M-0412	CORRIDORS OF THE FUTURE PROGRAM. INTERSTATE MAINTENANCE DISCRETIONARY FUNDS (IMD) FOR IMPROVEMENTS TO I-95 FROM FLORIDA TO VIRGINIA. NORTH CAROLINA TO PROVIDE FUNDS TO ADJOINING STATES UNDER TERMS OF AN AGREEMENT.	16800	16800															
IN PROGRESS																			
<b>RURAL PROJECTS</b>																			
VARIOUS STATEWIDE	M-0405	STATEWIDE MOWING MAINTENANCE CONTRACTS FOR PROPERTIES ACQUIRED BY NCDOT IN ADVANCE OF STIP PROJECTS.	1372	472	S	N	100	N	100	N	100	N	100	N	100	N	100		
IN PROGRESS																			
VARIOUS STATEWIDE	M-0281	CENTER FOR TRANSPORTATION AND THE ENVIRONMENT.	1500	1500															
IN PROGRESS																			
VARIOUS STATEWIDE	M-0360	DESIGN SERVICES, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.	15980	6980	S	PE	1000	PE	1000	PE	1000	PE	1000	PE	1000	PE	1000		
IN PROGRESS																			
VARIOUS STATEWIDE	M-0376	STATEWIDE GEOTECHNICAL STUDIES AND INVESTIGATIONS PROJECT TO COVER NON-PROJECT SPECIFIC WORK.	14900	6800	S	PE	900	PE	900	PE	900	PE	900	PE	900	PE	900		
IN PROGRESS																			
VARIOUS STATEWIDE	M-0377	ENVIRONMENTAL STREAMLINING. COORDINATE, PLAN, FACILITATE, IMPLEMENT AND TRACK INITIATIVES.	3000	3000															
IN PROGRESS																			
VARIOUS STATEWIDE	M-0391	STRUCTURE DESIGN, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.	6978	3378	S	PE	400	PE	400	PE	400	PE	400	PE	400	PE	400		
IN PROGRESS																			
VARIOUS STATEWIDE	M-0392	HYDRAULICS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.	2800	1360	S	PE	160	PE	160	PE	160	PE	160	PE	160	PE	160		
IN PROGRESS																			
VARIOUS STATEWIDE	R-8888	STATEWIDE PLANNING FOR TRAFFIC FORECASTING, PRE-TIP PLANNING AND PURPOSE AND NEED STUDIES.	1494	594	S	F	100	F	100	F	100	F	100	F	100	F	100		
IN PROGRESS																			
VARIOUS STATEWIDE	R-4500	ECONOMIC DEVELOPMENT.	15000	5000	S	C	5000	C	5000										
IN PROGRESS																			

\* INDICATES INTRASTATE PROJECT

STATEWIDE PROJECTS

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST FUNDING (THOU) SOURCE	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK										FISCAL YEARS				UNFUNDED FUTURE YEARS				
					5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED								
					FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FUTURE YEARS									
<b>RURAL PROJECTS</b>																							
VARIOUS STATEWIDE	R-4436	NPDES PERMIT, RETROFIT FOURTEEN SITES PER YEAR TO PROTECT WATER QUALITY.	41878	19378	STP	N	2500	N	2500	N	2500	N	2500	N	2500	N	2500	N	2500				
IN PROGRESS																							
VARIOUS STATEWIDE	R-4073	ASPHALT MATERIALS TESTING LABORATORIES CORRECTIVE ACTION PLAN FOR GROUNDWATER CLEAN-UP AT 54 SITES.	34232	16232	STP	C	2000	C	2000	C	2000	C	2000	C	2000	C	2000	C	2000				
IN PROGRESS																							
VARIOUS STATEWIDE	R-4067	POSITIVE GUIDANCE PROGRAM (PAVEMENT MARKINGS AND MARKERS, LED SIGNAL HEAD REPLACEMENT).	103412	67412	STP	C	4000	C	4000	C	4000	C	4000	C	4000	C	4000	C	4000				
IN PROGRESS																							
VARIOUS STATEWIDE	R-4066	WETLAND RESTORATION PROGRAM. COMPLETION OF WATERSHED ASSESSMENT PLANS IN ALL SEVENTEEN (17) RIVER BASINS TO IDENTIFY WETLAND AND STREAM RESTORATION PROJECTS FOR MITIGATION.	17500	17500																			
IN PROGRESS																							
VARIOUS STATEWIDE	R-4049	TRAFFIC OPERATIONS (INCIDENT MANAGEMENT, 511, SMARTLINK, TEC, TMC).	230792	113792	IM	C	9750	C	9750	C	9750	C	9750	C	9750	C	9750	C	9750				
					NHS	C	3250	C	3250	C	3250	C	3250	C	3250	C	3250	C	3250				
IN PROGRESS																							
VARIOUS STATEWIDE	R-4454	IMPROVEMENT PROJECTS THAT FURTHER ECONOMIC GROWTH AND DEVELOPMENT IN SMALL URBAN AND RURAL AREAS.	47000	47000																			
IN PROGRESS																							
VARIOUS STATEWIDE	R-4701	TRAFFIC SYSTEM OPERATIONS PROGRAM (SIGNAL MAINTENANCE).	375230	195230	STP	C	20000	C	20000	C	20000	C	20000	C	20000	C	20000	C	20000				
IN PROGRESS																							
VARIOUS STATEWIDE	R-2929	NATIONAL PARKS SERVICE SPOT SAFETY AND SIGN REHABILITATION.	900		FLPP	C	100	C	100	C	100	C	100	C	100	C	100	C	100				
UNDER CONSTRUCTION BY FEDERAL HIGHWAY ADMINISTRATION																							
VARIOUS STATEWIDE	R-2930	NATIONAL PARKS SERVICE EMERGENCY PAVEMENT REHABILITATION.	630		FLPP	C	70	C	70	C	70	C	70	C	70	C	70	C	70				
UNDER CONSTRUCTION BY FEDERAL HIGHWAY ADMINISTRATION																							
VARIOUS STATEWIDE	R-9999WM	ENVIRONMENTAL MITIGATION AND MINIMIZATION.	178681	61681	NHS	M	1500	M	1500	M	1500	M	8500	M	7000	M	4000	M	11000	M	12000	M	11500
					T	M	1500	M	1500	M	1500	M	8500	M	7000	M	4000	M	11000	M	12000	M	11500
IN PROGRESS																							
STATEWIDE	M-0428	ADVANCED VEHICLE RESEARCH CENTER (AVRC).	297	297																			
IN PROGRESS																							

\* INDICATES INTRASTATE PROJECT

STATEWIDE PROJECTS

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST FUNDING (THOU) SOURCE	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK										UNFUNDED FUTURE YEARS	
					5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM				FISCAL YEARS		
					FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020			
<b>RURAL PROJECTS</b>																
STATEWIDE	M-0359	PROGRAM DEVELOPMENT AND ENVIRONMENTAL ANALYSIS BRANCH. DEVELOP A PROCEDURES MANUAL.	300	300	IN PROGRESS											
<b>URBAN PROJECTS</b>																
STATEWIDE	U-4500	ECONOMIC DEVELOPMENT.	3667		S	C	3667									
IN PROGRESS																
<b>FEDERAL BRIDGE PROJECTS</b>																
STATEWIDE	B-4693	STATEWIDE SURVEY OF HISTORICAL BRIDGES.	1000	1000	IN PROGRESS											
STATEWIDE	B-9999	BRIDGE INSPECTION PROGRAM.	238572	139572	BRGI	I	11000	I	11000	I	11000	I	11000	I	11000	
IN PROGRESS																
STATEWIDE	BK-5131	BRIDGE PRESERVATION AT SELECTED LOCATIONS.	1500	1500	UNDER CONSTRUCTION											
STATEWIDE	BK-5101	DECK PRESERVATION AT 15 SELECTED LOCATIONS.	7747	7747	UNDER CONSTRUCTION											
STATEWIDE	BK-5132	IN-DEPTH ENGINEERING EVALUATION OF WEIGHT RESTRICTIONS ON LOAD POSTED BRIDGES ON US AND NC DESIGNATED ROUTES.	1000	1000	IN PROGRESS											
STATEWIDE	BK-5100	ESTABLISH BRIDGE MANAGEMENT SYSTEM.	5000	5000	IN PROGRESS											
STATEWIDE	BP-5300	BRIDGE PRESERVATION ISSUES AT SELECTED SITES.	129316	54316	FA	C	2500	C	2500	C	2500	C	5000	C	5000	
					NFA	C	2500	C	2500	C	2500	C	5000	C	5000	
IN PROGRESS																
STATEWIDE	BR-5100	REHABILITATE BRIDGES AT SELECTED LOCATIONS.	150000		FA								C	25000	C	25000
IN PROGRESS																
STATEWIDE	M-0379	SCOUR EVALUATION PROGRAM OF EXISTING BRIDGES.	3100	3100	IN PROGRESS											
STATEWIDE	M-0418	STORM WATER RUNOFF. RESEARCH, DESIGN, CONSTRUCT, MAINTAIN AND MONITOR STORM WATER DRAINAGE FROM 50 BRIDGES OVER WATERWAYS. (HB 2346, SECTION 25.18)	5860	5860	UNDER CONSTRUCTION											

\* INDICATES INTRASTATE PROJECT

STATEWIDE PROJECTS

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST FUNDING SOURCE	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK										FISCAL YEARS				UNFUNDED FUTURE YEARS																							
					5 YEAR WORK PROGRAM										DEVELOPMENTAL PROGRAM																											
					FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020																													
<b>BICYCLE AND PEDESTRIAN PROJECTS</b>																																										
VARIOUS STATEWIDE	EB-5130	BICYCLE MAPS AND ROUTES. REVISE, UPDATE, REPRINT MAPS AND SIGN ROUTES.	600	60	STPEB	MP	5	A	MP	5	A	MP	5	A	MP	5	A	MP	5	A	MP	5	A	MP	5	A	MP	5	A	MP	5	A										
					STPEB	MP	5	B	MP	5	B	MP	5	B	MP	5	B	MP	5	B	MP	5	B	MP	5	B	MP	5	B	MP	5	B										
					STPEB	MP	50	C	MP	50	C	MP	50	C	MP	50	C	MP	50	C	MP	50	C	MP	50	C	MP	50	C	MP	50	C										
					A NORTH CAROLINA BICYCE HIGHWAY MAPS																																					
					B LOCAL BICYCLE MAPS																																					
					C URBAN, REGIONAL AND COUNTY BICYCLE MAPS																																					
					IN PROGRESS																																					
VARIOUS STATEWIDE	EB-5118	STATEWIDE BIKE AND PEDESTRIAN FACILITY DEVELOPMENT.	3331	3331	IN PROGRESS																																					
VARIOUS STATEWIDE	EB-4411	ROADWAY IMPROVEMENTS FOR BICYCLE SAFETY ON STATE AND LOCAL DESIGNATED BIKE ROUTES.	9880	8080	STPEB	C	200	C	200	C	200	C	200	C	200	C	200	C	200	C	200	C	200	C	200	C	200	C	200	C	200	C	200	C	200							
					IN PROGRESS																																					
VARIOUS STATEWIDE	EB-4013	SPOT IMPROVEMENTS: SHORT PAVEMENT SECTIONS, BICYCLE RACKS AND SIGNING NEEDS.	3830	2930	STPEB	C	100	C	100	C	100	C	100	C	100	C	100	C	100	C	100	C	100	C	100	C	100	C	100	C	100	C	100	C	100							
					IN PROGRESS																																					
VARIOUS STATEWIDE	EB-2956	STATEWIDE BICYCLE PROGRAM.	13645	9145	STPEB	C	500	C	500	C	500	C	500	C	500	C	500	C	500	C	500	C	500	C	500	C	500	C	500	C	500	C	500	C	500							
					IN PROGRESS																																					
VARIOUS STATEWIDE	EB-3314	STATEWIDE PEDESTRIAN FACILITIES PROGRAM.	5600	4250	STPEP	C	150	C	150	C	150	C	150	C	150	C	150	C	150	C	150	C	150	C	150	C	150	C	150	C	150	C	150	C	150							
					IN PROGRESS																																					
VARIOUS STATEWIDE	EB-2966	SAFETY-EDUCATION PROJECTS.	670	445	STPEB	B	25	B	25	B	25	B	25	B	25	B	25	B	25	B	25	B	25	B	25	B	25	B	25	B	25	B	25	B	25							
					IN PROGRESS																																					
REGIONAL STATEWIDE	EB-4410	AREA-WIDE BICYCLE IMPROVEMENTS FEASIBILITY STUDIES.	200	155	STPEB	F	5	F	5	F	5	F	5	F	5	F	5	F	5	F	5	F	5	F	5	F	5	F	5	F	5	F	5									
					IN PROGRESS																																					
<b>CONGESTION MITIGATION PROJECTS</b>																																										
VARIOUS STATEWIDE	C-5552	RAIL, FOURTH DAILY FREQUENCY BETWEEN RALEIGH AND CHARLOTTE.	11365		CMAQ			O	3052																																	
					C			O	610																																	
					CMAQ					O	3156																															
					C					O	631																															
					CMAQ							O	3263																													
					C							O	653																													

STATEWIDE PROJECTS

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST FUNDING (THOU) SOURCE	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK										FUTURE YEARS						
					5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM				UNFUNDED							
					FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FUTURE YEARS							
<b>CONGESTION MITIGATION PROJECTS</b>																					
VARIOUS STATEWIDE	C-3600	DEPARTMENT OF MOTOR VEHICLES (DMV), VEHICLE EMISSION COMPLIANCE SYSTEM. UPGRADE NORTH CAROLINA'S MOTOR VEHICLE EMISSIONS INSPECTION AND MAINTENANCE (I/M) PROGRAM.	6702	6702	IN PROGRESS BY DEPARTMENT OF MOTOR VEHICLES																
VARIOUS STATEWIDE	C-4982	TRANSPORTATION OPERATIONS CENTER TO ALLOW COORDINATED STATE AND REGIONAL TRANSPORTATION FUNCTIONS IN CONJUNCTION WITH THE STATE HIGHWAY PATROL COMMUNICATIONS CENTER AND OTHER EMERGENCY SERVICES PROVIDERS.	6900	6900	IN PROGRESS																
NON-ATTAINMENT AND MAINTENANCE AREAS STATEWIDE	C-5100	SCHOOL BUS DIESEL PARTICULATE FILTER AND CLOSED CASE VENTILATION SYSTEM RETROFITS.	2000	2000	IN PROGRESS BY DEPARTMENT OF AIR QUALITY																
NORTH CAROLINA DIVISION OF AIR QUALITY STATEWIDE	C-4903	NORTH CAROLINA AIR AWARENESS OUTREACH PROGRAM TO PROVIDE EDUCATION AND PRODUCE DAILY AIR QUALITY FORECAST.	1500	600	CMAQ	N	80	N	80	N	80	N	80	N	80	N	80	N	80		
					O	N	20	N	20	N	20	N	20	N	20	N	20	N	20		
IN PROGRESS BY DEPARTMENT OF AIR QUALITY																					
NORTH CAROLINA STATE UNIVERSITY STATEWIDE	C-4902	NCSU, NORTH CAROLINA SOLAR CENTER CLEAN TRANSPORTATION PROGRAM. DEVELOP AND ADMINISTER A SEVEN YEAR CLEAN FUEL-ADVANCED TECHNOLOGY REBATE PROGRAM IN ALL CMAQ ELIGIBLE COUNTIES TO REDUCE EMISSIONS.	9385	1600	CMAQ			N	2076	N	2076	N	2076								
					O			N	519	N	519	N	519								
IN PROGRESS BY NORTH CAROLINA STATE UNIVERSITY																					
<b>ENHANCEMENT PROJECTS</b>																					
VARIOUS STATEWIDE	E-4599	INSTALL RIVER BASIN HIGHWAY SIGNS.	187	187	IN PROGRESS																
VARIOUS STATEWIDE	E-3821	PRESERVE HISTORIC BRIDGES FROM DEMOLITION.	250	250	IN PROGRESS																
VARIOUS STATEWIDE	E-4602	GIS ARCHAEOLOGICAL DATABASE. STATEWIDE DATABASE TO CALCULATE ARCHAEOLOGICAL SITES LOCATED WITHIN OR NEAR NCDOT PROJECTS.	750	750	IN PROGRESS																

\* INDICATES INTRASTATE PROJECT

STATEWIDE PROJECTS

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST FUNDING (THOU) SOURCE	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK										FISCAL YEARS				UNFUNDED FUTURE YEARS
					5 YEAR WORK PROGRAM										DEVELOPMENTAL PROGRAM				
					FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020						
<b>ENHANCEMENT PROJECTS</b>																			
VARIOUS STATEWIDE	E-4603	ECOSYSTEMS ENHANCEMENT PROGRAM. STRUCTURED MITIGATION FOR PROTECTION, ENHANCEMENT AND RESTORATION OF ECOLOGICAL FUNCTIONS AS COMPENSATION FOR PROJECT IMPACTS AT THE WATERSHED	625	625															
PROGRAMMED FOR PLANNING AND PROGRAM DEVELOPMENT ONLY																			
VARIOUS STATEWIDE	E-4018	NATIONAL RECREATIONAL TRAILS.	12645	1845	NRT	C	1200	C	1200	C	1200	C	1200	C	1200	C	1200		
IN PROGRESS																			
<b>ENHANCEMENT PROJECTS (ROADSIDE)</b>																			
VARIOUS STATEWIDE	ER-3100	PLANTING OF WILDFLOWERS AND PERENNIAL BULBS ON FEDERAL-AID SYSTEM.	17849	12449	STPEL	L	600	L	600	L	600	L	600	L	600	L	600		
IN PROGRESS																			
VARIOUS STATEWIDE	ER-2973	ROADSIDE BEAUTIFICATION PROJECTS IN ALL FOURTEEN HIGHWAY DIVISIONS.	62993	35993	STPEL	L	3000	L	3000	L	3000	L	3000	L	3000	L	3000		
IN PROGRESS																			
VARIOUS STATEWIDE	ER-3101	SPECIAL EVENTS PLANTING STATEWIDE.	13429	9829	STPEL	L	400	L	400	L	400	L	400	L	400	L	400		
IN PROGRESS																			
VARIOUS STATEWIDE	ER-3102	IMPLEMENTATION OF STATEWIDE SCENIC BYWAYS PROGRAM.	1781	1106	STPEL	N	75	N	75	N	75	N	75	N	75	N	75		
IN PROGRESS																			
VARIOUS STATEWIDE	ER-5100	ROADSIDE ENVIRONMENTAL PROJECTS AND TREE PLANTINGS.	7605	7605															
IN PROGRESS																			
VARIOUS STATEWIDE	ER-3419	NORTH CAROLINA STATE BYWAYS BOOKLET PRINTING.	50	50															
IN PROGRESS																			
VARIOUS STATEWIDE	ER-2971	SIDEWALK PROGRAM IN ALL FOURTEEN HIGHWAY DIVISIONS.	27358	14758	STPER	C	1400	C	1400	C	1400	C	1400	C	1400	C	1400		
IN PROGRESS																			
VARIOUS STATEWIDE	ER-3611	COLOR CANOPY AND TREE PLANTING STATEWIDE.	5727	3477	STPEL	L	250	L	250	L	250	L	250	L	250	L	250		
IN PROGRESS																			
BLUE RIDGE PARKWAY STATEWIDE	ER-3817	SCENIC ENHANCEMENT AND VIEWSHED PROTECTION. (101.4 MILES)	2200	2200															
IN ACQUISITION																			

