

42 David Bonk, TCC Vice-Chair, called the meeting to order at 9:10 a.m. The Alternate Voting
43 Members were identified and are indicated above.

44 **PRELIMINARIES:**

45 **Adjustments to the Agenda**

46 Felix Nwoko requested to move agenda item #12-Staff Report to after agenda item #5.

47 Stephanie Loyka will provide an update during agenda item #8.

48 **Public Comments**

49 There were no comments from the public.

50 **ACTION ITEMS:**

51 **Approval of June 20, 2011 TCC Meeting Minutes (Attachment 4)**

52 A motion was made by John Hodges-Copple and seconded by Pierre Osei-Owusu to approve the
53 June 20, 2011 TCC Meeting Minutes. The motion carried unanimously.

54 **Job Access Reverse Commute and New Freedom Program (Attachments 5, 5A, and 5B)**

55 Felix Nwoko provided an introduction for the Job Access Reverse Commute and New Freedom
56 Program, along with the attachments.

57 Pierre Osei-Owusu asked that we wait to approve the JARC/NF so DATA can work on getting the
58 local match. David Bonk stated a slight modification for the approved project is okay, but not a
59 wholesale change. Felix Nwoko stated that this item is not urgent. Ellen Beckmann asked if the
60 deadline is September 30, 2011 to use the funds. If so, we can only delay the decision for one month.

61 Per Pierre Osei-Owusu's request, this item will be tabled until the August 2011 TCC meeting.

62 **Complete Streets Planning and Design Guidelines (No attachment)**

63 Dale McKeel provided an introduction for the Complete Streets Planning and Design Guidelines.
64 There will be a TCC subcommittee meeting immediately after this meeting to review and prepare
65 comments for the August 10, 2011 TAC meeting. Comments are due to NCDOT on August 17, 2011.

66 A motion was made by Karen Lincoln and seconded by Melissa Guilbeau to authorize the TCC
67 subcommittee to prepare recommendations for the TAC August 10, 2011 meeting.

68 **Triangle Regional Transit Program – Locally Preferred Alternative (No attachment)**

69 Patrick McDonough provided a Power Point Presentation for the Triangle Regional Transit
70 Program – Locally Preferred Alternative. The public comment period is open. Staff discussed the
71 possibility of an evening TAC meeting on September 14, 2011 for the public hearing. This issue will be
72 discussed at the August 10, 2011 TAC meeting.

73 **TDM Update (No attachment)**

74 Sean Flaherty with Triangle JCOG provided an update on the Transportation Demand
75 Management (TDM). Copies were distributed at the beginning of the meeting.

76 David Bonk asked if the detailed report breaks the numbers into results by the MPO and Mr.
77 Flaherty stated not specifically. Mr. Flaherty can provide the numbers by the MPO, but it will not be
78 published in the report. It is very difficult to separate the costs by MPO since many programs are
79 coordinated. Wally Bowman asked how the program is doing with the 25% reduction in VMT goal and
80 Mr. Flaherty stated we are on our way. He will have more explicit statistics. Patrick McDonough
81 requested it be broken out by modes for the presentation to the TAC.

82 Sean Flaherty stated another project Triangle J COG is working on is a grant they received for the
83 Triangle Green Business Challenge.

84 Stephanie Loyka spoke regarding the Durham ordinance to reduce vehicle miles traveled and
85 emissions by 25%. The North Carolina goal is now to exceed a 25% reduction since the 10 year horizon
86 is up. The ordinance is now under revision and will be ready by fall. The ordinance is being coordinated
87 with the TDM plan and Greenhouse Gas Plan.

88 **NCDOT 2040 Plan (Attachment 9)**

89 Julie Bollinger provided a Power Point presentation on the North Carolina Statewide
90 Transportation Plan update on the 2040 Statewide Plan. Please provide comments and questions to
91 Julie Bollinger and she will submit them. Andy Henry suggested a LRTP/CTP Subcommittee meeting to
92 discuss the relationship between the 2040 Plan and the 2040 LRTP. This presentation will be provided at
93 the TAC meeting in October to allow the TCC time to review and discuss.

94 **FY2012-2018 Metropolitan Transportation Improvement Program, 2035 Long Range Transportation**
95 **Plan Amendment #2, and Air Quality Conformity Process (Attachments 10, 10A, 10B, and 10C)**
96

97 Andy Henry and John Hodges-Copple provided an update on the FY2012-2018 Metropolitan
98 Transportation Improvement Program, 2035 Long Range Transportation Plan Amendment #2, and Air
99 Quality Conformity Process, along with the attachments.

100 John Hodges-Copple stated we are doing a plan update and were surprised to see we were not
101 meeting our emissions budget for certain areas. We replaced model inputs with locally documented
102 data that was agreed upon by all partners and ran the model again. We are now waiting for the results
103 from the DAQ now. Jill Stark stated she expects a two week lapse, at the most a month. The CAMPO
104 and Burlington TAC also must approve the air quality conformity report.

105 There will be no federal action allowed during the lapse period and there will be no exempt
106 projects. A paragraph needs to be added to the resolution stating the additional access at the East End
107 Connector and Carr Road is part of the network.

108 **Congestion Mitigation Air Quality and Surface Transportation Program Direct Attributable Call for**
109 **Projects (Attachments 11, 11A, 11B, and 11C)**
110

111 Ellen Beckmann provided an introduction for the Congestion Mitigation Air Quality and Surface
112 Transportation Program Direct Attributable Call for Projects, along with the attachments.

113 Ms. Beckmann wrote suggested comments on the NCDOT process for selecting statewide and
114 regional projects in the attachment. The selection of CMAQ projects has a October 31, 2011, deadline,
115 but STP-DA can be done anytime.

116 David Bonk suggested running the anticipated STP-DA revenues through the MPO formula to
117 see how much is available for discussion. Mr. Bonk stated the State was reprimanded by FHWA for not
118 implementing the Safe Routes to School program, so why no pressure to expend enhancement funds.
119 Jill Stark stated FHWA does not have authority to impose on NCDOT funding decisions. Andy Henry
120 stated the State makes the final decision on funding. John Hodges-Copple stated we need to make sure
121 we make comments on the 2040 Plan to match the MPO's needs.

122 Mark Ahrendsen stated we need to continue to work with NCDOT and the local jurisdictions.

123 Dale McKeel stated we tried working through the TIP process to get enhancement projects, but
124 there needs to be a statewide call for projects.

125 **REPORTS FROM STAFF:**

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

127 Felix Nwoko provided an introduction for the Reports from Staff, along with the attachments.

128 Felix Nwoko stated we have received the draft certification review report and are developing a action
129 plan to respond to the recommendations. Jill Stark, FHWA stated there was only one corrective action
130 and many commendations. We did better than other MPOs in North Carolina.

131 **Report from the Chair (No attachment)**

132 There was not a Report from the Chair.

133 **NCDOT Report (Attachment 14)**

134 Wally Bowman, NCDOT Division 5, and Patrick Wilson, NCDOT Division 7, stated the report is
135 attached for review.

136 **Adjournment**

137 There being no further business before the Technical Coordinating Committee, a motion was
138 made by Patrick Wilson and seconded by Jeff Brubaker to adjourn the Technical Coordinating
139 Committee meeting at 11:28 a.m. The motion carried unanimously.

MEMORANDUM

TO: Technical Coordinating Committee (TCC)
DCHC MPO

FROM: Lead Planning Agency

DATE: August 24, 2011

RE: Job Access Reverse Commute and New Freedom – Program of Projects Update

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 amounts 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 Unprogrammed Balance	\$ 72,671
Proposed Adjustments (2009 POP)\	
<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 Appropriation	\$ 195,374
FFY 2011 Appropriation	\$ 195,080
Total Funding Available for programming	\$ 565,368
JARC - 2011 POP - Approved	\$ 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 previously requested. The remainder of \$226,565 is available for future JARC programming, and is not subject to lapsing until 2014.

The MPO has also received New Freedom appropriations for FFY2006 – FFY2011. The following is the current New Freedom funding availability:

FFY 2009 Unprogrammed Balance	\$ 10,769
FFY 2010 Appropriation	\$ 87,757
FFY 2011 Appropriation	\$ 88,210
Total Funding Available for programming	\$ 186,736
New Freedom - 2011 POP - Approved	\$ 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 slight reduction from the amount previously requested. The remainder of \$54,076 is available for future New Freedom programming, and is not in subject to lapsing until 2014.

Committee Recommendations (Updated) – 2011 Program of Projects

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.
- 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.

- 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.
- 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 – 2011 Approved POP

	Applicant	Chapel Hill Transit	Durham County	Chapel Hill Transit	Suzie Taxi	City of Durham	Total
Job-Access Reverse Commute (JARC)	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
New Freedom (NFP)	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

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

TCC 8/24/2011 Attachment 5A

MPO Approval Date	Subrecipient	Agency Type	Location of Service	Description of the Service	Project Type	Total Cost	Federal Share	% Federal	FTA TEAM Project ID	PMP Reference
5/11/2011	Chapel Hill Transit (urban)	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 Frouete 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%	NC-37-X025	Pages 24 - 25
5/11/2011	Chapel Hill Transit (urban)	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%	NC-37-X025	Pages 24 - 25
5/11/2011	Durham County (urban/rural)	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%	NC-37-X025	Pages 24 - 25
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.	Operating	\$ 244,879	\$ 122,439	50%	NC-37-X025	Pages 24 - 25
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	\$ 51,899	\$ 41,519	80%	NC-37-X025	Pages 24 - 25
5/11/2011	DURHAM	Government	DCHC MPO-wide	Funds required for planning and program dministration of above (2011) selected JARC projects	Admin.	\$ 30,800	\$ 30,800	100%	NC-37-X025	
Totals						\$ 615,669	\$ 338,804			

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	
Remaining Funds	\$ 226,564				

LEGEND	Lapsed funds
	Partial Federal Appropriation

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

MPO Approval Date	Subrecipient	Agency Type	Location of Service	Description of the Service	Project Type	Total Cost	Federal Share	% Federal	FTA TEAM Project ID	PMP Reference
5/11/2011	Chapel Hill Transit (urban)	Public Transit	Regional Call Center	Continuation project - Membership in the Go Triangle Regional Call center for two additional years	Capital/Mobility Management	\$ 132,000	\$ 66,000	50%	NC-57-X014	Pages 24 - 25
5/11/2011	Durham Area Transit Authority (urban)	Public Transit	Access Taxi-Cab Medical Trip Program	Continuation project - taxi and accessible shuttle services for DATA ACCESS passengers who require early pick-ups from medical appointments.	Operating	\$ 109,200	\$ 54,600	50%	NC-57-X014	Pages 24 - 25
5/11/2011	DURHAM	Government	DCHC MPO-wide	Funds required for planning and program administration of above (2011) selected New Freedom projects	Administration	\$ 12,060	\$ 12,060	100%	NC-57-X014	Pages 24 - 25

Totals \$ 253,260 \$ 132,660

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

LEGEND	Lapsed funds Partial Federal Appropriation
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MEMORANDUM

To: Transportation Advisory Committee
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: September 14, 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 in September 2011:

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

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 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.
- 8/2/2011 Air quality conformity draft released to provide 30-day comment period.
Advertisements posted in the Triangle Tribune and Durham Herald-Sun on August 14, 2011

- 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.dchempo.org.

Final MTIP

The final STIP is posted at <http://www.ncdot.gov/download/performance/STIP.pdf>. 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.	No change.	Match STIP.
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 funding.	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 (any differences between the MTIP and STIP cannot be within the first four years of the program):

Project	MPO Request	Final STIP	Final MTIP
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:

Project	MPO Request	Final STIP	Final MTIP
CMAQ Projects	Include all MPO projects and approved schedule	Corrections made.	Match STIP.
STPDA Projects	Include all MPO projects and approved schedule	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.	Future DATA NF funding deleted – MPO has not allocated these funds. MPO-wide NF project added. 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 to be made as individual	MPO-wide JARC project added. Amendments to be made as individual

		projects selected.	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 was deleted.
TE-4903 (Durham-RTP- Raleigh Fixed Guideway)	Fix description of funding	\$2.0M for design in FY 2013	Match STIP.
X-XXXX (Durham-Chapel Hill Fixed Guideway)	Include	Not included.	Added to MTIP for alternatives analysis and design phase I.

The TAC will also approve 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 seven projects to match the figures in the STIP/MTIP and changes the air quality horizon year for one project (Carver Street Extension). Additional changes are included to correct the Capital Area MPO's projects. In addition, the amendment adds Bus on Shoulder System (BOSS) as an example of a Transportation System Management (TSM) project. The amendment also includes a note that the modeled network was modified to include a full access interchange at Carr Road as part of the East End Connector project.

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 corrects this error. Since the projects were correctly listed in the 2035 LRTP report, no amendment is needed to correct this modeling error.

DCHC

DURHAM • CHAPEL HILL • CARRBORO METROPOLITAN PLANNING ORGANIZATION

Member

Governments

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

FY 2012 – 2018
Metropolitan Transportation
Improvement Program
September 14, 2011

City of Durham
Transportation Division
101 City Hall Plaza
Durham, NC 27701

(919) 560-4366

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Resolutions

Resolution to Adopt FY 2012-2018 MTIP

A copy of the “Resolution Adopting the Durham-Chapel Hill-Carrboro Metropolitan Transportation Improvement Program for FY 2012-2018” is shown on the following pages. A copy of the signed and notarized resolution will be available in the final MTIP report.

Resolution to Adopt Conformity Statement for Air Quality State Implementation Plan

A copy of the “Resolution Finding the Durham-Chapel Hill-Carrboro Metropolitan Transportation Improvement Program for FY 2012-2018 in Conformity with the North Carolina State Implementation Plan (SIP) or Interim Emissions Test in Areas Where No SIP Has Been Approved or Found Adequate” is shown on the following pages. A copy of the signed and notarized resolution will be provided in the final MTIP.

The North Carolina State Implementation Plan addresses the air quality requirements as set forth in the federal Clean Air Act as Amended. The Implementation Plan sets pollution emissions budgets for various sectors, such as transportation and utilities, and the conformity process checks to ensure that the emissions impacts set forth by implementing the Transportation Improvement Plan (TIP) will meet those emissions budgets.

**RESOLUTION ADOPTING THE DURHAM-CHAPEL HILL-CARRBORO
METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM
FOR FY 2012-2018**

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

WHEREAS, the Transportation Advisory Committee has found that the Metropolitan Planning Organization is conducting transportation planning in a continuous, cooperative, and comprehensive manner in accordance with 23 U.S.C. 134 and 49 U.S.C. 1607; and

WHEREAS, the Transportation Advisory Committee has found that the Transportation Improvement Program conforms to the purposes of the North Carolina State Implementation Plan (or interim emissions tests in areas where no SIP has been approved or found adequate) for maintaining the National Ambient Air Quality Standards in accordance with 40 CFR 51 & 93; and

WHEREAS, the Transportation Advisory Committee has found that the Transportation Improvement Program to be in full compliance with Title VI Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 749; and

WHEREAS, the Transportation Advisory Committee has considered how the Transportation Improvement Program will affect the involvement of Disadvantaged Business Enterprises in the FHWA and the FTA funded projects (Sec. 105(f), Pub. L. 97-424, 96 Stat 2100, 49 CFR part 23); and

WHEREAS, the Transportation Advisory Committee has considered how the Transportation Improvement Program will affect the elderly and disabled per the provisions of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat.327, as amended) and the U.S. DOT implementing regulations; and

WHEREAS, the Metropolitan Transportation Improvement Program of the Durham–Chapel Hill–Carrboro (DCHC) Metropolitan Planning Organization is a direct subset of the currently conforming DCHC MPO 2035 Long Range Transportation Plan; and

WHEREAS, the Transportation Plan has a planning horizon year of 2035, and meets all the requirements for an adequate Transportation Plan, and

WHEREAS, the Transportation Advisory Committee has solicited public and private transportation provider comment and provided for public comment period in accordance with the MPO’s Public Participation Policy for the proposed Transportation Improvement Program; and

WHEREAS, for years one through four (i.e., years 2012, 2013, 2014 and 2015), it is recognized that the Transportation Improvement Program will serve as the project selection document for transportation projects within the Durham- Chapel Hill- Carrboro Urban Area Metropolitan Area Boundary, and the NCDOT may move projects and phases of projects without additional programming or project selection approval by the MPO within that two-year period, providing that transportation conformity and financial constraint criteria are still met.

NOW, THEREFORE, be it resolved that the Transportation Advisory Committee adopts the FY 2012-2018 Metropolitan Transportation Improvement Program, dated September 14 2011, for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization on this the 14th day of September, 2011.

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

**RESOLUTION FINDING THE DURHAM-CHAPEL HILL-CARRBORO (DCHC)
METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM
FOR FY 2012-2018 IN CONFORMITY WITH THE
NORTH CAROLINA STATE IMPLEMENTATION PLAN (SIP) OR INTERIM
EMISSIONS TESTS IN AREAS WHERE NO SIP HAS BEEN APPROVED OR
FOUND ADEQUATE**

A motion was made by _____ and seconded by _____ for 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; and

WHEREAS, the United States Environmental Protection Agency redesignated Durham County as a maintenance area for ozone on December 26, 2007 and redesignated Durham County as a maintenance area for carbon monoxide on September 18, 1995; and

WHEREAS, the Durham–Chapel Hill–Carrboro Metropolitan Planning Organization’s amended 2035 long range transportation plan conforms to the intent of the North Carolina State Implementation Plan (or interim emissions tests in areas where no SIP has been approved or found adequate); and

WHEREAS, that conformity determination used the latest planning assumptions approved by the Durham–Chapel Hill–Carrboro Metropolitan Planning Organization; and

WHEREAS, that conformity determination used the latest emissions model approved by the United States Environmental Protection Agency; and

WHEREAS, there are no transportation control measures listed in North Carolina’s State Implementation Plan; and

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

WHEREAS, the programs and projects included in the Durham-Chapel Hill-Carrboro Metropolitan Transportation Improvement Program for FY 2012-2018 are financially constrained in accordance with State and Federal law; and

WHEREAS, the projects included in the Durham–Chapel Hill–Carrboro Metropolitan Transportation Improvement Program for FY 2012- 2018 are a direct subset of the 2035 Long Range Transportation Plan.

NOW THEREFORE, be it resolved that the Durham–Chapel Hill–Carrboro Metropolitan Transportation Improvement Program for FY 2012-2018 conforms to the intent of the North Carolina State Implementation Plan (or interim emissions tests in areas where no SIP has been approved or found adequate) in accordance with the clean Air Act as Amended, on this the 14th day of September, 2011.

