

Member Governments

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NC Department of
Transportation
Town of Hillsborough

**DURHAM – CHAPEL HILL-CARRBORO
METROPOLITAN PLANNING ORGANIZATION
TECHNICAL COORDINATING COMMITTEE (TCC)**

AGENDA

**September 28, 2011
9:00 am**

**City Council Committee Room
2nd floor Durham City Hall**

- 1. Preliminaries**
- 2. Adjustments to the Agenda**
- 3. Public Comments**

ACTION ITEMS

4. Approval of August 24, 2011 TCC Meeting Minutes
Attachment 4

A copy of the August 24, 2011 minutes is enclosed as Attachment 4.

TCC Action: Approve minutes of the August 24, 2011 TCC meeting.

5. FY 2014-2020 Transportation Improvement Program – Regional Priority List
Attachment 5, 5A
Ellen Beckmann, LPA Staff

The DCHC MPO has begun creating our MPO Regional Priority List for the FY 2014-2020 Transportation Improvement Program. Attachment 5 is a memo describing the priority list and schedule. The MPO's project rankings are due December 16, 2011.

An LPA staff recommendation is not complete. NCDOT has not released complete scores for all modes and all projects yet. Attachment 5A displays the highway and transit scores that we have received. The LPA staff is working on applying the MPO methodology. The TCC should refer the development of a draft priority list to the TIP Subcommittee. The Subcommittee's recommendation will need to be released for public comment by the TAC on October 12, 2011.

TCC Action: Recommend that the TAC release the draft regional priority list for public comment and schedule a public hearing for November 9, 2011.

6. FY 2016-2017 Congestion Mitigation Air Quality Call for Projects
Attachment 6, 6A, 6B
Ellen Beckmann, LPA Staff

The DCHC MPO has programmed CMAQ funding through FY 2015. NCDOT has asked MPOs to submit applications for CMAQ funding for FY 2016-2017 by October 31, 2011 in coordination with the submission of projects for Prioritization 2.0 for the 2014-2020 TIP (Attachment 6).

The TIP Subcommittee met on September 16, 2011, to discuss the CMAQ and STPDA call for projects. Notes from this meeting are provided as Attachment 6A. CMAQ applications were due on August 17, 2011. A summary of the applications, emission estimates, and scoring is provided as Attachment 6B.

TCC Action: Recommend that the TAC approve the program of projects for FY 2016-2017 Congestion Mitigation Air Quality funding.

7. Surface Transportation Program Direct Attributable Call for Projects

Attachment 7, 7A, 7B

Ellen Beckmann, LPA Staff

The DCHC MPO has programmed STPDA funding through FY 2015. The MPO can program STPDA funding for FY 2016-2020 in the FY 2012-2018 TIP/work plan.

The TIP Subcommittee met on September 16, 2011, to discuss the CMAQ and STPDA call for projects. Notes from this meeting are provided as Attachment 6A. The policy for STPDA funding is included as Attachment 7. This policy may need to be modified to reflect current priorities and NCDOT's local program management requirements. Attachment 7A displays a few options discussed by the subcommittee for the allocation of STPDA funds. The LPA has not yet developed a proposal for Staff and Routine Planning or Extra Planning – the amounts listed assume current funding levels continue adjusted for 3% inflation.

Attachment 7B is the memo from the September TAC meeting regarding the funding for the American Tobacco Trail. The TAC voted to approve the use of restored previously rescinded STPDA funding for the trail project. This does not affect any currently programmed projects.

TCC Action: Discuss schedule and policy updates for the next call for STPDA projects.

8. 2040 Long Range Transportation Plan and Comprehensive Transportation Plan

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

Andy Henry, LPA Staff

The LRTP/CTP subcommittee proposes three items related to the 2040 LRTP, including:

- Review of the development schedule;
- Review of the population and employment guide totals; and,
- Release of the Goals, Objectives and Targets for public comment.

The subcommittee has drafted a schedule for developing the 2040 Long Range Transportation Plan (2040 LRTP), Comprehensive Transportation Plan (CTP) and MPO-wide Collector Street Plan (CSP) at the same time. The following attachments will help evaluate the schedule:

- Attachment 8 is the summarized development schedule. Note that the proposed public involvement activities are shown for each task in the "Pub. Involve." column.

- Attachment 8A is a table showing the actual dates for completing plan milestones and the related public involvement activities during the previous LRTP process. This table might provide some perspective to TCC members in evaluating the proposed 2040 LRTP schedule.
- Attachment 8B is a sample copy of a table of contents for a CTP. Note that almost all of the key elements of the LRTP and CTP are the same except perhaps the CTP use of problem statements.
- Attachment 8C is a conceptual map of an MPO-wide Collector Street Plan (CSP).
- Attachment 8D is a series of slides to show how the various plans are similar and different.

In addition to a review of the schedule related items above, the LRTP/CTP subcommittee proposes that the TCC and TAC review the population and employment guide totals. Attachment 8E provides methodology and guide totals information.

Finally, the subcommittee proposes that the TAC release the Goals, Objectives and Targets used in the 2035 LRTP for public comment as the first step in identifying possible changes to these items for use in the 2040 LRTP. Attachment 8F is a copy of the Capital Area MPO (CAMPO) and DCHC MPO Goals, Objectives and Targets from the 2035 LRTP. The CAMPO set is included because some staff believes the DCHC and CAMPO Goals and Objectives could possibly be combined.

TCC Action: Provide comments on schedule, guide totals and Goals, Objective and Targets, and forward these items to the TAC.

9. NCDOT 2040 Plan

No Attachment

Tyler Bray, NCDOT

NCDOT will provide a presentation on the 2040 Plan. This plan will serve as a blueprint for transportation planning and investment over the next 30 years. NCDOT is seeking input from MPOs, RPOs, and the public.

TCC Action: Receive presentation on the 2040 Plan. Provide comments and/or refer to the TAC as needed.

10. Triangle Regional Transit Program – Locally Preferred Alternative

No Attachment

Patrick McDonough, Triangle Transit

Andy Henry, LPA Staff

The MPO released the Alternatives Analysis reports, published and sent public review notices, and conducted two citizen workshops in August. LPA Staff anticipates the following schedule for the Locally Preferred Alternative:

- Public comment period closes – January 4 (one week before the public hearing)
- TAC conducts public hearing – January 11.
- TCC recommends Locally Preferred Alternative – January 25.
- TAC reviews and takes action on Locally Preferred Alternative – February 8.

- Deadline for providing Locally Preferred Alternative to Triangle Transit – February 15.

The full set of Alternatives Analysis reports and information for obtaining electronic and printed copies is on the www.ourtransitfuture.com Web site.

TCC Action: Review proposed schedule and any additional activities related to the regional rail effort, and make recommendations to TAC if appropriate.

11. New Freedom (FTA Section 5317) Grant Program – 2006-2009 POP Amendment Attachment 11, 11A

Maricia Brown, LPA Staff

The New Freedom program of projects needs to be amended to reflect current project status. The memo attached (Attachment 11) describes the changes in detail and the attached updated Program of Project tables (Attachment 11A) shows the current status of funding availability for New Freedom (FTA-Section 5317) after the amendment.

TCC Action: Recommend approval of the 2006-2009 revised programs of projects
Proposed Adjustments

12. TIGER III Grant Application – Old Durham-Chapel Hill Road Attachment 12

Dale McKeel, LPA Staff

The DCHC MPO has requested that the TAC endorse a resolution of support for a TIGER III Grant. The funding would construct and improve bicycle and pedestrian facilities in the Old Durham-Chapel Hill Road corridor between Garrett Road in Durham and US 15-501 in Chapel Hill. The application deadline is October 31, 2011.

TCC Action: Recommend approval of the resolution to endorse the application for a USDOT TIGER III Discretionary Grant Application by the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization.

13. Transportation Enhancement Program

No Attachment

Dale McKeel, LPA Staff

Mark Ahrendsen, TCC Chair

The federal Transportation Enhancements program, created in 1991 under ISTEA and continued under TEA-21 and SAFETEA-LU, has been an important source of funding for bicycle/pedestrian, train station preservation, highway beautification, and other eligible projects in North Carolina. However, NCDOT has not held a call for Enhancements projects since 2004, and in recent years the enhancements program has been disproportionately impacted by rescissions relative to other funding categories. NCDOT received approximately \$ 25 million annually in enhancement funds in FY 2010 and 2011, and rescinded \$19.5 million in 2010 and \$12.7 million in 2011. The recently approved STIP programs only about \$6.765 million for enhancements in FY 2012, 2013, and 2014 – about one-fourth of the anticipated funding.

Demand for bicycle and pedestrian projects in the DCHC MPO region and across the state is strong. In 2011, NCDOT distributed a statewide public input questionnaire and held five regional roundtables on bicycle and pedestrian safety. One of the major action initiatives to emerge focused on the need to increase funding for bicycle/pedestrian transportation. The report noted that current NCDOT funding policies are inconsistent with the multi-modal direction that NCDOT has embraced through the adopted Complete Streets Policy.