\* INDICATES INTRASTATE PROJECT

STATEWIDE PROJECTS

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST FUNDING (THOU) SOURCE	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK										FISCAL YEARS				UNFUNDED FUTURE YEARS			
					5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED							
					FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020									
<b>HAZARD ELIMINATION PROJECTS</b>																						
VARIOUS STATEWIDE	SI-4901	NO NEED 2 SPEED SAFETY INITIATIVE. SIGNING, EVALUATION, AND IMPLEMENTATION.	280	280																		
IMPLEMENTATION IN PROGRESS																						
VARIOUS STATEWIDE	SI-4900	BLUE STAR MEMORIAL HIGHWAY SIGNING. INSTALL SIGNS AT VARIOUS LOCATIONS STATEWIDE.	250	250																		
UNDER CONSTRUCTION																						
VARIOUS STATEWIDE	SI-4735	SAFETY MANAGEMENT INITIATIVES.	1107	1107																		
IN PROGRESS																						
VARIOUS STATEWIDE	SI-4902	FREEWAY SIGNING INITIATIVE. INSTALL OR REPLACE CRITICAL DIRECTIONAL SIGNS.	200	200																		
UNDER CONSTRUCTION																						
VARIOUS STATEWIDE	W-4447	SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING.	75829	29029	HES	PE	5200	PE	5200	PE	5200	PE	5200	PE	5200	PE	5200	PE	5200			
IN PROGRESS																						
VARIOUS STATEWIDE	W-5301	LANE DEPARTURE SYSTEMIC IMPROVEMENTS.	50000	5000	HES	C	5000	C	5000	C	5000	C	5000	C	5000	C	5000	C	5000			
VARIOUS STATEWIDE	W-5300	SIGNAL RETIMING TO IMPROVE SAFETY.	10000	1000	HES	C	1000	C	1000	C	1000	C	1000	C	1000	C	1000	C	1000			
IN PROGRESS																						
<b>SAFE ROUTES TO SCHOOLS</b>																						
VARIOUS STATEWIDE	SR-5000	SAFE ROUTES TO SCHOOL PROGRAM. EDUCATIONAL, TRAINING AND OTHER NON-INFRASTRUCTURE NEEDS.	1925	1025	SRTS	N	100	N	100	N	100	N	100	N	100	N	100	N	100			
IN PROGRESS																						
VARIOUS STATEWIDE	SR-5001	SAFE ROUTES TO SCHOOL PROGRAM. PROJECTS TO IMPROVE SAFETY, REDUCE TRAFFIC, FUEL COMSUMPTION AND AIR POLLUTION IN VICINITY OF SCHOOLS.	45307	5707	SRTS	R	400	R	400	R	400	R	400	R	400	R	400	R	400			
IN PROGRESS																						
<b>PASSENGER RAIL PROJECTS</b>																						
VARIOUS STATEWIDE	P-5003	SOUTHEASTERN NORTH CAROLINA PASSENGER RAIL SERVICE, RALEIGH TO WILMINGTON VIA FAYETTEVILLE.	132357	2356	T2001															C 130001		
RIGHT OF WAY IN PROGRESS																						
VARIOUS STATEWIDE	P-3418	PLANNING, MANAGEMENT AND RESEARCH STUDIES.	14367	7167	T2001	F	800	F	800	F	800	F	800	F	800	F	800	F	800			
IN PROGRESS																						

\* INDICATES INTRASTATE PROJECT

STATEWIDE PROJECTS

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST FUNDING (THOU) SOURCE	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK										FISCAL YEARS				UNFUNDED FUTURE YEARS
					5 YEAR WORK PROGRAM										DEVELOPMENTAL PROGRAM				
					FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024		
<b>PASSENGER RAIL PROJECTS</b>																			
VARIOUS STATEWIDE	P-3419	SEALED CORRIDOR-SELECTED SEHSRC CROSSINGS. MEDIAN BARRIERS, ARTICULATED GATES, FOUR- QUADRANT GATES, WARNING DEVICE REVISIONS, SIGNAGE AND CAMERA SYSTEMS.	12307	12307															
UNDER CONSTRUCTION																			
VARIOUS STATEWIDE	P-3809	RAILROAD SAFETY INSPECTIONS IN ALL FOURTEEN (14) DIVISIONS.	5810	4460	RR	I	50	I	50	I	50	I	50	I	50	I	50		
					T2001	I	100	I	100	I	100	I	100	I	100	I	100		
IN PROGRESS																			
VARIOUS STATEWIDE	P-4001	RAIL INDUSTRIAL ACCESS PROGRAM.	19000	10000	T2001	C	1000	C	1000	C	1000	C	1000	C	1000	C	1000		
IN PROGRESS																			
VARIOUS STATEWIDE	P-4404	SOUTHEAST HIGH SPEED RAIL CORRIDOR. UPDATE RAIL CROSSING INVENTORY FROM SOUTH CAROLINA STATE LINE TO THE VIRGINIA STATE LINE VIA RALEIGH AND CHARLOTTE AND THE APEX/CARY BYPASS SEGMENT.	800	800															
IN PROGRESS																			
VARIOUS STATEWIDE	P-4702	MAINTENANCE OF RAILROAD TRACK AND SIGNAL IMPROVEMENTS.	14130	6570	T2001	C	840	C	840	C	840	C	840	C	840	C	840		
IN PROGRESS																			
VARIOUS STATEWIDE	P-4700	RAILROAD STATION REHABILITATION PROJECTS.	6900	6900															
IN PROGRESS																			
VARIOUS STATEWIDE	P-3309	AT-GRADE CROSSING ELIMINATION AND IMPROVEMENT PROJECTS, CORRIDOR INVENTORIES AND STUDIES IN ALL FOURTEEN (14) DIVISIONS.	9452	6752	RR	C	150	C	150	C	150	C	150	C	150	C	150		
					T2001	C	150	C	150	C	150	C	150	C	150	C	150		
IN PROGRESS																			

\* INDICATES INTRASTATE PROJECT

STATEWIDE PROJECTS

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST FUNDING (THOU) SOURCE	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK										FISCAL YEARS				UNFUNDED FUTURE YEARS							
					5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED											
					FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FUTURE YEARS												
<b>PASSENGER RAIL PROJECTS</b>																										
VARIOUS STATEWIDE	P-5005	CONGESTION MITIGATION CROSSOVERS.	27523	495	STHSR PE 425 A																					
					STHSR R 503 A																					
					STHSR C 5326 A																					
					STHSR PE 430 B																					
					STHSR R 400 B																					
					STHSR C 5941 B																					
					STHSR C 4000 C																					
					O C 8000 C																					
					STHSR PE 12 D																					
					STHSR R 11 D																					
					STHSR C 967 D																					
					STHSR PE 12 D																					
					STHSR R 11 D																					
					STHSR C 990 D																					
					A CAROLINIAN CORRIDOR - CSXT MP A 101.0 (ENFIELD CROSSING)																					
					B CAROLINIAN CORRIDOR - CSXT MP A 115.9 (ARMSTRONG CROSSING)																					
					C CAROLINIAN CORRIDOR - CSXT MP A 86.4 (SOUTH WELDON CROSSING)																					
					D PIEDMONT CORRIDOR - FAIRGROUNDS CROSSING																					
IN PROGRESS																										
VARIOUS STATEWIDE	P-5202	ENVIRONMENTAL STUDIES FOR RAIL CAPITAL PROJECTS.	19251	1750	T2001 C 1787	C 1824	C 1863	C 1902	C 1942	C 1982	C 2024	C 2067	C 2110													
IN PROGRESS																										
VARIOUS STATEWIDE	P-5004	SOUTHEASTERN NORTH CAROLINA PASSENGER RAIL SERVICE, RALEIGH TO WILMINGTON VIA GOLDSBORO.	192087	3086	T2001											C 189001										
RIGHT OF WAY IN PROGRESS																										
VARIOUS STATEWIDE	Y-4415	HIGHWAY-RAIL CROSSING INVENTORY.	3075	2625	RR C 50	C 50	C 50	C 50	C 50	C 50	C 50	C 50	C 50													
IN PROGRESS																										
VARIOUS STATEWIDE	Y-4100	HIGHWAY-RAIL CROSSINGS SAFETY IMPROVEMENTS AND INVENTORY PASSENGER ROUTES.	15384	6384	RR C 1000	C 1000	C 1000	C 1000	C 1000	C 1000	C 1000	C 1000	C 1000													
UNDER CONSTRUCTION																										
VARIOUS STATEWIDE	Y-4800	TRAFFIC SEPARATION STUDY IMPLEMENTATION AND CLOSURES.	17285	17285																						
IN PROGRESS																										
VARIOUS STATEWIDE	Z-5400	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS.	12309		RR C 12309																					
IN PROGRESS																										
VARIOUS STATEWIDE	Z-5300	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS.	8500	8500																						
IN PROGRESS																										

\* INDICATES INTRASTATE PROJECT

STATEWIDE PROJECTS

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST FUNDING (THOU) SOURCE	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK										FISCAL YEARS				UNFUNDED FUTURE YEARS				
					5 YEAR WORK PROGRAM										DEVELOPMENTAL PROGRAM								
					FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020										
<b>PASSENGER RAIL PROJECTS</b>																							
VARIOUS STATEWIDE	Z-5200	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS.			IN PROGRESS - RAIL DIVISION PURCHASE ORDER CONTRACT (RPOC)																		
VARIOUS STATEWIDE	Z-4100	HIGHWAY-RAIL CROSSING SAFETY IMPROVEMENTS AND INVENTORY.	9000	9000	IN PROGRESS																		
PIEDMONT CORRIDOR STATEWIDE	P-3414	TRAVEL TIME IMPROVEMENTS TO FREIGHT AND PASSENGER RAIL CORRIDORS BETWEEN RALEIGH AND CHARLOTTE AND MATCH FEDERAL FUNDS.	71500	62500	T2001	C	1000	C	1000	C	1000	C	1000	C	1000	C	1000	C	1000				
IN PROGRESS																							
STATEWIDE STATEWIDE	Z-5100	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS.			IN PROGRESS																		
<b>ROADSIDE ENVIRONMENTAL PROJECTS (REST AREA)</b>																							
VARIOUS STATEWIDE	K-4704	INTERSTATE REST AREA SYSTEM PRESERVATION. PAVEMENT, PAVEMENT MARKING, CURB AND GUTTER, SIDEWALKS AND OTHER REHABILITATION ITEMS.	6700	3100	IMPM	C	400	C	400	C	400	C	400	C	400	C	400	C	400				
IN PROGRESS																							
<b>ROADSIDE ENVIRONMENTAL PROJECTS (SCENIC)</b>																							
VARIOUS STATEWIDE	L-2133	PLANTING OF PERENNIAL BULBS AND WILDFLOWERS WITHIN THE 14 HIGHWAY DIVISIONS. LANDSCAPE.	26960	17060	PLF	L	1100	L	1100	L	1100	L	1100	L	1100	L	1100	L	1100				
IN PROGRESS																							
VARIOUS STATEWIDE	L-2500	COLOR AND CANOPY AND TREE PLANTING.	5743	1243	PLF	L	500	L	500	L	500	L	500	L	500	L	500	L	500				
IN PROGRESS																							
VARIOUS STATEWIDE	L-1000	REPLACEMENT PLANTS AT SELECTED LOCATIONS WITHIN THE 14 HIGHWAY DIVISIONS. LANDSCAPE.	3303	2493	PLF	L	90	L	90	L	90	L	90	L	90	L	90	L	90				
IN PROGRESS																							
VARIOUS STATEWIDE	S-5001	NORTH CAROLINA SCENIC BYWAYS LAND CONSERVATION INITIATIVE TO IMPLEMENT RESOURCE PROTECTION AND HERITAGE TOURISM DEVELOPMENT TO ENHANCE AND PRESERVE SCENIC VISTAS AND TOURISM CORRIDORS ALONG 26 OF NORTH CAROLINA'S SCENIC BYWAYS.	316	316	IN PROGRESS																		

\* INDICATES INTRASTATE PROJECT

STATEWIDE PROJECTS

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST FUNDING (THOU) SOURCE	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK										
					5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM				UNFUNDED	
					FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FUTURE YEARS	
<b>ROADSIDE ENVIRONMENTAL PROJECTS (SCENIC)</b>															
VARIOUS STATEWIDE	S-5106	PHASE II : NORTH CAROLINA SCENIC BYWAYS LAND CONSERVATION INITIATIVE TO ADVANCE THE PERMAMENT PROTECTION OF IMPORTANT NATURAL, HISTORIC, CULTURAL AND VISUAL RESOURCES ALONG 25 OF NORTH CAROLINA'S SCENIC BYWAYS.	2744	2744											
IN PROGRESS															

\* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDING SOURCE	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK										UNFUNDED FUTURE YEARS					
						5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM				FUTURE YEARS						
						FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020							
CHAPEL HILL TRANSIT ORANGE	C-5104	Expansion Bus - plus 3 yrs operating	238	238	CMAQ US CMAQ L																
CHAPEL HILL TRANSIT ORANGE	TA-4726	Replacement Bus - articulated	32419	17044	FBUS US FBUS L FUZ US FUZ STAT FUZ L																
						C	2608				C	1939	C	1939	C	1939					
						C	326				C	242	C	242	C	242					
						C	326				C	242	C	242	C	242					
CHAPEL HILL TRANSIT ORANGE	TA-4726A	Replacement Bus	886		FED TBD						C	886									
CHAPEL HILL TRANSIT ORANGE	TA-4748	Replacement - paratransit vehicle	3633	703	FUZ US FUZ STAT FUZ L			C	923	C	634	C	157	C	157	C	157				
								C	115	C	115	C	20	C	20	C	20				
								C	79	C	79	C	20	C	20	C	20				
CHAPEL HILL TRANSIT ORANGE	TA-4979	Replacement Van	1685	893	FUZ US FUZ STAT FUZ L			C	634												
								C	79												
								C	79												
CHAPEL HILL TRANSIT ORANGE	TA-4979A	Replacement Van - Safe-Ride	217		FED TBD						C	31	C	31	C	31	C	31			
CHAPEL HILL TRANSIT ORANGE	TA-4981	Replacement - Sedans/Wagons/4X4	873		FED TBD			C	430			C	443								
CHAPEL HILL TRANSIT ORANGE	TA-4995	Expansion Bus	3600		FED TBD						C	3600									
CHAPEL HILL TRANSIT ORANGE	TA-6512	Expansion Bus	752	752	JARC US JARC STAT JARC L																
CHAPEL HILL TRANSIT ORANGE	TA-6514	Expansion Van	20	20	FEPD US FEPD STAT FEPD L																

\* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDING SOURCE	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK										FISCAL YEARS				UNFUNDED FUTURE YEARS				
						5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					FY 2017	FY 2018	FY 2019	FY 2020					
						FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020										
CHAPEL HILL TRANSIT ORANGE	TD-4710	Facility - Park & Ride	2000		FED TBD				C	2000														
CHAPEL HILL TRANSIT ORANGE	TD-4710B	Facility - Park & Ride	878	878	FUZ US																			
					FUZ STAT																			
					FUZ L																			
CHAPEL HILL TRANSIT ORANGE	TD-5204	Facility - Intermodal Center - Hillsborough	1000		FED TBD							C	1000											
CHAPEL HILL TRANSIT ORANGE	TE-5202	Fixed Guideway - Light Rail - carolina Noth to Carrboro - constuction	6200		FED TBD										C	6200								
CHAPEL HILL TRANSIT ORANGE	TG-4731A	Preventive maintenance	255	255	STPDA US																			
					STPDA L																			
CHAPEL HILL TRANSIT ORANGE	TG-4731B	Preventive maintenance	14211	2353	FUZ US	Oc	984	Oc	1013	Oc	1043	Oc	1074	Oc	1074	Oc	1074	Oc	1074	Oc	1074			
					FUZ L	Oc	246	Oc	253	Oc	261	Oc	269	Oc	269	Oc	269	Oc	269	Oc	269			
CHAPEL HILL TRANSIT ORANGE	TG-4732A	Routine Capital - Bus stop shelters, benches, shop equip., spare parts, engines, farebox, service vehicles, etc	1220	610	FUZ US	C	432	C	56															
					FUZ L	C	108	C	14															
					FUZST US																			
CHAPEL HILL TRANSIT ORANGE	TG-4732B	Routine Capital - service vehicle	496	300	FUZ US							C	157											
					FUZ L							C	39											
CHAPEL HILL TRANSIT ORANGE	TM-5132	Operating Assistance	216	216	JARC US																			
					JARC L																			
CHAPEL HILL TRANSIT ORANGE	TO-5133	Operating Assistance	39371	7241	SMAP STAT	O	3570	O	3570	O	3570	O	3570	O	3570	O	3570	O	3570	O	3570			
CHAPEL HILL TRANSIT ORANGE	TQ-6501	Mobility Management - Elderly and Disabled persons - includes vouchers	364	264	FEPD US	Oc	80																	
					FEPD STAT	Oc	10																	
					FEPD L	Oc	10																	
CHAPEL HILL TRANSIT ORANGE	TQ-6506	Operating Assistance - Elderly and Disabled persons	256	256	FEPD US																			
					FEPD L																			

\* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDING SOURCE	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK										FISCAL YEARS				UNFUNDED FUTURE YEARS				
						5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					FY 2017	FY 2018	FY 2019	FY 2020					
						FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020										
CHAPEL HILL TRANSIT ORANGE	TS-5106	Safety & Security - Min. 1% set aside	421	166	FUZ US	C	40	C	26	C	17	C	33	C	32	C	32	C	32	C	11			
CHAPEL HILL TRANSIT ORANGE	TT-5109	Technology - veh. tracking, passenger info, data communications, traffic signal priority	1331	1331	STPDA US																			
CHAPEL HILL TRANSIT ORANGE	TT-5109B	Technology - maintenance systems	100	100	UTCH STAT																			
CHAPEL HILL TRANSIT ORANGE	TT-5109C	Technology - Real Time Information System and website	64		UTCH STAT	C	58																	
CHAPEL HILL TRANSIT ORANGE	TT-5109C	Technology - Real Time Information System and website	64		UTCH L	C	6																	
DURHAM AREA TRANSIT AUTHORITY / DATA DURHAM	C-5103B	Operational Assistance - 2 yrs remaining CMAQ support	371	371	CMAQ US																			
DURHAM AREA TRANSIT AUTHORITY / DATA DURHAM	TA-4755	Expansion Bus	12800		FED TBD					C	4800							C	4000			C	4000	
DURHAM AREA TRANSIT AUTHORITY / DATA DURHAM	TA-4923	Replacement Bus	28600		FED TBD							C	9100	C	9100					C	5200	C	5200	
DURHAM AREA TRANSIT AUTHORITY / DATA DURHAM	TA-5019A	Replacement - paratransit vehicle	112		FED TBD	C	112																	
DURHAM AREA TRANSIT AUTHORITY / DATA DURHAM	TA-5019C	Replacement - Light Transit Vehicles	729		CMAQ US			C	583															
DURHAM AREA TRANSIT AUTHORITY / DATA DURHAM	TA-5019C	Replacement - Light Transit Vehicles	729		CMAQ STAT			C	73															
DURHAM AREA TRANSIT AUTHORITY / DATA DURHAM	TA-5019C	Replacement - Light Transit Vehicles	729		CMAQ L			C	73															
DURHAM AREA TRANSIT AUTHORITY / DATA DURHAM	TG-4738	Routine Capital - Bus stop shelters, benches, shop equip., spare parts, engines, service vehicles, etc.	7023	2114	FBUS US																			
DURHAM AREA TRANSIT AUTHORITY / DATA DURHAM	TG-4738	Routine Capital - Bus stop shelters, benches, shop equip., spare parts, engines, service vehicles, etc.	7023	2114	FBUS L																			
DURHAM AREA TRANSIT AUTHORITY / DATA DURHAM	TG-4738	Routine Capital - Bus stop shelters, benches, shop equip., spare parts, engines, service vehicles, etc.	7023	2114	FUZ US	C	125	C	475	C	475	C	475	C	475	C	475	C	475	C	475	C	475	
DURHAM AREA TRANSIT AUTHORITY / DATA DURHAM	TG-4738	Routine Capital - Bus stop shelters, benches, shop equip., spare parts, engines, service vehicles, etc.	7023	2114	FUZ L	C	32	C	119	C	119	C	119	C	119	C	119	C	119	C	119	C	119	