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

Section 1 – Purpose and Process

Purpose

The Transportation Improvement Program (TIP) is typically a seven-year funding document for highway, public transportation, bicycle, pedestrian, and rail projects. In this current TIP cycle, the North Carolina Department of Transportation (NCDOT) has developed the seven-year TIP within a ten-year work program. Projects must be in the TIP in order to receive State or federal funding. Every two years, the Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization (MPO) works with local citizens, government officials, elected officials, and the North Carolina Department of Transportation to develop a Metropolitan Transportation Improvement Program (MTIP) that is eventually adopted as part of the State Transportation Improvement Program (STIP).

Process and Schedule

To begin the TIP development process, the MPO develops a Regional Priority List to indicate the preference of the MPO for funding transportation projects and provides the list to the NCDOT. The NCDOT issues a draft STIP based on NCDOT policies and priorities, and the Regional List of Priorities. At that point, the MPO staff and TAC members meet with NCDOT officials to reconcile differences between the STIP and Regional Priority List. The MPO releases a draft MTIP for public comment, and then makes adjustments based on public and staff input to produce a final MTIP that is forwarded to the NCDOT. The draft MTIP is a copy of the draft STIP Local Supplement with the changes that the MPO desires to make. As required by federal transportation regulations, the projects and funding plan for the first four years of the final MTIP and final STIP must agree.

Section 2 – MTIP “Local Supplement” (*Highway, Bicycle, Pedestrian, Enhancement Projects*)

Project Types

The Local Supplement contains the transportation projects from the State Transportation Improvement Program (STIP) that are in the DCHC MPO. The project types in the Local Supplement include:

- Interstate highways
- Urban roads
- Rural roads
- Bicycle and pedestrian (e.g., sidewalks) projects
- Bridges
- Safety and Hazard Elimination
- Transportation planning
- Transportation Enhancements
- Passenger Rail projects.

Format and Legend

At the beginning of this document is an explanation of the STIP with tables that describe the format of the local supplement and keys for the funding sources and work types. Information includes an identification number, project description, funding, estimated costs, schedule, and project phases (e.g., right-of-way acquisition and construction). The type of project can be denoted from the letter prefix in the project identification. For example, “I-2204” indicates that this particular project is an interstate highway.

Surface Transportation Program -- Direct Attributable (STP-DA)

The Surface Transportation Program (STP) Direct Attributable (DA) provides funding for a variety of transportation projects. These project funds are shown in the TIP either as individual projects or grouped together in the following projects:

- U-4726 Bicycle and Pedestrian Allocation
- U-4727 Planning Allocation and UPWP Activities
- U-5023 Reserved for Future Programming

The STP-DA is unique among other state and federal transportation programs because the MPO directly programs the funding as long as the project meets NCDOT policies for the STP-DA. The program funds two types of projects. TIP Incidental Projects are defined as DOT TIP projects where additional features, such as sidewalks or an enhanced noise wall, are included. Independent Projects are unrelated to a programmed TIP roadway project or Enhancement 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			
INTERSTATE PROJECTS																
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	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	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) Phase A-1 US 15-501 to NC 86	153752	81452	IM							C 7230	C 7230	C 14460		
					NHS							C 10845	C 10845	C 21690		
					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

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 SOURCE	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									
INTERSTATE PROJECTS																							
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) <i>Include widening of NC 86 from US 70A to Old NC 10</i>	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				
RURAL PROJECTS																		
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													
URBAN PROJECTS																		
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										FISCAL 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								
URBAN PROJECTS																						
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

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										
URBAN PROJECTS																								
VARIOUS CHATHAM DURHAM ORANGE	U-5023	DURHAM-CHAPEL HILL-CARRBORO (DHC) 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																								
FEASIBILITY STUDIES																								
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																								
FEDERAL BRIDGE PROJECTS																								
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																			
					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										
FEDERAL BRIDGE PROJECTS																								
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						
FEDERAL BRIDGE PROJECTS																				
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 8/24/2011 Attachment 8A

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												
FEDERAL BRIDGE PROJECTS																													
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	PE	20	PE	20				
MITIGATION PROJECTS																													
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 FUTURE YEARS	
					FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020		
BICYCLE AND PEDESTRIAN PROJECTS															
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										
CONGESTION MITIGATION PROJECTS															
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				

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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	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	
CONGESTION MITIGATION PROJECTS															
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	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						
ORANGE					C			PE	10						
					CMAQ					R	346				
					C					R	86				
					CMAQ					C	101				
					C					C	25				
IN PROGRESS															
CHARLOTTE	C-5111	INSTALL TWO STATE MAINTAINED E-85 FUELING SITES IN CHARLOTTE AND HILLSBOROUGH.	250	250											
HILLSBOROUGH															
MECKLENBURG															
ORANGE															
UNDER CONSTRUCTION															
TRIANGLE TRANSIT	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.													
AUTHORITY															
DURHAM															
ORANGE															
WAKE															
FUNDS FLEXED TO PUBLIC TRANSPORTATION PROGRAM TD-4941B (PARK/RIDE) AND TO-5131 (OPERATIONS)															
ENHANCEMENT PROJECTS (LOCAL PROJECTS)															
SR 1158	U-4724	SR 1158 (CORNWALLIS ROAD), SOUTH ROXBORO ROAD TO UNIVERSITY DRIVE IN DURHAM. BIKE AND PEDESTRIAN FEATURES.	2395		STPDA	PE	255								
(CORNWALLIS ROAD)					C	PE	64								
DURHAM					STPDA					C	1661				
					C					C	415				
PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY CITY OF DURHAM															

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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
ENHANCEMENT PROJECTS (LOCAL PROJECTS)															
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															
HAZARD ELIMINATION PROJECTS															
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			
HAZARD ELIMINATION PROJECTS																
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																
PASSENGER RAIL PROJECTS																
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																

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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			
					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					
PASSENGER RAIL PROJECTS																		
VARIOUS PIEDMONT CORRIDOR DURHAM WAKE	U-4716	SR 1978 (HOPSON ROAD), SR 1980 (CHURCH STREET), AND NORFOLK SOUTHERN RAILROAD-NORTH CAROLINA RAILROAD IN DURHAM AND MORRISVILLE, SOUTH OF I-40 TO NORTH OF MCCRIMMON PARKWAY. CONSTRUCT A GRADE SEPARATION AT HOPSON ROAD, EXTEND CHURCH STREET TO HOPSON ROAD, CLOSE CHURCH STREET CROSSING 734 748M OF THE NORFOLK SOUTHERN-NORTH CAROLINA RAILROAD, CONSTRUCT SECOND TRACK, AND WIDEN HOPSON ROAD FROM EAST OF SR 1999 (DAVIS DRIVE) TO NC 54.	27174	1478	STHSR PE 353 A													
					STHSR R 146 A													
					STHSR C 930 A C	930	A	C	5000	A	C	2000	A					
					O C 586 A C	586	A	C	3000	A	C	1000	A					
					STHSR PE 161 C													
					STHSR C 1000 C C	1000	C	C	5000	C	C	2234	C					
					O													
					O										R 1126 D			
					O										C 3160 D			
					A CONSTRUCT RAILROAD GRADE SEPARATION AT SR 1978 (HOPSON ROAD) AND SHIFT RAIL LINE - INCLUDES U-4716B B REALIGN SR 1980 (CHURCH STREET) AND CLOSE CROSSING 734 748M OF THE NORFOLK SOUTHERN-NORTH CAROLINA RAILROAD - INCLUDED IN U-4716A C CLEGG TO NELSON. CONSTRUCT PASSING SIDING - TO BE LET WITH U-4716A/B P _L A SR 1978 (HOPSON ROAD), EAST OF SR 1999 (DAVIS DRIVE) TO NC 54, WIDEN TO MULTILANES													
AMTRAK ALAMANCE CABARRUS DURHAM EDGEcombe GUILFORD JOHNSTON MECKLENBURG NASH ROWAN WAKE WILSON	P-2908	CAPITAL AND OPERATIONS COST OF TRAIN 79/80 BETWEEN CHARLOTTE AND ROCKY MOUNT.	47795	38195	S(5) O 2400 O 2400 O 2400 O 2400	2400			2400			2400						
					IN PROGRESS													
DURHAM DURHAM	EL-4999	BICYCLE AND PEDESTRIAN TRAILS IN DURHAM AND DURHAM COUNTY. ACQUISITION OF RAIL CORRIDORS AND CONSTRUCTION.	2504	2504														
					IN PROGRESS - RAIL DIVISION PROJECT													

* 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										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										
PASSENGER RAIL PROJECTS																							
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				
ALAMANCE					T2001	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																	

* INDICATES INTRASTATE PROJECT

Section 3 – MTIP (*Transit Projects*)

This section has the pages from the Statewide Transit STIP that contain projects in the DCHC MPO planning area, including:

- Durham Area Transit Authority (DATA) projects
- Chapel Hill Transit (CHT) projects
- Triangle Transit projects
- Rural Operating Assistance Program (ROAP) in Durham, Orange and Chatham counties
- Statewide transit programs

An explanation of the table format and keys for the funding sources and work types can be found at the beginning of this document.

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																

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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																	
					UTCH L	C	6																	
DURHAM AREA TRANSIT AUTHORITY / DATA DURHAM	C-5103B	Operational Assistance - 2 yrs remaining CMAQ support	371	371	CMAQ US																			
					CMAQ L																			
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															
					CMAQ STAT			C	73															
					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																			
					FBUS L																			
					FUZ US	C	125	C	475	C	475	C	475	C	475	C	475	C	475	C	475	C	475	
					FUZ L	C	32	C	119	C	119	C	119	C	119	C	119	C	119	C	119	C	119	

* 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											
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 <i>Difference from Final STIP: Funding for FY 2012-2020 has not yet been approved by the DCHC MPO</i>	1386	252	FNF US	O		O		O		O		O		O		O						
					FNF L	O		O		O		O		O		O		O		O				
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

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	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 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		
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		
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		
						RGP L	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 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						
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	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															
						FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020												
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

Section 4 – MTIP (*Statewide Projects*)

The Statewide TIP includes all projects in the FY 2012-2018 State TIP that are statewide in scope. Since a portion of these various projects may occur within the DCHC MPO, these projects must be listed in the MTIP. The Statewide TIP is listed on the following pages.

An explanation of the table format and keys for the funding sources and work types can be found at the beginning of the Local Supplement of the STIP, which is in a previous section of this document.

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		
INTERSTATE PROJECTS																			
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																			
RURAL PROJECTS																			
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	FY 2021	FY 2022	FY 2023	FY 2024						
RURAL PROJECTS																							
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										FUTURE YEARS
					5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM				UNFUNDED	
					FISCAL YEARS										
					FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020		
RURAL PROJECTS															
STATEWIDE	M-0359	PROGRAM DEVELOPMENT AND ENVIRONMENTAL ANALYSIS BRANCH. DEVELOP A PROCEDURES MANUAL.	300	300											
IN PROGRESS															
URBAN PROJECTS															
STATEWIDE	U-4500	ECONOMIC DEVELOPMENT.	3667		S	C	3667								
IN PROGRESS															
FEDERAL BRIDGE PROJECTS															
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 (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							
CONGESTION MITIGATION PROJECTS																					
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																					
ENHANCEMENT PROJECTS																					
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							
ENHANCEMENT PROJECTS																				
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	C	1200	
IN PROGRESS																				
ENHANCEMENT PROJECTS (ROADSIDE)																				
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	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	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	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	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	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	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									
HAZARD ELIMINATION PROJECTS																						
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																						
SAFE ROUTES TO SCHOOLS																						
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																						
PASSENGER RAIL PROJECTS																						
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					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							
PASSENGER RAIL PROJECTS																								
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	I	50	I	50			
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	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	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	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								
					FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020										
PASSENGER RAIL PROJECTS																							
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																		
ROADSIDE ENVIRONMENTAL PROJECTS (REST AREA)																							
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																							
ROADSIDE ENVIRONMENTAL PROJECTS (SCENIC)																							
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	
ROADSIDE ENVIRONMENTAL PROJECTS (SCENIC)															
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

Section 5 – Public Involvement

The public involvement process is very important for developing a TIP that is comprehensive and reflects the values and desires of the local citizens. Section 6 of this document, “Reference Documents,” provides an excerpt from the DCHC MPO Public Involvement Policy, as adopted on October 11, 2006, that specifically guides the TIP process. Important public involvement events concerning the development of this TIP include the events described below.

Public Comment Period

The public comment period was from February 16, 2011 (one week after the TAC releases the draft MTIP for public comment to allow for any TAC directed changes to the documents to be properly completed) through March 9, 2011 (three weeks after release). During this period, a draft MTIP was available for review at several key locations, including the MPO Web site – www.dchc-mpo.org and local libraries, and citizens were provided the opportunity to submit comments to DCHC MPO staff and TAC members.

Public Hearing

The TAC of the DCHC MPO conducted a Public Hearing at 7 pm, March 9, 2011, in the Committee Room, 101 City Hall Plaza, Durham, North Carolina. Citizens were afforded the opportunity to submit oral and written comments to TAC members and TCC staff.

Summary of Public Comments

A summary of public comments and the DCHC MPO response are listed below. The full-text of comments is available to the public by request.

Comment: Citizen request for information on the extension of Martin Luther King Parkway to Cornwallis Road.

Response: Staff sent the NCDOT feasibility study (2008) for improvements to this intersection to Debra Morgan. The cross-sections for the two alternatives in this feasibility study assume bicycle lanes and sidewalks.

Comment: Citizen request to construct bicycle stations at future park-and-ride lots.

Response: As the location and design of future park and ride lots is being considered, DCHC MPO and local staffs will need to carefully consider the needs of bicyclists and opportunities to encourage bicycle use through the types of facilities available at the park and ride locations. DCHC staff has received additional information from the bicycle station representative who spoke at the public hearing.

Comment: Citizen request to fund Erwin Road and University Drive bicycle and pedestrian projects. The Town of Chapel Hill requests adding funding for improvements to Erwin Road.

Response: The DCHC MPO has requested that the Erwin Road project be funded. NCDOT’s response is that this project will not be funded since they are over target for the subregional mobility category. NCDOT suggests using STPDA funding on this project. The University Drive project

was the MPO's top ranked bicycle and pedestrian project and ranked third in the State according to NCDOT's prioritization. The University Drive project will be funded in the final STIP and MTIP.

Comment: Citizen request to improve notification for public meetings.

Response: The DCHC MPO will update our email list and use it to send notices on public hearings. The MPO is also in the process of updating our website and investigating the use of social media for notices.

Comment: Citizen request to use enhancement funds to buy the billboard near the R. Kelly Bryant Bicycle and Pedestrian Bridge over NC 147.

Response: DCHC staff spoke with Jimmy Travis, manager of NCDOT's Programs Management Office. Mr. Travis stated that the last call for transportation enhancement funds was in 2004, and he does not anticipate another call until after the passage of a federal reauthorization bill. He said the request for funds to buy the billboard could be submitted by the MPO for consideration as part of the next TIP process. However, according to NCDOT's SPOT office, enhancement projects will not be accepted in the next TIP prioritization process. Mr. Travis noted that while there currently appears to be a large balance of enhancement and CMAQ funds, in actuality NCDOT cannot spend these funds because they are being used as a cash reserve to enable accelerated construction of highway projects. DCHC staff also spoke with Rob Ayers of the North Carolina FHWA office. Mr. Ayers stated that NCDOT has the discretion to fund billboard removal through enhancement as well as other funding categories, and since there is not an avenue to submit a TIP request or separately apply for funds, the best course of action is to request funding through the DOT board member and division engineer. Mr. Ayers said that NCDOT has the discretion to manage federal funds in such a way that rescissions will disproportionately impact the enhancement and CMAQ funds.

Comment: RTA supports the acceleration of the widening of I-40 from US 15-501 to NC 86. Orange County and the Town of Chapel Hill urge the acceleration and phasing of I-3306A, widening I-40 from NC 86 to Durham County. The Town of Chapel Hill requests the consideration of noise walls as part of the project.

Response: The DCHC MPO has made this request to NCDOT. NCDOT's response is that they cannot accelerate the project within Division 7's equity constraint. The MPO will request that this section be included in the first phase of the project. Phasing will be considered during the environmental study. Noise walls will be considered during the environmental analysis.

Comment: Orange County urges the funding of a sidewalk and pedestrian bridge at Orange Grove Road over I-40

Response: This project is funded in the recommended final MTIP. The DCHC MPO will ask that it be reconsidered in the next TIP update with the revised project description.

Comment: Orange County urges the initiation of a feasibility study for wide shoulders on Dairyland Road

Response: The DCHC MPO supports this request to NCDOT.

Comment: Orange County urges the acceleration of replacing bridge 85 on Old Greensboro Road over Phil's Creek

Response: The schedule for this project was accelerated by one year in the final MTIP and STIP.

Comment: Orange County urges the inclusion of several project elements on I-0305 and the acceleration of I-0305A, widening I-85 from I-40 to SR 1709 (Lawrence Road),

Response: The DCHC MPO supports these requests. Most of these project elements will be considered as part of the environmental study for the project. The project will likely be constructed in phases and the MPO will support the western section as the first phase of the project.

Comment: Orange County urges the programming of projects to alleviate congestion in downtown Hillsborough.

Response: The DCHC MPO has made this request to NCDOT. NCDOT's response is that they cannot fund more projects in the subregional mobility category. The final MTIP will include funding for the Churton Street widening, Eno Mountain Road Mayo Street realignment, NC 86 widening, and the Orange Grove Road extension in years FY 2019 and 2020.

Comment: Orange County urges the programming of improvements to Buckhorn Road.

Response: The DCHC MPO supports this request to NCDOT.

Comment: The Town of Chapel Hill requests the addition of \$1 million to the Old Durham-Chapel Hill Road project.

Response: The DCHC MPO supports funding this high priority project. Once the final estimate is certain, the MPO will seek additional state funds or STPDA funds. This will be completed through a MTIP amendment.

Comment: The Town of Chapel Hill requests the acceleration of U-5304, improvements to US 15-501, and the expansion of the project to Franklin Street.

Response: The DCHC MPO supports this request and will include this in the project description in the final MTIP.

Comment: The Town of Chapel Hill requests funding for the short-term recommendations of the NC 54 Corridor Study.

Response: The DCHC MPO supports this request and will consider adding these projects as an MTIP amendment after the corridor study is complete.

Comment: The Town of Chapel Hill requests including funding for expanded park-and-ride facilities at various locations including Eubanks Road and US 15-501

Response: The DCHC MPO supports this request and will include this in the final MTIP.

Section 6 -- Reference Documents

This section provides documents that are useful for reviewing the FY 2012-2018 MTIP and for understanding the MTIP development process.