According to published reports out of Washington, the upcoming highway reauthorization legislation may give states more flexibility to spend Transportation Enhancement funds on highway projects rather than on the 12 eligible enhancement categories. This could return federal policy to the pre-ISTEA era when bicycle and pedestrian projects were eligible federal fund expenditures, but few dollars were actually expended on these projects.

TCC Action: Discuss next steps and potential policy recommendations.

REPORTS FROM STAFF:

14. Reports from Staff

(Attachment 14)

Felix Nwoko, LPA Staff

TCC Action: Receive Report from staff

15. Report from the Chair

(No attachment)

Mark Ahrendsen, TCC Chair

TCC Action: Receive Report from TCC Chair

16. NCDOT Report

(Attachment 16)

Wally Bowman, Division 5 – NCDOT

Mike Mills, Division 7 – NCDOT

INFORMATIONAL ITEMS

17. Reminder: MPO Grant Training Workshops

The MPO will host three Grant reporting and compliance workshops. These workshops will be held in the Transportation Conference Room A, City Hall, 4th Floor. Dates: Monday, September 26th, Monday, October 3rd & Tuesday, October 4th, @ 11:30 am – 1pm.

Adjourn

Next meeting: October 26, 2011

42

PRELIMINARIES:**Adjustments to the Agenda**

44 Felix Nwoko stated a handout that was distributed at the beginning of the meeting will be
45 discussed during the staff reports. The LRTP/CTP subcommittee will meet regularly after the TCC and
46 TAC meetings.

Public Comments

48 There were no comments from the public.

49

ACTION ITEMS:**Approval of July 27, 2011 TCC Meeting Minutes (Attachment 4)**

51 A motion was made by David Bonk and seconded by Andy Henry to approve the July 27, 2011
52 TCC Meeting Minutes. The motion carried unanimously.

Job Access Reverse Commute and New Freedom Program (Attachments 5 and 5A)

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

56 Mr. Nwoko stated the recommended action at last month's TCC meeting was to remove the
57 DATA Briar Creek project from the FY09 budget. If we do not move on this project, we are in danger of
58 losing the money. DATA requested a deferral to allow time to get the local match. Pierre Osei-Owusu
59 stated DATA is undergoing an operational analysis and won't be able to use the funds within the time
60 period. The funds will be needed later. Mark Ahrendsen stated there will be no commitment to DATA
61 but DATA will receive consideration of funding in the future.

62 Patrick McDonough asked if there are any projects waiting for funds. Felix Nwoko stated that
63 Chapel Hill Transit has a request for an additional year of funding for a project.

64 Mark Ahrendsen recommended referring the consideration of other uses of the funds to the
65 transit subcommittee. Ellen Beckmann stated we don't have to decide on the use of the funds by

66 September 30, 2011 because we will obligate the oldest funds first. We can consider the leftover funds
67 in the next call for projects.

68 A motion was made by Felix Nwoko and seconded by David Bonk to approve the Proposed 2011
69 Program of Projects as in attachment 5A and refer to the transit subcommittee for consideration of
70 other uses for the funds. The motion carried unanimously.

71 **MPO FY2012 Grant Management and Compliance Reporting Training (No Attachment)**

72 Felix Nwoko provided an introduction for the MPO FY2012 Grant Management and Compliance
73 Reporting Training.

74 Maricia Brown has scheduled training on September 16, 2011 for all grant sub-recipients. The
75 training date could be changed if necessary. There also will be a discussion on possible revisions to the
76 policy to consider ways to encourage recipients to comply with the policy.

77 Patrick McDonough stated the problem is poor customer service from the MPO to the transit
78 agencies. The transit agencies don't get their questions answered and then are told they are out of
79 compliance.

80 Pierre Osei-Owusu stated the transit agencies have to do the same reporting to FTA as to the
81 MPO. Instead of training, we need to discuss how to make the process more efficient.

82 Felix Nwoko stated the MPO will be considering changing the process. However, the policy is a
83 necessary pain to ensure that the MPO is in compliance with federal rules.

84 John Hodges-Copple stated the training should be two-way. It will be important for the MPO to
85 provide examples of the requirements. We need to know which agency and who specifically is
86 requiring the information. Mr. Hodges-Copple stated they easily spend ten times as much time on the
87 administrative processes on the DCHC side as opposed to CAMPO. If something is required, let's see the
88 chapter and verse of why it is required, and if the MPO wants a product, provide an example of one that
89 meets the requirement up front so time isn't wasted trying to figure out what is needed.

90 Jeff Brubaker agrees with John Hodges-Copple in regards to the examples. There is a lack of
91 clarity in regards to who creates the quarterly time sheets.

92 **American Tobacco Trail**

93 Ed Venable provided an update on the American Tobacco Trail and consideration of approval of
94 additional funding for the project. There is a \$3.8 million shortfall. The handout identifies the options
95 for the needed funding.

96 David Bonk stated that PB Americas gets a \$330,000 bonus for re-bidding the project. Ed
97 Venable stated the \$330,000 is an estimate, it will be that much or less. David Bonk asked what we
98 expect to get out of a re-bid and Ed Venable stated NCDOT requires the re-bid because the bid exceeded
99 10% of the estimate.

100 Jeff Brubaker asked if the horse trail is an acceptable transportation purpose and can the MPO
101 shift funds and maintain all project schedules. Ellen Beckmann stated she thinks schedules can be
102 maintained, but she will check with NCDOT. The MPO has had a problem of a high unobligated balance
103 and obligating funds for this project will help protect against rescissions. Durham projects were
104 programmed earlier and have slipped. Jill Stark stated the horse trail is okay.

105 Joey Hopkins stated, for NCDOT projects, the engineering cost can't be more than 15% of the
106 project cost. Mr. Hopkins also has a question about moving CMAQ funds from the Morreene Road
107 project. Dale McKeel stated we would have to go through a process to justify the CMAQ request. The
108 age of CMAQ funds was a consideration.

109 Dale McKeel asked what point the TAC needs to take action on this issue. Dale McKeel spoke
110 with Mike Kneiss and he says the project can be re-bid and the City can award the contract. At that
111 point the MPO could approve funds and initiate a supplemental agreement. Mark Ahrendsen stated the
112 City can't award the project until after the funding is secured. Ed Venable stated City funds should be
113 in place at the time of advertising. The latest we can wait is six weeks from now. David Bonk is

114 reluctant to support the request without knowing if the Old Durham-Chapel Hill Road funds are
115 available. Ellen Beckmann stated the money could be available from other CMAQ/STPDA projects.
116 Obligating both the ATT & Old Durham-Chapel Hill Road will help protect the MPO from possible
117 rescissions. David Bonk wants to see the proposal for Old Durham-Chapel Hill Road before approval.
118 Ed Venable stated a seven week process will provide more certainty.

119 A motion was made by Andy Henry and seconded by Felix Nwoko to move forward so as not to
120 delay the bid process and also consider funding for Old Durham-Chapel Hill Road. Dale McKeel stated as
121 an alternate we might be able to substitute Morreene CMAQ with Morreene STPDA funds.

122 A motion was made by Andy Henry and seconded by Felix Nwoko to recommend to the TAC
123 programming funding for the American Tobacco Trail from the leftover Bryant Bridge STPDA funds, the
124 Carpenter Fletcher Road construction STPDA funds, the Hillandale Road construction STPDA funds, the
125 Cheek Road construction STPDA funds, and either STPDA or CMAQ Morreene Road construction funds,
126 and look into funding Old Durham-Chapel Hill Road. The motion carried unanimously.

127 Jeff Brubaker stated we are in this position because there has been no call for enhancements.
128 Having an additional pot of funds would be helpful.

129 **FY 2012-2018 Metropolitan Transportation Improvement Program, 2035 Long Range Transportation**
130 **Plan Amendment #2, and Air Quality Conformity Process (Attachments 8, 8A, 8B, and 8C)**

131
132 Ellen Beckmann provided an introduction for the FY 2012-2018 Metropolitan Transportation
133 Improvement Program, 2035 Long Range Transportation Plan Amendment #2, and Air Quality
134 Conformity Process, along with the attachments. The STPDA table in the document reflects the MTIP. It
135 does not reflect the recommendation just made on the American Tobacco Trail. To ensure that the
136 STPDA table, MTIP, and STIP are consistent, an amendment to the MTIP will be considered in October to
137 reflect the American Tobacco Trail project.

138 A motion was made by Felix Nwoko and seconded by Jeff Brubaker to recommend approval of
139 the FY 2012-2018 Metropolitan Transportation Improvement Program; Amendment #2 to the 2035 Long
140 Range Transportation Plan; and corresponding air quality conformity determination. The motion carried
141 unanimously.