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST FUNDING (THOU) SOURCE	FISCAL YEARS										UNFUNDED FUTURE YEARS									
					5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM														
					FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020											
DURHAM AREA TRANSIT AUTHORITY / DATA DURHAM	TG-4738A	Preventive maintenance	40816	7338	FUZ US	Oc	2782	Oc	3000	Oc	3000	Oc	3000	Oc	3000	Oc	3000	Oc	3000					
					FUZ L	Oc	696	Oc	750	Oc	750	Oc	750	Oc	750	Oc	750	Oc	750					
					FUZST US																			
DURHAM AREA TRANSIT AUTHORITY / DATA DURHAM ORANGE	TN-5102	Operating Assistance - New Freedom - urban	1386	252	FNF US	O	63	O	63	O	63	O	63	O	63	O	63	O	63					
					FNF L	O	63	O	63	O	63	O	63	O	63	O	63	O	63					
DURHAM AREA TRANSIT AUTHORITY / DATA DURHAM	TO-5130	Operating Assistance	30766	5428	SMAP STAT	O	2890	O	2806	O	2806	O	2806	O	2806	O	2806	O	2806					
DURHAM AREA TRANSIT AUTHORITY / DATA DURHAM	TO-5130B	Operating Assistance - new route	2438		CMAQ US			O	951	O	999													
					CMAQ L			O	238	O	250													
DURHAM AREA TRANSIT AUTHORITY / DATA DURHAM	TP-5108	Planning Assistance - 5303	1540	280	FMPL US	C	112	C	112	C	112	C	112	C	112	C	112	C	112					
					FMPL STAT	C	14	C	14	C	14	C	14	C	14	C	14	C	14	C	14			
					FMPL L	C	14	C	14	C	14	C	14	C	14	C	14	C	14	C	14			
DURHAM AREA TRANSIT AUTHORITY / DATA DURHAM	TP-5109	Planning Assistance - 5307	4958	480	FUZ US	C	510	C	384	C	384	C	384	C	384	C	384	C	384					
					FUZ STAT	C	64	C	48	C	48	C	48	C	48	C	48	C	48	C	48			
					FUZ L	C	64	C	48	C	48	C	48	C	48	C	48	C	48	C	48			
DURHAM AREA TRANSIT AUTHORITY / DATA DURHAM	TS-5108	Safety & Security - Min. 1% set aside	410	64	FUZ US	C	34	C	39	C	39	C	39	C	39	C	39	C	39					
DURHAM AREA TRANSIT AUTHORITY / DATA DURHAM	TT-4911	Technology - veh. tracking, passenger info, data communications, traffic signal priority	252	252	UTCH STAT																			
Durham County Access DURHAM	TA-6187	Replacement Van	82	82	FNU US																			
					FNU STAT																			
					FNU L																			

\* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST FUNDING (THOU) SOURCE	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK										FISCAL YEARS				UNFUNDED FUTURE YEARS					
					5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED									
					FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FUTURE YEARS										
Durham County DURHAM	Access TA-6246	Expansion - Light Transit Vehicle	50		FNU US	C	6																	
					FNU STAT	C	39																	
					FNU L	C	5																	
Durham County DURHAM	Access TJ-6124	Operating Assistance - employment transportation	275	50	EMP STAT	O	25	O	25	O	25	O	25	O	25	O	25	O	25	O	25			
Durham County DURHAM	Access TK-6126	Administration	226	163	FNU US	O	8																	
					FNU US																			
					FNU STAT	O	46																	
					FNU STAT																			
					FNU L	O	9																	
Durham County DURHAM	Access TL-6123	Operating Assistance - Elderly and Disabled persons	1716	312	EDTAP STAT	O	156	O	156	O	156	O	156	O	156	O	156	O	156	O	156			
Durham County DURHAM	Access TN-6110	Mobility Management - New Freedom - purchase of service	96		FNF US	O	48																	
					FNF L	O	48																	
Durham County DURHAM	Access TN-6111	Mobility Management - New Freedom coordinator	99		FNF US	O	79																	
					FNF STAT	O	10																	
					FNF L	O	10																	
Durham County DURHAM	Access TQ-6109	Mobility Management - Elderly and Disabled persons - purchase of service	113	113	FEPD US																			
					FEPD STAT																			
					FEPD L																			
Durham County DURHAM	Access TR-6164	Operating Assistance - general public in rural areas	880	160	RGP STAT	O	72	O	72	O	72	O	72	O	72	O	72	O	72	O	72			
					RGP L	O	8	O	8	O	8	O	8	O	8	O	8	O	8	O	8	O	8	
TRIANGLE TRANSIT DURHAM ORANGE	TA-4818B	Replacement Bus	4567	3155	FUZ US	C	360					C	770											
					FUZ STAT	C	45					C	96											
					FUZ L	C	45					C	96											

\* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDING SOURCE	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK										FISCAL YEARS			UNFUNDED			
						5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED						
						FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FUTURE YEARS							
TRIANGLE TRANSIT DURHAM ORANGE	TA-4994B	Replacement Van - vanpool	468	231	FBUS US																	
					FBUS L																	
					FED TBD	C	237															
TRIANGLE TRANSIT DURHAM ORANGE	TA-5108	Replacement Van - vanpool	1096		FED TBD	C	728	C	258	C	110											
TRIANGLE TRANSIT DURHAM ORANGE	TA-5123B	Expansion Bus	14683	1656	FUZ US	C	9200	C	500	C	540	C	540	C	1351							
					FUZ STAT	C	115	C	62	C	68	C	68	C	135							
					FUZ L	C	115	C	62	C	68	C	68	C	135							
TRIANGLE TRANSIT DURHAM ORANGE WAKE	TA-5123C	Expansion Bus	5098		FED TBD			C	728	C	728	C	607	C	607	C	607	C	607			
TRIANGLE TRANSIT DURHAM ORANGE	TG-4821B	Routine Capital - Bus stop shelters, benches, shop equip., spare parts, engines, farebox, service vehicles, etc	7428	2028	FUZ US	C	800	C	800	C	800	C	200	C	200	C	200	C	200			
					FUZ L	C	200	C	200	C	200	C	200	C	200	C	200					
TRIANGLE TRANSIT DURHAM ORANGE	TG-4821C	Routine Capital - Bus stop shelters, benches, shop equip., spare parts, engines, service vehicles, etc.	405	405	STPDA US																	
					STPDA L																	
TRIANGLE TRANSIT DURHAM ORANGE	TM-5123B	Operating Assistance - Job Access / Reverse Commute - urban	696	696	JARC US																	
					JARC L																	
TRIANGLE TRANSIT DURHAM ORANGE	TN-5129B	Operating Assistance - New Freedom - urban	312	312	FNF US																	
					FNF L																	
TRIANGLE TRANSIT DURHAM ORANGE	TN-6104B	Operating Assistance - New Freedom - non-urban	156	156	FNF US																	
					FNF L																	

\* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDING SOURCE	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK										FISCAL YEARS			UNFUNDED FUTURE YEARS							
						5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED										
						FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FUTURE YEARS											
TRIANGLE TRANSIT DURHAM ORANGE	TQ-6504	Mobility Management - Elderly and Disabled persons	172	86	FEPD US	Oc	68																			
					FEPD STAT	Oc	9																			
					FEPD L	Oc	9																			
					OLD NUMBER WAS TQ-5105																					
TRIANGLE TRANSIT DURHAM ORANGE	TS-5119	Safety & Security - Min. 1% set aside	282	80	FUZ US	C	102	C	21	C	10	C	21	C	20	C	7	C	7	C	7	C	7			
TRIANGLE TRANSIT DURHAM ORANGE	TS-5133	Safety & Security - surveillance cameras for paratransit vehicles	40		UTCH STAT	C	36																			
					UTCH L	C	4																			
TRIANGLE TRANSIT DURHAM ORANGE	TT-5217	Technology - Ridesharing Matching with Vanpool Mgmt Module	70		UTCH STAT	C	63																			
					UTCH L	C	7																			
TRIANGLE TRANSIT DURHAM ORANGE	TT-5218	Technology - Regional Real Time Upgrade to 511	60		UTCH STAT	C	54																			
					UTCH L	C	6																			

\* INDICATES INTRASTATE PROJECT

**RESOLUTION APPROVING  
AMENDMENT #2 TO  
THE 2035 LONG RANGE TRANSPORTATION PLAN  
FOR THE  
DURHAM-CHAPEL HILL-CARRBORO (DCHC)  
METROPOLITAN PLANNING ORGANIZATION (MPO)**

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

**WHEREAS**, the Transportation Advisory Committee is the duly recognized transportation decision making body for the 3-C transportation planning process (i.e., continuous, cooperative, and comprehensive) of the Durham–Chapel Hill–Carrboro Metropolitan Planning Organization (DCHC MPO); and,

**WHEREAS**, the Transportation Advisory Committee approved the DCHC MPO 2035 Long Range Transportation Plan (LRTP) on May 13, 2009; and,

**WHEREAS**, the DCHC MPO has amended the 2035 Long Range Transportation Plan (LRTP) to ensure that the Plan conforms to the intent and purpose of the North Carolina State Implementation Plan (or interim emissions tests in areas where no SIP is approved or found adequate) in accordance with the Clean Air Act Amendment (CAAA); and,

**WHEREAS**, the Amended 2035 Long Range Transportation Plan (LRTP) meets the planning requirements of 23 CFR Part 134 and the public involvement policies of the DCHC MPO as adopted on October 11, 2006; and,

**WHEREAS**, that conformity determination was made according to the established interagency consultation (IC) procedures for North Carolina; and,

**WHEREAS**, the Transportation Conformity Determination Analysis and Report demonstrate that the Amended 2035 Long Range Transportation Plan (LRTP) conform to the intent and purpose of the North Carolina State Implementation Plan (or interim emissions tests in areas where no SIP is approved or found adequate) in accordance with the Clean Air Act Amendment (CAAA); and,

(Continued)

(Continued – Resolution Adopting Amendment #2 to the DCHC MPO's 2035 LRTP)

**NOW THEREFORE, BE IT RESOLVED:** that the Amended 2035 Long Range Transportation Plan (LRTP) for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) be approved and adopted.

---

Lydia E. Lavelle, TAC Chair

Durham County, North Carolina

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

Date: September 14, 2011

---

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

## Addendum

**Amendment 2** (September 14, 2011) -- Two section changes

- Amendment 2 corrects the mileage (called Distance in the project table) to match the values in the North Carolina State Transportation Improvement Program (STIP) and makes changes to the Air Quality Analysis Year to correspond to current estimates of the project complete timeframe. The following table shows the highway corrections, in **bold** font, using the format from Appendix 1 of the 2035 LRTP.

Project ID	Road Name	Project Limits		Existing # of Lanes	Proposed # of Lanes	Distance (miles)	Regionally Significant	Exempt from AQ	Project Capital Cost (2008 \$)	AQ Analysis Year
		From	To							
<b>DCHC MPO Roadway Projects</b>										
83	Northern Durham Pkwy	US 70 E	I 85 N	0	4	<del>6.40</del> <b>8.1</b>	Yes	No	\$66,999,951	2025
84	Northern Durham Pkwy	I 85 North	Old Oxford Hwy	0	4	<del>2.40</del> <b>3.8</b>	Yes	No	\$27,284,982	2025
85	Northern Durham Pkwy	Old Oxford Hwy	Roxboro Rd	0	2	<del>2.64</del> <b>4.4</b>	No	No	\$19,358,989	2025
49	I-85	US 70	Red Mill Rd	4	6	<del>5.68</del> <b>6.4</b>	Yes	No	\$76,107,334	2025
44	I-40	NC 86	I-85	4	6	<del>7.32</del> <b>7.5</b>	Yes	No	\$77,277,997	2035
9	Carver St Ext	Armfield St	Old Oxford Rd	0	4	0.73	No	No	\$7,660,000	<del>2025</del> <b>2015</b>
56	Louis Stephens Dr (RTP)	Hopson Rd	Wake County Line	0	<del>4</del> <b>2</b>	0.90	No	No	\$0	2015
56.1	Louis Stephens Dr (RTP)	Hopson Rd	Wake County Line	2	4	0.90	No	No	\$8,010,000	2035
<b>NC CAMPO Roadway Projects</b>										
A46	Tryon Rd	Norfolk Southern Rail	South Wilmington St.	2	4	0.9	No	No	\$5,200,000	<del>2015</del> <b>2025</b>
F43	I-40	US 1/64	Lake Wheeler Rd.	6	8	4.43	Yes	No	\$49,027,558	<del>2015</del> <b>2025</b>
	US 64/Laura Duncan Interchange						No	No	\$32,500,000	<b>2025</b>
A380	US 64	US 1	Laura Duncan Rd.	4	4	2.49	Yes	No	\$11,000,000	<del>2015</del> <b>2025</b>
A90d	US401	Franklin County	NC 39	2	4	10.50	Yes	No	\$22,485,000	<del>2015</del> <b>2025</b>
A222a	NC 54	Cary Parkway	Weston Parkway	2	4	0.90	Yes	No	\$4,759,000	<del>2015</del> <b>2025</b>
A235b	US 1A	Forbes Rd.	Rogers Rd.	2	4	0.26	No	No	\$1,700,000	<del>2015</del> <b>2025</b>

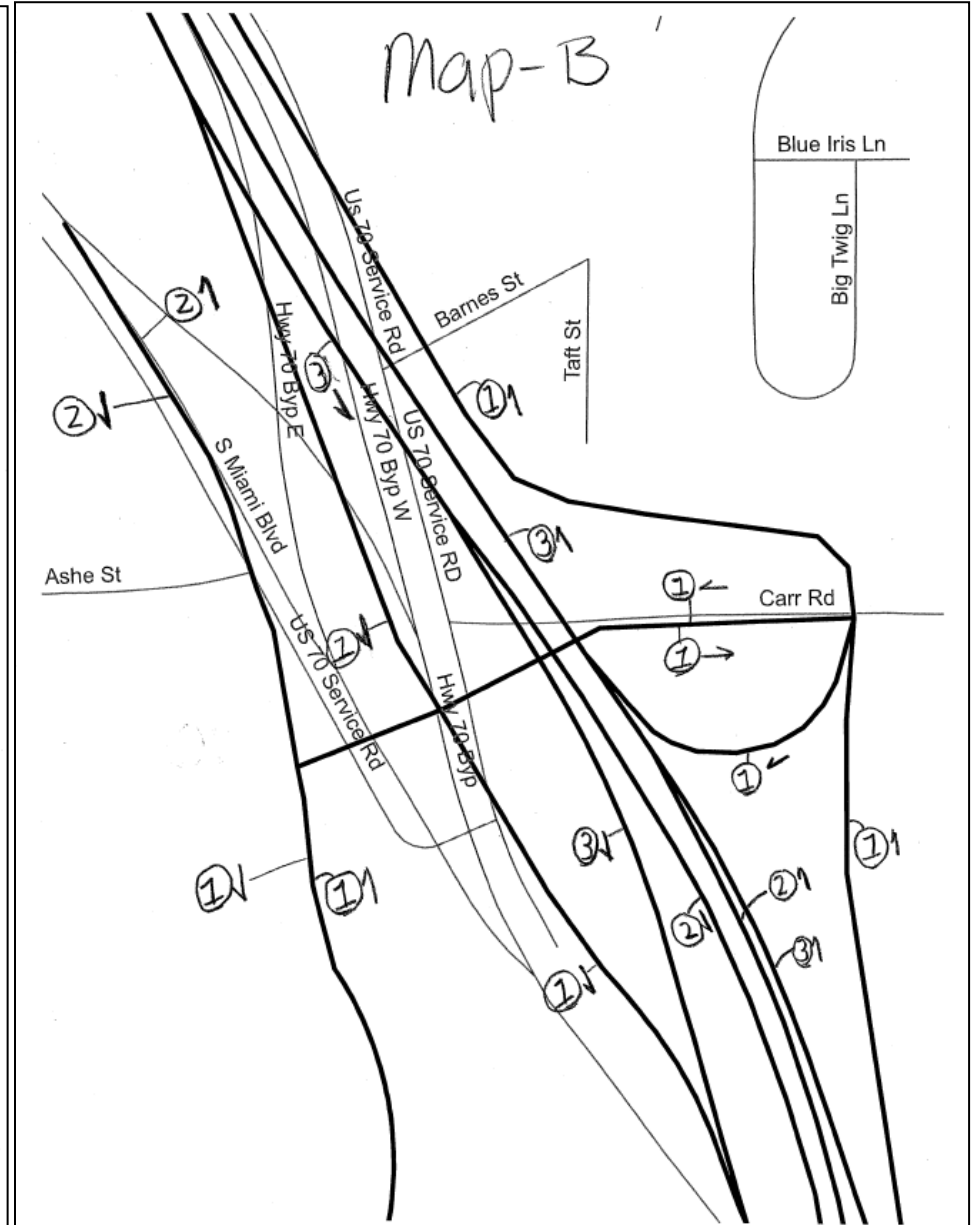
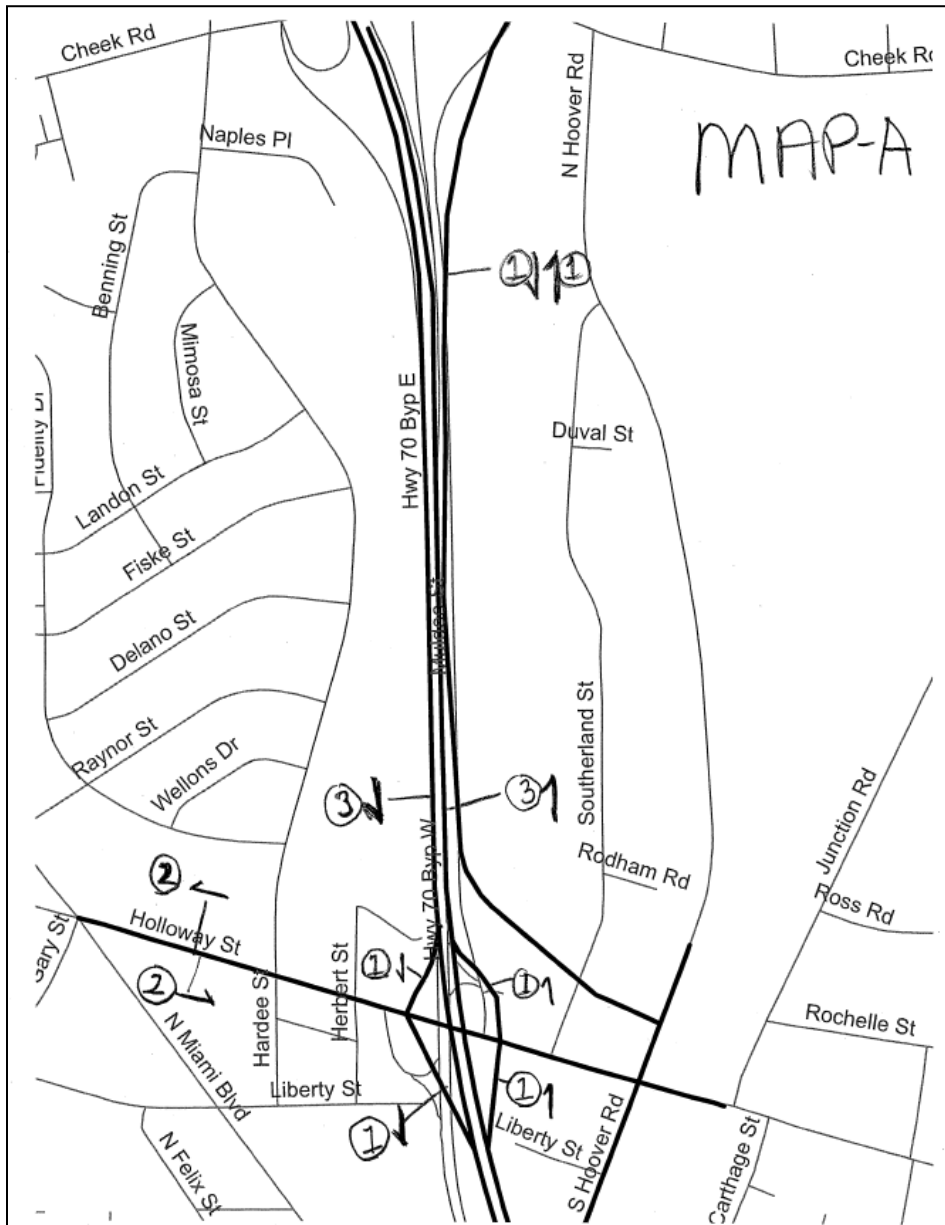


2. Amendment 2 adds BOSS (Bus On Shoulder System) to the Transportation System Management (TSM) list of example projects in section 7.9 of the full report. BOSS permits public transit vehicles, e.g., fixed route buses, to use the breakdown lane of highways when the traffic speed has declined to a specified level.