Regional Priority List

The DCHC MPO adopted a Regional Priority List on February 11, 2009 and forwarded this list to the NCDOT for use in developing the draft FY 2012-2018 STIP. To develop this list, the DCHC MPO uses a methodology that awards points to each project based on established criteria, and then makes adjustments to the subsequent project rankings based on staff and board evaluation.

The following pages present the Regional Priority List and two important references:

- Whether an MPO ranked project is included in the draft STIP; and,
- The statewide ranking of the project in the NCDOT's Strategic Prioritization Process (denoted as SPOT), which uses quantitative data to rank transportation projects. For more information on Strategic Prioritization, see the Web page → <http://www.ncdot.org/performance/reform/prioritization/>

DCHC MPO TIP Regional Priority List – Highway

Approved MPO-wide List (no urban loops)

MPO Rank	Name (limits)	Draft STIP	Statewide Rank in SPOT*
1	Fayetteville Rd. (Woodcroft Pkwy. To Riddle Rd.) widen to 4-lane divided, bike lanes, and sidewalks	Not in draft STIP	#35 Mobility/SubReg/Hwy
2	Ephesus Church Road (US 15-501 to Farrington Road) bike lanes, sidewalks, and safety improvements	Not in draft STIP	#38 Mobility/SubReg/Hwy
3	Erwin Road (15-501 to NC 751) bike lanes, sidewalks, and safety improvements (design may vary along length)	Not in draft STIP	#42 Mobility/SubReg/Hwy
4	Jack Bennett Road [SR1717] (US 15-501 to Lystra Rd. [SR1721]) safety improvements	Not in draft STIP	#2 Safety/SubReg/Safety
5	NC 54 (I-40 east to NC 55) widen to multi-lane divided with transit accommodations, bike lanes, and sidewalks	FS-1005C (page 7) - Scheduled for feasibility study.	#1 Mobility/Regional/Hwy
6	Fordham Boulevard (Columbia St/US 15-501 South to Ephesus Church Road) sidewalks, wide-outside lanes, and transit accommodations	U-5304 (page 4) - \$5,150,000 construction funded in FY 2019	#47 Mobility/Statewide/Hwy
7	Lystra Road [SR 1721] (US 15-501 to Farrington Point Rd. [SR1008]) safety improvements	Not in draft STIP	#12 Health/SubReg/Modern
8	U-4716 Hopson Rd./Church St. grade separation at RR, close Church St. RR crossing	U-4716 (page 7) - Grade separation, rail realignment, double track funded in FY 2011-2013; Church Street crossing closure and Hopson Road widening unfunded.	#26 Mobility/SubReg/Hwy
9	R-2825 South Churton Street Improvements (I-40 to the Eno River)	Not in draft STIP	#87 Mobility/SubReg/Hwy
10	North Greensboro (Weaver to Shelton) paint, median, bicycle signal detection, etc.	Not in draft STIP	#6 Safety/SubReg/Safety
11	Estes Drive (NC86 to Caswell Road) widen existing roadway to include two 12-foot travel lanes, four-foot bicycle lanes and sidewalks.	Not in draft STIP	#104 Mobility/SubReg/Hwy
12	Estes Dr. Extension (Greensboro to NC 86) bike lanes, sidewalks, and transit accommodations and multi-use path to Williams Street	Not in draft STIP	#109 Mobility/SubReg/Hwy
13	Piney Mountain (NC 86 to Riggsbee) turn lanes, sidewalks, bicycle lanes and transit accommodations	Not in draft STIP	#120 Mobility/SubReg/Hwy
14	Franklin/Merritt Mill/Brewer/Main Intersection	Not in draft STIP	#131 Mobility/SubReg/Hwy
15	Orange Grove Rd Extension to US 70 Business	Not in draft STIP	# 136 Mobility/SubReg/Hwy
16	Lystra Road [SR 1721] (Jack Bennett Rd. [SR1717] to west side of N. Chatham Elementary) increase length of turn lanes	Not in draft STIP	#18 Safety/SubReg/Safety

MPO Rank	Name (limits)	Draft STIP	Statewide Rank in SPOT*
17	Jeremiah Drive [SR 1762] (Lystra Rd. [SR 1721] to End) elevate road for flood control	Not in draft STIP	#17 Health/SubReg/Modern
18	Estes/Greensboro roundabout	Not in draft STIP	#171 Mobility/SubReg/Hwy
19	U-3436 Eno Mountain Road, Mayo Street & Orange Grove Road Realignment	Not in draft STIP	#180 Mobility/SubReg/Hwy
20	U-2405 Martin Luther King Jr. Pkwy./NC 55 intersection extend to Cornwallis Rd. bridge over RR	Not in draft STIP	#91 Mobility/Regional/Hwy
21	NC 54 (I-40 west to Barbee Chapel Rd.) widen to 6-lane divided, sidewalks	Not in draft STIP	#17 Mobility/Regional/Hwy
22	Old Oxford Highway (Roxboro Rd. to Hamlin Rd.) expand capacity, bike lanes, and sidewalks	Not in draft STIP	#212 Mobility/SubReg/Hwy
23	NC 751 (S. Roxboro Rd. to NC 54) widen to 4-lane, bike lanes, and sidewalks	Not in draft STIP	#107 Mobility/Regional/Hwy
24	Homestead (NC 86 to Old NC 86) bicycle lanes, sidewalks, transit accommodations, and safety improvements (design may vary along length)	Not in draft STIP	#237 Mobility/SubReg/Hwy
25	Seawell School (Homestead to Estes) bicycle lanes, sidewalks, transit accommodations, and intersection safety improvements (design may vary along length)	Not in draft STIP	#248 Mobility/SubReg/Hwy

(*) Statewide Rank convention = #(rank number) (Goal)/(Tier)/(Submode)

Projects that were not on the MPO priority list or funded in the previous TIP, but are in the Draft STIP (non-maintenance projects)

Page	ID	Name	Draft STIP	Statewide Rank in SPOT
1	I-3306	I-40 (I-85 to Durham County Line) Add additional lanes	Construction funded in FY 2019-future years	#43 Mobility/Statewide/Hwy
2	I-0305	I-85 (I-40 to Durham County Line) Widen to six lanes and reconstruct interchanges and structures	Construction funded in FY 2020-future years	#100 Mobility/Statewide/Hwy
7	FS-1008B	NC 751 (US 64 to north of SR 1118 Fayetteville Road) Widen to multi-lanes with bicycle lanes*	Scheduled for feasibility study	#20 Mobility/Regional/Hwy

*Widening in Chatham County is not in the 2035 LRTP.

Projects that were not on the MPO priority list because they were in the previous TIP, but have a funding change in the Draft STIP (non-maintenance projects)

Page	ID	Name	Draft STIP
4	U-2803	SR 1919/Smith Level Road (Rock Haven Road to bridge) widen to multi-lanes	Right of way delayed from FY 2010 to FY 2011; Construction delayed from FY 2011 to FY 2013
4	U-0624	NC 86/S. Columbia Street (SR 1906 Purefoy Road to SR 1902 Manning Drive) corridor upgrade to include bicycle lanes	Construction delayed from FY 2009 to FY 2012
5	U-3308	NC 55/Alston Avenue (NC 147 to NC 98) widen to four lane divided facility and replace Norfolk-Southern railroad bridges	Right of way delayed from FY 2008 to FY 2011; Construction delayed from FY 2011 to FY 2014

DCHC MPO TIP Regional Priority List – Bicycle and Pedestrian

The DCHC MPO submitted 46 bicycle and pedestrian projects to NCDOT through the TIP prioritization process. At the request of NCDOT, we were asked to provide a shortened list of the top 5 bicycle and top 5 pedestrian projects in the MPO. The following 10 projects were submitted.

MP Rank	Name (limits)	Draft STIP	Statewide Rank in SPOT
1	University Drive sidewalks and bicycle facilities (Garrett Rd to NC 751/Hope Valley Road)	Not in draft STIP	#3 Bicycle and Pedestrian
2	NC 86/Martin Luther King Jr Blvd sidewalks and bicycle facilities (I-40 to North Street)	Not in draft STIP	#68 Bicycle and Pedestrian
3	SR 1669/Club Blvd sidewalks and bicycle facilities (Ruffin St to SR 1670/E Geer Street)	Not in draft STIP	#70 Bicycle and Pedestrian
4	NC 54 sidewalks and bicycle facilities (US 15-501/Fordham Blvd to SR 1110/Barbee Chapel Road)	Not in draft STIP	#75 Bicycle and Pedestrian
5	SR 1666/Dearborn Dr sidewalks and bicycle facilities (SR 1669/Club Blvd to Ruth Street)	Not in draft STIP	#76 Bicycle and Pedestrian
6	18 Chapel Hill intersections bicycle and pedestrian improvements	Not in draft STIP	Not ranked
7	SR 1158/W Cornwallis Road sidewalks and bicycle facilities (SR 1306/Erwin Road to SR 1127/Chapel Hill Road)	Not in draft STIP	#78 Bicycle and Pedestrian
8	US 15-501/Fordham Blvd pedestrian and bicycle overpass/underpass between SR 1902/Manning Drive and Old Mason Farm Road	Not in draft STIP	#79 Bicycle and Pedestrian
9	SR 1945/S. Alston Ave. sidewalks and bicycle facilities (Capps St to SR 1171/Riddle Road)	Not in draft STIP	#80 Bicycle and Pedestrian
10	Bolin Creek Greenway (NC 86 to Umstead Park)	Not in draft STIP	Not ranked

Projects in Draft STIP but not in DCHC MPO Priority List

This section shows the SPOT statewide ranking for highway projects that are in the draft STIP but not in the DCHC MPO Priority List.

Name	Statewide Rank in SPOT
I-0305B: I-85 (I-40 near Hillsborough to Durham County line)	#100 Mobility/Statewide/Hwy
I-3306A: I-40 (I-85 near Hillsborough to Durham County line)	#43 Mobility/Statewide/Hwy

Section 6 -- Reference Documents *(continued)***Surface Transportation Program – Direct Attributable (STPDA) Table**

The final FY 2012-2018 MTIP includes projects funding with the DCHC MPO's STPDA funding. The following table displays the MPO's distribution of STPDA funding among projects. By approving the MTIP, the DCHC MPO has also approved the distribution of funding displayed in this table.

Jurisdiction	TIP No	DC	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 Pearsons 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 University)	\$ 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 Alston)	\$ 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 sidewalks	\$ 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	\$ 712,119
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						
NCDDOT	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		\$ 741,836

Moved Beyond One-Year Grace Period

Section 6 -- Reference Documents (*continued*)

Other Reference Documents – on the Web

The reference documents listed below are available on the DCHC MPO's Web site – www.dhcmpo.org (see the MTIP Web page).

- Division 5 and Division 8 One-on-One meeting – This six-page agenda includes discussion points for a meeting among the DCHC MPO staff and board, NCDOT staff and NCDOT board members concerning draft STIP projects in NCDOT Divisions 5 and 8.
- Division 7 One-on-One meeting – This six-page agenda includes discussion points for a meeting among the DCHC MPO staff and board, NCDOT staff and NCDOT board members concerning draft STIP projects in NCDOT Divisions 7.
- Historic and Projected Traffic Counts and Volume-to-Capacity Ratio – Provides historic and projected traffic counts and volume-to-capacity (V/C) ratios for transportation projects discussed in the One-on-One meetings.
- Changes Between The 09-15 STIP and the Draft 12-18 STIP – NCDOT document that identifies and provides comments on changes between the current and draft STIP.
- Compare Reports – Uses standard funding ledger format to compare the 09-15 STIP and draft 12-18 STIP project by project. There is a report for each of the three divisions in the DCHC MPO.

Section 6 -- Reference Documents *(continued)***Public Involvement Policy**

The DCHC MPO adopted a Public Involvement Policy on October 11, 2006, that guides the process under which the major MPO plans and programs are developed and adopted. The sub-policy of the MPO Public Involvement Policy that specifically guides the Metropolitan Transportation Improvement Process is on the following pages.

3. Metropolitan Transportation Improvement Program

Overview

The Metropolitan Transportation Improvement Program (MTIP) is the document that describes the funding and scheduling of transportation improvement projects (highway, bicycle, pedestrian, and transit capital and operating assistance) using State and federal funds. The MTIP serves as the project selection document for transportation projects and, therefore, is the implementation mechanism by which the objectives of the Transportation Plan are reached. The Safe, Accountable, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and preceding legislation, TEA-21 and ISTEA mandate an opportunity for public review of the MTIP. The following is the proposed public involvement procedure for the Durham-Chapel Hill-Carrboro Metropolitan Transportation Improvement Program.

Introduction

The Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization (MPO) will prepare a Metropolitan Transportation Improvement Program, which is consistent with the requirements of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEAU-LU), and any implementing federal regulations. The MTIP will be developed based on: 1) revenue estimates provided by the North Carolina Department of Transportation (NCDOT); and, 2) the DCHC MPO Regional Priority List. The public input element of the Metropolitan Transportation Improvement Program is presented as follows:

Public Involvement Process

1. The DCHC Technical Coordinating Committee (TCC) will develop a draft Regional Priority List from the Local Project Priorities of the MPO jurisdictions.
2. The Regional Priority List will be published for a minimum three-week (21-day) public comment period and the notice will be published by the Lead Planning Agency (LPA) in a major daily newspaper, and other local, minority, or alternative language newspapers, as appropriate.

The notices for the public comment period and the public hearing will include an announcement that states that persons with disabilities will be accommodated. Special provisions will be made if notified 48 hours in advance (i.e. having available large print documents, audio material, someone proficient in sign language, a translator or other provisions as requested). The Regional Priority List will be on file in the City of Durham Department of Transportation, Town of Chapel Hill Planning Department, Town of Carrboro Planning Department, Town of Hillsborough Planning Department, Counties of Durham, Orange, Chatham Planning Departments, the Triangle Transit Authority and the county public libraries for public review and comment.

Public Involvement Policy

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3. The Transportation Advisory Committee (TAC) will hold a public hearing on the draft Regional Priority List. The public hearing will be held at a location which is accessible to persons with disabilities and which is located on a transit route. The TAC will approve a final Regional Priority List after considering the public comments received.
4. The DCHC MPO Technical Coordinating Committee will develop a draft MTIP from the approved Regional Priority List and from revenue estimates provided by the North Carolina Department of Transportation. The TCC will forward the draft MTIP to the Transportation Advisory Committee. The Transportation Advisory Committee will publish the draft MTIP for public review and comment.
5. Copies of a draft MTIP will be distributed to TAC members and the transportation related committees of MPO member jurisdictions. Each jurisdiction will also have copies available for public review. The draft MTIP will follow the same notification procedures as outlined above for the Regional Priority List.
6. The public comments will be assembled and presented to the Durham-Chapel Hill Carrboro TAC. The TAC will hold a public hearing on the draft MTIP. The public hearing will be held at a location which is accessible to persons with disabilities and which is located on a transit route. Public comments will be addressed and considered in the adoption of the MTIP.
7. The DCHC MPO, being a maintenance area for air quality will provide additional opportunity for public comment on the revision of the draft MTIP (if the final MTIP is significantly different and/or raises new material issues).
8. The process for updating and approving the Metropolitan Transportation Improvement Program will follow the sequence and procedure as described in the aforementioned PIP framework.
9. Amendments to MTIP will be available for public review and comment, if they make a substantial change to the MTIP. A substantial change is classified as the addition or deletion of a project with an implementation cost exceeding \$1 million. Public comment on project additions or deletions of less than \$1 million may be sought at the discretion of the TAC by majority vote. As long as a project's description, scope or expected environmental impact have not materially changed, the TAC may approve changes to project funding without a separate public meeting.
10. Written public comments and their responses will be published as an appendix to the final MTIP.

Section 6 – Reference Documents *(continued)*

Draft MTIP Press Release

As part of the public involvement policy, the MPO advertised the availability of the draft MTIP, the public comment period, public hearing, and mediums for submitting comments. The draft MTIP press release is displayed in this section.

Tuesday, March 01, 2011

Durham Hosts Public Hearing for Future Transportation Project Funding March 9

Hearing Gives Residents the Opportunity to Provide Input on Future Funding for Durham County and Parts of Orange and Chatham Counties

What: Public Hearing For the Draft FY 2012-2018 Metropolitan Transportation Improvement Program (MTIP)

Who: Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO)

When: Wednesday, March 9, 2011, at 7 p.m.

Where: City Hall Committee Room
101 City Hall Plaza, Second Floor
Durham, N.C. 27701

Fast Facts:

- The DCHC MPO has released the Draft FY 2012-2018 Metropolitan Transportation Improvement Program (MTIP) for public review and comment.
- The MTIP is a list of all transportation projects that will receive federal and state funding over this seven-year period. The MTIP includes highway, public transportation, bicycle, pedestrian, and rail projects.
- This public hearing is an opportunity for residents to have input on future transportation project funding before the Final FY 2012-2018 MTIP is adopted.
- Copies of the Draft MTIP are currently available for review in the City of Durham Transportation Department and the Durham City/County Planning Department as well as the public libraries in Durham, Orange, and Chatham Counties, the City of Durham, and the Towns of Chapel Hill, Carrboro, and Hillsborough. Copies are also available at the DCHC MPO website at www.dchcmpo.org.
- For additional information, or to submit comments, contact Ellen Beckmann, transportation planner with the City of Durham/DCHC MPO, at (919) 560-4366, extension 36412 or via e-mail at Ellen.Beckmann@DurhamNC.gov.