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

143 Andy Henry provided an update on the Triangle Regional Transit Program – Locally Preferred
144 Alternative.

145 David Bonk stated the schedule doesn't work for the Town of Chapel Hill. Mark Ahrendsen
146 stated staff will need to get together for a local review of the timeline and make revisions that to the
147 schedule that will work for everyone. Mark Ahrendsen suggested bringing back a recommended
148 schedule in October. Patrick McDonough will schedule a meeting to discuss the schedule timeline.

149 Leta Huntsinger stated they are looking at the schedule for the NC 54 project. Two open houses
150 have been scheduled.

151 **Congestion Mitigation Air Quality Call for Projects (Attachments 10, 10A, 10B, and 10C)**

152 Ellen Beckmann provided an introduction for the Congestion Mitigation Air Quality Call for
153 Projects, along with the attachments.

154 Ellen Beckmann stated the statewide and regional projects selection process was discussed at
155 the subcommittee meeting. After discussion on the statewide project selection process, a motion was
156 made by Karen Lincoln and seconded by Felix Nwoko to approve sending a letter indicating the MPO's
157 comments to NCDOT on the statewide and regional project selection process. The motion carried
158 unanimously.

159 After discussion regarding the subregional CMAQ project selection process and the applications
160 received, a CMAQ subcommittee meeting was scheduled for after the grants management meeting on
161 September 16, 2011 at 11:00 a.m. A motion was made by David Bonk and seconded by Karen Lincoln

162 to refer the list of CMAQ project applications to the TIP/CMAQ/STPDA subcommittee for review. The
163 motion carried unanimously.

164 Ellen Beckmann stated that the Town of Hillsborough has submitted a statewide application for
165 consideration.

166 **Surface Transportation Program Direct Attributable Call for Projects (Attachments 11 and 11A)**

167 Ellen Beckmann provided an introduction for the Surface Transportation Program Direct
168 Attributable Call for Projects, along with the attachments.

169 David Bonk asked if we can defer the discussion on this item until October so the subcommittee
170 has time to review. Mark Ahrendsen state we may want to consider re-funding projects affected by the
171 American Tobacco Trail and Old Durham-Chapel Hill Road projects.

172 **REPORTS:**

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

174 Felix Nwoko discussed the Action Plan that was distributed at the beginning of the meeting.
175 David Bonk suggested discussing this at a post-TAC meeting. Jill Stark stated the deadline is nine months
176 from the certification report which will be April 2012. Felix Nwoko stated the Public Involvement Plan
177 (PIP) will be the top priority.

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

179 There was no report from the Chair.

180 **NCDOT Report (Attachment 14)**

181 Joey Hopkins, Division 5, provided an update on projects. On September 6, 2011, NC 147
182 southbound southern end will close so the connection can be made to the new toll road. The toll road
183 will open sometime in December. NCDOT has been working with the Triangle Commuter Bike Initiative
184 on the bike improvements along NC 751 and Stagecoach Road. Unfortunately, they weren't able to

185 work things out. However, NCDOT is doing a little bit of widening from Stagecoach Road to Massey-
186 Chapel so there will be wider shoulders which should help accommodate bicyclists.

187 Patrick Wilson, Division 7, provided an update on projects. In addition to the list, resurfacing on
188 US 15-501 in Chapel Hill will be completed next week. David Bonk stated there is a debate on which
189 paint to use to mark shoulders. Mr. Wilson talked to the resident engineer on the project and stated the
190 cost on the skid resistant edge line will be six times more than we are currently paying and after a
191 certain period of time, the skid resistance will wear out. This type of marking is put down by hand using
192 a torch and is cost prohibitive as well. Possibly in the future as prices decrease, it could be used.

193 Dale McKeel stated there will be a training session in Charlotte, NC at the end of October on
194 Complete Streets.

195 Karen Lincoln stated this is her last TCC meeting because she is retiring at the end of August.

196 Mark Ahrendsen stated she will be missed and we appreciate all her work.

197 **Adjournment**

198 There being no further business before the Technical Coordinating Committee, the meeting
199 adjourned at 11:20 a.m.

MEMORANDUM

To: Technical Coordinating Committee
DCHC MPO

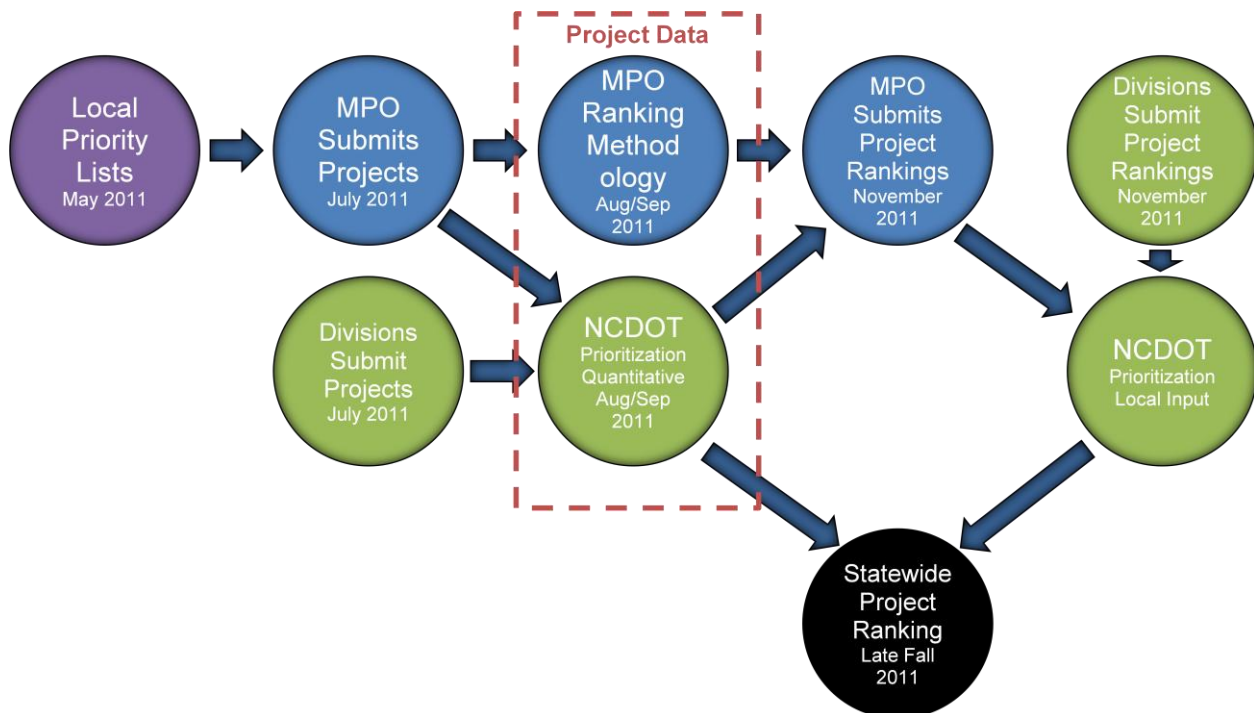
From: DCHC MPO Lead Planning Agency

Date: September 28, 2011

Subject: **FY 2014-2020 Transportation Improvement Program – MPO Regional Priority List**

The DCHC MPO has begun creating our MPO Regional Priority List for the FY 2014-2020 Transportation Improvement Program. In June 2011, the TAC approved the submission of highway, bicycle, pedestrian, and transit projects to the NCDOT Strategic Planning Office of Transportation (SPOT) for consideration in the State's prioritization process. LPA staff submitted our list of projects through SPOT's online database in July.

In August and September, SPOT and the modal divisions at NCDOT are scoring projects across the State based on a variety of different quantifiable metrics. SPOT released a portion of the quantitative scores for highway projects on September 2, 2011. Data for bicycle, pedestrian, and transit projects has not been released. Once the MPO has received all of the scores from SPOT, LPA Staff can complete the application of our MPO ranking methodology. The TAC approved the MPO ranking methodology in June. In order to simplify data collection and maintain some consistency with NCDOT on criteria that are common to both ranking methodologies, the MPO ranking methodology uses SPOT's data for several criteria. As a result, LPA staff cannot complete the MPO ranking until we receive all of the scores from SPOT. The TCC and TAC should consider the results of the MPO ranking methodology and NCDOT methodology in developing our project rankings. The MPO's ranking, Division's ranking, and NCDOT quantitative score feed into the final statewide project ranking. A flow chart of the process is shown below.



SPOT has asked that MPOs submit their local rankings by December 16, 2011 (they extended the deadline from November 30, 2011). The TAC has sent a letter requesting an extension to January and other MPOs/RPOs have also requested extensions. SPOT staff has told LPA staff that they cannot extend this deadline.

In order for the MPO to meet the SPOT deadline, we will have to review and approve the rankings quickly.