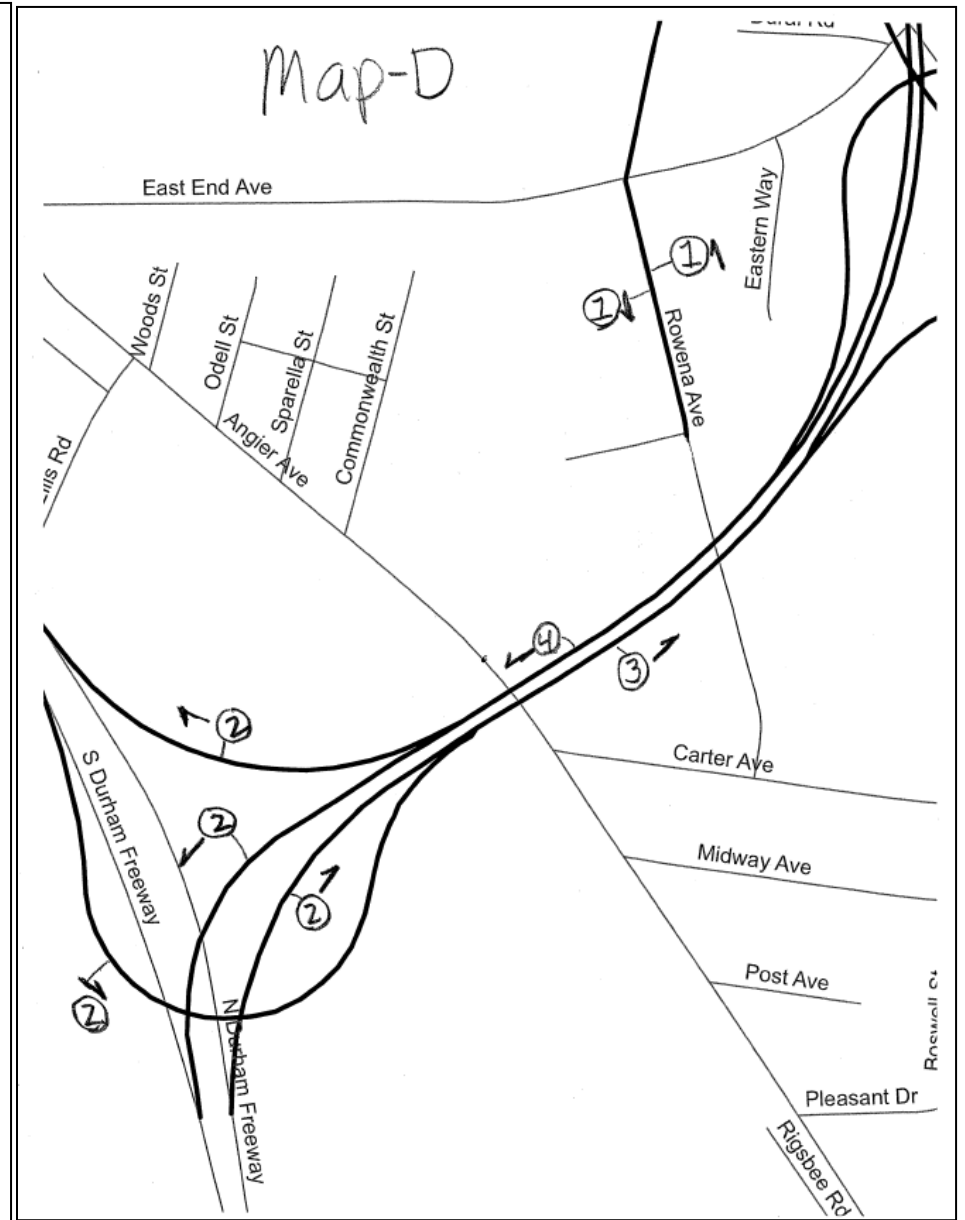
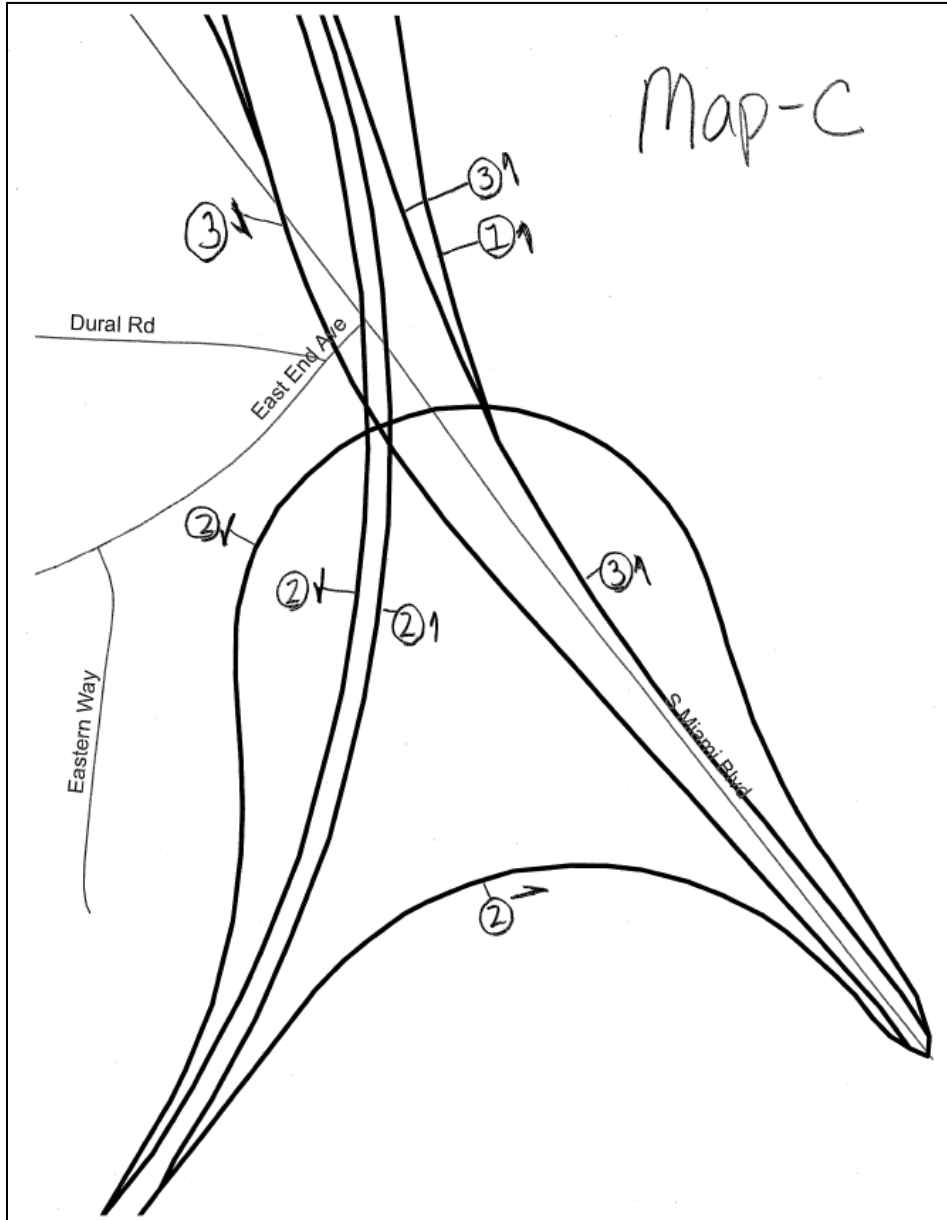
In addition, this resolution for Amendment 2 provides the travel demand model network for the proposed East End Connector (TIP project U-0071) on the next two pages. This network information illustrates the location, intersections, travel direction and number of lanes for the East End Connector in the travel demand model. It is not intended to be part of the 2035 LRTP Amendment 2, but is presented in this resolution to support the air quality conformity process.

### East End Connector – Network, Lane and Direction Data from Triangle Regional Model (TRM) (June 15, 2011)

(Arrow indicates traffic flow direction; and, circled number shows number of travel lanes)



East End Connector – Lane and Direction Data from Triangle Regional Model (TRM) (continued)



Jurisdiction	TIP No	Description	Cost 100%	Cost 80%	2010		2011		2012		2013		2014		2015		
					Phase	Cost	Phase	Cost	Phase	Cost	Phase	Cost	Phase	Cost	Phase	Cost	
Carrboro	U-4726	DC	Multi-use Path from Wilson Park to Estes Dr.	\$ 210,855	\$ 168,684			Construction	\$168,684								
Carrboro	U-4726	DE	Bolin Creek Greenway - Carrboro (Homestead to Chapel Hill)	\$ 737,500	\$ 590,000			Construction	\$590,000								
Carrboro	EL-4828		Morgan Creek Greenway - Carrboro	\$ 600,000	\$ 480,000			Planning	\$105,880	Construction	\$374,120						
Carrboro	U-4726	Dx	Bolin Creek Greenway (Jones Creek)	\$ 268,375	\$ 214,700			Construction	\$214,700								
Carrboro	U-4726	DD	Rogers Road - Sidewalk (Homestead to Meadow Run)	\$ 536,200	\$ 428,960			Planning	\$65,000	Construction	\$363,960						
Carrboro	U-4726	Dx	S. Greensboro St. - Sidewalk	\$ 58,300	\$ 46,640					Construction	\$46,640						
Carrboro	U-4726	Dx	Bicycle Loop Detectors	\$ 37,500	\$ 30,000			Construction	\$30,000								
Carrboro	U-4726	Dx	Bel Arbor-Plantation Acres Multi-use Path	\$ 83,750	\$ 67,000						Construction	\$ 67,000					
Chapel Hill	TG-4731		Chapel Hill Transit - Misc. Capital - Tires Purchase	\$ 255,415	\$ 204,332			Capital	\$ 204,332								
Chapel Hill	U-4727		Chapel Hill Transit Planning	\$ 1,357,500	\$ 1,086,000	UPWP/Plan	\$ 388,000	UPWP/Plan	\$ 373,000	UPWP/Plan	\$ 325,000						
Chapel Hill	U-4727		Intersection & Traffic Study @ RAMS Plaza	\$ 100,000	\$ 80,000	UPWP/Plan	\$ 32,000	UPWP/Plan	\$ 48,000								
Chapel Hill	SR-5001	AR	CH - Culbreth Rd: Cobble Ridge to Rossburn sidewalk	\$ 135,000	\$ 108,000			Construction	\$ 108,000								
Chapel Hill	U-5119		NC 86/US 15-501 BRT improvements	\$ 565,000	\$ 452,000					Construction	\$ 452,000						
Chapel Hill	TT-5109		FCC Radio Communications (Upgrade fleet)	\$ 1,250,000	\$ 1,000,000			Capital	\$ 1,000,000								
Chapel Hill	U-4726	IG	Morgan Creek Greenway Phase 2 - Chapel Hill	\$ 1,637,500	\$ 1,310,000					Construction	\$ 1,310,000						
Chapel Hill	U-4726	IF	Bolin Creek Stairs - Chapel Hill	\$ 125,000	\$ 100,000					Construction	\$ 100,000						
Chapel Hill	U-4726	Ix	CH - Chapel Hill Sidewalks	\$ 400,000	\$ 320,000			Construction	\$ 320,000								
Chapel Hill	U-4726	Ix	NC86/other locations Pedestrian Safety Improvements	\$ 375,000	\$ 300,000			Construction	\$ 150,000	Construction	\$ 150,000						
Chapel Hill	U-4727		Greenways/Bike Ped Maps	\$ 30,000	\$ 24,000			UPWP/Plan	\$ 24,000								
Chapel Hill	U-4726	Ix	Bolin Creek Greenway construction	\$ -	\$ -												
Chapel Hill	TT-5109		Technology: Automatic Passenger Counters	\$ 55,811	\$ 44,649			Capital	\$ 44,649								
Durham	U-4445		NC 147 Bicycle/Pedestrian Bridge - Durham	\$ 500,000	\$ 400,000	Construction	\$400,000										
Durham	E-2921E		American Tobacco Trail Phase E - Durham, Durham County	\$ 1,680,000	\$ 1,344,000	Construction	\$1,344,000										
Durham	U-4726	HL	Barbee Rd. (Orindo to Pearson town Elem.) Sidewalk	\$ 19,600	\$ 15,680					Construction	\$15,680						
Durham	U-4726	HL	DATA Sidewalk	\$ 19,800	\$ 15,840					Construction	\$15,840						
Durham	C-4928		Morreene Road - Bike/Ped Facilities (Neal to Erwin)	\$ 1,560,000	\$ 1,248,000					Planning	\$100,000			Construction	\$ 1,148,000		
Durham	U-4724		Cornwallis Road - Bike/Ped Facilities (S. Roxboro to Univers	\$ 2,395,000	\$ 1,916,000					Planning	\$255,000			Construction	\$ 1,661,000		
Durham	U-3804		Hillandale (I-85 to Carver) - Sidewalks	\$ 81,144	\$ 64,915	Construction	\$64,915										
Durham	U-4726	Hx	Carpenter Fletcher - Bike/Ped Facilities (Woodcroft to Alsto	\$ 1,174,716	\$ 939,773					Planning	\$255,000			Construction	\$ 684,773		
Durham	U-4726	Hx	Avondale - Sidewalk (I-85 to Geer)	\$ 515,000	\$ 412,000					Construction	\$412,000						
Durham	U-4726	Hx	Cheek - Bike/Ped Facilities (Geer to Hardee)	\$ 695,000	\$ 556,000					Construction	\$556,000						
Durham	U-4726	Hx	Hillandale - Bike/Ped Facilities (I-85 to Fulton)	\$ 1,315,484	\$ 1,052,387					Planning	\$157,858			Construction	\$ 894,529		
Durham	U-4726	Hx	Holloway St sidewalks	\$ 157,106	\$ 125,685									Construction	\$ 125,685		
Durham	TT-5110		Technology: Automatic Passenger Counters	\$ 98,490	\$ 78,792			Capital	\$78,792								
Durham	SR-5001	C	Fayetteville Road (Cornwallis to Nelson) bicycle lanes and s	\$ 251,000	\$ 200,800					Construction	\$200,800						
LPA	U-4727		UPWP - staff and routine	\$ 4,962,103	\$ 3,969,682	UPWP/Plan	\$ 405,872	UPWP/Plan	\$ 632,709	UPWP/Plan	\$ 856,364	UPWP/Plan	\$ 671,241	UPWP/Plan	\$ 691,378	UPWP/Plan	#####
LPA	U-4727		UPWP - ITS Deployment Plan Update	\$ 70,000	\$ 56,000	UPWP/Plan	\$ 56,000										
LPA	U-4727		UPWP - Bike/Ped (non-motorized trip)Model Development	\$ 175,000	\$ 140,000	UPWP/Plan	\$ 113,500	UPWP/Plan	\$ 26,500								
LPA	U-4727		UPWP - GIS Integration and Automation	\$ 200,000	\$ 160,000	UPWP/Plan	\$ 160,000										
LPA	U-4727		UPWP - Land Use Model Development	\$ 250,000	\$ 200,000	UPWP/Plan	\$ 200,000										
LPA	U-4727		UPWP - MPO Collector Street Plan	\$ 50,000	\$ 40,000	UPWP/Plan	\$ 40,000										
LPA	U-4727		UPWP - NC 54 Subarea Study	\$ 250,000	\$ 200,000	UPWP/Plan	\$ 150,000	UPWP/Plan	\$ 50,000								
LPA	U-4727		UPWP - Commercial Vehicle Study	\$ 125,000	\$ 100,000	UPWP/Plan	\$ 55,100	UPWP/Plan	\$ 44,900								
LPA	U-4727		UPWP - GIS Integration Phase II	\$ 375,000	\$ 300,000					UPWP/Plan	\$ 150,000	UPWP/Plan	\$ 150,000				
LPA	U-4727		UPWP - Parking Study	\$ 125,000	\$ 100,000					UPWP/Plan	\$ 100,000						
LPA	U-4727		UPWP - Transit Studies	\$ 546,454	\$ 437,163					UPWP/Plan	\$ 137,163	UPWP/Plan	\$ 300,000				
TJCOG	U-4727		UPWP - staff and routine	\$ 210,541	\$ 168,433	UPWP/Plan	\$ 26,922	UPWP/Plan	\$ 26,922	UPWP/Plan	\$ 27,595	UPWP/Plan	\$ 28,285	UPWP/Plan	\$ 28,992	UPWP/Plan	\$ 29,717
TJCOG	U-4727		UPWP - LUCID project/ Fiscal Constraints	\$ 13,354	\$ 10,683			UPWP/Plan	\$ 3,078	UPWP/Plan	\$ 7,605						
TJCOG	U-4727		UPWP - HUD Grant	\$ 25,000	\$ 20,000					UPWP/Plan	\$ 20,000						
NCDOT	EB-4707		Old Durham-Chapel Hill Road - Chapel Hill, Durham	\$ 4,639,000	\$ 3,711,200	ROW	\$191,200	ROW	\$320,000	Construction	\$3,200,000						
Triangle Transit	TT-4911		Technology: Automatic Passenger Counters	\$ 49,245	\$ 39,396			Capital	\$39,396								
				\$ 31,346,743	\$ 25,077,394		\$ 3,627,509		\$4,668,542		\$9,588,625		\$ 1,216,526		\$ 5,234,357	#####	

MTIP changes to be approved as part of FY12-18 MTIP  
 Moved Beyond One-Year Grace Period



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE  
GOVERNOR

EUGENE A. CONTI, JR.  
SECRETARY

July 8, 2011

**MEMORANDUM**

**To:** CMAQ Eligible MPOs & RPOs

**From:** Terry C. Arellano, PE   
TPB Systems Planning Group

**Subject:** NCDOT CMAQ Process & Requirements for 2014 STIP Proposals

I am happy to share with you the attached document – NCDOT CMAQ Process.pdf – which details the North Carolina Congestion Mitigation & Air Quality (CMAQ) process. This is a living document intended to present the history and current status of the CMAQ process as it develops, including information relevant to the submission of CMAQ proposals for funding in future State Transportation Improvement Programs (STIP). This document is posted to the NCDOT Transportation Planning Branch (TPB) website at the following location: <http://www.ncdot.org/doh/preconstruct/tpb/services/cmaq.html>.

Please be aware of the following information contained in the PDF relevant to the CMAQ project selection process for Prioritization 2.0 and development of the 2014 STIP:

Proposal Submittal under P2.0

Detailed information about the submission of CMAQ proposals for the 2014 STIP begins on page 13. Notable items include the following (see document for full details):

- Proposals will be accepted for funding in federal fiscal years **2016 and 2017** only.
- Proposals, including completed applications, must be submitted through Partner Connect during the **October 1 – October 31, 2011** period.
- NCDOT is not able to provide MPO/RPO target allocations at this time. MPO/RPOs are encouraged to develop proposals based on their needs for the FFY 2016 – 2017 period, using past year target allocations as a rough indicator of anticipated available funding.
- In the past, unused MPO/RPO allocation funding reverted back to the overall balance of CMAQ funding for reallocation and use in the next STIP update. For development of the 2014 STIP, there will be a process for other MPO/RPOs to submit proposals to use this unallocated funding for additional CMAQ projects within their areas.