**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.

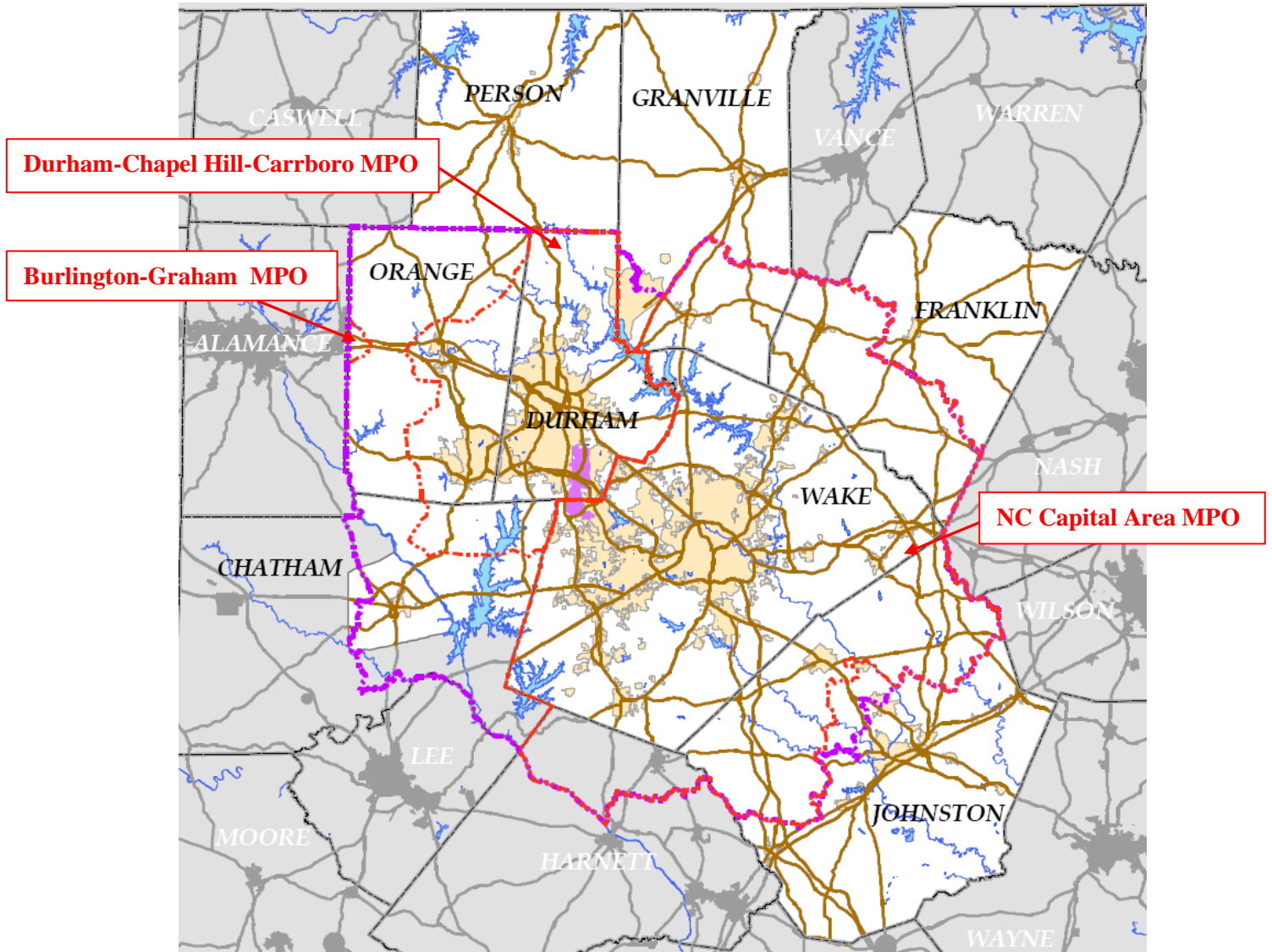
Project ID	Road Name	Project Limits		Existing # of Lanes	Proposed # of Lanes	Distance (miles)	Regionally Significant	Exempt from AQ	Project Capital Cost (2008 \$)	AQ Analysis Year
		From	To							
DCHC MPO Roadway Projects										
83	Northern Durham Pkwy	US 70 E	I 85 N	0	4	6.40 8.1	Yes	No	\$66,999,951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

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 clarifies that the final East End Connector design (U-0071) is properly depicted in the travel demand model network (called Triangle Regional Model – TRM). The model network now includes full access between Carr Road and the East End Connector, which corrects the partial access shown for previous, obsolete designs for the East End Connector.

RESEARCH TRIANGLE REGION Conformity Determination Report

Amended 2035 Long Range Transportation Plan 2012–2018 Transportation Improvement Program



Legend

- Triangle Ozone Maintenance Area
- TRM Modelled Area
- MPO Boundary
- Major Road Or Highway
- RTP
- Municipal Limit
- County Boundaries

TRIANGLE J COUNCIL OF GOVERNMENTS
P.O. Box 12276
RESEARCH TRIANGLE PARK, NC 27709
919-549-0551 ♦ WWW.TJCOG.ORG

August 4, 2011 Public Review Draft

Contact Information

Additional copies of this report can be obtained from the Triangle J Council of Governments at the following address:

Triangle J Council of Governments
P.O. Box 12276
Research Triangle Park, NC 27709

This document, including the appendices, can be downloaded from the website:

www.triangleair.org

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- Appendix B: Triangle Ozone SIP Federal Register Notice
- Appendix C: Interagency Consultation, including Pre-Analysis Consensus Plan and Estimation of Vehicle Starts
- Appendix D: 2035 Long Range Transportation Plan Amendment #2 Project List
- Appendix E: Adoption and Endorsement Resolutions and Agency Determinations (to be included in final version)
- Appendix F: Mobile 6.2 Emission Factors
- Appendix G: Public and Agency Comments and Responses (to be included in final version)
- Appendix H: Off-Model Analysis
- Appendix I: Emissions Analysis
- Appendix J: VMT and Speeds

List of Acronyms

BG MPO:	Burlington-Graham Metropolitan Planning Organization
CAAA:	Clean Air Act Amendments of 1990 (United States)
CAMPO:	Capital Area Metropolitan Planning Organization
CFR:	Code of Federal Regulations
CMAQ:	Congestion Mitigation/Air Quality
CO:	Carbon Monoxide
DAQ:	Division of Air Quality (North Carolina)
DCHC MPO:	Durham-Chapel Hill –Carrboro Metropolitan Planning Organization
DENR:	Department of Environment and Natural Resources (North Carolina)
DMV:	Division of Motor Vehicles
DOT:	Department of Transportation (North Carolina)
EPA:	Environmental Protection Agency (United States)
FHWA:	Federal Highway Administration
FTA:	Federal Transit Administration
HBO:	Home Based Other (trip purpose)
HBS:	Home Based Shopping (trip purpose)
HBW:	Home Based Work (trip purpose)
HOV:	High Occupancy Vehicle
HPMS:	Highway Performance Management System
I/M:	Inspection/Maintenance
ISTEA:	Intermodal Surface Transportation Efficiency Act
ITRE:	Institute for Transportation Research and Education
KT RPO:	Kerr-Tar Rural Transportation Planning Organization
LRTP:	Long Range Transportation Plan
MPO:	Metropolitan Planning Organization
MTIP:	Metropolitan Transportation Improvement Program (regional equivalent of the STIP)
NAAQS:	National Ambient Air Quality Standards
NCDOT:	North Carolina Department of Transportation
NHB:	Non Home Based (trip purpose)
NO _x :	Nitrogen Oxides
RPO:	Rural Transportation Planning Organization
RTAC:	Rural Transportation Advisory Committee
RTCC:	Rural Technical Coordinating Committee
RVP:	Reid Vapor Pressure
SAFETEA-LU:	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SIP:	State Implementation Plan
STIP:	State Transportation Improvement Program (statewide equivalent of the MTIP)
TAC:	Transportation Advisory Committee
TAZ:	Traffic Analysis Zone
TARPO:	Triangle Area Rural Transportation Planning Organization
TCC:	Technical Coordination Committee
TCM:	Transportation Control Measure
TDM:	Transportation Demand Management
TEA-21:	Transportation Efficiency Act for the 21 st Century
TIP:	Transportation Improvement Program
TRM:	Triangle Regional Model
UCPRPO:	Upper Coastal Plain Rural Transportation Planning Organization
USEPA:	United States Environmental Protection Agency
VKT:	Vehicle Kilometers of Travel
VMT:	Vehicle Miles of Travel
VOC:	Volatile Organic Compound

Conformity Analysis and Determination Report

Amended 2035 Long Range Transportation Plans:

- Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO)
- NC Capital Area Metropolitan Planning Organization (NC CAMPO)

FY 2012 – 2018 Transportation Improvement Programs

- NC Capital Area Metropolitan Planning Organization
- Durham-Chapel Hill-Carrboro Metropolitan Planning Organization
- Burlington-Graham Metropolitan Planning Organization (BG MPO)

Projects from the FY 2012-2018 State Transportation Improvement Program:

- the portions of Chatham, Franklin, Granville, Johnston, Orange and Person Counties that are within the Triangle Ozone Maintenance Area but Outside the NC Capital Area and Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Areas

Executive Summary

- This report addresses 2035 Long Range Transportation Plan amendments and projects in the FY2012-18 TIP to accommodate the following project changes; Appendix D gives project details:

DCHC MPO (LRTP ID#)	83,84,85	Northern Durham Parkway: 3 segments between US70 East and Roxboro Road
	49	I-85 between US 70 and Red Mill Road
	44	I-40 between NC86 and I-85
	9	Carver Street Extension between Armfield Street and Old Oxford Highway
	56,56.1	Louis Stephens Dr. between Hopson Rd. and the Wake County Line (2 phases)
NC CAMPO (LRTP ID#)	A46	Tryon Road between Norfolk Southern RR and S. Wilmington Street
	F43	I-40 between US1/64 and Lake Wheeler Road
	A380	US64 between US1 and Laura Duncan Rd with interchange at Laura Duncan Rd
	A90d	US401 between NC39 and the Franklin County Line
	A2222a	NC54 between Cary Parkway to Weston Parkway
	A235b	US1A between Forbes Road and Rogers Road

- This effort also clarifies that Bus On Shoulder Systems (BOSS) is a Transportation System Management activity, and corrects East End Connector ramp configurations in the regional model.
- A regional emissions analysis is required (1-14-11 interagency consultation meeting).
- The following actions will be taken by the DCHC MPO, NC CAMPO, BG MPO and NCDOT:
 - a. DCHC MPO: adopt a 2035 LRTP amendment
 - b. DCHC MPO: adopt a 2012-18 MTIP
 - c. DCHC MPO: conformity determination on the 2035 LRTP amendment and 2012-18 MTIP
 - d. NC CAMPO: adopt a 2035 LRTP amendment
 - e. NC CAMPO: adopt a 2012-18 MTIP
 - f. NC CAMPO: conformity determination on the 2035 LRTP amendment and 2012-18 MTIP
 - g. BG MPO: adopt a 2012-18 MTIP
 - h. BG MPO: conformity determination on the 2012-18 MTIP
 - i. NCDOT: adopt a 2012-18 STIP
 - j. NCDOT: conformity determination for the Donut (rural) areas

1. Introduction

The Clean Air Act requires the United States Environmental Protection Agency (USEPA) to set limits on how much of a particular pollutant can be in the air anywhere in the United States. National Ambient Air Quality Standards (NAAQS) are the pollutant limits set by the USEPA; they define the allowable concentration of pollution in the air for six different pollutants – Carbon Monoxide, Lead, Nitrogen Dioxide, Particulate Matter, Ozone, and Sulfur Dioxide.

The Clean Air Act specifies how areas within the country are designated as either “attainment” or “non-attainment” of an air quality standard, and authorizes USEPA to define the boundaries of non-attainment areas. For areas designated as non-attainment for one or more NAAQS, the Clean Air Act defines a specific timetable to attain the standard and requires that non-attainment areas demonstrate reasonable and steady progress in reducing air pollution emissions until such time that an area can demonstrate attainment. Each state must develop and submit a State Implementation Plan (SIP) that addresses each pollutant for which it violates the NAAQS. Individual state air quality agencies are responsible for defining the overall regional plan to reduce air pollution emissions to levels that will enable attainment and maintenance of the NAAQS. This strategy is articulated through the SIP.

In North Carolina, the agency responsible for SIP development is the North Carolina Department of Environment and Natural Resources, Division of Air Quality (NC DENR/DAQ). The delineation and implementation of strategies to control emissions from on-road mobile sources is a significant element of the state plan to improve air quality, which links transportation and air quality planning activities within a non-attainment or maintenance area. The process of ensuring that a region’s transportation planning activities contribute to attainment of the NAAQS, or “conform” to the purposes of the SIP, is referred to as transportation conformity. In order to receive federal transportation funds within a non-attainment or maintenance area, the area must demonstrate through a federally mandated conformity process that the transportation investments, strategies and programs, taken as a whole, contribute to the air quality goals defined in the state air quality plan.

In order to ensure the conformity requirements are met, Section 176 (c) of the Clean Air Act authorizes the USEPA Administrator to “promulgate criteria and procedures for demonstrating and assuring conformity in the case of transportation plans, programs, and projects.” This is accomplished through the Transportation Conformity Rule, developed by the USEPA to outline all federal requirements associated with transportation conformity. The Transportation Conformity Rule in conjunction with the Metropolitan Planning Regulations direct transportation plan and program development as well as the conformity process.

The purpose of this report is to comply with the provisions of the Clean Air Act Amendments of 1990 in concurrence with all conformity requirements as detailed in 40 CFR Parts 51 and 93 (the Transportation Conformity Rule) and 23 CFR Part 450 (the Metropolitan Planning Regulations). It demonstrates that amendments to the financially constrained long-range transportation plans and the transportation improvement programs (TIPs) eliminate or reduce future violation of the National Ambient Air Quality Standards (NAAQS) in the following jurisdictions:

- The NC Capital Area Metropolitan Planning Organization (CAMPO) – **2035 LRTP amendment and 2012-18 MTIP**,
- The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) – **2035 LRTP amendment and 2012-18 MTIP**,
- The Burlington-Graham Metropolitan Planning Organization (BG MPO) – **2012-18 MTIP**, and
- The rural “donut” portions of the Triangle Ozone Maintenance Area outside of the MPOs in four townships in Chatham County and Orange, Franklin, Granville, Johnston and Person Counties – **2012-18 STIP**.

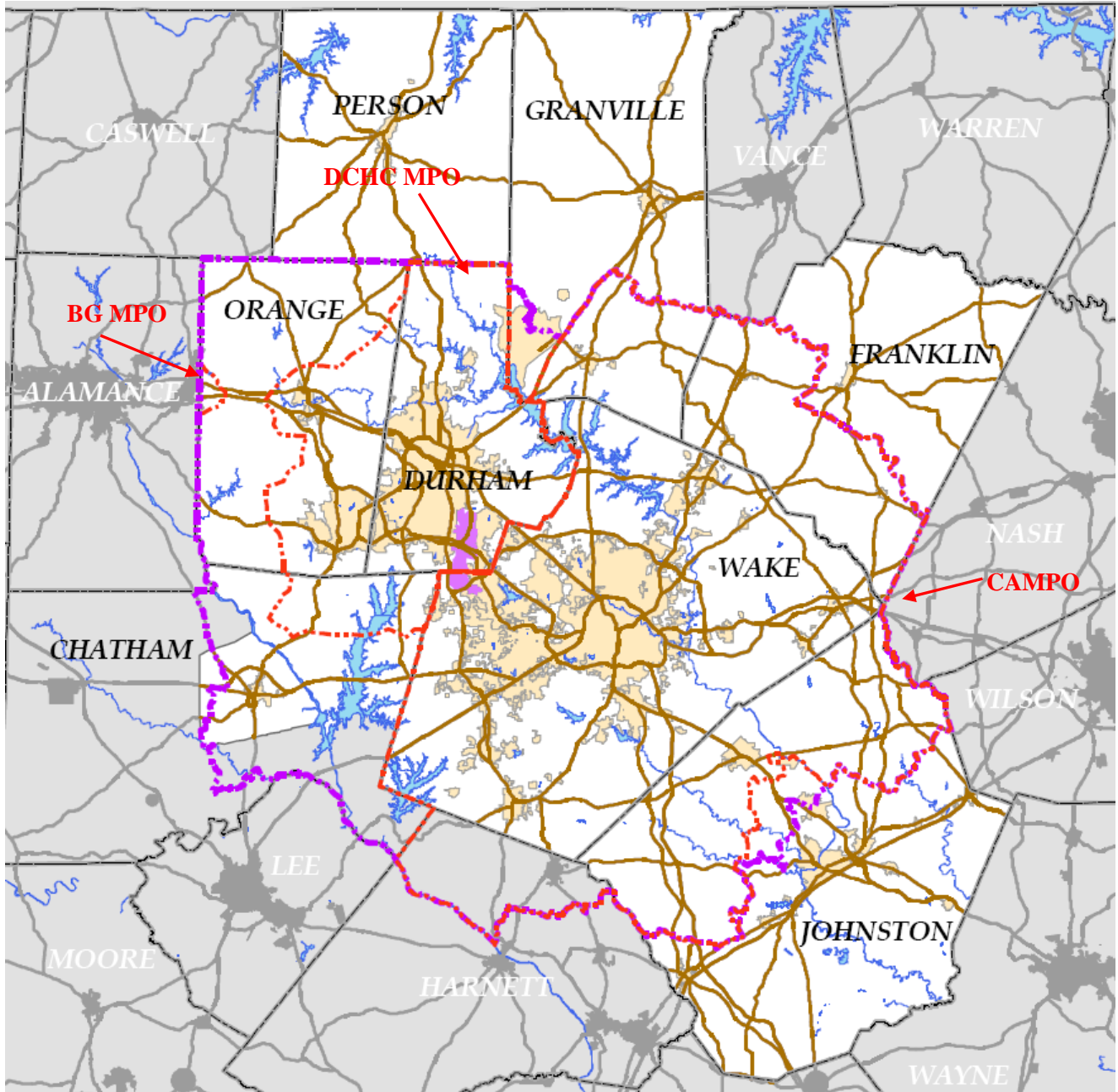
Conformity Determinations for the 2035 Long Range Transportation Plans in the Triangle, along with their currently conforming FY2009-15 TIP subset, were most recently approved as follows:

- NC Capital Area MPO: July 6, 2010
- Durham-Chapel Hill-Carrboro MPO: July 6, 2010
- The NCDOT (for the rural portions of Chatham, Franklin, Granville, Johnston, Person and Orange Counties in the Triangle Ozone Maintenance Area): July 6, 2010
- Burlington-Graham MPO: April 21, 2009

The above-named MPOs and portions of RPOs combine to form a region known as the “Triangle.” The entire Triangle maintenance region is shown as a map in Figure 1.

All Federally funded projects and regionally significant projects, regardless of funding source, in areas designated by the United States Environmental Protection Agency (USEPA) as air quality non-attainment or maintenance areas must come from a conforming long-range transportation plan and transportation improvement program (TIP). The Triangle region is required by 40 CFR 51 and 93 to make a conformity determination on any newly adopted or amended fiscally constrained long-range transportation plan and TIP. In addition, the United States Department of Transportation (USDOT), specifically, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), must make a conformity determination on MPO Plans in the Triangle region and the related TIPs in all non-attainment and maintenance areas.

Figure 1. Triangle Ozone Maintenance Area



Legend

- Triangle Ozone Maintenance Area
- TRM Modelled Area
- MPO Boundary
- Major Road Or Highway
- RTP
- Municipal Limit
- County Boundaries

BG MPO is Burlington-Graham MPO (small part of Orange County in the maintenance area).