September 2, 2011	NCDOT releases partial scores for highway projects
September	LPA Staff applies the MPO ranking methodology *The LPA needs full NCDOT scores for all modes to complete this step.
September 28, 2011	TCC reviews application of MPO ranking methodology, recommends a draft priority list for release for public comment – or refers to subcommittee for review
October 12, 2011	TAC releases the draft priority list for public comment and schedules a public hearing at the November 9, 2011 meeting
Oct 12-Nov 8	MPO minimum 21-day public comment period
November 9, 2011	TAC holds public hearing
December 14, 2011	TAC approves final priority list
December 16, 2011	SPOT deadline for submission of MPO rankings

As of the posting of the TCC agenda, complete scores from SPOT and the application of the MPO's ranking methodology have not been completed. The TCC should authorize the TCC subcommittee to meet and review a draft ranking of projects to the TAC before the October 12, 2011 TAC meeting. LPA staff suggests scheduling a meeting on October 3 or 4 to allow the recommendation to be included in the TAC packet.

Highway

The MPO has 1,300 points to distribute to highway projects. Each project can have a maximum of 100 points and a minimum of 4 points (projects can have 0 points).

The scores that have been received from SPOT are provided in Attachment 5A.

Transit

The MPO has 550 points to distribute to transit projects. Each project can have a maximum of 100 points and a minimum 10 points. For Triangle Transit projects, whatever DCHC allocates will be added to whatever CAMPO allocates on a 50/50 split.

The scores that have been received from SPOT are provided in Attachment 5A.

Bicycle

The LPA is waiting to receive additional information about the bicycle project rankings.

Pedestrian

The LPA is waiting to receive additional information about the pedestrian project rankings.

P2.0 Projects with PRELIMINARY Scores - SUBJECT TO CHANGE

Project Classification						Project Location					Existing Roadway Data			Project Roadway Data						Multimodal Points Data				
SPOTID	Old SPOTID	Tier	Goal	Improvement Type	TIP #	Route	Route Name	From / Cross Street	To	Description	Existing Lanes per Direction	Existing Median Type	Existing Speed Limit	Project Roadway Location Type	Project Lanes per Direction	Project Median Type	Project Speed Limit	Project Cross-Section	Other Project Cross-Section	Project Length (miles)	In Transportation Plan?	Multimodal Points Multimodal Options	Multimodal Points Multimodal Connections	Multimodal Points Multimodal Design
527	44257	Statewide	Infrastructure Health	Modernization	U-5304	US015, US501		NC 86 (Columbia Street)	SR 1742 (Ephesus Church Road)	(US 15/501) Fordham Boulevard (NC 86 (Columbia Street)/US 15/501 South to SR 1742 (Ephesus Church Road)) sidewalks, wide-outside lanes, and transit accommodations.	2	Divided	45	Existing	2	Divided	45			4.04	Yes	0	0	3
1103		Statewide	Infrastructure Health	Modernization		019 US015, 019 US501		400 ft south of SR 1532 (Mann'S Chapel Road)	North of SR 1919 (Smith Level Road) at the Orange County Line	Construct either 15' wide outside lanes or 6' bicycle lanes.	2	Divided	55	Existing	2	Divided	55	4D		1.16	Yes	0	0	3
1097		Statewide	Infrastructure Health	Modernization		032 NC147		East End Connector	US 15/501	Modernization, pavement Rehabilitation and ramp consolidations/interchange upgrades	2	Divided	55	Existing	2	Divided	55	4A		6.21	Yes	0	0	0
961	44333	Regional	Infrastructure Health	Modernization		NC086		US 70A	I-40	Construct wide outside lanes.	1	Undivided	55	Existing	1	Divided	55	2B - 2 lanes with wide paved shoulders, 36-45 mph		7.21	Yes	0	0	3
666	44311	Regional	Infrastructure Health	Modernization		NC054		US 15/501	SR 1110 (Barbee Chapel Road)	Construct Bicycle Lanes and Sidewalks	3	Divided	35	Existing	3	Divided	35	6B - 6 lanes with raised median with curb and gutter with wide outside lanes and sidewalks		1.22	Yes	0	0	3
663	44308	Regional	Infrastructure Health	Modernization		NC086	Martin Luther King, Jr. Boulevard	I-40	North Street	Construct Bicycle Lanes and Sidewalks	2	TWLT	35	Existing	2	Divided	35	4D - 4 lanes with raised median with curb and gutter with bike lanes and sidewalks		3.98	Yes	0	0	3
944	44293	Regional	Infrastructure Health	Modernization		NC751	Hope Valley Road	SR 1146 (South Roxboro Road)	Martin Luther King, Jr. Parkway	Construct bike lanes and sidewalks.	1	Undivided	35	Existing	1	Undivided	35	2E - 2 lanes with curb and gutter with bike lanes and sidewalks		2.51	Yes	0	0	3
945	44301	Subregional	Infrastructure Health	Modernization		SR1110	Barbee Chapel Road/Farrington Road	NC 54	SR 1107 (Stagecoach Road)	Construct bike lanes and sidewalks.	1	Undivided	40	Existing	1	Undivided	40	2E - 2 lanes with curb and gutter with bike lanes and sidewalks		1.97	Yes	0	0	3
375	43518	Subregional	Infrastructure Health	Modernization	U-2909	SR1780	Estes Drive	SR 1772 (Greensboro Street)	NC 86	SR 1772 (Greensboro Street) to NC 86. Widen to add bike lanes, sidewalks, and transit accommodations.	1	Undivided	35	Existing	1	Undivided	35			1.72	Yes	0	0	3
659	44292	Subregional	Infrastructure Health	Modernization		SR1666	Dearborn Drive	SR 1669 (East Club Boulevard)	SR 1004 (Old Oxford Road)	Construct Bicycle Lanes and Sidewalks	1	Undivided	35	Existing	1	Undivided	35	2E - 2 lanes with curb and gutter with bike lanes and sidewalks		1.61	Yes	0	0	3
660	44296	Subregional	Infrastructure Health	Modernization		SR1158	West Cornwallis Road	SR 1306 (Erwin Road)	SR 1127 (Chapel Hill Road)	Construct Bicycle Lanes and Sidewalks	1	Undivided	35	Existing	1	Undivided	35	2E - 2 lanes with curb and gutter with bike lanes and sidewalks		2.52	Yes	0	0	3
662	44300	Subregional	Infrastructure Health	Modernization		SR1945	South Alston Avenue	Capps Street	SR 1171 (Riddle Road)	Construct Bicycle Lanes and Sidewalks	1	Undivided	35	Existing	1	Undivided	35	2E - 2 lanes with curb and gutter with bike lanes and sidewalks		0.44	Yes	0	0	3
948	44325	Subregional	Infrastructure Health	Modernization		SR1009	Old NC 86	SR 1009 (Hillsborough Road)	SR 1777 (Homestead Road)	Construct bike lanes and sidewalks and transit accommodations.	1	Undivided	45	Existing	1	Undivided	45	2E - 2 lanes with curb and gutter with bike lanes and sidewalks		0.71	Yes	0	0	3
949	44327	Subregional	Infrastructure Health	Modernization		SR1900	Old Mason Farm Road/Finley Golf Course Road	NC 54	NC 54/US 15-501 (Fordham Blvd.)	Construct bike lanes and sidewalks.	1	Undivided	35	Existing	1	Undivided	35	2E - 2 lanes with curb and gutter with bike lanes and sidewalks		1.40	Yes	0	0	3
950	44328	Subregional	Infrastructure Health	Modernization		SR1009	Old NC 86	SR 1777 (Homestead Road)	SR 1727 (Eubanks Road)	Construct bike lanes and sidewalks and transit accommodations.	1	Undivided	45	Existing	1	Undivided	45	2E - 2 lanes with curb and gutter with bike lanes and sidewalks		1.74	Yes	0	0	3
951	44339	Subregional	Infrastructure Health	Modernization		SR1727	Eubanks Road	SR 1009 (Old NC 86)	Rogers Road	Construct bike lanes and sidewalks and transit accommodations.	1	Undivided	40	Existing	1	Undivided	40	2E - 2 lanes with curb and gutter with bike lanes and sidewalks		0.91	Yes	0	0	3
952	44342	Subregional	Infrastructure Health	Modernization		SR1008	Mount Carmel Church Road	US 15-501	Chatham County Line	Construct bike lanes.	1	Undivided	40	Existing	1	Undivided	40	2A - 2 lanes with wide paved shoulders, 55 mph		2.83	Yes	0	0	3