**MAILING ADDRESS:**  
NC DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION PLANNING BRANCH  
1554 MAIL SERVICE CENTER  
RALEIGH NC 27699-1554



[www.ncdot.org](http://www.ncdot.org)

**LOCATION:**  
TRANSPORTATION BUILDING  
1 SOUTH WILMINGTON STREET  
RALEIGH, NC 27601  
Phone: 919-733-4705  
Fax: 919-733-2417

### Statewide & Regional CMAQ Project Selection Criteria

Pages 10 through 12 include the criteria that were used to rank statewide & regional CMAQ proposals for the 2012 STIP. These criteria were developed based on a review of methodologies used by other organizations nationally, including other state DOTs and MPOs. In an effort to improve the transparent and cooperative nature of the NC CMAQ program and of the statewide & regional CMAQ project selection process, we are soliciting comments on these criteria. Comments received will be used to refine these criteria for use beginning with statewide & regional CMAQ proposals for the 2014 STIP. **Therefore, please discuss the criteria among your organization as you see fit and provide me any comments by August 31, 2011.**

### Revisions to Official CMAQ Application

Finally, TPB has revised the official CMAQ application to include data that is needed by the NCDOT Local Program Management Office to facilitate project set-up and to make it more user-friendly. The application is currently being converted to modifiable portable document format; this conversion is anticipated to be complete in the next few days. I will send the new format out and post it to the downloadable forms server on the NCDOT website as soon as it is ready. This modified application will be required for all CMAQ proposals for the P2.0/2014 STIP development.

Thank you all for being patient as NCDOT worked to modify the CMAQ process based on your feedback. Please let me know if you have any questions or require any clarification on the included documentation. You may reach me by telephone at 919-707-0960 or by email at [tarellano@ncdot.gov](mailto:tarellano@ncdot.gov).

### Attachment

cc: Susan Coward, Deputy Secretary for Intergovernmental Affairs and Budget Coordination  
Mike Bruff, PE, Transportation Planning Branch  
Dan Thomas, PE, Transportation Planning Branch  
Derry Schmidt, PE, Transportation Planning Branch  
Transportation Planning Branch Geographic Region Supervisors (CMAQ Eligible Areas)  
Transportation Planning Branch MPO & RPO Coordinators (CMAQ Eligible Areas)



# CONGESTION MITIGATION & AIR QUALITY PROGRAM FOR NORTH CAROLINA

## Contents

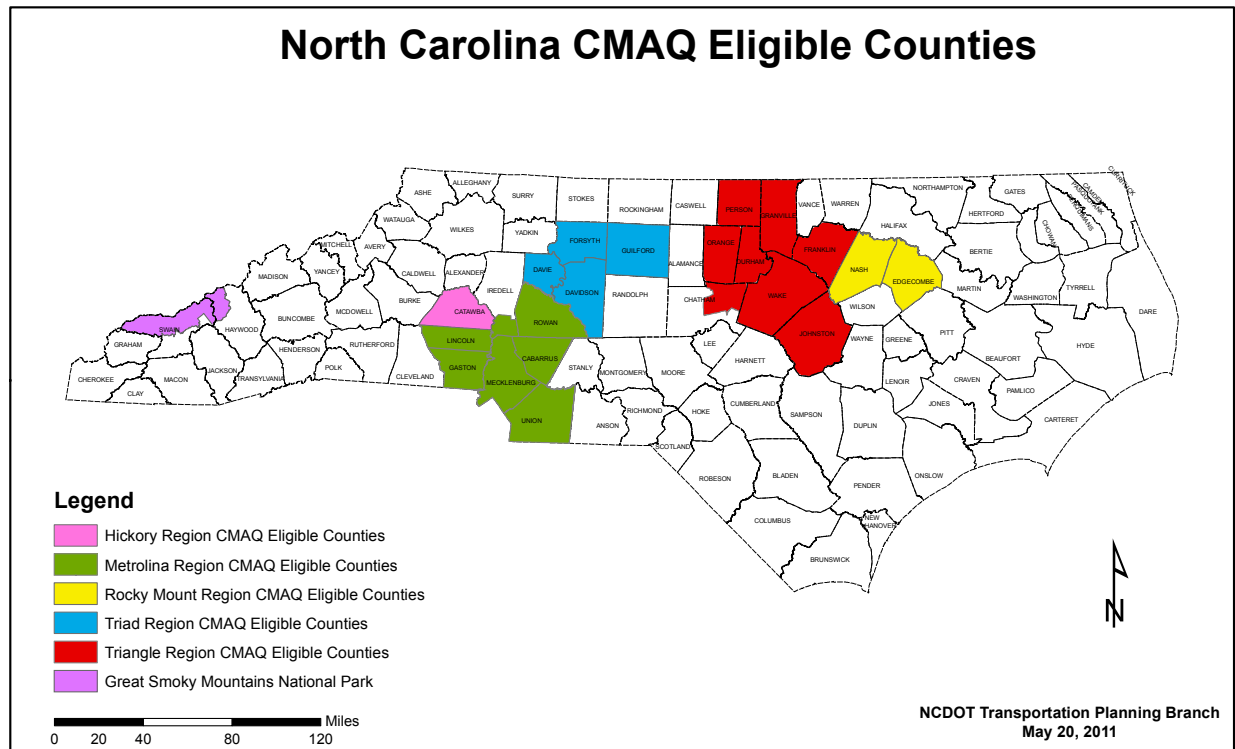
<u>Background</u> .....	2
<u>History of NC's CMAQ Program</u> .....	3
<u>Current Guidelines for CMAQ Program</u> .....	4
<u>Breakdown of North Carolina's CMAQ Apportionment</u> .....	4
<u>Statewide CMAQ</u> .....	4
<u>Regional CMAQ</u> .....	5
<u>Subregional CMAQ</u> .....	5
<u>CMAQ Project Requirements</u> .....	6
<u>Federal and state requirements</u> .....	6
<u>Eligible areas</u> .....	6
<u>Eligible project types</u> .....	6
<u>Limits of funding for alternative fueled vehicle</u> .....	6
<u>Minimum project cost</u> .....	6
<u>Project Request Submittal Process</u> .....	6
<u>Statewide CMAQ proposals</u> .....	7
<u>Regional CMAQ proposals</u> .....	7
<u>Subregional CMAQ proposals</u> .....	8
<u>Interagency Review</u> .....	9
<u>Statewide and Regional CMAQ Evaluation Criteria</u> .....	10
<u>Additional Information for Prioritization 2.0 and 2014 STIP</u> .....	13
<u>MPO/RPO target allocations</u> .....	13
<u>Use of updated CMAQ application</u> .....	13
<u>Submission of proposals in Partner Connect</u> .....	13
<u>Use of Unallocated Target Funding</u> .....	15
<u>Working schedule</u> .....	16
<u>History of Subregional CMAQ Target Funding Allocations</u> .....	17



# CONGESTION MITIGATION & AIR QUALITY PROGRAM FOR NORTH CAROLINA

## Background

Congestion Mitigation & Air Quality (CMAQ) is a federal program that funds transportation projects and programs in air quality nonattainment and maintenance areas to help achieve and maintain national standards for pollutants. In North Carolina, the current criteria pollutants are ozone, carbon oxide and particulate matter. As shown on the map below, there are 24 counties in North Carolina currently eligible for CMAQ funding.



CMAQ was initially authorized as part of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and further continued in the Transportation Equity Act for the 21st Century (TEA-21) and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The program is jointly administered by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) in consultation with the Environmental Protection Agency (EPA). Federal CMAQ guidance can be viewed [here](#).

CMAQ funding is apportioned to North Carolina based on the population in non-attainment and maintenance areas of the state and the severity of the air quality problem. These funds are not included in North Carolina's Equity Formula.

While the CMAQ program is federally funded, no national standard or set of regulations exists for how a CMAQ program should be structured and operated at the State or MPO level. It is intentionally left to the State or MPO to develop and operate a program that best responds to local and regional needs. An open and



# CONGESTION MITIGATION & AIR QUALITY PROGRAM FOR NORTH CAROLINA

accessible CMAQ process provides citizen groups with a good introduction to the transportation planning process because many CMAQ projects deal with quality-of-life issues on which these groups work.

The North Carolina Department of Transportation (NCDOT) manages the State's CMAQ program.

## History of NC's CMAQ Program

Prior to 2004, the application of CMAQ funding to transportation improvement projects was an ad-hoc process – NCDOT would program CMAQ funding for eligible projects as needed.

In 2004, NCDOT modified the process for selecting and funding CMAQ projects in order to facilitate coordination and cooperation with North Carolina's Metropolitan and Rural Planning Organizations (MPOs and RPOs). The revised process involved NCDOT issuing a call for projects to be locally administered within North Carolina's non-attainment and maintenance counties. The anticipated North Carolina CMAQ authorization was allocated to eligible MPO/RPOs, with a portion reserved for projects with statewide benefits. The allocation formula used mimicked the federal apportionment formula and was approved by the Board of Transportation. The project selection process was performed cooperatively by an interagency review committee comprised of representatives from NCDOT (Transportation Planning and Program Development); North Carolina Department of Environment & Natural Resources (Division of Air Quality); FHWA and FTA; and MPO/RPOs (presiding presidents from NCAMPO and NCARPO). This committee reviewed projects based on the CMAQ eligibility rules, emissions benefits, cost and other applicable criteria and recommended projects to the Board of Transportation. The committee reviewed both statewide and local projects. Statewide projects were projects that benefited multi-jurisdictions (more than one air quality region) and had true statewide benefits that could not be considered local projects. Statewide projects were evaluated by air quality emissions benefits and cost. Local projects were projects awarded within eligible counties at the MPO/RPO level from a selection of candidate projects submitted by local project sponsors up to the target yearly allocation for the MPO/RPO. Local projects were evaluated by air quality emissions benefits, MPO/RPO priorities and cost and required endorsement by the affected MPO/RPO. This process was used to develop the CMAQ program for the 2006 – 2012 State Transportation Improvement Program (STIP).

In 2008, NCDOT modified the CMAQ process to improve upon its functionality and to align better with the goals and mission of the Department. The revised process retained many aspects of the 2004 process, but incorporated the following modifications:

- Aligned CMAQ program development with the Project Prioritization and STIP update cycles.
- Since projects were vetted through the MPO/RPO processes, the interagency review was streamlined to include only those agencies necessary to determine the CMAQ eligibility of proposals submitted by the MPOs/RPOs. The resulting interagency review team (IRT) includes FHWA, FTA, EPA and the NCDAQ.
- Implemented a minimum cost threshold of \$100,000 for individual CMAQ projects to help address project management issues.
- Established a final deadline for MPOs/RPOs to identify CMAQ proposals for available funding to help ensure timely use of CMAQ funds. Any CMAQ funds not programmed by the final adoption of the STIP would revert back to the overall balance of CMAQ funding and be reallocated per the allocation formula for the next STIP update cycle.



# CONGESTION MITIGATION & AIR QUALITY PROGRAM FOR NORTH CAROLINA

This process was utilized to develop the CMAQ program for the 2011 – 2017 STIP. In addition, two special efforts were implemented to address programming unallocated funds from the 2004 Call for Projects and to address the 100% CMAQ funding allowed by the 2007 Federal Energy Independence and Security Act (Energy Act).

In 2010, NCDOT modified the CMAQ process again so that it would align with the overall Departmental focus on managing investment strategies by tier and to better protect North Carolina's CMAQ obligation authority from future federal rescissions. This refined the breakdown of CMAQ funding into three broad categories – statewide, regional and subregional. In addition, the years for programming CMAQ projects were slightly modified to align with the Department's 5-Year Work Plan and MPO/RPOs were required to submit their CMAQ requests via the NCDOT Project Priority Template. These revisions were used to develop the CMAQ program for the 2012 – 2018 STIP.

## Current Guidelines for CMAQ Program

The following guidelines represent those approved by the Board of Transportation in 2008, as amended to incorporate current NCDOT practices.

### Breakdown of North Carolina's CMAQ Apportionment

North Carolina's CMAQ funding apportionment is divided into three levels – statewide, regional and subregional.

---

#### Statewide CMAQ

Statewide CMAQ funds are administered by NCDOT and are awarded to prioritized NCDOT-driven CMAQ eligible projects either on a statewide tier facility or involving a system wide improvement within nonattainment and maintenance areas. Statewide CMAQ funds are not subject to regional or subregional allocations or the allocation formula. This category accounts for 35% of the total North Carolina CMAQ apportionment.

Statewide CMAQ projects typically consist of large-scale improvements such as major signal system implementation or upgrades, major intercity rail or transit projects, etc. NCDOT provides all or part of the required match, depending on the type of project and its location (for example, the affected City may be asked to provide a portion of the match for signal system improvements).

Statewide CMAQ applications are submitted by NCDOT Highway and Modal Divisions or by MPO/RPOs in coordination with NCDOT Highway and Modal Divisions. (Applications submitted without coordination and agreement from the appropriate NCDOT Highway/Modal Division are not considered for statewide CMAQ funding).

[A list of qualitative and quantitative criteria](#) is applied to all eligible statewide CMAQ applications to determine a prioritized rank order. The ranked list is submitted to NCDOT Senior Management to determine the final list of statewide CMAQ projects to be programmed in the STIP.



# CONGESTION MITIGATION & AIR QUALITY PROGRAM FOR NORTH CAROLINA

## Regional CMAQ

Regional CMAQ funds are locally-administered and awarded to projects spanning more than one air quality region that cannot be considered subregional projects. Air quality regions are Catawba, Great Smoky Mountains National Park, Metrolina, Rocky Mount, Triad and Triangle. Regional CMAQ projects require endorsement by the affected RPOs and approval by the affected MPOs. The local project sponsor is responsible for providing the required match. This category accounts for 5% of the total North Carolina CMAQ apportionment.

Regional CMAQ projects typically consist of improvements such as new regional transit service routes between regions (such as the Triad and the Triangle); programs to promote advanced fuel technologies in all non-attainment or maintenance areas; programs to advance awareness of air quality through education in all non-attainment or maintenance areas; etc.

Regional CMAQ applications are submitted by partnering MPOs and/or RPOs, NCDOT Highway and Modal Divisions, or Regional Project Sponsors.

[A list of qualitative and quantitative criteria](#) is applied to all eligible regional CMAQ applications to determine a prioritized rank order. The ranked list is submitted to NCDOT Senior Management to determine the final list of regional CMAQ projects to be programmed in the STIP.

## Subregional CMAQ

Subregional CMAQ funds are locally-administered and awarded at the MPO/RPO level to projects within eligible counties. The local project sponsor is responsible for providing the required match and meeting federal funding requirements. This category accounts for 60% of the total North Carolina CMAQ apportionment.

Subregional CMAQ projects typically consist of improvements such as increasing pedestrian travel through the construction of sidewalks; new local transit service routes; alternative fuel transit or passenger vehicle purchases; intersection improvements including turn lanes and roundabouts; etc.

Subregional CMAQ funding is further broken down by eligible MPO/RPO based on the following formula that accounts for the population within nonattainment/maintenance counties and the severity of air quality pollutants within those areas:

$$\text{Yearly MPO/RPO CMAQ Target} = \frac{\text{Factored Population for MPO/RPO}}{\text{Total Statewide AQ Area Population NCCMAQ}} * \text{Total Yearly Allocation}$$

A minimum yearly target is guaranteed for any MPO/RPO whose calculated yearly target is less than \$50,000. These funds are allocated from the statewide CMAQ target. This ensures that each MPO/RPO can program at least one CMAQ project that meets the \$100,000 minimum project amount during the STIP update cycle.

The prioritization of subregional CMAQ projects is completed at the local level at the discretion of the MPO/RPO. MPO/RPOs are asked to rank order their subregional CMAQ needs based on the anticipated air quality emissions benefits, cost of construction or implementation and/or priorities of the MPO/RPO. These



# CONGESTION MITIGATION & AIR QUALITY PROGRAM FOR NORTH CAROLINA

priorities are used to balance requested subregional CMAQ projects against actual funding obligated by the FHWA.

## CMAQ Project Requirements

The following requirements apply to all CMAQ projects:

- **Federal & state project requirements**

Since the CMAQ program is funded by the Federal Highway Administration (FHWA), all CMAQ projects must follow federal laws and regulations. In addition, all CMAQ projects must follow the NCDOT specifications for construction, where applicable. The NCDOT [Local Programs Management Handbook](#) explains these requirements.

- **Eligible areas**

CMAQ funds may only be expended within current air quality nonattainment and maintenance areas, as listed in the following table. Counties marked with an asterisk (\*) are only partially designated non-attainment or maintenance; CMAQ projects within these counties must be within the non-attainment or maintenance portion of the county.

CMAQ Eligible Counties					
Cabarrus	Davie	Franklin	Haywood*	Mecklenburg	Rowan
Catawba	Durham	Gaston	Iredell*	Nash	Swain*
Chatham*	Edgecombe	Granville	Johnston	Orange	Union
Davidson	Forsyth	Guilford	Lincoln	Person	Wake

- **Eligible project types**

Eligible project types are defined in the [Congestion Mitigation and Air Quality \(CMAQ\) Improvement Program under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users Final Program Guidance](#).

- **Limits of funding for alternative fueled vehicle purchases** – Federal guidance limits the use of CMAQ funding for the purchase of alternative fueled vehicles for general governmental use. CMAQ funding may only be applied to the cost differential between a conventional vehicle and an alternative fueled vehicle when that vehicle is intended for general governmental use. The NCDOT Transportation Planning Branch can provide more guidance for specific projects and instruction on how to determine the cost differential, if needed.

- **Minimum project cost** – Individual project proposals will be subject to a minimum cost threshold of \$100,000, including local match.

## Project Request Submittal Process

Requests for CMAQ projects are accepted in conjunction with the NCDOT Prioritization and STIP Development Processes.



# CONGESTION MITIGATION & AIR QUALITY PROGRAM FOR NORTH CAROLINA

## Statewide CMAQ Proposals

Statewide CMAQ proposals are submitted by NCDOT Highway/Modal Division offices or by MPO/RPOs when working in cooperation with NCDOT Highway/Modal Divisions (heretofore referred to as “submitter”).

Statewide CMAQ proposals are submitted via Partner Connect using the following guidelines:

- **CMAQ application** – All statewide CMAQ proposals require a completed CMAQ application and supporting documentation, including detailed information on the calculation of anticipated emissions reductions. This information is necessary to adequately determine the CMAQ eligibility of each proposal based on federal guidance.

A copy of the current CMAQ application may be downloaded in Microsoft Word format from the [NCDOT E-forms database](#) (search for “CMAQ”). The current application must be used for all project proposals. The complete CMAQ application, including all supporting documentation, is saved as a single PDF file. Incomplete applications or applications that do not use the most recent form are returned for correction.

- **Submitter review** – The statewide CMAQ proposal submitter reviews each application to ensure that all required information is included; that requested funding reflects the appropriate required local match; and that applications do not contain errors. Applications that are missing information, do not reflect the appropriate funding match and/or contain errors will be returned for correction. Applications that are not corrected in a timely manner are not considered further.
- **MPO/RPO endorsement & approval** – Statewide CMAQ proposals do not require MPO/RPO approval. However, final statewide CMAQ projects must be included in the TIP for all associated MPOs.
- **Other requirements** – Requirements specific to the current NCDOT Prioritization and STIP Development Processes can be found [here](#).

## Regional CMAQ Proposals

Regional CMAQ proposals are submitted by NCDOT Highway/Modal Division offices, by MPO/RPOs or by outside governmental agencies (heretofore referred to as “submitter”). Regional CMAQ proposals are submitted via Partner Connect using the following guidelines<sup>1</sup>:

- **CMAQ application** – All regional CMAQ proposals require a completed CMAQ application and supporting documentation, including detailed information on the calculation of anticipated emissions reductions. This information is necessary to adequately determine the CMAQ eligibility of each proposal based on federal guidance.

A copy of the current CMAQ application may be downloaded in Microsoft Word format from the [NCDOT E-forms database](#) (search for “CMAQ”). The current application must be used for all project proposals. The complete CMAQ application, including all supporting documentation, is saved as a single PDF file. Incomplete applications or applications that do not use the most recent form are returned for correction.