CAMPO is Capital Area MPO (all of Wake County and parts of Franklin, Granville, Harnett and Johnston Counties)

DCHC MPO is Durham-Chapel Hill-Carrboro MPO (all of Durham and parts of Orange and Chatham Counties)

40 CFR Part 93 requires that a conforming transportation plan satisfy six conditions:

- The transportation plan must be consistent with the motor vehicle emissions budget(s) in an area where the applicable implementation plan or implementation plan submission contains a budget (*40 CFR Part 93.118*).
- The transportation plan, TIP, or FHWA/FTA project not from a conforming plan must provide for the timely implementation of TCMs from the applicable implementation plan (*40 CFR Part 93.113b*).
- The MPO must make the conformity determination according to the consultation procedures of *40 CFR Part 93.105*.
- The conformity determination must be based on the latest emissions estimation model available (*40 CFR Part 93.111*).
- The conformity determination must be based on the latest planning assumptions (*40 CFR Part 93.110*).
- The Transportation Plan, TIP, or FHWA/FTA project must meet the interim emissions tests where applicable (*40 CFR Part 93.119*).

This report shows that each MPO's 2035 Transportation Plan, the 2012-18 MTIPs and projects from the 2012-18 STIP in the donut areas meets each condition. Each condition is discussed in subsequent sections of this report. This report documents the interagency consultation process, public involvement process, and analysis used to demonstrate transportation conformity for amendments to the 2035 LRTP and 2012-18 TIP.

These analyses are consistent with the set of amendments to 40 CFR Parts 51 and 93, published in the January 24, 2008 **Federal Register**, *Transportation Conformity Rule Amendments to Implement Provisions Contained in the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); Final Rule*, effective on February 25, 2008. Based on the analysis documented in this report, the following Long Range Transportation Plans and TIPs conform to the purpose of the Triangle Area SIP:

- NC Capital Area MPO amended 2035 LRTP and the 2012-18 MTIP
- Durham-Chapel Hill-Carrboro MPO amended 2035 LRTP and the 2012-18 MTIP
- Burlington-Graham MPO 2035 LRTP and the 2012-18 MTIP
- Projects from the 2012-2018 STIP in the donut areas of the Triangle Maintenance Area

The amended 2035 Long Range Transportation Plan and 2012-18 TIP accomplish the intent of the North Carolina State Implementation Plan (SIP). This conformity determination is based on the original regional emissions analysis that uses the transportation network approved by each of the above-named Metropolitan Planning Organizations (MPOs) and NCDOT, in coordination with the affected Rural Planning Organizations (RPOs), for the 2035 long-range transportation plan, and the emissions factors developed in cooperation with the North Carolina Department of Environment and Natural Resources (DENR).

2. Air Quality Planning

USEPA originally declared Durham County, Wake County and Dutchville Township in Granville County non-attainment for ozone (O₃) under the 1-hour ozone standard and Durham County and Wake County non-attainment for Carbon Monoxide (CO) on November 15, 1990. Ozone, the primary component of smog, is a compound formed when volatile organic compounds (VOC) and oxides of nitrogen (NO_x) mix together in the atmosphere with sunlight. NO_x and VOC are referred to as ozone “precursors.” Durham County, Wake County and Dutchville Township were redesignated by USEPA to attainment with a maintenance plan for ozone under the 1-hour standard on June 17, 1994 and Durham County and Wake County were redesignated by USEPA to attainment with a maintenance plan for CO on September 18, 1995.

In 1997 the NAAQS for ozone was reviewed and revised to reflect improved scientific understanding of the health impacts of this pollutant. When the standard was revised in 1997, an eight-hour ozone standard was established that was designed to replace the one-hour standard. The USEPA designated the entire Triangle area as a “basic” non-attainment area for ozone under the eight-hour standard with an effective date of June 15, 2004; the designation covered the following geographic areas:

- Durham County
- Wake County
- Orange County
- Johnston County
- Franklin County
- Granville County
- Person County
- Baldwin, Center, New Hope and Williams Townships in Chatham County

On December 26, 2007, the Triangle Area was redesignated as attainment with a maintenance plan for ozone under the eight-hour standard. The USEPA direct final rule from the Federal Register for CO is found in Appendix A. The USEPA direct final rule for ozone is provided in Appendix B.

2.1 Emissions Budgets

DENR prepared emissions budgets as part of their CO and 8-hour ozone maintenance plans for those areas subject to budgets. Each of the eight counties or portions of counties in the bulleted list above is part of the Triangle ozone maintenance area under the 8-hour ozone standard and has emissions budgets for NO_x. Emissions budgets were established for 2008 and 2017. The 2008 budgets apply for years up to and including 2016, while the 2017 budgets apply for 2017 and all subsequent years. The December 26, 2007 Federal Register notice establishing the NO_x budgets deemed VOCs insignificant, hence no VOC budgets apply to the region.

Durham and Wake Counties have CO maintenance requirements under the most recent SIP Maintenance Plan update, which supplemented the pre-existing 2005 CO budgets with new

2015 budgets for each county. Under the update, the existing 2005 budgets from the prior SIP apply between 2005 and 2014 and the newer 2015 budgets apply from 2015 onwards.

Tables related to CO in this report reflect the motor vehicle emission budgets published in the March 24, 2006 Federal Register and effective May 23, 2006 (see Appendix A).

Tables 1 and 2 list the motor vehicle emission budgets for those portions of the Triangle subject to SIP budgets.

Table 1. NO_x Budget for Triangle Counties

NO _x : Redesignation SIP (kilograms/day)		
Area	SIP Budget year	
	2008	2017
Chatham	1,565	948
Durham	13,106	4,960
Franklin	2,048	1,139
Granville	4,649	1,714
Johnston	12,583	5,958
Orange	9,933	3,742
Person	1,359	791
Wake	36,615	16,352

* the last NO_x emission budgets are for 2017; all subsequent years are compared to the 2017 budget.

Table 2. CO Budget - Durham and Wake Counties

CO: from State Implementation Plan (SIP)	
Area	motor vehicle emissions budget (tons/day)
	March 24, 2006 Federal Register -- Maintenance Plan Update (2015 budget)
Durham County	177.22
Wake County	384.27

* the last CO emission budgets are for 2015; all subsequent years are compared to the 2017 budget.

3. Long-Range Transportation Plans

The 2035 Transportation Plans were developed between 2007 and 2009. Federal law *40 CFR part 93.104(b)(3)* requires a conformity determination of transportation plans no less frequently than every four years. As required in *40 CFR 93.106*, the analysis years for the transportation plans are no more than ten years apart.

The CAMPO area includes all of Wake County and parts of Franklin, Granville, Harnett and Johnston Counties. The DCHC MPO area includes all of Durham and parts of Orange and Chatham Counties. The BGMPO area includes a small portion of Orange County within the 8-hour maintenance area for ozone. The remaining portions of the non-attainment area are rural (donut) areas within the Triangle Area, Kerr-Tar and Upper Coastal Plain RPOs.

3.1 Consultation

The amendment to the 2035 Transportation Plan and the FY2012-18 TIP are consistent with consultation requirements discussed in *40 CFR 93.105*. Consultation on the development of this conformity determination was accomplished through an interagency consultation meeting held on January 14, 2011 and subsequent meetings and discussions. A summary of the topics discussed and decisions reached is included in Appendix C.

3.2 Financial Constraint Assumptions

The Transportation Plans remain fiscally constrained as discussed in *40 CFR 93.108*. The DCHC MPO, Capital Area MPO and Burlington-Graham Long Range Transportation Plans are fiscally constrained to the year 2035. All projects included in the 2012-18 TIP are fiscally constrained, and funding sources have been identified for construction and operation. The estimates of available funds are based on historic funding availability and include federal, state, private, and local funding sources. Additional detail on fiscal constraint is included in each MPO long range transportation plan. It is assumed that the projects listed for each horizon year will be completed and providing service by the end of the indicated calendar year (December 31). These transportation networks are described in the respective 2035 Long-Range Transportation Plans.

3.3 Latest Planning Assumptions

The 2035 Transportation Plans used the latest adopted planning assumptions as discussed in *40 CFR 93.110*, and were adopted as part of the Plans. No changes to these assumptions were made as part of the Plan amendment covered by this conformity report. A single travel demand model was developed for the urbanized portion of the Triangle non-attainment area. A single set of population, housing and employment projections was developed. In addition, a set of highway and transit projects that was consistent across jurisdictional boundaries was developed and refined through MPO cooperation. This collection of socioeconomic data, highway and transit networks and travel forecast tools, representing the latest planning assumptions, was finalized through the adoption of the Long Range Transportation Plans by the Capital Area MPO and Durham-Chapel Hill-Carrboro MPO in May 2009. Additional detail on these planning assumptions is available in the 2035 Long Range Transportation Plans and the conformity determination report for those plans.

3.4 Future year roadway projects

Roadway improvements used for conformity modeling were developed in the 2035 Transportation Plan process in each MPO. Outside of the MPO boundaries, TIP projects from the 2012-2018 TIP served as the future year roadway projects. For the 2035 Plans, lists of needed projects were developed based on modeled congestion and identified local needs. Improvements were coded into the TRM and analyzed. Intermediate analysis for the years 2015 and 2025 were performed to assist in prioritizing the 2035 roadway needs. The final 2015, 2025, and 2035 networks are fiscally constrained. Projects were added from MPO priority lists until estimated project costs equaled the expected funding available. The base network (2005) and the three future networks (2015, 2025, and 2035) used for the conformity determination were the same as the networks used for the 2035 Transportation Plans. Throughout the process to develop the roadway networks, the MPOs and NCDOT identified any initial inconsistencies in project timing and characteristics (e.g. cross-section) for those projects crossing jurisdictional boundaries and reached consensus on consistent solutions.

This amendment to the 2035 LRTP changes the proposed number of lanes, distance and/or air quality analysis year for the projects listed in Appendix D.

The interagency partners also jointly developed lists of regionally significant and exempt projects for the 2035 LRTPs. The checklist below was used to guide the identification of regionally significant projects. After the MPOs, RPOs and NCDOT generated initial lists, the lists were reviewed by DENR , EPA, FTA and FHWA.

Regionally Significant Project Checklist

1. The facility serves regional transportation needs (i.e. facilities that provide access to and from the region or that provide access to major destinations in the region).
2. The facility is functionally classified higher than a minor arterial (minor arterials may be regionally significant if their main purpose is to provide access to major facilities in the region).
3. The facility is a fixed guideway transit facility.
4. The facility is included in the travel model for the region (in many cases collector streets are modeled and not regionally significant).

To be regionally significant a facility should meet one or more criteria in this checklist. 40 CFR Part 93.101

3.5 Transit networks

As with the roadway projects, each MPO developed transit projects for its LRTP. The base year network was modeled from existing routes and fares for the transit systems in 2005. Future year networks were based on fiscally-constrained projected new or expanded services from regional transit plans, local bus system short range plans, corridor transit plans and other projected bus service expansion estimates, where available. As with the roadway networks, the MPOs and NCDOT identified and rectified any initial inconsistencies in project characteristics or implementation years where transit projects crossed jurisdictional boundaries.

3.6 Congestion Mitigation/Air Quality (CMAQ) Projects

The NC Department of Transportation has established an allocation and review process for CMAQ projects. Each MPO and RPO in a non-attainment or maintenance area receives an allocation of CMAQ funds based on population and air quality status. In addition, a statewide pool of CMAQ funds is allocated to projects serving more than one non-attainment or maintenance area on a competitive basis. This amendment does not affect CMAQ projects in the Triangle region.

4. Regional Emission Analysis

In areas with an USEPA approved attainment demonstration or maintenance plan, an emissions budget comparison satisfies the emissions test requirement of 40 CFR Part 93.118. For pollutants for which an emissions budget has been submitted, the estimated emissions from the transportation plan must be less than or equal to the emissions budget values. Emissions factors were provided by DENR.

All parts of the Triangle Ozone Maintenance Area have emissions budgets. Table 3 shows what parts are covered by the Triangle Regional Model (TRM) and how each part was analyzed for each pollutant in each comparison year.

Three counties in the non-attainment area are completely within the Triangle Regional travel demand Model (TRM) boundary: Durham, Orange and Wake. Person County is completely outside of the TRM boundary. The other 4 counties, Granville, Franklin, Johnston and Chatham (Baldwin, Center, New Hope and Williams Townships only), have parts that are within the modeled area and parts that are outside of the modeled area.

4.0.1. Sub-area emission budgets

Each county or, in the case of Chatham County, county portion, have NO_x emission budgets. In addition, Durham and Wake Counties have CO emission budgets. These Motor Vehicle Emission Budgets were used in performing the emissions analysis.

4.0.2 Emissions analysis source

Vehicle Miles of Travel (VMT) and speeds for the emissions analysis were derived from the TRM where it is available. Person County VMT and speeds came from the NCDOT rural spreadsheet; VMT and speeds for the portions of Franklin, Granville and Johnston Counties outside the modeled area came from the NCDOT rural spreadsheet factored by the percentage of each county's population in the rural area, a method that has been used in prior analyses.

4.0.3 Emissions comparison years (ozone)

For areas with budgets under the 8-hour standard (Durham, Franklin, Granville, Johnston, Orange, Person and Wake Counties and the four townships in Chatham County), emissions must be analyzed for years where there is an 8-hour emissions budget, the attainment year (if a region is in non-attainment), the horizon year and intermediate years such that intervals do not exceed 10 years. The Triangle area is currently in attainment, so no attainment year analysis is required. The following years were analyzed to meet the requirements: 2015 (intermediate year), 2017 (8-hour budget year), 2025 (intermediate year), and 2035 (LRTP horizon year).

Analysis years where there is a budget and no LRTP model runs, do not require additional runs; interpolation was used to derive data for the non-matching year (2017). Also, in accordance with 40 CFR 93.118, since there was no budget for the required analysis years 2015, 2025 and 2035, the 2008 budgets were used for 2015 analysis and the 2017 budgets were used for 2025 and 2035.

Table 3. Triangle Area Transportation Conformity Analysis Matrix (2035 LRTPs)

County	Area model status	Area emissions budget status	Emissions analysis source	Emissions comparison years			
				2015 ¹	2017 ¹	2025	2035 horizon
Person	rural area (all)	emissions budget	Non-modeled Area Analysis Spreadsheet	O3	O3	O3	O3
Granville	modeled area	emissions budget	TRM	O3	O3	O3	O3
	rural area	emissions budget	Non-modeled Area Analysis Spreadsheet (factored) ²	O3	O3	O3	O3
Franklin	modeled area	emissions budget	TRM	O3	O3	O3	O3
	rural area	emissions budget	Non-modeled Area Analysis Spreadsheet t (factored) ²	O3	O3	O3	O3
Johnston	modeled area	emissions budget	TRM	O3	O3	O3	O3
	rural area	emissions budget	Non-modeled Area Analysis Spreadsheet (factored) ²	O3	O3	O3	O3
Chatham (part)	modeled area	emissions budget	TRM	O3	O3	O3	O3
	rural area	emissions budget	Non-modeled Area Analysis Spreadsheet (factored) ²	O3	O3	O3	O3
Orange	modeled (all)	emissions budget	TRM	O3	O3	O3	O3
Durham	modeled (all)	emissions budget	TRM	CO O3	O3	CO O3	CO O3
Wake	modeled (all)	emissions budget	TRM	CO O3	O3	CO O3	CO O3

TRM: Triangle Regional Model

O3: Ozone

CO: Carbon Monoxide

¹ 2015 is both an LRTP interim year and a CO budget year for Durham and Wake Counties; 2017 is an ozone budget year.

² where part of a county is covered by the regional model, the remainder of the county was analyzed using the NCDOT Non-Modeled Area Analysis Spreadsheet, factored by the percent of county population that lives outside of the modeled area.

4.0.4 Emission comparison years (CO)

Durham and Wake Counties have CO maintenance requirements under a 2006 updated SIP. This Maintenance Plan update supplements the pre-existing 2005 budgets with a 2015 budget for each county. Under the update, the pre-existing 2005 budgets apply between 2005 and 2014 and the new 2015 budgets apply from 2015 onwards. Both counties are entirely within the modeled area and have emissions budgets under the updated SIP; the TRM was used as the analysis tool. Listed below is specific CO budget and comparison year information:

- SIP Budget Years: 2005, 2015 (Durham and Wake Counties)
- Comparison Years for CO SIP – 2015, 2025, 2035 (Durham and Wake Counties)

For this LRTP amendment, three changes to the 2035 LRTP document will be made:

- An amended project list in Appendix 1 of the 2035 LRTP to include the project changes shown in Appendix D of this Conformity Determination Report;
- A clarification that Bus On Shoulder Systems (BOSS) is included as a Transportation System Management (TSM) action in section 7.9 of the 2035 LRTP; and
- An addition to the amendment page within the body of the document that tracks this and any future amendments to the 2035 LRTP.

4.1 Emissions Model

MOBILE 6.2 was used to develop the emissions factors. Motor vehicle emissions controls considered in the MOBILE6.2 model include the following:

<u>Strategy</u>	<u>Methodology/Approach</u>
<i>I/M Program (per NC SIP)</i>	<i>Ran Model in Place</i>
<i>Tier 2 vehicle's Emission Standards</i>	<i>Ran Model in Place</i>
<i>Low Sulfur Gasoline and Diesel fuels</i>	<i>Ran Model in Place</i>
<i>Heavy Duty Vehicle Rules 2004 and 2007</i>	<i>Ran Model in Place</i>
<i>Low RVP Gasoline</i>	<i>Ran Model in Place</i>
<i>On board vapor recovery</i>	<i>Ran Model in Place</i>

Also, area specific information is used for such items as vehicle age distribution and vehicle type distribution rather than national default values, as documented below.

4.1.1 Development of Emissions Factors

A critical element of any emissions analysis or estimate is the development and utilization of the emissions factors applied to the travel estimates. In order to assure that the emissions factors used in the conformity analysis were compatible with those used in the development of the North Carolina SIP, DENR provides emission factors and model inputs for each non-attainment and maintenance area in North Carolina. The MOBILE6.2 emissions factor model was used to develop the emissions factors in 2011 for the Triangle. These factors are shown in Appendix F.

NCDENR provides motor vehicle emissions factors by federal functional classification of the roadway system. In addition the percentage of motor vehicles subject to the inspection and maintenance program is estimated from accident data. The scope of North Carolina's motor vehicle inspection and maintenance program expanded to forty-eight counties by 2007. The percentage of vehicles in each county subject to the I/M program is shown in Table 4.