SUBJECT TO CHANGE

P2.0 Projects with PRELIMINARY Scores - SUBJECT TO CHANGE

Project Classification						Project Location					Existing Roadway Data			Project Roadway Data						Multimodal Points Data				
SPOTID	Old SPOTID	Tier	Goal	Improvement Type	TIP #	Route	Route Name	From / Cross Street	To	Description	Existing Lanes per Direction	Existing Median Type	Existing Speed Limit	Project Roadway Location Type	Project Lanes per Direction	Project Median Type	Project Speed Limit	Project Cross-Section	Other Project Cross-Section	Project Length (miles)	In Transportation Plan?	Multimodal Points Multimodal Options	Multimodal Points Multimodal Connections	Multimodal Points Multimodal Design
1096		Subregional	Infrastructure Health	Modernization		068 SR1727		SR 1729 (Rogers Road)	NC 86	Construct bicycle lanes, sidewalks, safety and intersection improvements.	1	Undivided	45	Existing	1	Undivided	45	2E		1.73	Yes	0	0	3
1162		Subregional	Infrastructure Health	Modernization		068 SR1005		SR 2057 (Sturbridge Lane)	Alamance County Line	Add 4-foot paved shoulders	1	Undivided	55	Existing	1	Undivided	55	2A		8.79	Yes	0	0	3
365	43505	Subregional	Infrastructure Health	Modernization	U-2805	SR1777	Homestead Road	SR 1009 (Old NC 86)	NC 86	SR 1009 (Old NC 86) to NC 86. Widen to include bicycle lanes, sidewalks, transit accommodations, and safety improvements (design may vary along length).	1	Undivided	40	Existing	1	TWLTL	40	2I - 2 lanes with raised median with curb and gutter		3.34	Yes	0	0	3
408	43561	Subregional	Infrastructure Health	Modernization	U-3436	SR1148, SR1192	Eno Mountain Road, Mayo Street	SR 1006 (Orange Grove Road)		SR 1148 (Eno Mountain Road) and SR 1192 (Mayo Street) at SR 1006 (Orange Grove Road). Realign Intersection and Make Safety Improvements. include bicycle lanes and sidewalks.	1	Undivided	50	Existing	1	Undivided	50	2B - 2 lanes with wide paved shoulders, 36-45 mph		0.39	Yes	0	0	3
826	44892	Subregional	Infrastructure Health	Modernization		SR1843	Seawell School Road	SR 1780 (Estes)	SR 1777 (Homestead)	Seawell School Road (Homestead to Estes) bicycle lanes, sidewalks, transit accommodations, and intersection safety improvements (design may vary along length)	1	Undivided	35	Existing	1	Undivided	35	2E - 2 lanes with curb and gutter with bike lanes and sidewalks		1.91	Yes	0	0	3
953	44344	Subregional	Infrastructure Health	Modernization		SR1009	Old NC 86	I-40	SR 1727 (Eubanks Road)	Widen outside lanes.	1	Undivided	45	Existing	1	Undivided	45	2B - 2 lanes with wide paved shoulders, 36-45 mph		5.03	Yes	0	0	3
1095		Subregional	Infrastructure Health	Modernization		068 SR1104	Dairyland Road	SR 1111 (Union Grove Church Road)	SR 1006 (Orange Grove Road)	Construct 4-foot paved shoulders on Dairyland Road	1	Undivided	50	Existing	1	Undivided	50	2B		5.93	Yes	0	0	3
1100		Subregional	Infrastructure Health	Modernization		068 SR1927	Merritt Mill Road	1010 (Franklin Street)	1919 (South Greensboro Street)	Construct bicycle lanes and sidewalks.	1	Undivided	25	Existing	1	Undivided	25	2E		0.94	Yes	0	0	3
1305		Subregional	Infrastructure Health	Modernization		086 SR2008	Carmichael Street	US 15/501	Northern Terminus of Roadway	Repave and with bicycle accommodations	1	Undivided	35	Existing	1	Undivided	35	2E		0.50	Yes	0	0	3
632	44250	Subregional	Infrastructure Health	Modernization		SR1717	Jack Bennett Road	US 15/501	SR 1721 (Lystra Rd)	Jack Bennett Rd (SR 1717) (US 15/501 to Lystra Rd (SR 1721) safety improvements.	1	Undivided	50	Existing	1	Undivided	50	2A - 2 lanes with wide paved shoulders, 55 mph		3.16	Yes	0	0	0
958	44073	Subregional	Infrastructure Health	Modernization		SR1006, SR1102	Orange Grove Road, Dodsons Cross Road	I-40	SR 1177 (Dairyland Road)	Add 4' Paved shoulders to accommodate bicycles. This route is designated as North Carolina Bike Route #2.	1	Undivided	50	Existing	1	Undivided	50	2B - 2 lanes with wide paved shoulders, 36-45 mph		11.92	No	0	0	3
630	44248	Subregional	Infrastructure Health	Modernization		SR1114, SR1113	Ephesus Church Road, Pope Road	Orange County Line	SR 2220 (Old Durham-Chapel Hill Road)	Ephesus Church Road and Pope Road (Orange County Line to Old Durham-Chapel Hill Road) bike lanes, sidewalks and safety improvements.	1	Undivided	35	Existing	1	Undivided	35	2E - 2 lanes with curb and gutter with bike lanes and sidewalks		2.11	Yes	0	0	3
631	44249	Subregional	Infrastructure Health	Modernization		SR1734	Erwin Road	US 15/501	NC 751	US 15/501 to NC 751, bike lanes, sidewalks, and safety improvements (design may vary along length).	1	Undivided	45	Existing	1	Undivided	45	2E - 2 lanes with curb and gutter with bike lanes and sidewalks		5.66	Yes	0	0	3
641	44262	Subregional	Infrastructure Health	Modernization		SR1780	Estes Drive	NC 86	Caswell Road	Estes Drive (NC 86 to Caswell Road) widen existing roadway to include two 12-foot travel lanes, four-foot bicycle lanes and sidewalks.	1	Undivided	35	Existing	1	Undivided	35	2E - 2 lanes with curb and gutter with bike lanes and sidewalks		0.73	Yes	0	0	3
658	44289	Subregional	Infrastructure Health	Modernization		SR1669	Club Boulevard	Ambridge Street	SR 1670 (East Geer Street)	Construct Bicycle Lanes and Sidewalks	1	Undivided	40	Existing	1	Undivided	40	2E - 2 lanes with curb and gutter with bike lanes and sidewalks		3.45	Yes	0	0	3
946	44303	Subregional	Infrastructure Health	Modernization		SR1113	Ephesus Church Road/Pope Road	SR 2220 (Old Durham-Chapel Hill Road)	Orange County Line	Construct bike lanes and sidewalks.	1	Undivided	35	Existing	1	Undivided	35	2E - 2 lanes with curb and gutter with bike lanes and sidewalks		1.02	Yes	0	0	3
947	44320	Subregional	Infrastructure Health	Modernization		SR1102, SR 1977	Sedwick Road	SR 1100 (Grandale Drive)	SR 1945 (South Alston Avenue)	Construct bike lanes and sidewalks.	1	Undivided	30	Existing	1	Undivided	30	2E - 2 lanes with curb and gutter with bike lanes and sidewalks		1.76	Yes	0	0	3
649	44273	Subregional	Infrastructure Health	Modernization		SR1762	Jeremiah Drive	SR 1721 (Lystra Road)	End of Road	Elevate road for flood control.	1	Undivided	55	Existing	1	Undivided	55	2C - 2 lanes with wide paved shoulders, 35 mph or less		0.76	Yes	0	0	0
653	44277	Subregional	Infrastructure Health	Modernization		SR1721	Lystra Road	US 15/501	SR 1008 (Farrington Point Road)	Safety improvements.	1	Undivided	45	Existing	1	Undivided	45	2A - 2 lanes with wide paved shoulders, 55 mph		4.55	Yes	0	0	0