---

<sup>1</sup> Only NCDOT and MPO/RPOs have access to Partner Connect. Therefore, outside governmental agencies wishing to submit CMAQ proposals should contact the NCDOT Transportation Planning Branch for further instruction.



# CONGESTION MITIGATION & AIR QUALITY PROGRAM FOR NORTH CAROLINA

- **Submitter review** – The regional CMAQ proposal submitter reviews each application to ensure that all required information is included; that requested funding reflects the appropriate required local match; and that applications do not contain errors. Applications that are missing information, do not reflect the appropriate funding match and/or contain errors are returned for correction. Applications that are not corrected by and established deadline are not considered further.
- **MPO/RPO endorsement & approval** – Regional CMAQ proposals do not require MPO/RPO approval. However, final statewide CMAQ projects must be included in the TIP for all associated MPOs.
- **Other requirements** – Requirements specific to the current NCDOT Prioritization and STIP Development Processes can be found [here](#).

## Subregional CMAQ Proposals

MPO/RPOs coordinate with their local jurisdictions to develop a prioritized list of proposed subregional CMAQ proposals and submit these proposals to NCDOT via Partner Connect using the following guidelines:

- **CMAQ application** – All subregional CMAQ proposals require a completed CMAQ application and supporting documentation, including detailed information to document the calculation of anticipated emissions reductions. This information is necessary to adequately determine the CMAQ eligibility of each proposal based on federal guidance.

A copy of the current CMAQ application may be downloaded in Microsoft Word format from the [NCDOT E-forms database](#) (search for “CMAQ”). The current application must be used for all project proposals. The complete CMAQ application, including all supporting documentation, is saved as a single PDF file. Incomplete applications or applications that do not use the most recent form are returned for correction.

- **MPO/RPO review** – MPO/RPO staff reviews each subregional CMAQ application to ensure that all required information is included; that requested funding reflects the appropriate required local match; and that applications do not contain errors. Applications that are missing information, do not reflect the appropriate funding match and/or contain errors are returned for correction. Applications that are not corrected by an established deadline are not considered further.
- **MPO/RPO prioritization** – Subregional CMAQ proposals are prioritized by the associated MPO/RPO. The priority number is included on the CMAQ application. MPO/RPOs may select evaluation criteria as they see fit, but criteria should include anticipated air quality emissions benefits, cost of construction or implementation and/or priorities of the MPO/RPO. These priorities are used to balance requested CMAQ projects against actual funding obligated by the FHWA.
- **Other requirements** – Requirements specific to the current NCDOT Prioritization and STIP Development Processes can be found [here](#).



# CONGESTION MITIGATION & AIR QUALITY PROGRAM FOR NORTH CAROLINA

## **Interagency Review**

Federal CMAQ guidance requires consultation with air quality agencies to develop an appropriate project list of CMAQ programming priorities. In North Carolina, this requirement is fulfilled through the interagency review of all proposed CMAQ projects. The IRT, comprised of NCDOT (Transportation Planning Branch), NCDENR (Division of Air Quality), EPA, FHWA and FTA, review all CMAQ proposals for eligibility.

In addition, CMAQ proposals are reviewed by the NCDOT Public Transportation Division (PTD) and the Highway Division Engineer (or designee) in the appropriate NCDOT Division. PTD reviews applications to identify those that are eligible for flexing to the FTA. Division Engineers conduct a “reality” review to identify concerns with proposed costs, schedules or implementation.



# CONGESTION MITIGATION & AIR QUALITY PROGRAM FOR NORTH CAROLINA

## Statewide & Regional CMAQ Evaluation Criteria

The following criteria are currently being applied to all eligible statewide and regional CMAQ applications to determine a prioritized rank order. The ranked list is submitted to NCDOT Senior Management to determine the final list of statewide and regional CMAQ projects to be programmed in the STIP.

- **Pollutant Reduction (25 points maximum)** – How many kilograms of the criteria pollutants or their precursors will be displaced over the lifetime of the proposed project? This is calculated by summing the yearly reductions of CO, NO<sub>x</sub>, and VOC reductions and multiplying this sum by the number of years in the project lifecycle, as follows:

$$\text{Pollutant Reduction} = \left[ \text{CO Reduction} + \text{NO}_x \text{ Reduction} + \text{VOC Reduction} \right] \times \text{Project Lifecycle}$$

The following are common lifecycles:

C

Improvement Types	Lifecycle in Years
Bicycle projects	20
HOV/HOT Lanes	20
Pedestrian projects	20
Suburban carpool park-and-ride lots	20
Bus Purchase for New Service	12
Intersection Improvements	10
ITS Capital Improvements	10
Signal Coordination and Improvements	10
Telecommuting Centers	10
TMOs/TMAs	10
Truck Stop Electrification	10
Vanpool/Shuttles	8
Replacement of Old Buses	5
Retrofit Technology	5
ITS Operations Improvements	3
Advocacy / Education	Length of funding
TMO & TMA	Length of funding
Transit Operations	Length of funding

Points are awarded as follows:

- 100,000 or more kilograms removed = 25 points
  - 75,000-99,999 kilograms removed = 20 points
  - 50,000-74,999 kilograms removed = 15 points
  - 10,000-49,999 kilograms removed = 10 points
  - Less than 10,000 kilograms removed = 5 points
- **Project Cost Effectiveness (25 points maximum)** – What is the cost per kilogram of pollutant removed over the life of the project? This is calculated by dividing the total project cost (CMAQ + Match) by the Pollutant Reduction.

Points are awarded as follows:

- \$24.99 or less per kilogram removed = 25 points
- \$25.00-\$49.99 per kilogram removed = 20 points



# CONGESTION MITIGATION & AIR QUALITY PROGRAM FOR NORTH CAROLINA

- \$50.00-\$99.99 per kilogram removed = 15 points
- \$100.00-\$199.99 per kilogram removed = 10 points
- \$200.00 - \$299.99 per kilogram removed = 15 points
- \$300.00 or more per kilogram removed = 5 points

- **Transportation Impact (20 points maximum)** - Will the proposed project improve the transportation system? Will it improve freight movement or non-single occupant vehicle (SOV) travel? Will the project address an identified non-vehicular safety issue? If it will reduce vehicular congestion, how much congestion does it eliminate in terms of hours of delay per day?

Points are awarded as follows:

- Promotes multimodal options, including freight movement = 5 points
- Improves vehicular, pedestrian or bicyclist safety = 2 points
- Reduces congestion = 3 points + 2 points for every 10 seconds of delay per vehicle calculated (up to 13 points total)

- **Innovation (10 points maximum)** – Will the proposed project result in the use of new technology or technology not currently implemented in the North Carolina?

Points are awarded as follows:

- Signal coordination of multiple (>3) signals = 10 points
- Gap closure projects = 10 points
- Traffic Operations System = 5 points
- HOV or managed lanes = 3 points
- Ramp metering = 3 points
- Other innovative technology = 3 points

- **Policy & Information Sharing (10 points maximum)** – Will the proposed project educate the public or community decision makers on how to improve air quality? Does the applicant attempt to make institutional change in organizations to reduce pollution?

Points are awarded as follows:

- Best practices to public and decision-makers = 5 points
- Institutional changes regarding air quality and transportation = 5 points

- **Consistency with Existing Plans (5 points maximum)** – Is the proposed project consistent with the MPO's long-range plan or the STIP in RPO areas? Does the project help address an issue identified in another local or Departmental plan?

Points are awarded as follows:

- Consistent with existing plans = 5 points
- Not consistent with existing plans = 0 points

- **Subjective Evaluation (3 points)** – Does the proposed project consider factors of overriding concern, including, but not limited to supporting economic development activities, promoting energy conservation, improving quality of life, leveraging other funds and promoting system management.

Points are awarded as follows:

- Considers any of these types of factors = 3 points



# CONGESTION MITIGATION & AIR QUALITY PROGRAM FOR NORTH CAROLINA

- **SAFETEA-LU Priorities (2 points)** – SAFETEA-LU directs that priority be given to two categories of funding:
  - Diesel retrofits, particularly where necessary to facilitate contract compliance, and other cost-effective emission reduction activities, taking into consideration air quality and health effects; and
  - Cost-effective congestion mitigation activities that provide air quality benefits.

Points are awarded as follows:

- Diesel retrofit project = 2 points
- Cost-effective congestion mitigation activity is awarded points in “Transportation Impact” criteria



# CONGESTION MITIGATION & AIR QUALITY PROGRAM FOR NORTH CAROLINA

## Additional Information for Prioritization 2.0 & 2014 STIP

- **MPO/RPO target allocations** – Due to federal funding uncertainty, NCDOT is unable to establish individual CMAQ target allocations for MPO/RPOs prior to the Partner Connect deadline. MPO/RPOs should submit project proposals to address their CMAQ needs for the FFY 2016 – 2017 period. Total CMAQ funding available will be finalized in early 2012 following the Investment Strategy Summits. NCDOT will use the assigned priorities (and coordinate with the MPO/RPO, as needed) to determine the final projects to be funded in the draft 2014 STIP.

*A suggested approach for developing CMAQ requests is to use past target allocations as a rough indicator of anticipated available funding. The history of CMAQ target allocations since 2006 can be viewed [here](#).*

- **Use of updated CMAQ application** – The NCDOT CMAQ application has recently been modified to capture additional details required for the development of new CMAQ projects. These additional details are as follows:
  - **Anticipated project delivery schedule** – The anticipated delivery date (month and year) for the completion major deliverables and the overall project is needed by NCDOT Local Program Management Office to develop local agreements for awarded projects. This information is requested in Section 7 of the updated CMAQ application.
- **Submission of proposals in Partner Connect** – Summary information and a complete application for each CMAQ proposal must be submitted by the MPO/RPO or NCDOT Highway/Modal Division in Partner Connect by October 31, 2011.

The following summary information will be required for entry directly into Partner Connect:

- **Local ID** – Optional local identifier for the proposal.
- **CMAQ Project Type** – CMAQ proposals may be Statewide CMAQ, Regional CMAQ or Subregional CMAQ. CMAQ Project Type is specified in Section 1 of the CMAQ application.
- **Mode** – CMAQ proposals should be classified by predominate mode: Highway, Bicycle & Pedestrian, Transit or Rail. Implementation proposals that are not mode specific should be entered as Highway (examples of these include TDM, ozone awareness, emission testing/improvements, etc.).
- **Goal** – CMAQ proposals should address one of two NCDOT goals - Mobility or Infrastructure Health. Infrastructure Health is applicable only for replacement transit vehicle proposals; all other proposals should be Mobility. Please see additional details on how NCDOT goals are defined [here](#).
- **Tier** – NCDOT Tier categorizes a route based on use and function. There are three tiers: Statewide, Regional and Subregional. Please see additional information regarding NCDOT's Tier classification system [here](#).



# CONGESTION MITIGATION & AIR QUALITY PROGRAM FOR NORTH CAROLINA

- **Improvement Type** – Improvement Types applicable for CMAQ are as follows:
  - **Corridor Management** (Goal – Mobility) – an improvement to manage access or improve the operations along an existing corridor, such as ramp metering or access management improvements.
  - **Signal System** (Goal – Mobility) – an improvement to create or upgrade a citywide signal system or a signal system along a specific corridor, such as a closed-loop signal system.
  - **Intersection** (Goal – Mobility) – an improvement at a specific intersection, including construction of left-turn lanes or roundabouts.
  - **Traveler Services** (Goal – Mobility) – improvements which provide motorists additional information about their trip or assist motorists during their trip, such as regional multi-modal traveler information systems and incident management programs.
  - **Bicycle** (Goal – Mobility) – improvements that exclusively provide enhanced bicycle service, i.e. bicycle lanes.
  - **Pedestrian** (Goal – Mobility) – improvements that exclusively provide enhanced pedestrian service, i.e. sidewalks.
  - **Bicycle and Pedestrian** (Goal – Mobility) – improvements that provide enhanced bicycle and pedestrian service.
  - **Facility/Station** (Goal – Mobility) – improvements that provide new rail or transit facilities (e.g., lines, stations, terminals, transfer facilities) associated with new or enhanced rail or transit service.
  - **New Vehicle** (Goal – Mobility) – purchase of vehicles to support new transit operation or purchase of vehicles to support enhanced transit service.
  - **Technology** (Goal – Mobility) – any technology-based improvement.
  - **Fixed Guideway** (Goal – Mobility) – improvements that provide fixed guideways associated with new or enhanced mass transit service.
  - **Routine Capital** (Goal – Mobility) – operating assistance for new or expanded transit services
  - **Replacement Vehicle** (Goal – Infrastructure/Health) – purchase of vehicles to replace existing vehicles in the transit fleet.
  - **Track** (Goal – Mobility) – improvements that provide new rail lines associated with new or enhanced mass transit service.
  - **Track and Station** (Goal – Mobility) – improvements that provide new rail lines and station associated with new or enhanced mass transit service.
  - **Air Quality** (Goal – Mobility) – improvements that cannot be categorized as a previously listed improvement type.



# CONGESTION MITIGATION & AIR QUALITY PROGRAM FOR NORTH CAROLINA

- **County** – County in which the proposal is located. If the proposal is located in more than one county, the second (and third, if applicable) county is shown under the “Second County” column (and “Third County” column, if applicable).
- **Division** - The number of the NCDOT Division in which the project is located. If the project is located in more than one Division, the second (and third, if applicable) Division is shown under the "Second Division" column (and “Third Division” column, if applicable).
- **First MPO/RPO, Second MPO/RPO, Third MPO/RPO** - The name of the MPO or RPO in which the project is located. If the project is located in more than one MPO or RPO, the second (and third, if applicable) MPO or RPO name is shown under the "Second MPO/RPO" column (and “Third MPO/RPO” column, if applicable).
- **Title** – Brief title of proposal that is included in Section 4 of the CMAQ application.

Examples:

- NCSU Park and Ride Lot
- Triangle Transit Service to Holly Springs

- **Description** – Summary explanation of the type of work being proposed that is included in Section 4 of the CMAQ application.

Examples:

- Construct a new one-acre park and ride lot on NC State Centennial campus;
- Provide funding to expand express bus service from Holly Springs to downtown Raleigh via Apex and Cary, including operating assistance and the purchase of new hybrid buses.

- **Costs** – Total funding for each phase of the proposal, as specified in Section 5 of the CMAQ application.
- **MPO/RPO Priority** – Priority number assigned by the MPO/RPO to the proposal, as specified in Section 16 of the CMAQ application.

NCDOT will not accept subregional CMAQ proposals from individual localities or proposed project sponsors. All subregional CMAQ proposals are to be submitted in Partner Connect by the associated MPO/RPO.

- **Use of Unallocated Target Funding** – To protect North Carolina from CMAQ funding rescissions, the current process requires that any target allocation funding not programmed by the final adoption of the STIP would revert back to the overall balance of CMAQ funding and be reallocated per the allocation formula for the next STIP update cycle. For development of the CMAQ program in the 2014 STIP, the following will be implemented to further safeguard CMAQ funding from rescission:



# CONGESTION MITIGATION & AIR QUALITY PROGRAM FOR NORTH CAROLINA

- After submitting the list of eligible CMAQ projects for inclusion in the draft 2014 STIP (anticipated March 2012), TPB will reconcile the Regional and Subregional CMAQ target allocations to the actual projects to be programmed.
- This balance will be made available to MPO/RPOs that have developed applications for additional CMAQ proposals that will be ready for a quick turnaround solicitation.
- Partner Connect will be opened for a two-week period to accept required summary information and full CMAQ applications (saved as a single PDF document).
- TPB will facilitate the required interagency review of submitted applications and will use the Statewide & Regional CMAQ Evaluation Criteria to prioritize eligible proposals.
- The highest ranked priorities will be funded up to the available balance and included in the final 2014 STIP.

Please note that, in order to take advantage of this opportunity, it is critical for MPO/RPOs to have complete CMAQ applications that have been vetted through their local processes at the time of the announcement. Additional time will not be permitted to present the CMAQ proposals to local/MPO/RPO board for approval prior to submittal in Partner Connect.

- **Working Schedule** – The current schedule for CMAQ proposal submission, review and approval is as follows:

<b>October 1 – 31, 2011</b>	MPO/RPO and NCDOT Highway/Modal Divisions submit CMAQ summaries & applications via Partner Connect
<b>November 1 – 30, 2011</b>	NCDOT reviews applications
<b>December 1, 2011 – January 31, 2012</b>	IRT reviews applications
<b>January 1, 2012 – February 28, 2012</b>	CMAQ funding levels determined/Follow-up coordination
<b>March 2012</b>	TPB submits CMAQ list for Draft 2014 STIP; Reconciliation of Regional & Subregional CMAQ target allocations to the actual projects to be programmed; Solicitation of additional proposals for reconciled CMAQ funding
<b>Summer 2012</b>	Draft 2014 STIP released
<b>Summer 2013</b>	Final 2014 STIP adopted



# CONGESTION MITIGATION & AIR QUALITY PROGRAM FOR NORTH CAROLINA

## History of Subregional CMAQ Target Funding Allocations

<b>MPO/RPO</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
Burlington-Graham MPO	32,063	32,063	32,063	32,063	32,063
Cabarrus-Rowan MPO	1,009,426	1,009,426	1,009,426	1,009,426	1,009,426
Capital Area MPO	2,725,163	2,725,163	2,725,163	2,725,163	2,725,163
Durham-Chapel Hill-Carrboro MPO	1,333,200	1,333,200	1,333,200	1,333,200	1,333,200
Gaston MPO	626,162	626,162	626,162	626,162	626,162
Greensboro MPO	1,235,628	1,235,628	1,235,628	1,235,628	1,235,628
Hickory MPO	476,596	476,596	476,596	476,596	476,596
High Point MPO	663,485	663,485	663,485	663,485	663,485
Kerr Tar RPO	526,605	526,605	526,605	526,605	526,605
Lake Norman RPO	692,963	692,963	692,963	692,963	692,963
Land of Sky RPO	175,296	175,296	175,296	175,296	175,296
Mecklenburg Union MPO	3,497,850	3,497,850	3,497,850	3,497,850	3,497,850
NW Piedmont RPO	149,800	149,800	149,800	149,800	149,800
Piedmont Triad RPO	325,673	325,673	325,673	325,673	325,673
Rocky Mount MPO	230,409	230,409	230,409	230,409	230,409
Rocky River RPO	75,627	75,627	75,627	75,627	75,627
Southwestern RPO	42,071	42,071	42,071	42,071	42,071
Triangle RPO	91,306	91,306	91,306	91,306	91,306
Unifour RPO	74,996	74,996	74,996	74,996	74,996
Upper Coastal Plain RPO	633,175	633,175	633,175	633,175	633,175
Winston-Salem MPO	1,382,506	1,382,506	1,382,506	1,382,506	1,382,506

<b>MPO/RPO</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
Burlington-Graham MPO	32,063	32,063	71,441	73,173	74,465
Cabarrus-Rowan MPO	1,009,426	1,009,426	1,958,195	2,005,662	2,041,067
Capital Area MPO	2,725,163	2,725,163	5,795,195	5,935,670	6,040,451
Durham-Chapel Hill-Carrboro MPO	1,333,200	1,333,200	2,531,746	2,593,115	2,638,891
Gaston MPO	626,162	626,162	1,271,666	1,302,491	1,325,484
Greensboro MPO	1,235,628	1,235,628	2,611,733	2,675,041	2,722,263
Hickory MPO	476,596	476,596	1,157,864	1,185,931	1,206,866
High Point MPO	663,485	663,485	1,188,406	1,217,213	1,238,700
Kerr Tar RPO	526,605	526,605	618,464	633,456	644,638
Lake Norman RPO	692,963	692,963	930,941	953,507	970,339
Land of Sky RPO	175,296	175,296	125,312	128,349	130,615
Mecklenburg Union MPO	3,497,850	3,497,850	7,032,476	7,202,943	7,330,095
NW Piedmont RPO	149,800	149,800	237,230	242,981	247,270
Piedmont Triad RPO	325,673	325,673	663,795	679,885	691,887
Rocky Mount MPO	230,409	230,409	527,646	540,436	549,976
Rocky River RPO	75,627	75,627	145,657	149,187	151,821
Southwestern RPO	42,071	42,071	See LOSRPO	See LOSRPO	See LOSRPO
Triangle RPO	91,306	91,306	213,647	218,825	222,688
Unifour RPO	74,996	74,996	See HMPO	See HMPO	See HMPO
Upper Coastal Plain RPO	633,175	633,175	888,849	910,395	926,466
Winston-Salem MPO	1,382,506	1,382,506	2,227,739	2,281,740	2,322,019