Table 4. Percentage of Vehicles Subject to Inspection and Maintenance Programs

Location	2007-2035
Wake County	95%
Durham County	92%
Johnston County	91%
Chatham County	96%
Granville County	83%
Orange County	89%
Franklin County	90%

4.1.2 Development of VMT Mix by Vehicle Type

The North Carolina Department of Transportation (NCDOT) provides data on VMT for six urban and six rural road types; vehicle mix data are available for the same road types. Automatic traffic recording stations and selected Highway Performance Monitoring System (HPMS) locations were used and counts taken in 2009 are used to determine the percentage of vehicles, by vehicle type, for various road types. Vehicle classification data was used in conjunction with MOBILE6.2 default vehicle mix to estimate fleet distribution by functional class. The classification data was iteratively adjusted to replicate MOBILE6.2's national classification default within the analysis area.

4.1.3 Vehicle Age Distributions

The vehicle age distribution is based on the North Carolina Department of Motor Vehicles' 2010 (DMV) registration records for the in-use fleet in the Triangle area. DMV provided the information. The data was modified and arranged to comply with MOBILE6.2

4.2 Transportation Control Measures

The North Carolina State Implementation Plan lists no transportation control measures pertaining to the Triangle.

4.3 Estimation of Vehicle Starts

A component of the emissions rates for each functional class is an estimate of the start-based emissions. This rate is based on an assumed number of starts per vehicle and is added to running emissions to produce a single rate to apply to vehicle miles traveled. Mobile 6 includes national default rates. However, the use of default rates isn't the best practice for heavily urbanized areas with an updated Travel Demand Model. Area-specific rates were calculated by dividing the total number of trips from the travel demand model by the total number of registered vehicles. Appendix C contains additional information. This methodology has been previously endorsed by USEPA and used in prior conformity analysis in the Triangle.

4.4 Off-model Analysis

The Triangle Regional Model (TRM) does not include algorithms that can calculate the effects on VMT and speeds (and hence air quality) of certain transportation related activities designed to influence people's travel modes or affect the supply of or demand for transportation services. Examples of such activities that either currently exist or are planned in the Triangle include:

- Transportation Demand Management (TDM) programs such as the Triangle Best Workplaces for Commuters program and the SmartCommute@RTP program which cover approximately 10% of the region's workforce,
- Land use strategies, such as compact, mixed-use, pedestrian- and transit-oriented development and design initiatives, over and above those reflected in the Traffic Analysis Zone (TAZ) socioeconomic data,
- Certain rail modal benefits; as is typical for regional models, the TRM does not account for some benefits of rail over similar bus service, such as reliability, comfort and safety, which are termed "non-included attributes" by the Federal Transit Administration; any use of these attributes must be approved by the FTA.

- Commuter Services Programs operated by the Triangle Transit Authority, such as the Guaranteed Ride Home program, rideshare matching software and the vanpool program, and
- Incident management programs conducted on the region's Interstate highways and other freeways in Wake and Durham Counties, including surveillance cameras, the Motorist Assistance Patrols, and traveler information activities.

In order to accurately account for the impacts of such activities, they are reflected through “off-model” analyses. Although these and other programs are suitable for off-model analysis, this conformity determination included off-model analysis only for the interstate incident management program. As more experience is gained in other activities, they may be reflected in future conformity analyses. FHWA Region IV's *Off-Model Air Quality Analysis: A Compendium of Practice* provided guidance on estimating these emissions effects. Appendix H includes the calculations for this off-model analysis in Durham and Wake Counties.

4.5 Emissions Comparison Tests by Location and Pollutant

USEPA originally declared Durham County, Wake County and Dutchville Township in Granville County non-attainment under the 1-hour standard for ozone (O₃) and Durham County and Wake County non-attainment for Carbon Monoxide (CO) on November 15, 1990. Durham County, Wake County and Dutchville Township were redesignated by USEPA to attainment with a maintenance plan for ozone on June 17, 1994 and Durham County and Wake County were redesignated by USEPA to attainment with a maintenance plan for CO on September 18, 1995.

In 1997 the NAAQS for ozone was reviewed and revised to reflect improved scientific understanding of the health impacts of this pollutant. When the standard was revised in 1997, an eight-hour ozone standard was established. The USEPA designated the entire Triangle area as a “basic” non-attainment area for eight-hour ozone with an effective date of June 15, 2004. The Triangle Area was subsequently redesignated to a Maintenance Area for eight-hour ozone on December 26, 2007.

The current maintenance designation covers the following geographic areas:

- Durham County
- Wake County
- Orange County
- Johnston County
- Franklin County
- Granville County
- Person County
- Baldwin, Center, New Hope and Williams Townships in Chatham County

Both volatile organic compounds (VOCs) and oxides of nitrogen (NO_x) are precursors of ozone. In the most recently approved maintenance plans for ozone for the areas listed above, the North Carolina Department of Environment and Natural Resources (DENR) prepared emissions budgets for only NO_x, as VOC was deemed insignificant. USEPA approved the most recent emissions budgets on December 26, 2007 with an effective date of the same day. The USEPA approval and promulgation rulings for CO and ozone containing the budgets are in Appendices A and B.

Four organizations are responsible for conformity determinations; each must make a conformity determination for its respective area in order for all of the areas to be designated in conformity:

- the Capital Area MPO within the CAMPO metropolitan area boundary – currently all of Wake County, and portions of Franklin, Granville and Johnston Counties.
- the DCHC MPO within its metropolitan area boundary – all of Durham County and parts of Orange and Chatham counties.
- the Burlington-Graham MPO within its portion of the metropolitan area boundary in western Orange County.
- the NCDOT in the rural “donut” area that is comprised of those portions of Chatham, Orange, Person, Franklin, Granville and Johnston Counties that remain outside of any MPO metropolitan area boundary.

For this report, emissions were calculated and reported at the County level, or for part of a county if only a part is in the maintenance area (Chatham County). Table 5 summarizes the emissions test used and decision-making responsibility for conformity findings in each County.

Table 5. Emissions Test and Responsibility for Conformity Findings

Location	Pollutant(s)	Emissions Test	Conformity Finding Responsibility
Wake County	O3, CO	budget	Capital Area MPO
Durham County	O3, CO	budget	Durham-Chapel Hill-Carrboro MPO
Johnston County	O3	budget	NC DOT (consultation with Upper Coastal Plain RPO)
Chatham County (<i>Baldwin, Center, New Hope, Williams Townships</i>)	O3	budget	Durham-Chapel Hill-Carrboro MPO NC DOT (consultation with Triangle Area RPO)
Granville County	O3	budget	NC DOT (consultation with Kerr-Tar RPO)
Orange County	O3	budget	Durham-Chapel Hill-Carrboro MPO Burlington-Graham MPO NC DOT (consultation with Triangle Area RPO)
Person County	O3	budget	NC DOT (consultation with Kerr-Tar RPO)
Franklin County	O3	budget	NC DOT (consultation with Kerr-Tar RPO)

The results of the emission comparisons are summarized by County in Tables 6 through 13. Detailed emissions analysis results by county are contained in Appendix I.

Emissions from vehicles are expected to show dramatic decreases, even with continuing increases in vehicle miles of travel (VMT), for several reasons:

- Fleet turnover. Older, more polluting vehicles (gasoline and diesels) continue to be retired and replaced with newer, cleaner vehicles.
- Newer vehicles have gotten cleaner with each model year. The most recent Federal tailpipe standards are set at an average standard of 0.07 grams per mile for nitrogen oxides for all classes of passenger vehicles beginning in 2004. This includes all light-duty trucks, as well as the largest SUVs. For more detail, including phase-in by vehicle type, see USEPA's Tier 2 Vehicle Standard Final Rule at: <http://www.epa.gov/otaq/regs/ld-hwy/tier-2/finalrule.htm>
- Gasoline fuels are improving. Refiners and importers of gasoline were required to meet stricter sulfur content requirements by 2006. Low sulfur gasoline enables better emission controls, and can lead to further emission reductions from today's catalyst-equipped fleet. See USEPA's Gasoline Sulfur Program Final Rule at: <http://www.epa.gov/otaq/regs/ld-hwy/tier-2/finalrule.htm>
- Emissions from heavy-duty on-highway vehicles are expected to decrease due to USEPA's Heavy-Duty Engine and Vehicle Standards and Highway Diesel Fuel Sulfur Control Requirements. Stricter NOx emission standards were phased in between 2007 and 2010 for diesel engines. New standards for on-road diesel fuel (15 ppm sulfur content) were phased in at the terminal level by July 15, 2006 and at the retail stations by September 1, 2006. See: <http://www.epa.gov/otaq/diesel.htm#hd2007>
- Expansion of vehicle inspection and maintenance programs to more counties in North Carolina so that more polluting vehicles are identified and repaired, thus lowering emissions.

The combination of the technology/fuel improvements/vehicle maintenance and resulting emission reductions exceeds the effect of increased VMT in the Triangle area. The trend in the Triangle area is not uncommon. On a national level this trend is also seen in data gathered by the Federal Highway Administration (FHWA). For additional detail, see the FHWA web site on vehicle miles traveled and vehicle emissions at: <http://www.fhwa.dot.gov/environment/vmtems.htm>

Table 6. Durham County Emissions Comparison Summary (kg/day)

Year	NO _x		CO ¹		
	SIP Budgets	LRTP Emissions	SIP Budgets (tons)	SIP Budgets (kg)	LRTP Emissions (kg)
2015 ²	13,106	5,526	177.22	160,771	97,417
2017 ²	4,960	4,412	177.22	160,771	N/A
2025 ³	4,960	2,685	177.22	160,771	91,431
2035 ⁴	4,960	2,567	177.22	160,771	99,434

Table 7. Wake County Emissions Comparison Summary (kg/day)

Year	NO _x		CO ¹		
	SIP Budgets	LRTP Emissions	SIP Budgets (tons)	SIP Budgets (kg)	LRTP Emissions (kg)
2015 ²	36,615	17,183	384.27	348,604	299,741
2017 ²	16,352	13,911	384.27	348,604	N/A
2025 ³	16,352	9,139	384.27	348,604	301,682
2035 ⁴	16,352	8,510	384.27	348,604	314,604

Table 8. Granville County Emissions Comparison Summary (kg/day)

Year	NO _x	
	SIP Budgets	Long Range Plan or TIP Emissions
2015 ²	4,649	1,998
2017 ²	1,714	1,619
2025 ³	1,714	845
2035 ⁴	1,714	629

Table 9. Franklin County Emissions Comparison Summary (kg/day)

Year	NO _x	
	SIP Budgets	Long Range Plan or TIP Emissions
2015 ²	2,048	1,298
2017 ²	1,139	1,072
2025 ³	1,139	584
2035 ⁴	1,139	496

Table 10. Johnston County Emissions Comparison Summary (kg/day)

Year	NO _x	
	SIP Budgets	Long Range Plan or TIP Emissions
2015 ²	12,583	4,800
2017 ²	5,958	3,806
2025 ³	5,958	1,896
2035 ⁴	5,958	1,508

Table 11. Orange County Emissions Comparison Summary (kg/day)

Year	NO _x	
	SIP Budgets	Long Range Plan or TIP Emissions
2015 ²	9,933	3,291
2017 ²	3,742	2,579
2025 ³	3,742	1,529
2035 ⁴	3,742	1,431

Table 12. Person County Emissions Comparison Summary (kg/day)

Year	NO _x	
	SIP Budgets	Long Range Plan or TIP Emissions
2015 ²	1,359	711
2017 ²	791	607
2025 ³	791	407
2035 ⁴	791	370

Table 13. Chatham County (part) Emissions Comparison Summary (kg/day)

Year	NO _x	
	SIP Budgets	Long Range Plan or TIP Emissions
2015 ²	1,565	1,001
2017 ²	948	859
2025 ³	948	512
2035 ⁴	948	454

1. To obtain kilograms per day, multiply tons per day by 907.18; SIP CO budgets are listed in tons/day
2. Budget year
3. LRTP interim year
4. LRTP Horizon year.

5. Public Involvement and Interagency Consultation

The amended 2035 Transportation Plan is consistent with consultation requirements discussed in *40 CFR 93.105*. Interagency consultation was a cooperative effort on the part of the Capital Area MPO, the Durham-Chapel Hill-Carrboro MPO, the North Carolina Department of Transportation and the Federal Highway Administration. The process was administered by the Triangle J Council of Governments on behalf of the partners and an interagency consultation meeting was held on January 14, 2011. Subsequent interagency consultation was conducted through teleconference calls; discussion summaries are included in Appendix C.

Public review of this report is being handled in accordance with each MPO's public participation policy. A copy of the public participation policies are available for review. Comments from the public participation process are incorporated into the final Conformity Analysis and Determination Report. Those comments are included in Appendix G of the final report.

6. Conclusion

Based on the analysis and consultation discussed above the following transportation plans and TIPs conform to the purpose of the North Carolina State Implementation Plan. In every horizon year for every pollutant in each geographic area, the emissions expected from the implementation of the long-range plans and TIPs are less than the emissions budgets established in the SIP.

Table 14: Summary of Conformity Status of Triangle Transportation Plans

Criteria (√ indicates the criterion is met)	Burlington-Graham MPO 2035 LRTP & 2012-18 TIP*	Durham-Chapel Hill-Carrboro MPO 2035 LRTP & 2012-18 TIP*	Capital Area MPO 2035 LRTP & 2012-18 TIP*	Rural (Donut) Area of the Triangle 2012-18 STIP
Less Than Emissions Budgets	√	√	√	√
TCM Implementation	The NC SIP includes no Transportation Control Measures in the Triangle Area			
Interagency Consultation	√	√	√	√
Latest Emissions Model	√	√	√	√
Latest Planning Assumptions	√	√	√	√
Fiscal Constraint	√	√	√	√

* The 2012-18 TIPs are direct subsets of the amended 2035 LRTPs

Yellow highlighting indicates LRTP amendments and TIPs covered by this conformity report.

Specific conformity findings for each of these areas are listed below:

Burlington-Graham MPO Ozone Conformity Finding for the 2012-2018 Transportation Improvement Program

Based on the analysis and consultation and involvement processes described in this report, the Burlington-Graham MPO 2012-2018 Transportation Improvement Program is found to conform to the purpose of the North Carolina State Implementation Plan. The emissions expected from the implementation of the Burlington-Graham 2012-18 Transportation Improvement Program are in conformity with the 8-hour ozone standard.

Capital Area MPO Ozone and Carbon Monoxide Conformity Finding for the 2035 Long-Range Transportation Plan and 2012-2018 Transportation Improvement Program

Based on the analysis and consultation and involvement processes described in this report, the Capital Area MPO 2035 Long-Range Transportation Plan and 2012-2018 Transportation Improvement Program are found to conform to the purpose of the North Carolina State Implementation Plan. The emissions expected from the implementation of the Capital Area MPO 2035 Long-Range Transportation Plan and 2012-2018 Transportation Improvement Program are less than the applicable budgets for NO_x and CO; therefore the LRTP and TIP are in conformity with the 8-hour ozone standard and the carbon monoxide standard.

Durham-Chapel Hill-Carrboro MPO Ozone and Carbon Monoxide Conformity Finding for the 2035 Long-Range Transportation Plan and 2012-2018 Transportation Improvement Program

Based on the analysis and consultation and involvement processes described in this report, the Durham-Chapel Hill-Carrboro MPO 2035 Long-Range Transportation Plan and 2012-2018 Transportation Improvement Program are found to conform to the purpose of the North Carolina State Implementation Plan. The emissions expected from the implementation of the Durham-Chapel Hill-Carrboro MPO 2035 Long-Range Transportation Plan and 2012-2018 Transportation Improvement Program are less than the applicable budgets for NO_x and CO; therefore the LRTP and TIP are in conformity with the 8-hour ozone standard and the carbon monoxide standard.

NCDOT Triangle Rural (Donut) Area Ozone Conformity Finding for the 2012-2018 State Transportation Improvement Program

Based on the analysis and consultation and involvement processes described in this report, the 2012-2018 State Transportation Improvement Programs for the rural areas of counties in the Triangle that are outside of the MPO boundaries are found to conform to the purpose of the North Carolina State Implementation Plan. The emissions expected from the implementation of the 2012-2018 State Transportation Improvement Program are less than the applicable budgets for NO_x in the SIP; therefore the TIP is in conformity with the 8-hour ozone standard.



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.

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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.

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

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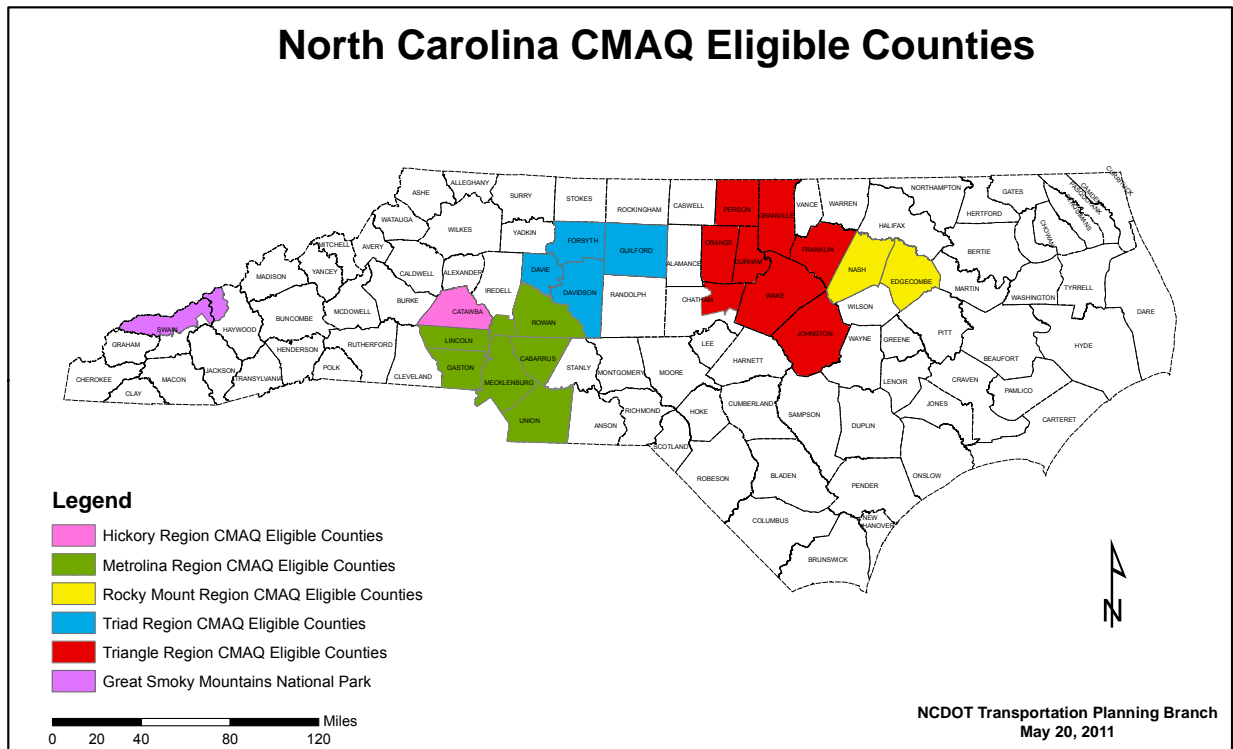
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CONGESTION MITIGATION & AIR QUALITY PROGRAM FOR NORTH CAROLINA

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.