P2.0 Projects with PRELIMINARY Scores - SUBJECT TO CHANGE

Project Classification						Project Location					Existing Roadway Data			Project Roadway Data						Multimodal Points Data				
SPOTID	Old SPOTID	Tier	Goal	Improvement Type	TIP #	Route	Route Name	From / Cross Street	To	Description	Existing Lanes per Direction	Existing Median Type	Existing Speed Limit	Project Roadway Location Type	Project Lanes per Direction	Project Median Type	Project Speed Limit	Project Cross-Section	Other Project Cross-Section	Project Length (miles)	In Transportation Plan?	Multimodal Points Multimodal Options	Multimodal Points Multimodal Connections	Multimodal Points Multimodal Design
1013		Statewide	Mobility	Capacity		092 I-040		NC 147	Wade Avenue	Construct 2 Managed Lanes per direction (additional 28ft of pavement - 2 x 12ft lanes + 4ft pavement for separation with general purpose lanes)	4	Divided	65	Existing	6	Divided	65	Other - See description		9.37	Yes	8	0	0
1131		Statewide	Mobility	Capacity		032 I-040		NC 147	US 15/501	Construct 1 Managed Lane per direction (additional 16ft of pavement - 12ft lanes + 4ft pavement for separation with general purpose lanes)	3	Divided	65	Existing	4	Divided	65	Other - See description		12.43	Yes	8	0	0
1144		Statewide	Mobility	Capacity		068 US015	Fordham Boulevard	East Lakeview Drive	Sage Road	Upgrade road to "Superstreet"	2	Divided	45	Existing	2	Divided	45	Other	Same as existing	0.65	No	0	0	0
1036		Statewide	Mobility	Capacity		068 NC086		US 70 Bypass	North of NC 57	Widen roadway to four lanes with a median and improve intersections at US 70 Bypass and NC 57.	1	Undivided	45	Existing	2	Divided	45	4B		0.47	Yes	0	0	3
1143		Statewide	Mobility	Capacity		068 US015	Fordham Boulevard	SR 1742 (Ephesus Church Road)	SR 1902 (Manning Drive)	Upgrade road to "Superstreet" with possible interchange at Manning Drive	2	Divided	45	Existing	2	Divided	45	Other	Same as existing	2.79	No	0	0	0
366	43506	Statewide	Mobility	Capacity	U-2807	US015, US501		I-40	US 15/501	I-40 to US 15/501 Bypass in Durham. Major Corridor Upgrade.	2	Divided	50	Existing	3	Divided	55			1.95	Yes	0	0	0
937	46022	Statewide	Mobility	Interchange/Intersection		US015, US501		SR 1742 (Ephesus Church Road)		Intersection Improvements	2	Divided	45	Existing	2	Divided	45	Other		0.50	Yes	0	0	3
10	42714	Statewide	Mobility	Capacity	I-3306A	I-040		I-85	US 15/501	I-85 in Orange County to NC 147 (Buck Dean Freeway) in Durham County. Add Additional Lanes. Section A: I-85 to US 15/501.	2	Divided	65	Existing	3	Divided	65			11.72	Yes	0	0	0
997		Statewide	Mobility	Capacity		032 NC147	Durham Freeway	I-40	East End Connector	Widen roadway to 6 lanes and rehabilitate pavement	2	Divided	55	Existing	3	Divided	65	6A		4.81	Yes	0	0	0
1014		Statewide	Mobility	Capacity		092 I-540		I-40	US 64 Bypass	Convert Freeway to Tolled Facility and widen to 8 lanes	3	Divided	65	Existing	4	Divided	65	Other - See description	8 Lane Freeway with Jersey Barrier	25.82	Yes	0	0	0
7	42689	Statewide	Mobility	Capacity	I-0305B	I-085		East of SR 1709	Durham County Line	I-40 at Hillsborough to Durham County Line. Widen to Six Lanes and Reconstruct Interchanges and Structures. Section B: East of SR 1709 to Durham County Line.	2	Divided	65	Existing	3	Divided	65			3.37	Yes	0	0	0
6	42688	Statewide	Mobility	Capacity	I-0305A	I-085		SR 1006 near Hillsborough	East of SR 1709	I-40 at Hillsborough to Durham County Line. Widen to Six Lanes and Reconstruct Interchanges and Structures. Section A: SR 1006 near Hillsborough to East of SR 1709.	2	Divided	65	Existing	3	Divided	65			4.06	Yes	0	0	0
650	44274	Regional	Mobility	Capacity		NC054		I-40	Barbee Chapel Road	NC 54 (I-40 west to Barbee Chapel Rd) widen to 6-lane divided, bicycle, pedestrian, and transit facilities.	2	Divided	45	Existing	3	Divided	45	6B - 6 lanes with raised median with curb and gutter with wide outside lanes and sidewalks		1.66	Yes	0	0	3
533	46020	Regional	Mobility	Capacity	U-5324C	NC054		SR 1118 (Fayetteville Road)	SR 1106 (Barbee Road)	NC 54 (I-40 east to NC 55) widen to multi-lane divided with transit accommodations, bike lanes, and sidewalks. Section C: SR 1118 (Fayetteville Road) to SR 1106 (Barbee Road).	1	TWLTL	45	Existing	2	Divided	45			1.04	Yes	0	0	3
534	46021	Regional	Mobility	Capacity	U-5324D	NC054		SR 1106 (Barbee Road)	NC 55	NC 54 (I-40 east to NC 55) widen to multi-lane divided with transit accommodations, bike lanes, and sidewalks. Section D: SR 1106 (Barbee Road) to NC 55.	1	TWLTL	45	Existing	2	Divided	45			1.25	Yes	0	0	3
532	46019	Regional	Mobility	Capacity	U-5324B	NC054		NC 751	SR 1118 (Fayetteville Road)	NC 54 (I-40 east to NC 55) widen to multi-lane divided with transit accommodations, bike lanes, and sidewalks. Section B: NC 751 to SR 1118 (Fayetteville Road).	1	TWLTL	45	Existing	2	Divided	45			1.73	Yes	0	0	3
652	44276	Regional	Mobility	Capacity		NC751	Hope Valley Road	South Roxboro Road	NC 54	NC 751 (S. Roxboro Rd. to NC 54) widen to 4-lane, bike lanes, and sidewalks.	1	Undivided	35	Existing	2	Divided	40	4D - 4 lanes with raised median with curb and gutter with bike lanes and sidewalks		0.71	Yes	0	0	3
531	46018	Regional	Mobility	Capacity	U-5324A	NC054		I-40	NC 751	NC 54 (I-40 east to NC 55) widen to multi-lane divided with transit accommodations, bike lanes, and sidewalks. Section A: I-40 to NC 751.	1	Undivided	45	Existing	2	Divided	45			1.23	Yes	0	0	3
1011		Regional	Mobility	Capacity		032 NC751		NC 54	Renaissance Parkway	Widen roadway to four lanes with a median with bicycle, pedestrian and transit facilities as appropriate.	1	Undivided	45	Existing	2	Divided	45	4D		1.23	Yes	0	0	3
326	43462	Regional	Mobility	Capacity	U-2405		New Route - Martin Luther King, Jr. Parkway Extension	NC 55	Cornwallis Road	NC 55 to Cornwallis Road. Pedestrian, bicycle, and transit facilities.	1	TWLTL	45	New Location	4	Divided	45			0.13	Yes	0	0	3
1018		Regional	Mobility	Capacity		032 NC751		Renaissance Parkway	1118 (Fayetteville Road)	Widen roadway to four lanes with a median and bicycle, pedestrian and transit facilities as appropriate.	1	Undivided	55	Existing	2	Divided	55	4D		1.94	Yes	0	0	3
555	44013	Regional	Mobility	Capacity		NC751		US 64	Durham County Line	Widen to 4 lanes with bicycle lanes on existing location.	1	Undivided	55	Existing	2	Divided	55	Other	4 Lanes with median, no curb & gutter, with bicycle lanes (similar to 4B but with striped bike lanes)	9.31	Yes	0	0	3