## TCC TIP Subcommittee Meeting Agenda & Notes

Durham City Hall, Transportation Conference Room

July 13, 2011, 9am

### STPDA/CMAQ Call for Projects

Questions for Discussion (*Notes from Subcommittee in italics*):

1. How to structure the selection of projects/distribution of funds  
*Subcommittee discussed doing the CMAQ and STPDA calls for projects separately but coordinated. The CMAQ will need to be on a faster schedule than STPDA. CMAQ has an NCDOT deadline and STPDA does not.*
  - a. Do we want to focus on an overall goal or mode, e.g. livability/sustainability, projects that support regional transit, bicycle, pedestrian, enhancements?  
*Subcommittee expressed some desire to focus on projects that support regional transit – especially bicycle and pedestrian facilities to the commuter rail stations.*
  - b. Do we want to keep or modify the formula used to distribute STPDA funds last time?  
*LPA Staff will develop a proposal based on the existing formula for consideration. The subcommittee will review and suggest changes.*
    - i. How much to set aside for routine planning and extra planning projects?  
*Subcommittee to discuss further at future meeting*
    - ii. Do we want an annual reserve?  
*Subcommittee discussed that the annual reserve may not be important. The NCDOT local program management requirements are cumbersome for small projects. A reserve for cost overruns may still be needed.*
  - c. Do we want to prioritize CMAQ projects by benefit-cost ratio (total emissions reduced/cost)? Or, since the calculation of air quality benefits is often dubious and always a matter of controversy, do we prioritize CMAQ by other MPO goals?  
*Emission reductions will be part of the evaluation criteria. However, we may also give extra points for projects supportive of regional transit or other MPO goals.*
  - d. Do we want to set minimum project sizes?
    - i. NCDOT requires a \$100,000 minimum for CMAQ
  - e. Should we over-program as an incentive to complete projects on time?  
*Accelerating project schedules is desired to obligate funding.*
2. What years will we be programming?
  - a. STPDA 2016-2020?
  - b. CMAQ 2016-2017
3. How much money is available?
  - a. STPDA: FY 2010 apportionment \$4,986,878
  - b. CMAQ: FY 2015 \$2,638,891  
*NCDOT staff replied that our actual FY 2015 programming was higher (\$3.5M) due to a calculation error.*

4. How to display and track the distribution of STPDA project funding?
  - a. Add on to existing spreadsheet or start a new table?  
*LPA staff prefers a new separate table.*

Schedule:

- June TCC - discuss call for projects
- July TCC - share NCDOT information with TCC
- August 3, 9am - Subcommittee meeting
- August 17 deadline for CMAQ project applications
- August TCC – review CMAQ applications – make recommendation or refer to subcommittee
- September TCC – make CMAQ recommendation to TAC
- October TAC - approve CMAQ projects
- October 31 – deadline for submission of CMAQ projects to NCDOT  
*NCDOT staff replied that the October 31, 2011 deadline for submission of CMAQ projects is firm. If the TAC does not approve applications in October, NCDOT suggested submitting the recommended projects by October 31. If changes are made by the TAC in November, LPA staff can communicate the changes to NCDOT.*

*The STPDA call for projects schedule is not set. The TCC and subcommittee need to discuss changes to the funding formula before soliciting projects. This discussion will occur over the next few months. The approval of STPDA funding will likely occur a few months after CMAQ.*

## **POLICY FRAMEWORK FOR DCHC-MPO'S FEDERAL FUNDS**

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

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

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

### **Transportation Improvement Plan (TIP)**

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

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

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

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

## **DCHC-MPO Funds - Eligibility Requirements**

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

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

## **DCHC-MPO Funds - STP-DA Funding Proposal**

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

### **Step 1 - Distribution guidance**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### **DCHC-MPO Funds – STP-DA Project Approval Process**

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

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

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

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

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

1. Annual Reserve (Small projects), includes:
  - a. LPA and local government planning activities under \$200,000 (federal)
  - b. Bicycle, pedestrian and transit projects under \$200,000 (federal)
  - c. Cost over-runs and additions to existing projects
  - d. These are projects that require less advance planning and can be completed quickly.
  
2. LPA staff requests and LPA and local government routine planning activities, includes:
  - a. New and existing LPA staff positions
  - b. Activities that are required to be completed such as air quality planning, congestion mitigation plan, modeling, etc.

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

### **DCHC-MPO Funds – CMAQ Funding**

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

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

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

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

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

## **Project Tracking System**

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

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

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

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

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

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

## **Policies - Obligations & Monitoring**

### *A. Obligation Monitoring of STP-DA and CMAQ Funds*

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

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

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

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

#### *B. Expenditure Monitoring of STP-DA and CMAQ Funds*

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

#### *C. Obligation and Expenditure Monitoring of FTA Funds*

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

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

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

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

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

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

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

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

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

New and “Returned” funds are defined as follows:

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

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

The TCC and TAC will approve the following:

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

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

---

Adopted by TAC *June 9<sup>th</sup>, 2010.*

## 2011 Rescission

NC has been directed by Congress to return \$ 66.3 M in unobligated balances to USDOT as part of a national \$ 2.5 B rescission of apportioned funds. The rescission is contained in Section 2207 of the Full-Year Continuing Appropriations Act of 2011. Congress provided some flexibility to the states to determine which federal-aid programs the rescission will impact (they did exclude several program categories such as Safety and Appalachian Development from eligibility). FHWA has requested that the NCDOT submit our response to the rescission notice by July 7.

The Department's response has been largely driven by two factors: one is the relative magnitude of the unobligated balances in each program category as compared to the demand for project funding in that category and the second is the potential for funds to lapse or be returned to Washington due to expiration of their 3 or 4 year life.

The major areas impacted by the rescission are the CMAQ program (rescinded amount of \$ 40 M of \$ 80 M in available appropriated funds). On September 30, 2011, we will have \$ 24 M in funds subject to lapse. By allowing rescission of these funds, we will have a carry over balance of almost \$ 40 M to start fiscal 2012.

Another area with a significant rescission of funds is the STP – Enhancement program (rescinded amount of \$ 12.7 M of \$ 45 M in available appropriated funds). On October 1, 2010 we had a balance of \$ 28 M in carry over appropriation, On October 1, 2011 after the rescission; we will have a carry over balance of approximately \$ 33 M. This increase is due to the FFY 2010 appropriation relative to our demand for funds in this category.

The third major program category affected is Statewide Planning and Research (rescinded amount of \$ 13.6 M of \$ 31 M in available appropriated funds). This program has a small amount of funds (\$ 1.5M) subject to lapse in September of year 2012 and a larger amount (\$ 15 M) subject to lapse in September, 2013. The funds selected for rescission are those subject to lapse in FFY 2012 and FY 2013. On October 1, 2011 after the rescission, we will have a carryover balance in this account of \$ 18M.

None of the funds proposed to be adjusted were from the STP-DA or Metropolitan Planning categories.

Program Code	Years	Program Title	Total Unobligated Balance	Unobligated Balance to be Rescinded	Available Balance after Rescission
H400	2005-2008	Congestion Mitigation STEA03	\$26,476.00	\$26,476.00	\$0.00
L400	2009-2012	Congestion Mitigation	\$69,560.00	\$69,560.00	\$0.00
L40E	2010-2013	Congestion Mitigation S-LU EXT	\$72,325,511.00	\$33,987,035.00	\$38,338,476.00
L40R	2010-2013	Congestion Mitigation RE.	\$5,916,927.83	\$5,916,927.83	\$0.00
Q400	2003-2006	CMAQ-TEA21	\$1.00	\$1.00	\$0.00
<b>CMAQ subtotal</b>			<b>\$78,338,475.83</b>	<b>\$39,999,999.83</b>	<b>\$38,338,476.00</b>
L550	2009-2012	Statewide Planning 2%	\$1,581,744.00	\$1,581,744.00	\$0.00
L55E	2010-2013	State Planning 2% S-LU EXT	\$30,380,784.00	\$12,000,000.00	\$18,380,784.00
<b>SPR subtotal</b>			<b>\$31,962,528.00</b>	<b>\$13,581,744.00</b>	<b>\$18,380,784.00</b>
H220	2005-2008	STP-Enhancement STEA03	\$207,183.00	\$207,183.00	\$0.00
L220	2009-2012	STP-Enhancement	\$2,677,301.30	\$2,677,301.00	\$0.30
L22E	2010-2013	STP-Enhancement S-LU EXT	\$38,435,064.00	\$5,225,914.00	\$33,209,150.00
L22R	2010-2013	STP-Enhancement RE	\$4,271,139.19	\$4,271,139.17	\$0.02
Q220	2003-2006	STP-Enhancement TEA 21	\$364,298.00	\$364,298.00	\$0.00
<b>Enhancement subtotal</b>			<b>\$45,954,985.49</b>	<b>\$12,745,835.17</b>	<b>\$33,209,150.32</b>
<b>Overall Totals</b>			<b>\$156,255,989.32</b>	<b>\$66,327,579.00</b>	<b>\$89,928,410.32</b>

## MEMORANDUM

**To:** Transportation Advisory Committee (TAC)  
DCHC MPO

**From:** DCHC MPO Lead Planning Agency

**Date:** July 27, 2011

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

---

This memorandum provides a summary status of tasks for projects in the FY 2010-2011 Unified Planning Work Program.

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

### **FY 2011/FY 2012 Unified Planning Work Program (UPWP) – Projects**

#### **Town of Carrboro Transportation Study/Main Street Road Diet**

- ✓ Consultant selected
- Scope development/contract negotiation underway
- Data Collection to commence in September 2011

#### **Town of Hillsborough Downtown Transportation Study**

- ✓ Consultant selected
- Scope development/contract negotiation underway
- Data Collection to commence in September 2011

#### **2040 Long Range Transportation Plan LRTP**

- LRTP Schedule/Timeline TAC Approval – August 2011
- Socio-economic and demographic data analysis completed
- LRTP Public Involvement plan – Nov/December 2011
- LRTP Goals and Objectives – January 2012
- Approval of LRTP Targets January/February 2012
- Deficiency Analysis – April 2012
- Socio-economic Forecasts – January 2012
- Land use Scenario – January 2012
- Alternative Analysis – May –July 2010
- Draft LRTP Recommendation September 2012
- Air Quality analysis and Conformity Adopted -October 2012 - February 2013
- Approval of LRTP and Conformity determination April/may 2013
- Technical report and implementation

#### **Comprehensive Transportation Plan (CTP)**

- Draft CTP – December 2011 – Depends on NCDOT Schedule
- Public Input

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

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

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

#### **GIS/Data Integration and Automation**

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

#### **Land-use Model Development**

- ✓ Multi-year project in progress
- ✓ Phase 1 completed
- ✓ Sensitivity analysis and testing in progress
- ✓ Data development in on-going
- Phase 2- Parcel level model for DCHC – To commence in July 2011
  - Initial database – TBD
  - Initial model estimation – TBD
  - Initial calibration – TBD

#### **MPO Parking Survey and Study (postponed)**

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

- Council contract approval
- Project commences

**MPO Community Viz. Scenarios Planning and Visualization**

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

**MPO Congestion Management Process CMP**

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

**MPO Safety and Security Plan**

- Action Plan and schedule to be completed in September 2011

**Update of the MPO Public Involvement consistent with Federal Certification Review**

- Action Plan and schedule to be completed in September 2011

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

- Action Plan and schedule to be completed in September 2011

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

- Action Plan and schedule under development

**MPO Freight Plan and Integration**

- Action Plan and schedule to be completed in September 2011

<b>Contract Number:</b> C201487	<b>Route:</b> US-15
<b>Physical Division:</b> 5	<b>County:</b> Durham
<b>Administrative Division:</b> 5	<b>TIP Number:</b> B-3450, U-4009, U-4012
<b>Length:</b> 1.769 miles	<b>Federal Aid Number:</b> BRSTP-1116(6)
<b>Resident Engineer:</b> Chad D. Hinnant	<b>RE Phone Number:</b> (919)220-4680
<b>Location Description:</b> BRIDGES OVER SANDY CRK & TRIBUTARY & APPROACHES ON SR-1116, SR-1126 NEAR US-15/501 & SR-1116, US-15/501 AT MT MORIAH RD.	
<b>Type of Work:</b> GRADING, DRAINAGE, PAVING, SIGNALS, AND STRUCTURES.	
<b>Contractor Name:</b> DLB, INC DBA DLB INC (OF VA)	
<b>Contract Amount:</b> \$18,810,912.36	<b>Cost Overrun/Underrun:</b> 0.4%
<b>Availability Date:</b> 10/1/2007	<b>Letting Date:</b> 8/21/2007
<b>Completion Date:</b> 8/1/2010	<b>Work Began:</b> 10/1/2007
<b>Revised Completion Date:</b> 12/15/2010	<b>Estimated Completion:</b> 4/30/2011
<b>Last Estimate Thru:</b> 4/21/2011	<b>Scheduled Progress:</b> 100%
<b>Last Estimate Paid:</b> 4/26/2011	<b>Actual Progress:</b> 99.99%

<b>Contract Number:</b> C201994	<b>Route:</b> NC-147
<b>Physical Division:</b> 5	<b>County:</b> Durham
<b>Administrative Division:</b> 15	<b>TIP Number:</b> U-4763B
<b>Length:</b> 4.2 miles	<b>Federal Aid Number:</b> TIFIA-540(2)
<b>Resident Engineer:</b> D. Brian Harrington, PE	<b>RE Phone Number:</b> (919)836-4873
<b>Location Description:</b> TRIANGLE PARKWAY FROM NC-540 IN WAKE CO TO I-40 IN DURHAM CO	
<b>Type of Work:</b> GRADING, DRAINAGE, PAVING, SIGNALS, TOLL FACILITIES & STRS.	
<b>Contractor Name:</b> S. T. WOOTEN CORPORATION	
<b>Contract Amount:</b> \$137,446,000.00	<b>Cost Overrun/Underrun:</b>
<b>Availability Date:</b> 9/19/2008	<b>Letting Date:</b> 8/5/2008
<b>Completion Date:</b> 7/1/2011	<b>Work Began:</b> 8/3/2009
<b>Revised Completion Date:</b>	<b>Estimated Completion:</b>
<b>Last Estimate Thru:</b>	<b>Scheduled Progress:</b>
<b>Last Estimate Paid:</b>	<b>Actual Progress:</b>

<b>Contract Number:</b> C202064	<b>Route:</b> SR-2028
<b>Physical Division:</b> 5	<b>County:</b> Durham
<b>Administrative Division:</b> 5	<b>TIP Number:</b> U-3309A
<b>Length:</b> 1.165 miles	<b>Federal Aid Number:</b> STP-2028(4)
<b>Resident Engineer:</b> Cadmus Capehart, PE	<b>RE Phone Number:</b> (919)840-0914
<b>Location Description:</b> SR-2028 (TW ALEXANDER DR) FROM CORNWALLIS RD TO EAST OF NC-147 IN DURHAM.	
<b>Type of Work:</b> WIDENING, GRADING, DRAINAGE, PAVING & SIGNALS.	
<b>Contractor Name:</b> THOMPSON CONTRACTING GRADING PAVING & UTILITIES INC	
<b>Contract Amount:</b> \$6,502,648.68	<b>Cost Overrun/Underrun:</b> 4.25%
<b>Availability Date:</b> 2/1/2010	<b>Letting Date:</b> 12/15/2009
<b>Completion Date:</b> 8/15/2011	<b>Work Began:</b> 2/8/2010
<b>Revised Completion Date:</b>	<b>Estimated Completion:</b> 12/31/2011
<b>Last Estimate Thru:</b> 5/31/2011	<b>Scheduled Progress:</b> 91%
<b>Last Estimate Paid:</b> 6/10/2011	<b>Actual Progress:</b> 43.18%

<b>Contract Number:</b> C202164	<b>Route:</b> SR-1959
<b>Physical Division:</b> 5	<b>County:</b> Durham
<b>Administrative Division:</b> 5	<b>TIP Number:</b> U-4011
<b>Length:</b> 0.767 miles	<b>Federal Aid Number:</b> STP-1959(3)
<b>Resident Engineer:</b> Chad D. Hinnant	<b>RE Phone Number:</b> (919)220-4680
<b>Location Description:</b> SR-1959 (S MIAMI BLVD) FROM SOUTH OF SR-2112 (METHODIST ST) TO NORTH OF SR-1960 (BETHESDA AVE).	
<b>Type of Work:</b> GRADING, DRAINAGE, PAVING & SIGNALS.	
<b>Contractor Name:</b> TRIANGLE GRADING & PAVING, INC	
<b>Contract Amount:</b> \$4,666,751.41	<b>Cost Overrun/Underrun:</b>
<b>Availability Date:</b> 6/27/2011	<b>Letting Date:</b> 5/17/2011
<b>Completion Date:</b> 7/13/2012	<b>Work Began:</b>
<b>Revised Completion Date:</b>	<b>Estimated Completion:</b>
<b>Last Estimate Thru:</b>	<b>Scheduled Progress:</b>
<b>Last Estimate Paid:</b>	<b>Actual Progress:</b>

<b>Contract Number:</b> C202340	<b>Route:</b> SR-1321
<b>Physical Division:</b> 5	<b>County:</b> Durham
<b>Administrative Division:</b> 5	<b>TIP Number:</b> U-3804
<b>Length:</b> 1.07 miles	<b>Federal Aid Number:</b> STM-0505(50)
<b>Resident Engineer:</b> Chad D. Hinnant	<b>RE Phone Number:</b> (919)220-4680

**Location Description:** SR-1321 (HILLANDALE RD) FROM I-85 TO NORTH OF SR-1407 (CARVER AVE).  
**Type of Work:** GRADING, DRAINAGE, PAVING, AND SIGNAL.  
**Contractor Name:** REA CONTRACTING A DIVISION OF THE LANE CONSTRUCTION CORPORAT  
**Contract Amount:** \$4,222,625.78      **Cost Overrun/Underrun:** 0%  
**Availability Date:** 8/30/2010      **Letting Date:** 7/20/2010  
**Completion Date:** 6/15/2012      **Work Began:** 9/30/2010  
**Revised Completion Date:**      **Estimated Completion:** 6/15/2012  
**Last Estimate Thru:** 6/7/2011      **Scheduled Progress:** 28.11%  
**Last Estimate Paid:** 6/10/2011      **Actual Progress:** 23.11%

**Contract Number:** C202493      **Route:** I-85  
**Physical Division:** 5      **County:** Durham  
**Administrative Division:** 5      **TIP Number:** R-5164A  
**Length:** 9.6 miles      **Federal Aid Number:** STM-085-4(114)171  
**Resident Engineer:** Cadmus Capehart, PE      **RE Phone Number:** (919)840-0914  
**Location Description:** 1 SECTION OF I-85, 1 SECTION OF US-15/501, AND 1 SECTION OF NC-147.  
**Type of Work:** MILLING, RESURFACING & MILLED RUMBLE STRIPS.  
**Contractor Name:** REA CONTRACTING A DIVISION OF THE LANE CONSTRUCTION CORPORAT  
**Contract Amount:** \$6,088,736.11      **Cost Overrun/Underrun:** -8.96%  
**Availability Date:** 3/15/2010      **Letting Date:** 1/19/2010  
**Completion Date:** 12/16/2010      **Work Began:** 8/4/2010  
**Revised Completion Date:**      **Estimated Completion:** 4/30/2011  
**Last Estimate Thru:** 2/7/2011      **Scheduled Progress:** 100%  
**Last Estimate Paid:** 2/17/2011      **Actual Progress:** 97.58%

**Contract Number:** C202507      **Route:** -  
**Physical Division:** 5      **County:** Durham  
**Administrative Division:** 15      **TIP Number:** R-2635, U-4763B  
**Length:** 18.8 miles      **Federal Aid Number:** TIFIA-540(2)  
**Resident Engineer:** Jason R. Peterson, PE      **RE Phone Number:** (919)571-3000  
**Location Description:** NC-540 FROM NC-55 NEAR APEX TO NC-54 NEAR RTP AND NC-147 FROM I-40 TO NC-540.  
**Type of Work:** DESIGN-BUILD LANDSCAPING.  
**Contractor Name:** SOUTHERN GARDEN, INC.  
**Contract Amount:** \$4,800,000.00      **Cost Overrun/Underrun:**  
**Availability Date:** 8/15/2011      **Letting Date:** 4/21/2011  
**Completion Date:** 7/1/2015      **Work Began:**  
**Revised Completion Date:**      **Estimated Completion:**  
**Last Estimate Thru:**      **Scheduled Progress:**  
**Last Estimate Paid:**      **Actual Progress:**

**Contract Number:** C202538      **Route:** NC-55, NC-751, SR-1118  
    SR-1357, SR-1404, SR-1615  
    SR-1641, SR-1646, SR-1656  
    SR-1670, SR-1671, SR-1901  
    SR-1954, SR-1955, SR-1981  
    US-70  
**Physical Division:** 5      **County:** Durham  
**Administrative Division:** 5      **TIP Number:**  
**Length:** 22.96 miles      **Federal Aid Number:**  
**Resident Engineer:** Cadmus Capehart, PE      **RE Phone Number:** (919)840-0914  
**Location Description:** 1 SECTION OF US-70, 1 SECTION OF NC-55, 1 SECTION OF NC-751 & 13 SECTIONS OF SECONDARY ROADS.  
**Type of Work:** MILLING, RESURFACING & SHOULDER RECONSTRUCTION.  
**Contractor Name:** TRIANGLE GRADING & PAVING, INC  
**Contract Amount:** \$4,474,348.51      **Cost Overrun/Underrun:** 1.58%  
**Availability Date:** 3/15/2010      **Letting Date:** 1/19/2010  
**Completion Date:** 12/16/2010      **Work Began:** 4/5/2010  
**Revised Completion Date:**      **Estimated Completion:** 8/31/2011  
**Last Estimate Thru:** 6/22/2011      **Scheduled Progress:** 100%  
**Last Estimate Paid:**      **Actual Progress:** 98.01%

**Contract Number:** C202610      **Route:** NC-147  
**Physical Division:** 5      **County:** Durham  
**Administrative Division:** 5      **TIP Number:** R-5164D  
**Length:** 6.8 miles      **Federal Aid Number:** STM-0147(3)  
**Resident Engineer:** Cadmus Capehart, PE      **RE Phone Number:** (919)840-0914  
**Location Description:** NC-147 FROM NORTH OF SR-1322 (BROAD ST) TO NORTH OF SR-2028 (TW ALEXANDER BLVD).