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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.



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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



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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.



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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 guidelines¹:

- **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.

¹ 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.



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- **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](#).



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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.



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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_x, 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



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- \$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



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- **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



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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](#).



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- **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.



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- **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:



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- 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:

October 1 – 31, 2011	MPO/RPO and NCDOT Highway/Modal Divisions submit CMAQ summaries & applications via Partner Connect
November 1 – 30, 2011	NCDOT reviews applications
December 1, 2011 – January 31, 2012	IRT reviews applications
January 1, 2012 – February 28, 2012	CMAQ funding levels determined/Follow-up coordination
March 2012	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
Summer 2012	Draft 2014 STIP released
Summer 2013	Final 2014 STIP adopted



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History of Subregional CMAQ Target Funding Allocations

MPO/RPO	2006	2007	2008	2009	2010
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

MPO/RPO	2011	2012	2013	2014	2015
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 Notes
Durham City Hall, Transportation Conference Room
August 3, 2011, 9am

CMAQ Call for Projects

Estimated CMAQ Available: \$2,638,891 in both FY 2016 and FY 2017

Emission Estimations

- LPA staff to look into if there are elements of the non-motorized trip model that can be used to estimate the emission benefits of bike/ped projects. LPA staff may do the calculation for all projects to ensure consistency
- Applicant to develop emission benefit estimates for replacement buses counting only the bus emissions
- Applicant to develop emission benefit estimates for expansion buses. LPA staff will investigate a consistent methodology for this estimation.

Selection of projects

- Based on a combination of emission estimates and bonus points for addressing MPO goals.
- A bonus will be given for projects that support the regional rail services.
 - Bicycle – within a 3 mile bike-shed of transit stations
 - Pedestrian – within a ½ mile walk-shed of transit stations
 - Transit – services that parallel future regional rail service for a portion of the route that will help build future rail ridership
- A bonus will also be given for projects that promote a state of good repair (infrastructure health) – primarily replacement transit vehicles

Statewide and Regional CMAQ Criteria

- Concern for if bicycle, pedestrian, and transit projects will be eligible for statewide funds.
- Will the 2040 Plan have an impact on which projects are eligible?
- Locally managed projects should be eligible for statewide funds.
- Funds that are used as part of a Public-Private-Partnership should be eligible for statewide funds.
- Recommendations from the NC 54 corridor study such as the construction of park-and-ride lots or improvements to the corridor (signal timing, bike/ped/transit) should be eligible for statewide funding
 - Many projects are likely too expensive for the subregional category
 - Projects help alleviate congestion on I-40 (statewide tier facility)
- Comments to be considered by the TCC for endorsement in August.

Schedule:

- 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.

STPDA Call for Projects

Estimated STPDA Available: FY 2010 apportionment \$4,986,878; with obligation limitation \$4,102,000

Potential changes to the funding policy

- Annual reserve
 - May not be necessary to include for several reasons
 - Do not want to fund a lot of small projects due to the excessive administrative requirements
 - If it is eliminated, could allow cost over-runs on projects up to a certain percentage (15%?). May result in an over-programming of STPDA and could lead to running out of funding in the later years of the program. This would serve as an incentive for jurisdictions to obligate funding quickly.
 - Annual reserve was the only category TTA and counties were eligible for. If it is eliminated, we may want to make TTA and counties eligible for other STPDA funding categories.
- Staff & Routine Planning
 - LPA staff to develop an estimate for funding needs for FY 2016-2020
 - Question on the impact of changing to a CAMPO membership fee model on STPDA funding levels
- Extra Planning
 - LPA staff to develop an estimate for funding needs for FY 2016-2020
- Transit
 - TTA would like to be eligible for funding in this category.
 - Instead of dividing by agency (50% DATA, 50% CHT) may want to divide by service type (local, regional) or transportation goal (planning, expansion, operations, etc.)
- Regional Bicycle & Pedestrian
- Local Discretionary
 - Unsure if counties have a desire to receive STPDA funding due to the 20% local match requirement

- Should Cary receive funding?
 - Cary population in Chatham County not included in 2000 Census defined UZA – subject to change with 2010 Census

Schedule:

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.

CMAQ Application Summary for DCHC MPO FY 2016-2017 Call for Projects

Subregional

Applicant	Description	2016		2017	
		Phase	Fed Funds	Phase	Fed Funds
Carrboro	Carrboro High School Multi-Use Path	Planning	\$ 85,536	Construction	\$ 598,219
Carrboro	Downtown Multi-Use Path	Planning	\$ 19,860	R/W	\$ 9,538
				Construction	\$ 99,011
Chapel Hill	N. Estes Drive Sidewalk and Bike Lane	R/W	\$ 165,796		
		Construction	\$ 779,966		
Chapel Hill	MLK Jr. Shared Pathway	R/W	\$ 180,073		
		Construction	\$ 544,547		
Chapel Hill	Bus Replacement	Transit Implementation	\$ 1,072,000		
Durham	Bus Replacement	Transit Implementation	\$ 1,120,000		
Durham	Alston Avenue Station Pedestrian Enhancements	Planning	\$ 52,800	R/W	\$ 144,000
				Construction	\$ 512,000
Durham	Durham Station Pedestrian Enhancements	Planning	\$ 8,000	R/W	\$ 8,000
				Construction	\$ 80,000
Durham	Hillandale Road Bicycle and Pedestrian Enhancements	Construction	\$ 560,000		
Durham	West Durham Station Pedestrian Enhancements	Planning	\$ 16,000	R/W	\$ 16,000
				Construction	\$ 160,000
Durham	West Ellerbee Creek Trail	R/W	\$ 160,000	Construction	\$ 921,600
TJCOG	TDM Program	Non-Transit Implementation	\$ 505,402	Non-Transit Implementation	\$ 522,555
		Total	\$ 5,269,980	Total	\$ 3,070,923
		Estimated Available	\$ 2,638,891	Estimated Available	\$ 2,638,891
		Difference	\$ (2,631,089)	Difference	\$ (432,032)

Statewide

Applicant	Description	2016		2017	
		Phase	Fed Funds	Phase	Fed Funds
Hillsborough	Train Station	Planning	\$ 322,000	Construction	\$ 2,186,000

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

MEMORANDUM

TO: Terry Arellano, PE, NCDOT, Transportation Planning Branch, Systems Planning Group

FROM: Technical Coordinating Committee, DCHC MPO

RE: Comments on Statewide and Regional CMAQ Project Selection Criteria

DATE: August 24, 2011

The Durham-Chapel Hill-Carrboro Technical Coordinating Committee has reviewed the proposed statewide and regional CMAQ project selection criteria and provides the following comments:

Eligibility of Projects for Statewide CMAQ Funding

As proposed, only projects on the statewide tier for all modes will be eligible for statewide funds. This website displays maps of the statewide tier <http://www.ncdot.gov/performance/reform/NCMINmaps/>.

For bicycle projects, the statewide tier only includes state bicycle routes (<http://www.ncdot.gov/download/performance/NCMINmaps/BikeMap.pdf>). Many of these routes are more recreational in nature and for set up for cyclists who may do long touring trips across the state. In the DCHC MPO, there aren't any routes in Durham County and one route in Orange County. The most heavily traveled bicycle routes are not included in the statewide tier – which is the opposite of the statewide tier for the highway system.

Instead of defining statewide as facilities that facilitate statewide travel, it should be defined as carrying the highest volume of cyclists for purposes of CMAQ. This would enable the highest volume cycling facilities to be eligible for more CMAQ funding and fits better with the CMAQ goal of helping air quality and mitigating congestion. As currently proposed very few cycling routes are even eligible for statewide tier funding and these routes don't necessarily provide the most air quality benefits to the state.

For transit and rail projects, it is not clear which projects would be eligible (described as “major intercity rail or transit projects”). Clarification is needed. At a minimum, the following should be eligible: rail projects on the high-speed rail route, New Start and Small Start transit projects, and bus on shoulder projects on statewide tier highways (includes I-40, US 70, US 15-501, and NC 147).

Please clarify what role the 2040 Plan will have on defining the statewide tier and project eligibility for statewide CMAQ funds.

As currently proposed, only NCDOT-managed projects are eligible for statewide funds. There should be exceptions to this for bicycle, pedestrian, and transit projects. Local transit agencies are direct recipients of federal funding. Large bus purchases, New Start and Small Start transit projects will likely

be locally managed and should be eligible for statewide CMAQ funding. In addition, locally managed public-private partnership projects should be eligible for statewide CMAQ funding.

The DCHC MPO is nearing completion of a corridor study for the highly congested NC 54 and I-40 area. One of the potential recommendations of this study is a park-and-ride lot, transit service, and bicycle and pedestrian facilities centered on a future transit-oriented development. These projects are envisioned to provide substantial congestion relief benefits to NC 54 and I-40 (a statewide tier facility). The scale of improvements far exceeds the amount of MPO subregional CMAQ funding. Projects like this should be eligible for statewide tier CMAQ funding.

Statewide and Regional CMAQ Evaluation Criteria:

There are eight criteria proposed to evaluate statewide and regional projects.

- Pollutant Reduction (25 points)
 - The calculation considers a 1 kg reduction in CO, a 1 kg reduction in NO_x, and a 1 kg reduction in VOC to be equally valuable. In our area, the production of ozone is NO_x-limited so NO_x reductions should receive more consideration. We recommend having the NC Division of Air Quality develop a weighting factor for each pollutant that reflects the relative contribution of each towards ozone production and negative health impacts in North Carolina.
 - Bicycle and pedestrian projects should have a longer lifecycle than HOV/HOT and park-and-ride lots because they are less likely to become “overcapacity” requiring future improvements.
 - Why is an expansion bus’s lifecycle 12 years and a replacement bus’s lifecycle 5 years?
 - Since this calculation is used for both this criterion and the project cost effectiveness criterion, it will have the biggest impact on the overall ranking and should be carefully crafted.
 - This criterion will favor the largest projects – most likely HOV/HOT, traffic signal systems, large city bus purchases, etc. Bicycle and pedestrian projects probably will not fare well. Considering NCDOT’s Complete Streets goals, the number of roadways with inadequate bicycle and pedestrian facilities, and the limited amount of state funding currently dedicated to bicycle and pedestrian improvements, the NCDOT should ensure that bicycle and pedestrian facilities have a greater opportunity to compete for statewide and regional CMAQ projects.
- Project Cost Effectiveness (25 points)
 - This criterion uses the pollutant reduction calculation/total cost. Pollutant reduction should be modified as described above.
- Transportation Impact (20 points)
 - Define “promotes multimodal options, including freight movement.” Does multimodal mean non-highway? Would only bicycle, pedestrian, bus, and rail projects receive points? What types of potential freight projects are envisioned to encourage more

freight to use non-highway modes? Rail projects were not listed under common lifecycles.

- Innovation (10 points)
 - Define “gap closure project” – Gaps in sidewalks? Traffic signal term?
 - Points for using new transit technology (alternative fuel/hybrid vehicles, real-time schedule information, etc.) should be defined and should be greater than 3 points.
- Policy and Information Sharing (10 points)
 - No comments
- Consistency with Existing Plans (5 points)
 - Should be a yes/no screening criterion for all projects – not an evaluation criterion. If the project is not in the MPO’s LRTP, it cannot be funded.
- Subjective Evaluation (3 points)
 - This category would award points to projects that support livability/sustainability. This goal is appropriate for a program that is designed to support both transportation and environmental goals. More than 3 points should be awarded to this criterion.
- SAFETEA-LU Priorities (2 points)
 - No comments.

POLICY FRAMEWORK FOR DCHC-MPO'S FEDERAL FUNDS

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

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

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

Transportation Improvement Plan (TIP)

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

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

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

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

DCHC-MPO Funds - Eligibility Requirements

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

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

DCHC-MPO Funds - STP-DA Funding Proposal

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

Step 1 – Distribution guidance

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

DCHC-MPO Funds – STP-DA Project Approval Process

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

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

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

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

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

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

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

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

DCHC-MPO Funds – CMAQ Funding

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

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

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

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

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

Project Tracking System

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

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

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

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

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

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

Policies - Obligations & Monitoring

A. Obligation Monitoring of STP-DA and CMAQ Funds

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

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

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

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

B. Expenditure Monitoring of STP-DA and CMAQ Funds

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

C. Obligation and Expenditure Monitoring of FTA Funds

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

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

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

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

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

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

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

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

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

New and “Returned” funds are defined as follows:

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

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

The TCC and TAC will approve the following:

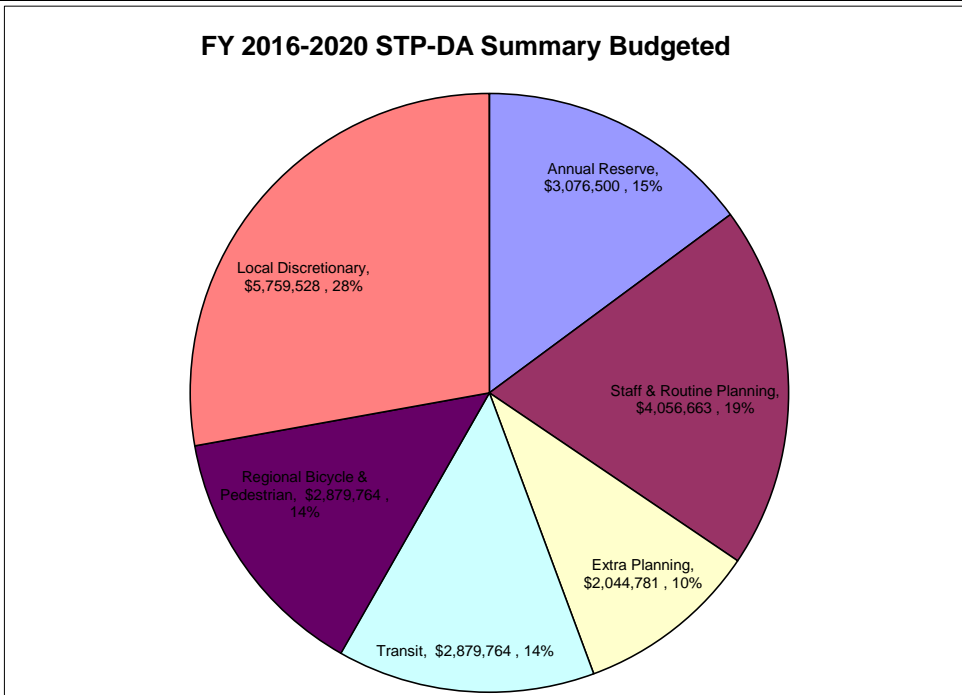
- A MPO wide STP-DA contingency lists of prioritized projects. In the event that additional funds become available through the reauthorization of the federal transportation act, the project tracking system, or any other sources, these contingency lists will become effective. The contingency projects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

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

Adopted by TAC *June 9th, 2010.*

DCHC MPO -- STP-DA Allocation Table (FY 2016-2020) ILLUSTRATIVE - existing policy
Summary Table

		Prior Years	FY 16	FY 17	FY 18	FY 19	FY 20	TOTAL with prior years	Budgeted	Remaining
Pre-FY2016	Unprogrammed Balance	\$187,000						\$187,000		
Actual	Annual Reserve		\$ 615,300	\$ 615,300	\$ 615,300	\$ 615,300	\$ 615,300	\$ 3,076,500	15%	
	Staff & Routine Planning		\$ 764,091	\$ 787,014	\$ 810,624	\$ 834,943	\$ 859,991	\$ 4,056,663	Applied a 3% annual inflation to current funding levels	
	Extra Planning		\$ 408,956	\$ 408,956	\$ 408,956	\$ 408,956	\$ 408,956	\$ 2,044,781	Applied a 3% annual inflation to current funding levels	
	Transit		\$ 625,163	\$ 572,682	\$ 566,780	\$ 560,700	\$ 554,438	\$ 2,879,764	25% of remainder	
	Regional Bicycle & Pedestrian		\$ 625,163	\$ 572,682	\$ 566,780	\$ 560,700	\$ 554,438	\$ 2,879,764	25% of remainder	
	Local Discretionary		\$ 1,250,326	\$ 1,145,365	\$ 1,133,560	\$ 1,121,400	\$ 1,108,876	\$ 5,759,528	50% of remainder	
	Total		\$4,289,000	\$4,102,000	\$4,102,000	\$4,102,000	\$4,102,000	\$20,697,000		
	STP-DA (with obligation limit)		\$ 4,102,000	\$ 4,102,000	\$ 4,102,000	\$ 4,102,000	\$ 4,102,000	\$ 20,510,000		
	FY BALANCE		(\$187,000)	\$0	\$0	\$0	\$0			
	Unprogrammed Balance		\$0	\$0	\$0	\$0	\$0			
Federal STP-DA Apportionment			\$ 4,986,878	\$ 4,986,878	\$ 4,986,878	\$ 4,986,878	\$ 4,986,878			
Unobligated Balance at beginning of FY										
FY Obligation Limit (Federal Apportionment + Unob)			\$4,986,878	\$4,986,878	\$4,986,878	\$4,986,878	\$4,986,878			

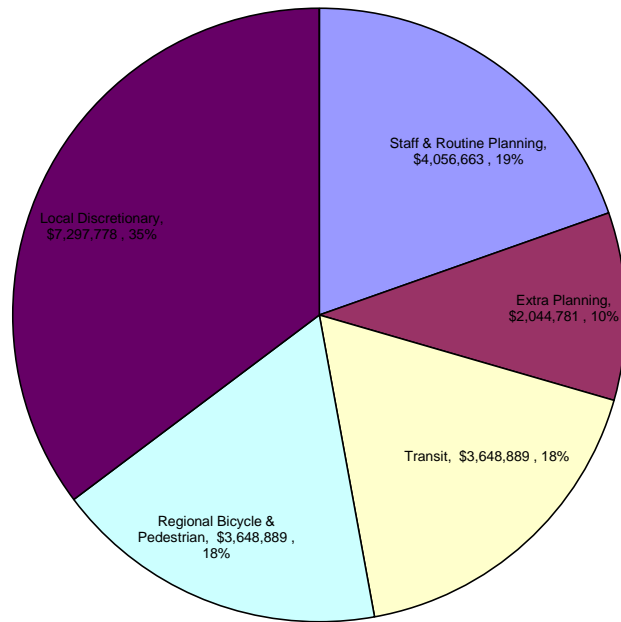


	2010 Population	Percentage of MPO municipal population	Local Discretionary Share
Durham	228,330	73%	\$ 3,258,113
Chapel Hill	57,233	18%	\$ 1,191,346
Carrboro	19,582	6%	\$ 736,541
Hillsborough	6,087	2%	\$ 573,528
	311,232		
Transit Share			
DATA			\$1,439,882
CHT			\$1,439,882