SUBJECT TO CHANGE

P2.0 Projects with PRELIMINARY Scores - SUBJECT TO CHANGE

Project Classification						Project Location					Existing Roadway Data			Project Roadway Data						Multimodal Points Data				
SPOTID	Old SPOTID	Tier	Goal	Improvement Type	TIP #	Route	Route Name	From / Cross Street	To	Description	Existing Lanes per Direction	Existing Median Type	Existing Speed Limit	Project Roadway Location Type	Project Lanes per Direction	Project Median Type	Project Speed Limit	Project Cross-Section	Other Project Cross-Section	Project Length (miles)	In Transportation Plan?	Multimodal Points Multimodal Options	Multimodal Points Multimodal Connections	Multimodal Points Multimodal Design
558	44023	Regional	Mobility	Capacity			I-85/US 70 Connector	US 70		Reconstruct interchange to allow for full movements	1	Undivided	50	Part Existing, Part New Location	2	Divided	45	Other	Ramps	0.41	No	0	0	0
200	43093	Subregional	Mobility	Capacity	R-2825	SR1009	South Churton Street	I-40	Eno River	I-40 to Eno River. Widen to Multi-Lanes with landscaped median, bicycle lanes, and sidewalks, widen Bridge No. 240 over Southern Railroad.	1	Undivided	40	Existing	2	Divided	40	4C - 4 lanes with raised median with wide outside lanes and sidewalks		0.92	Yes	0	0	3
637	44255	Subregional	Mobility	Capacity		SR1118	Fayetteville Road	Woodcroft Pkwy	SR 1171 (Riddle Road)	SR 1118 (Fayetteville Road) (Woodcroft Pkwy to Riddle Road (SR 1171)) widen to 4-lane divided, bikelanes and sidewalks.	1	Undivided	45	Existing	2	Divided	45	4D - 4 lanes with raised median with curb and gutter with bike lanes and sidewalks		2.35	Yes	0	0	3
1034		Subregional	Mobility	Capacity		032 SR1146		SR 1158 (Cornwallis Rd)	Martin Luther King, Jr. Parkway	Widen existing roadway to multi-lanes and construct on new location multi-lane roadway with bicycle, pedestrian	1	Undivided	35	Existing	2	Divided	35	4D		1.29	Yes	0	0	3
655	44279	Subregional	Mobility	Interchange/Intersection		SR1780	Estes Drive	SR 1772 (Greensboro Street)		SR 1780 (Estes Drive)/SR 1772 (Greensboro Street) construct roundabout.	1	Undivided	35	Existing	1	Undivided	35	Other		0.11	Yes	0	0	3
647	44269	Subregional	Mobility	Capacity		SR1006	New Route - Orange Grove Road	SR 1006 (Orange Grove Road)	US 70A	Orange Grove Road Extension (Orange Grove Road to US 70) with sidewalks and bicycle lanes	1	Undivided	35	New Location	1	Undivided	35	2E - 2 lanes with curb and gutter with bike lanes and sidewalks		0.38	Yes	0	0	3
654	44278	Subregional	Mobility	Interchange/Intersection		SR1010	Franklin Street/East Main Street	Merritt Mill Road (SR 1771)/Brewer Lane		Franklin Street/Merritt Mill Road/Brewer Ln/E Main Street intersection improvements.	2	Undivided	25	Existing	2	Undivided	25	Other		0.50	Yes	0	0	3
651	44275	Subregional	Mobility	Capacity		SR1004	Old Oxford Highway	29000501 (Roxboro Road)	Hamilin Road	Old Oxford Highway (Roxboro Road to Hamlin Road) expand capacity, bike lanes, and sidewalks.	1	Undivided	40	Existing	2	Divided	45	4D - 4 lanes with raised median with curb and gutter with bike lanes and sidewalks		1.44	Yes	0	0	3
1033		Subregional	Mobility	Capacity		032 SR1118		Renaissance Parkway	NC 751	Widen roadway to four lanes with a median and bicycle, pedestrian and transit facilities as appropriate.	1	Undivided	45	Existing	2	Divided	45	4D		1.90	Yes	0	0	3
1056		Subregional	Mobility	Interchange/Intersection		068 SR1771		1008 (Mount Carmel Church Road)	1913 (Bennett Road)	Construct roundabout and related safety improvements at the existing intersection of Mount Carmel Church Road and Bennett Road.	1	Undivided	35	Existing	1	Undivided	35			0.50	Yes	0	0	3
487	45383	Subregional	Mobility	Capacity	U-4716D	SR1978	Hopson Street	SR 1999 (Davis Drive)	NC 54 (Miami Blvd)	Widen to multi-lanes.	1	TWLTL	45	Existing	2	Divided	45			0.67	Yes	0	0	3
372	43514	Subregional	Mobility	Capacity	U-2831B		New Route - Briggs Avenue Extension	Riddle Road	SR 1951 (So-Hi Drive)	Riddle Road to SR 1951 (So-Hi Drive). Two Lanes on Multi-Lane Right of Way.	1	Undivided	35	New Location	1	Undivided	35			1.12	Yes	0	0	3
239	43162	Subregional	Mobility	Capacity	R-3438		New Route - Hillsborough Western Bypass	US 70	NC 57	US 70 to NC 57. Two Lanes on New Location.	1	Undivided	50	New Location	1	Undivided	55			2.53	No	0	0	0
1005		Subregional	Mobility	Capacity		032 SR1940	Glover Road	NC 147	SR 1926 (Angler Avenue)	Convert existing grade separation at NC 147 to an interchange and widen roadway to four lanes with a median and bicycle, pedestrian, and transit facilities as appropriate.	1	Undivided	35	Existing	2	Divided	35	4D		0.63	Yes	0	0	3
859	45036	Subregional	Mobility	Capacity			New Route - T.W. Alexander Drive Extension	West of Brier Creek Pkwy	Leesville Road	Extension of TW Alexander Drive (4 lanes new location)	1	Undivided	40	New Location	2	Divided	45	4C - 4 lanes with raised median with wide outside lanes and sidewalks		1.14	Yes	0	0	3

P2.0 Projects with PRELIMINARY Scores - SUBJECT TO CHANGE

Project Classification						Project Location					Cost Data			Congestion Data				Travel Time Savings and Economic Competitiveness Data					Pavement, Lane, and Shoulder Data						
SPOTID	Old SPOTID	Tier	Goal	Improvement Type	TIP #	Route	Route Name	From / Cross Street	To	Description	Construction Cost	Right-of-Way + Utilities Cost	Total Cost	Existing Volume (AADT)	Existing Capacity	Existing Volume / Capacity Ratio	Congestion Score (RAW)	Travel Time Savings Per User (min)	Travel Time Benefits for 30 Years (hrs)	Value Per Hour (\$)	Benefit/Cost Ratio (RAW)	% Change in Value Added (RAW)	Pavement Condition Rating	Existing Lane Width	Existing Shoulder Width	DOT Design Standard Lane Width	Lane Width Diff.	DOT Design Standard Shoulder Width	Shoulder Width Diff.
527	44257	Statewide	Infrastructure Health	Modernization	U-5304	US015, US501		NC 86 (Columbia Street)	SR 1742 (Ephesus Church Road)	(US 15/501) Fordham Boulevard (NC 86 (Columbia Street)/US 15/501 South to SR 1742 (Ephesus Church Road)) sidewalks, wide-outside lanes, and transit accommodations.	\$12,300,000	\$1,353,000	\$13,653,000	39,400	31,000	1.27	91.96	0.00	0	\$22.00	0.00		86	12	0	12	0	10	10
1103		Statewide	Infrastructure Health	Modernization		019 US015, 019 US501		400 ft south of SR 1532 (Mann'S Chapel Road)	North of SR 1919 (Smith Level Road) at the Orange County Line	Construct either 15' wide outside lanes or 6' bicycle lanes.	\$5,100,000	\$561,000	\$5,661,000	20,800	63,000	0.33	28.12	0.00	0	\$22.00	0.00		100	12	0	12	0	8	8
1097		Statewide	Infrastructure Health	Modernization		032 NC147		East End Connector	US 15/501	Modernization, pavement Rehabilitation and ramp consolidations/interchange upgrades	\$40,900,000	\$4,499,000	\$45,399,000	53,100	69,000	0.77	67.44	0.00	0	\$22.00	0.00		74	12	10	12	0	10	0
961	44333	Regional	Infrastructure Health	Modernization		NC086		US 70A	I-40	Construct wide outside lanes.	\$16,600,000	\$1,826,000	\$18,426,000	7,800	17,000	0.46	30.72	0.00	0	\$22.00	0.00		89	11	0	12	1	8	8
666	44311	Regional	Infrastructure Health	Modernization		NC054		US 15/501	SR 1110 (Barbee Chapel Road)	Construct Bicycle Lanes and Sidewalks	\$8,200,000	\$902,000	\$9,102,000	44,300	50,000	0.89	71.12	0.00	0	\$22.00	0.00		55	12	0	12	0	8	8
663	44308	Regional	Infrastructure Health	Modernization		NC086	Martin Luther King, Jr. Boulevard	I-40	North Street	Construct Bicycle Lanes and Sidewalks	\$26,200,000	\$2,882,000	\$29,082,000	23,900	34,000	0.70	51.56	0.00	0	\$22.00	0.00		69	12	0	12	0	8	8
944	44293	Regional	Infrastructure Health	Modernization		NC751	Hope Valley Road	SR 1146 (South Roxboro Road)	Martin Luther King, Jr. Parkway	Construct bike lanes and sidewalks.	\$9,200,000	\$1,012,000	\$10,212,000	11,900	17,000	0.70	46.76	0.00	0	\$22.00	0.00		79	12	0	12	0	8	8
945	44301	Subregional	Infrastructure Health	Modernization		SR1110	Barbee Chapel Road/Farrington Road	NC 54	SR 1107 (Stagecoach Road)	Construct bike lanes and sidewalks.	\$8,000,000	\$880,000	\$8,880,000	11,000	17,000	0.65	43.40	0.00	0	\$22.00	0.00		85	9	0	12	3	8	8
375	43518	Subregional	Infrastructure Health	Modernization	U-2909	SR1780	Estes Drive	SR 1772 (Greensboro Street)	NC 86	SR 1772 (Greensboro Street) to NC 86. Widen to add bike lanes, sidewalks, and transit accommodations.	\$6,500,000	\$715,000	\$7,215,000	12,400	17,000	0.73	48.76	0.00	0	\$22.00	0.00		86	10	0	12	2	8	8
659	44292	Subregional	Infrastructure Health	Modernization		SR1666	Dearborn Drive	SR 1669 (East Club Boulevard)	SR 1004 (Old Oxford Road)	Construct Bicycle Lanes and Sidewalks	\$5,700,000	\$627,000	\$6,327,000	8,300	17,000	0.49	32.72	0.00	0	\$22.00	0.00		100	10	0	12	2	8	8
660	44296	Subregional	Infrastructure Health	Modernization		SR1158	West Cornwallis Road	SR 1306 (Erwin Road)	SR 1127 (Chapel Hill Road)	Construct Bicycle Lanes and Sidewalks	\$9,300,000	\$1,023,000	\$10,323,000	6,200	17,000	0.36	24.08	0.00	0	\$22.00	0.00		99	10	0	12	2	8	8
662	44300	Subregional	Infrastructure Health	Modernization		SR1945	South Alston Avenue	Capps Street	SR 1171 (Riddle Road)	Construct Bicycle Lanes and Sidewalks	\$1,600,000	\$176,000	\$1,776,000	4,400	17,000	0.26	17.36	0.00	0	\$22.00	0.00		93	10	0	12	2	8	8
948	44325	Subregional	Infrastructure Health	Modernization		SR1009	Old NC 86	SR 1009 (Hillsborough Road)	SR 1777 (Homestead Road)	Construct bike lanes and sidewalks and transit accommodations.	\$2,500,000	\$275,000	\$2,775,000	10,000	16,000	0.63	41.80	0.00	0	\$22.00	0.00		85	10	0	12	2	8	8
949	44327	Subregional	Infrastructure Health	Modernization		SR1900	Old Mason Farm Road/Finley Golf Course Road	NC 54	NC 54/US 15-501 (Fordham Blvd.)	Construct bike lanes and sidewalks.	\$4,900,000	\$539,000	\$5,439,000	2,400	17,000	0.14	9.36	0.00	0	\$22.00	0.00		77	10	0	12	2	8	8
950	44328	Subregional	Infrastructure Health	Modernization		SR1009	Old NC 86	SR 1777 (Homestead Road)	SR 1727 (Eubanks Road)	Construct bike lanes and sidewalks and transit accommodations.	\$6,100,000	\$671,000	\$6,771,000	5,700	16,000	0.36	23.88	0.00	0	\$22.00	0.00		81	10	0	12	2	8	8
951	44339	Subregional	Infrastructure Health	Modernization		SR1727	Eubanks Road	SR 1009 (Old NC 86)	Rogers Road	Construct bike lanes and sidewalks and transit accommodations.	\$3,200,000	\$352,000	\$3,552,000	3,600	17,000	0.21	14.04	0.00	0	\$22.00	0.00		38	10	0	12	2	8	8
952	44342	Subregional	Infrastructure Health	Modernization		SR1008	Mount Carmel Church Road	US 15-501	Chatham County Line	Construct bike lanes.	\$2,100,000	\$231,000	\$2,331,000	8,300	17,000	0.49	32.72	0.00	0	\$22.00	0.00		100	10	0	12	2	8	8