<p><b>Type of Work:</b> DIAMOND GRINDING, CONC PVT SLAB REMOVAL &amp; SHOULDER RECONST.</p> <p><b>Contractor Name:</b> FSC II LLC DBA FRED SMITH COMPANY</p> <p><b>Contract Amount:</b> \$4,274,880.20      <b>Cost Overrun/Underrun:</b> 4.16%</p> <p><b>Availability Date:</b> 3/15/2011      <b>Letting Date:</b> 9/21/2010</p> <p><b>Completion Date:</b> 11/1/2011      <b>Work Began:</b> 3/15/2011</p> <p><b>Revised Completion Date:</b>      <b>Estimated Completion:</b> 11/1/2011</p> <p><b>Last Estimate Thru:</b> 6/7/2011      <b>Scheduled Progress:</b> 33%</p> <p><b>Last Estimate Paid:</b> 6/15/2011      <b>Actual Progress:</b> 39.89%</p>	
<p><b>Contract Number:</b> C202613      <b>Route:</b> US-15501</p> <p><b>Physical Division:</b> 5      <b>County:</b> Durham</p> <p><b>Administrative Division:</b> 5      <b>TIP Number:</b> R-5164E</p> <p><b>Length:</b> 7.59 miles      <b>Federal Aid Number:</b> STM-0070(140)</p> <p><b>Resident Engineer:</b> Chad D. Hinnant      <b>RE Phone Number:</b> (919)220-4680</p> <p><b>Location Description:</b> 1 SECTION OF US-70 BUS, 13 SECTIONS OF US-15/501 BUS, 1 SECTION OF NC-751 AND 4 SECTIONS OF SECONDARY ROADS.</p> <p><b>Type of Work:</b> MILLING, RESURFACING &amp; SHOULDER RECONSTRUCTION.</p> <p><b>Contractor Name:</b> FSC II LLC DBA FRED SMITH COMPANY</p> <p><b>Contract Amount:</b> \$1,844,694.96      <b>Cost Overrun/Underrun:</b> 0.3%</p> <p><b>Availability Date:</b> 3/15/2011      <b>Letting Date:</b> 9/21/2010</p> <p><b>Completion Date:</b> 9/2/2011      <b>Work Began:</b> 4/1/2011</p> <p><b>Revised Completion Date:</b>      <b>Estimated Completion:</b> 9/2/2011</p> <p><b>Last Estimate Thru:</b> 6/7/2011      <b>Scheduled Progress:</b> 31.85%</p> <p><b>Last Estimate Paid:</b> 6/15/2011      <b>Actual Progress:</b> 22.25%</p>	
<p><b>Contract Number:</b> C202620      <b>Route:</b> I-85</p> <p><b>Physical Division:</b> 5      <b>County:</b> Durham</p> <p><b>Administrative Division:</b> 5      <b>TIP Number:</b> I-5145</p> <p><b>Length:</b> 12.6 miles      <b>Federal Aid Number:</b> IMS-085-4(118)178</p> <p><b>Resident Engineer:</b> Cadmus Capehart, PE      <b>RE Phone Number:</b> (919)840-0914</p> <p><b>Location Description:</b> I-85 FROM NORTH OF US-70 IN DURHAM COUNTY TO NORTH OF NC-56 IN GRANVILLE COUNTY.</p> <p><b>Type of Work:</b> PAVEMENT REHABILITATION AND BRIDGE REPAIR OVERLAYS.</p> <p><b>Contractor Name:</b> FSC II LLC DBA FRED SMITH COMPANY</p> <p><b>Contract Amount:</b> \$8,098,211.15      <b>Cost Overrun/Underrun:</b></p> <p><b>Availability Date:</b> 6/1/2011      <b>Letting Date:</b> 4/19/2011</p> <p><b>Completion Date:</b> 7/15/2012      <b>Work Began:</b> 6/10/2011</p> <p><b>Revised Completion Date:</b>      <b>Estimated Completion:</b></p> <p><b>Last Estimate Thru:</b>      <b>Scheduled Progress:</b></p> <p><b>Last Estimate Paid:</b>      <b>Actual Progress:</b></p>	
<p><b>Contract Number:</b> C202712      <b>Route:</b> NC-751, SR-1811, SR-1903 SR-1905, SR-1919, SR-1921 SR-1959</p> <p><b>Physical Division:</b> 5      <b>County:</b> Durham</p> <p><b>Administrative Division:</b> 5      <b>TIP Number:</b></p> <p><b>Length:</b> 13.04 miles      <b>Federal Aid Number:</b></p> <p><b>Resident Engineer:</b> Cadmus Capehart, PE      <b>RE Phone Number:</b> (919)840-0914</p> <p><b>Location Description:</b> NC-751 FROM 3 LANE SECTION TO THE CHATHAM COUNTY LINE &amp; 6 SECTIONS OF SECONDARY ROADS.</p> <p><b>Type of Work:</b> WIDENING, RESURFACING &amp; SHOULDER RECONSTRUCTION.</p> <p><b>Contractor Name:</b> REA CONTRACTING A DIVISION OF THE LANE CONSTRUCTION CORPORAT</p> <p><b>Contract Amount:</b> \$2,700,860.68      <b>Cost Overrun/Underrun:</b> 0%</p> <p><b>Availability Date:</b> 4/4/2011      <b>Letting Date:</b> 2/15/2011</p> <p><b>Completion Date:</b> 9/30/2011      <b>Work Began:</b> 5/5/2011</p> <p><b>Revised Completion Date:</b>      <b>Estimated Completion:</b> 9/30/2011</p> <p><b>Last Estimate Thru:</b> 5/31/2011      <b>Scheduled Progress:</b> 10%</p> <p><b>Last Estimate Paid:</b> 6/3/2011      <b>Actual Progress:</b> 23.51%</p>	
<p><b>Contract Number:</b> C202713      <b>Route:</b> NC-157</p> <p><b>Physical Division:</b> 5      <b>County:</b> Durham</p> <p><b>Administrative Division:</b> 5      <b>TIP Number:</b></p> <p><b>Length:</b> 14.99 miles      <b>Federal Aid Number:</b></p> <p><b>Resident Engineer:</b> Chad D. Hinnant      <b>RE Phone Number:</b> (919)220-4680</p> <p><b>Location Description:</b> US-15/501 FROM MT MORIAH RD TO ORANGE CO LINE, NC-157 FROM BEG 2 LANE TO ORANGE CO LINE &amp; 7 SECTIONS OF SECONDARY RDS.</p> <p><b>Type of Work:</b> WIDENING, RESURFACING &amp; SHOULDER RECONSTRUCTION.</p> <p><b>Contractor Name:</b> REA CONTRACTING A DIVISION OF THE LANE CONSTRUCTION CORPORAT</p> <p><b>Contract Amount:</b> \$3,152,859.31      <b>Cost Overrun/Underrun:</b> 0%</p>	

<p><b>Availability Date:</b> 4/4/2011  <b>Completion Date:</b> 8/26/2011  <b>Revised Completion Date:</b>  <b>Last Estimate Thru:</b> 5/31/2011  <b>Last Estimate Paid:</b> 6/15/2011</p>	<p><b>Letting Date:</b> 2/15/2011  <b>Work Began:</b> 4/4/2011  <b>Estimated Completion:</b> 8/26/2011  <b>Scheduled Progress:</b> 38%  <b>Actual Progress:</b> 43.19%</p>
<p><b>Contract Number:</b> DO00069  <b>Physical Division:</b> 5  <b>Administrative Division:</b> 5  <b>Length:</b> 0 miles  <b>Resident Engineer:</b> Cadmus Capehart, PE  <b>Location Description:</b> BRIDGES #12, 71, 137, 154, 156, AND 169 ON NC-147.  <b>Type of Work:</b> BRIDGE PAINTING.  <b>Contractor Name:</b> S &amp; D INDUSTRIAL PAINTING, INC.  <b>Contract Amount:</b> \$922,562.15  <b>Availability Date:</b>  <b>Completion Date:</b>  <b>Revised Completion Date:</b>  <b>Last Estimate Thru:</b>  <b>Last Estimate Paid:</b></p>	<p><b>Route:</b> NC-147  <b>County:</b> Durham  <b>TIP Number:</b> BK-5102G  <b>Federal Aid Number:</b> BRNHS-0147(4)  <b>RE Phone Number:</b> (919)840-0914  <b>Cost Overrun/Underrun:</b>  <b>Letting Date:</b> 8/19/2010  <b>Work Began:</b>  <b>Estimated Completion:</b>  <b>Scheduled Progress:</b>  <b>Actual Progress:</b></p>
<p><b>Contract Number:</b> DO00070  <b>Physical Division:</b> 5  <b>Administrative Division:</b> 5  <b>Length:</b> 0 miles  <b>Resident Engineer:</b> Cadmus Capehart, PE  <b>Location Description:</b> BRIDGES #194 ON SR-1940, #202 ON SR-2080, #206 ON SR-1121, AND #212 ON NC-147.  <b>Type of Work:</b> BRIDGE PAINTING.  <b>Contractor Name:</b> ASTRON GENERAL CONTRACTING COMPANY INC  <b>Contract Amount:</b> \$1,079,557.80  <b>Availability Date:</b>  <b>Completion Date:</b>  <b>Revised Completion Date:</b>  <b>Last Estimate Thru:</b>  <b>Last Estimate Paid:</b></p>	<p><b>Route:</b> NC-147  <b>County:</b> Durham  <b>TIP Number:</b> BK-5102E  <b>Federal Aid Number:</b> BRZ-1940(2)  <b>RE Phone Number:</b> (919)840-0914  <b>Cost Overrun/Underrun:</b>  <b>Letting Date:</b> 8/19/2010  <b>Work Began:</b>  <b>Estimated Completion:</b>  <b>Scheduled Progress:</b>  <b>Actual Progress:</b></p>
<p><b>Contract Number:</b> DO00076  <b>Physical Division:</b> 5  <b>Administrative Division:</b> 5  <b>Length:</b> 0 miles  <b>Resident Engineer:</b> Jeffrey D. Allen, PE  <b>Location Description:</b> BRIDGES #228 ON SR-1959, #224 ON SR-1999, AND #100 ON SR-2028.  <b>Type of Work:</b> BRIDGE PAINTING.  <b>Contractor Name:</b> SAFFO CONTRACTORS INC  <b>Contract Amount:</b> \$1,138,000.00  <b>Availability Date:</b>  <b>Completion Date:</b>  <b>Revised Completion Date:</b>  <b>Last Estimate Thru:</b>  <b>Last Estimate Paid:</b></p>	<p><b>Route:</b> -  <b>County:</b> Durham  <b>TIP Number:</b> BK-5102F  <b>Federal Aid Number:</b> BRSTP-1959(5)  <b>RE Phone Number:</b> (919)733-9499  <b>Cost Overrun/Underrun:</b>  <b>Letting Date:</b> 9/2/2010  <b>Work Began:</b>  <b>Estimated Completion:</b>  <b>Scheduled Progress:</b>  <b>Actual Progress:</b></p>

**ACTIVE NCDOT PROJECTS LOCATED IN DCHC MPO- ARRA**

County	TIP/WBS #	Description	Let Date	Completion Date	Status	Cost	Comments
Orange	EL-4601	Morgan Creek Greenway	11/9/2009	5/31/2011	<b>Completed 6/1/11</b>	\$987,488	ARRA; <b>STP-DA</b>
Orange	ER-5100 GE	Landscape planting on US 15-501 @ SR 1734 (Erwin Rd./Europa Dr.)	11/24/2009	4/30/2012	on schedule	\$65,000	ARRA
Orange	U-3306 34913.3.ST1 STM-1733 (16)	Grading, drainage, paving, signals, curb and gutter, and retaining wall on SR 1733 (Weaver Dairy Rd.) from NC 86 to Old Sterling Road	7/20/2010	6/15/2013	ahead of schedule	\$13.4 million	ARRA
Orange	U-4704	Computerized Traffic Signal System for Chapel Hill-Carrboro	9/15/2009	8/1/2012	behind schedule	\$5.175 million	ARRA
Orange	U-4726 JA	Construct sidewalks in Hillsborough	11/19/2009	9/17/2011	ahead of schedule	\$1,034,110.00	ARRA, STP-DA & Contingency; M.A. w/ City
<b>NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST</b>							
County	TIP #	Description	Let Date	Completion Date	Status	Cost	Comments

**ACTIVE NCDOT PROJECTS LOCATED IN DCHC MPO-NON ARRA**

County	TIP/WBS #	Description	Let Date	Completion Date	Status	Cost	Comments
Orange	36945	Upgrade traffic signal with mast arm and install pedestrian signal heads on SR 1010 (Franklin St.) @ Mallette St.	11/4/2010	6/1/2011	behind schedule	\$140,000.00	Small Construction
Orange	42502	Replace deteriorated curb and gutter at several locations on both sides of SR 1010 (Franklin St.) between Hillsborough St. and Plant Rd.			Awaiting execution of M.A. by Town	\$30,000	Small Construction
Orange	43030	Safety improvements near railroad crossing #736157R on SR 1843 (Seawell School Rd.)(signing, tree removal, grading for visibility, paved shoulders, wedging, short overlay & snow-plowable pavement markers)	N/A	8/30/2011	F.A. construction	\$45,000	Small Construction
Orange	43114	Install a pedestrian countdown signal and crosswalk on SR 1005 (Jones Ferry Road) at SR 1937 (Old Fayetteville Road)	N/A	8/30/2011	F.A. construction	\$20,000	Small Construction
Orange	C-4932 A	Construct a Transit Shelter at the Park and Ride Lot for DTCC in Hillsborough and install bike racks on Orange Public Transportation buses	5/17/2011		<b>County is administering contract</b>	\$20,275	CMAQ
Orange	EB-4409 34025.1.1	Installation of Orange County Bike Route Signs	4/5/2011	7/22/2011	on schedule	\$34,564.50	STP
Orange	I-5142	Mill, resurface and install pavement markers and rumble strips on I-85/I-40 from west of SR 1114(Buckhorn Road) to the I-85/I-40 interchange	3/16/2010	<b>estimated completion 8/12/11</b>	behind schedule	\$8.60 million	TIP (IM)
Orange	SR-5000 S 40922.1.18 PE	Education, encouragement, evaluation, and neighborhood outreach for Carrboro Elementary School	N/A	N/A	Municipal Agreement with Town	\$12,865	Safe Routes to Schools
Orange	SR-5001 AE	Construct 870 linear feet of 5' sidewalk <b>on Elm Street</b> from existing sidewalk near Weaver Street to Shelton Street in Carrboro	TBD	4/21/2012	<b>Construction authorization requested 6/20/11</b>	\$300,000.00	SRTS
Orange	SR-5001 AR	Construct 320' of 5' sidewalk <b>on Culbreth Road between Cobbleridge Rd.in Chapel Hill and Rossburn Rd. in Carrboro</b>	TBD	7/22/2012	<b>Chapel Hill revising PS&amp;E</b>	\$50,000 \$108,000	SRTS/STP-DA
Orange	SS-4907 T 42204.2 42204.1 42170	Construct a right turn lane on SR 1710 and install a traffic signal @ NC 86	10/20/2010	9/1/2011	<b>ahead of schedule</b>	\$215,000	Spot Safety-State
Orange							

**ACTIVE NCDOT PROJECTS LOCATED IN DCHC MPO-NON ARRA**

	SS-4907 U 42205.2 42205.1 42171	Improve sight distance on SR 1710 by lowering the crest vertical curve on the westbound approach to the intersection of SR 1710 (Old NC 10) @ SR 1713 (Mt. Herman Church Road)	N/A	SFY 2012	FA construction SFY 2012	\$320,000	Spot Safety-State
Orange							
	SS -4907 V 42423.3 42423.1	Realign intersection of SR 1005 (Old Greensboro Rd.) @ SR 1951 (White Cross Rd.)	SFY 2013	SFY 2013	Design pending scope revision	\$198,000	Spot Safety-State
Orange							
	SS-4907 AG 07- 09-1320	Widen radii and install 4-way stop on US 70 Bus./Alt. and SR 1709 (Lawrence Road)	N/A	8/30/2011	F.A. construction	\$1000 R/W/U \$24,000 C	Spot Safety-State
Orange							
	W-5207 E 45337.1.5 PE	Installation of a roundabout on SR 1734 (Erwin Rd.) and SR 1791 (Mt. Moriah Rd.) near Chapel Hill	6/1/2012	12/31/2012	Consultant design	\$450,000	High Hazard Safety
Orange							
Orange							
	<b>TIP #</b>	<b>Location Description</b>	<b>Est. Let Date</b>	<b>Completion Date</b>	<b>Status</b>	<b>Cost</b>	<b>Comments</b>
<b>NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST</b>							
	EB-4707	Bicycle improvements(Bikeway and signals) on Durham/ Chapel Hill (SR 1838/SR 2220)from SR 1116 (Garrett Road) in Durham County to US 15-501 inOrange County	Apr. 17, 2012			\$4.0 million	
<b>County</b>							
	U-0624	Corridor upgrade on NC 86 (S. Columbia St.)including Bicycle lanes from SR 1906 (Purefoy Rd.) to SR 1902 (Manning Dr.)	Nov. 15, 2011			\$4.85 million	
Durham/ Orange							