DCHC MPO -- STP-DA Allocation Table (FY 2016-2020) ILLUSTRATIVE - no annual reserve
Summary Table

	Prior Years	FY 16	FY 17	FY 18	FY 19	FY 20	TOTAL with prior years	Budgeted	Remaining
Pre-FY2016	Unprogrammed Balance	\$187,000					\$187,000		
Actual	Staff & Routine Planning	\$ 764,091	\$ 787,014	\$ 810,624	\$ 834,943	\$ 859,991	\$ 4,056,663	Applied a 3% annual inflation to current funding levels	
	Extra Planning	\$ 408,956	\$ 408,956	\$ 408,956	\$ 408,956	\$ 408,956	\$ 2,044,781	Applied a 3% annual inflation to current funding levels	
	Transit	\$ 778,988	\$ 726,507	\$ 720,605	\$ 714,525	\$ 708,263	\$ 3,648,889	25% of remainder	
	Regional Bicycle & Pedestrian	\$ 778,988	\$ 726,507	\$ 720,605	\$ 714,525	\$ 708,263	\$ 3,648,889	25% of remainder	
	Local Discretionary	\$ 1,557,976	\$ 1,453,015	\$ 1,441,210	\$ 1,429,050	\$ 1,416,526	\$ 7,297,778	50% of remainder	
	Total	\$4,289,000	\$4,102,000	\$4,102,000	\$4,102,000	\$4,102,000	\$20,697,000		
	STP-DA (with obligation limit)	\$ 4,102,000	\$ 4,102,000	\$ 4,102,000	\$ 4,102,000	\$ 4,102,000	\$ 20,510,000		
	FY BALANCE	(\$187,000)	\$0	\$0	\$0	\$0			
	Unprogrammed Balance	\$0	\$0	\$0	\$0	\$0			
	Federal STP-DA Apportionment	\$ 4,986,878	\$ 4,986,878	\$ 4,986,878	\$ 4,986,878	\$ 4,986,878			
	Unobligated Balance at beginning of FY								
	FY Obligation Limit (Federal Apportionment + Un)	\$4,986,878	\$4,986,878	\$4,986,878	\$4,986,878	\$4,986,878			

FY 2016-2020 STP-DA Summary Budgeted



Option 1: Allocate Local Discretionary Among Municipalities Fully Included by DCHC MPO MAB

	2010 Population	Percentage of MPO municipal population	Local Discretionary Share
Durham	228,330	73%	\$ 4,386,624
Chapel Hill	57,233	18%	\$ 1,474,218
Carrboro	19,582	6%	\$ 833,324
Hillsborough	6,087	2%	\$ 603,613
	311,232		

Option 2: Allocate Local Discretionary Among all Jurisdictions Within DCHC MPO MAB

	2010 Population	Percentage of MPO MAB population	Local Discretionary Share (\$500k min)	Local Discretionary Share (\$250k min)	Local Discretionary Share (\$100k min)
Durham	228,330	58%	\$ 2,396,269	\$ 3,296,298	\$ 3,836,315
Chapel Hill	57,233	14%	\$ 975,317	\$ 1,013,582	\$ 1,036,542
Carrboro	19,582	5%	\$ 662,628	\$ 511,256	\$ 420,433
Hillsborough	6,087	2%	\$ 550,552	\$ 331,211	\$ 199,606
Cary	1,063	0.3%	\$ 508,828	\$ 264,182	\$ 117,395
Uninc. Durham	36,421	9%	\$ 802,475	\$ 735,916	\$ 695,981
Uninc. Orange	34,202	9%	\$ 784,046	\$ 706,311	\$ 659,670
Uninc. Chatham	14,168	4%	\$ 617,663	\$ 439,021	\$ 331,837
	397,086				

Option 1: Allocate Transit by System Operating Expenses

	2009 Operating Expenses	Adjust for MPO Share	Transit Share
DATA	\$ 18,966,546	\$ 18,966,546	\$ 1,821,016
CHT	\$ 14,609,426	\$ 14,609,426	\$ 1,402,680
TTA (1/3 DCHC)	\$ 13,285,619	\$ 4,428,540	\$ 425,193
		\$ 38,004,512	

Option 2: Allocate Transit by Service Type

	Bus and Rail Investment Plans (Annual*24)	Percent of total	Transit Share
Local	\$ 193,800,000	70%	\$ 2,552,168
Regional	\$ 65,280,000	24%	\$ 859,678
Planning	?		
Small Capital	\$ 18,000,000	6%	\$ 237,043
	\$ 277,080,000		

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: August 10, 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

Contract Number: C201487	Route: US-15
Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number: B-3450, U-4009, U-4012
Length: 1.769 miles	Federal Aid Number: BRSTP-1116(6)
Resident Engineer: Chad D. Hinnant	RE Phone Number: (919)220-4680
Location Description: BRIDGES OVER SANDY CRK & TRIBUTARY & APPROACHES ON SR-1116, SR-1126 NEAR US-15/501 & SR-1116, US-15/501 AT MT MORIAH RD.	
Type of Work: GRADING, DRAINAGE, PAVING, SIGNALS, AND STRUCTURES.	
Contractor Name: DLB, INC DBA DLB INC (OF VA)	
Contract Amount: \$18,810,912.36	Cost Overrun/Underrun: 0.4%
Availability Date: 10/1/2007	Letting Date: 8/21/2007
Completion Date: 8/1/2010	Work Began: 10/1/2007
Revised Completion Date: 12/15/2010	Estimated Completion: 7/22/2011
Last Estimate Thru: 4/21/2011	Scheduled Progress: 100%
Last Estimate Paid: 4/26/2011	Actual Progress: 99.99%

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

Contract Number: C202064	Route: SR-2028
Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number: U-3309A
Length: 1.165 miles	Federal Aid Number: STP-2028(4)
Resident Engineer: Cadmus Capehart, PE	RE Phone Number: (919)840-0914
Location Description: SR-2028 (TW ALEXANDER DR) FROM CORNWALLIS RD TO EAST OF NC-147 IN DURHAM.	
Type of Work: WIDENING, GRADING, DRAINAGE, PAVING & SIGNALS.	
Contractor Name: THOMPSON CONTRACTING GRADING PAVING & UTILITIES INC	
Contract Amount: \$6,502,648.68	Cost Overrun/Underrun: 4.93%
Availability Date: 2/1/2010	Letting Date: 12/15/2009
Completion Date: 8/15/2011	Work Began: 2/8/2010
Revised Completion Date:	Estimated Completion: 12/30/2011
Last Estimate Thru: 6/30/2011	Scheduled Progress: 97%
Last Estimate Paid: 7/19/2011	Actual Progress: 48.82%

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

Contract Number: C202340	Route: SR-1321
Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number: U-3804
Length: 1.07 miles	Federal Aid Number: STM-0505(50)
Resident Engineer: Chad D. Hinnant	RE Phone Number: (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: 7/7/2011 **Scheduled Progress:** 36%
Last Estimate Paid: 7/22/2011 **Actual Progress:** 28.03%

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:** 7/30/2011
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: 7/7/2011 **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>Type of Work: DIAMOND GRINDING, CONC PVT SLAB REMOVAL & SHOULDER RECONST.</p> <p>Contractor Name: FSC II LLC DBA FRED SMITH COMPANY</p> <p>Contract Amount: \$4,274,880.20 Cost Overrun/Underrun: 2.84%</p> <p>Availability Date: 3/15/2011 Letting Date: 9/21/2010</p> <p>Completion Date: 11/1/2011 Work Began: 3/15/2011</p> <p>Revised Completion Date: Estimated Completion: 11/1/2011</p> <p>Last Estimate Thru: 7/7/2011 Scheduled Progress: 44%</p> <p>Last Estimate Paid: 7/21/2011 Actual Progress: 47.45%</p>	
<p>Contract Number: C202613 Route: US-15501</p> <p>Physical Division: 5 County: Durham</p> <p>Administrative Division: 5 TIP Number: R-5164E</p> <p>Length: 7.59 miles Federal Aid Number: STM-0070(140)</p> <p>Resident Engineer: Chad D. Hinnant RE Phone Number: (919)220-4680</p> <p>Location Description: 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>Type of Work: MILLING, RESURFACING & SHOULDER RECONSTRUCTION.</p> <p>Contractor Name: FSC II LLC DBA FRED SMITH COMPANY</p> <p>Contract Amount: \$1,844,694.96 Cost Overrun/Underrun: 0.3%</p> <p>Availability Date: 3/15/2011 Letting Date: 9/21/2010</p> <p>Completion Date: 9/2/2011 Work Began: 4/1/2011</p> <p>Revised Completion Date: Estimated Completion: 9/2/2011</p> <p>Last Estimate Thru: 7/7/2011 Scheduled Progress: 55.34%</p> <p>Last Estimate Paid: 7/13/2011 Actual Progress: 32.43%</p>	
<p>Contract Number: C202620 Route: I-85</p> <p>Physical Division: 5 County: Durham</p> <p>Administrative Division: 5 TIP Number: I-5145</p> <p>Length: 12.6 miles Federal Aid Number: IMS-085-4(118)178</p> <p>Resident Engineer: Cadmus Capehart, PE RE Phone Number: (919)840-0914</p> <p>Location Description: I-85 FROM NORTH OF US-70 IN DURHAM COUNTY TO NORTH OF NC-56 IN GRANVILLE COUNTY.</p> <p>Type of Work: PAVEMENT REHABILITATION AND BRIDGE REPAIR OVERLAYS.</p> <p>Contractor Name: FSC II LLC DBA FRED SMITH COMPANY</p> <p>Contract Amount: \$8,098,211.15 Cost Overrun/Underrun: 0%</p> <p>Availability Date: 6/1/2011 Letting Date: 4/19/2011</p> <p>Completion Date: 7/15/2012 Work Began: 6/10/2011</p> <p>Revised Completion Date: Estimated Completion: 7/15/2012</p> <p>Last Estimate Thru: 7/15/2011 Scheduled Progress: 11%</p> <p>Last Estimate Paid: 7/21/2011 Actual Progress: 13.58%</p>	
<p>Contract Number: C202712 Route: NC-751, SR-1811, SR-1903 SR-1905, SR-1919, SR-1921 SR-1959</p> <p>Physical Division: 5 County: Durham</p> <p>Administrative Division: 5 TIP Number:</p> <p>Length: 13.04 miles Federal Aid Number:</p> <p>Resident Engineer: Cadmus Capehart, PE RE Phone Number: (919)840-0914</p> <p>Location Description: NC-751 FROM 3 LANE SECTION TO THE CHATHAM COUNTY LINE & 6 SECTIONS OF SECONDARY ROADS.</p> <p>Type of Work: WIDENING, RESURFACING & SHOULDER RECONSTRUCTION.</p> <p>Contractor Name: REA CONTRACTING A DIVISION OF THE LANE CONSTRUCTION CORPORAT</p> <p>Contract Amount: \$2,700,860.68 Cost Overrun/Underrun: 17.69%</p> <p>Availability Date: 4/4/2011 Letting Date: 2/15/2011</p> <p>Completion Date: 9/30/2011 Work Began: 5/5/2011</p> <p>Revised Completion Date: Estimated Completion: 9/30/2011</p> <p>Last Estimate Thru: 6/30/2011 Scheduled Progress: 27%</p> <p>Last Estimate Paid: 7/8/2011 Actual Progress: 53.1%</p>	
<p>Contract Number: C202713 Route: NC-157</p> <p>Physical Division: 5 County: Durham</p> <p>Administrative Division: 5 TIP Number:</p> <p>Length: 14.99 miles Federal Aid Number:</p> <p>Resident Engineer: Chad D. Hinnant RE Phone Number: (919)220-4680</p> <p>Location Description: US-15/501 FROM MT MORIAH RD TO ORANGE CO LINE, NC-157 FROM BEG 2 LANE TO ORANGE CO LINE & 7 SECTIONS OF SECONDARY RDS.</p> <p>Type of Work: WIDENING, RESURFACING & SHOULDER RECONSTRUCTION.</p> <p>Contractor Name: REA CONTRACTING A DIVISION OF THE LANE CONSTRUCTION CORPORAT</p> <p>Contract Amount: \$3,152,859.31 Cost Overrun/Underrun: 0.35%</p>	

<p>Availability Date: 4/4/2011 Completion Date: 8/26/2011 Revised Completion Date: Last Estimate Thru: 6/30/2011 Last Estimate Paid: 7/13/2011</p>	<p>Letting Date: 2/15/2011 Work Began: 4/4/2011 Estimated Completion: 8/26/2011 Scheduled Progress: 60% Actual Progress: 59.59%</p>
<p>Contract Number: DO00069 Physical Division: 5 Administrative Division: 5 Length: 0 miles Resident Engineer: Cadmus Capehart, PE Location Description: BRIDGES #12, 71, 137, 154, 156, AND 169 ON NC-147. Type of Work: BRIDGE PAINTING. Contractor Name: S & D INDUSTRIAL PAINTING, INC. Contract Amount: \$922,562.15 Availability Date: Completion Date: Revised Completion Date: Last Estimate Thru: Last Estimate Paid:</p>	<p>Route: NC-147 County: Durham TIP Number: BK-5102G Federal Aid Number: BRNHS-0147(4) RE Phone Number: (919)840-0914 Cost Overrun/Underrun: Letting Date: 8/19/2010 Work Began: Estimated Completion: Scheduled Progress: Actual Progress:</p>
<p>Contract Number: DO00070 Physical Division: 5 Administrative Division: 5 Length: 0 miles Resident Engineer: Cadmus Capehart, PE Location Description: BRIDGES #194 ON SR-1940, #202 ON SR-2080, #206 ON SR-1121, AND #212 ON NC-147. Type of Work: BRIDGE PAINTING. Contractor Name: ASTRON GENERAL CONTRACTING COMPANY INC Contract Amount: \$1,079,557.80 Availability Date: Completion Date: Revised Completion Date: Last Estimate Thru: Last Estimate Paid:</p>	<p>Route: NC-147 County: Durham TIP Number: BK-5102E Federal Aid Number: BRZ-1940(2) RE Phone Number: (919)840-0914 Cost Overrun/Underrun: Letting Date: 8/19/2010 Work Began: Estimated Completion: Scheduled Progress: Actual Progress:</p>
<p>Contract Number: DO00076 Physical Division: 5 Administrative Division: 5 Length: 0 miles Resident Engineer: Jeffrey D. Allen, PE Location Description: BRIDGES #228 ON SR-1959, #224 ON SR-1999, AND #100 ON SR-2028. Type of Work: BRIDGE PAINTING. Contractor Name: SAFFO CONTRACTORS INC Contract Amount: \$1,138,000.00 Availability Date: 6/6/2011 Completion Date: 10/18/2011 Revised Completion Date: Last Estimate Thru: Last Estimate Paid:</p>	<p>Route: I-40 County: Durham TIP Number: BK-5102F Federal Aid Number: BRSTP-1959(5) RE Phone Number: (919)733-9499 Cost Overrun/Underrun: Letting Date: 9/2/2010 Work Began: 7/21/2011 Estimated Completion: Scheduled Progress: Actual Progress:</p>

ACTIVE NCDOT PROJECTS LOCATED IN DCHC MPO- ARRA

County	TIP/WBS #	Description	Let Date	Completion Date	Status	Cost	Comments
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
NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST							
County	TIP #	Description	Let Date	Completion Date	Status	Cost	Comments

ACTIVE NCDOT PROJECTS LOCATED IN DCHC MPO-NON ARRA

TCC 8/24/2011 Attachment 14

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	Rev. compl. 10/15/11	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 scheduled to be complete by 8/1/11	\$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 complete	\$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		County is administering contract; bids opened	\$20,275	CMAQ
Orange	EB-4409 34025.1.1	Installation of Orange County Bike Route Signs	4/5/2011	Rev. compl. 9/10/11	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	estimated completion 8/12/11	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; program underway	\$12,865	Safe Routes to Schools
Orange	SR-5001 AE	Construct 870 linear feet of 5' sidewalk on Elm Street from existing sidewalk near Weaver Street to Shelton Street in Carrboro	Advertisement pending	4/21/2012	Construction authorization approved	\$300,000.00	SRTS
Orange	SR-5001 AR	Construct 320' of 5' sidewalk on Culbreth Road between Cobbleridge Rd. in Chapel Hill and Rossburn Rd. in Carrboro	After construction authorization is approved	7/22/2012	Division reviewing Town's revisions	\$50,000 \$108,000	SRTS/STP-DA

ACTIVE NCDOT PROJECTS LOCATED IN DCHC MPO-NON ARRA

TCC 8/24/2011 Attachment 14

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	100% complete	\$215,000	Spot Safety-State
Orange	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	\$40,878	FA construction pending utility relocation	\$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	11/1/2011	F.A. construction to be coordinated with resurfacing project	\$1000 R/W/U \$24,000 C	Spot Safety-State
Orange	U-4726 DC	Wilson Park Multi-Use Path	SFY 2012		Municipal Agreement with Town of Carrboro; Division has reviewed consultant PS&E	\$21,085 PE \$210,855 C	STPDA
Orange	U-4726 DD	Construct sidewalk on Rogers Road from Homestead Road to Meadowrun Ct.	SFY 2012		Municipal Agreement with Town of Carrboro	\$67,025 PE \$469,175 C	STPDA
Orange	U-4726 DE	Construct Bolin Creek Multi-use Path from Homestead Road to Chapel Hill High School	SFY 2012		Municipal Agreement with Town of Carrboro for construction (replaces EL-4994)	\$737,500	STPDA
Orange	U-4726 IE	Construct stairs from the sidewalk on the north side of Franklin St. to the Bolin Creek Trail			Municipal Agreement with Town of Chapel Hill; CLOMR pending	\$120,000	STPDA

ACTIVE NCDOT PROJECTS LOCATED IN DCHC MPO-NON ARRA

	U-4726 IG	Construct 10' wide greenway from existing Fan Branch Trail near Culbreth Rd. and US 15/501 to Phase I	11/15/2011		Municipal Agreement with Town of Chapel Hill; structure designs in review	\$700,000	STPDA
	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
County	TIP #	Location Description	Est. Let Date	Completion Date	Status	Cost	Comments
<i>NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST</i>							
Durham/ Orange	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	
Orange	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	