P2.0 Projects with PRELIMINARY Scores - SUBJECT TO CHANGE

Project Classification						Project Location					Cost Data			Congestion Data				Travel Time Savings and Economic Competitiveness Data					Pavement, Lane, and Shoulder Data						
SPOTID	Old SPOTID	Tier	Goal	Improvement Type	TIP #	Route	Route Name	From / Cross Street	To	Description	Construction Cost	Right-of-Way + Utilities Cost	Total Cost	Existing Volume (AADT)	Existing Capacity	Existing Volume / Capacity Ratio	Congestion Score (RAW)	Travel Time Savings Per User (min)	Travel Time Benefits for 30 Years (hrs)	Value Per Hour (\$)	Benefit/Cost Ratio (RAW)	% Change in Value Added (RAW)	Pavement Condition Rating	Existing Lane Width	Existing Shoulder Width	DOT Design Standard Lane Width	Lane Width Diff.	DOT Design Standard Shoulder Width	Shoulder Width Diff.
1096		Subregional	Infrastructure Health	Modernization		068 SR1727		SR 1729 (Rogers Road)	NC 86	Construct bicycle lanes, sidewalks, safety and intersection improvements.	\$6,100,000	\$671,000	\$6,771,000	6,500	16,000	0.41	27.20	0.00	0	\$22.00	0.00		58	10	0	12	2	8	8
1162		Subregional	Infrastructure Health	Modernization		068 SR1005		SR 2057 (Sturbridge Lane)	Alamance County Line	Add 4-foot paved shoulders	\$0	\$0	\$0	3,400	15,000	0.23	15.16	0.00	0	\$22.00	#DIV/0!		60	10	0	12	2	8	8
365	43505	Subregional	Infrastructure Health	Modernization	U-2805	SR1777	Homestead Road	SR 1009 (Old NC 86)	NC 86	SR 1009 (Old NC 86) to NC 86. Widen to include bicycle lanes, sidewalks, transit accommodations, and safety improvements (design may vary along length).	\$8,200,000	\$902,000	\$9,102,000	6,200	17,000	0.36	24.08	0.00	0	\$22.00	0.00		93	11	0	12	1	8	8
408	43561	Subregional	Infrastructure Health	Modernization	U-3436	SR1148, SR1192	Eno Mountain Road, Mayo Street	SR 1006 (Orange Grove Road)		SR 1148 (Eno Mountain Road) and SR 1192 (Mayo Street) at SR 1006 (Orange Grove Road). Realign Intersection and Make Safety Improvements. include bicycle lanes and sidewalks.	\$2,300,000	\$253,000	\$2,553,000	4,900	18,000	0.27	18.16	0.00	0	\$22.00	0.00		85	11	0	12	1	8	8
826	44892	Subregional	Infrastructure Health	Modernization		SR1843	Seawell School Road	SR 1780 (Estes)	SR 1777 (Homestead)	Seawell School Road (Homestead to Estes) bicycle lanes, sidewalks, transit accommodations, and Intersection safety improvements (design may vary along length)	\$6,800,000	\$748,000	\$7,548,000	3,500	17,000	0.21	14.00	0.00	0	\$22.00	0.00		70	11	0	12	1	8	8
953	44344	Subregional	Infrastructure Health	Modernization		SR1009	Old NC 86	I-40	SR 1727 (Eubanks Road)	Widen outside lanes.	\$2,300,000	\$253,000	\$2,553,000	4,400	14,000	0.31	20.36	0.00	0	\$22.00	0.00		83	11	0	12	1	8	8
1095		Subregional	Infrastructure Health	Modernization		068 SR1104	Dairyland Road	SR 1111 (Union Grove Church Road)	SR 1006 (Orange Grove Road)	Construct 4-foot paved shoulders on Dairyland Road	\$12,600,000	\$1,386,000	\$13,986,000	1,400	15,000	0.09	5.96	0.00	0	\$22.00	0.00		72	10	0	11	1	5	5
1100		Subregional	Infrastructure Health	Modernization		068 SR1927	Merritt Mill Road	1010 (Franklin Street)	1919 (South Greensboro Street)	Construct bicycle lanes and sidewalks.	\$3,300,000	\$363,000	\$3,663,000	7,800	15,000	0.52	34.32	0.00	0	\$22.00	0.00		95	11	0	12	1	8	8
1305		Subregional	Infrastructure Health	Modernization		086 SR2008	Carmichael Street	US 15/501	Northern Terminus of Roadway	Repave and with bicycle accommodations	\$0	\$0	\$0	500	17,000	0.03	2.00	0.00	0	\$22.00	#DIV/0!		68	10	0	11	1	5	5
632	44250	Subregional	Infrastructure Health	Modernization		SR1717	Jack Bennett Road	US 15/501	SR 1721 (Lystra Rd)	Jack Bennett Rd (SR 1717) (US 15/501 to Lystra Rd (SR 1721) safety improvements.	\$7,200,000	\$792,000	\$7,992,000	2,700	15,000	0.18	11.88	0.00	0	\$22.00	0.00		100	10	0	12	2	8	8
958	44073	Subregional	Infrastructure Health	Modernization		SR1006, SR1102	Orange Grove Road, Dodsons Cross Road	I-40	SR 1177 (Dairyland Road)	Add 4' Paved shoulders to accommodate bicycles. This route is designated as North Carolina Bike Route #2.	\$25,300,000	\$2,783,000	\$28,083,000	2,300	14,000	0.16	10.52	0.00	0	\$22.00	0.00		92	10	0	12	2	8	8
630	44248	Subregional	Infrastructure Health	Modernization		SR1114, SR1113	Ephesus Church Road, Pope Road	Orange County Line	SR 2220 (Old Durham-Chapel Hill Road)	Ephesus Church Road and Pope Road (Orange County Line to Old Durham-Chapel Hill Road) bike lanes, sidewalks and safety improvements.	\$7,500,000	\$825,000	\$8,325,000	7,000	17,000	0.41	27.40	0.00	0	\$22.00	0.00		94	12	0	12	0	8	8
631	44249	Subregional	Infrastructure Health	Modernization		SR1734	Erwin Road	US 15/501	NC 751	US 15/501 to NC 751, bike lanes, sidewalks, and safety improvements (design may vary along length).	\$20,700,000	\$2,277,000	\$22,977,000	10,300	16,000	0.64	42.52	0.00	0	\$22.00	0.00		88	12	0	12	0	8	8
641	44262	Subregional	Infrastructure Health	Modernization		SR1780	Estes Drive	NC 86	Caswell Road	Estes Drive (NC 86 to Caswell Road) widen existing roadway to include two 12-foot travel lanes, four-foot bicycle lanes and sidewalks.	\$3,900,000	\$429,000	\$4,329,000	15,000	17,000	0.88	58.80	0.00	0	\$22.00	0.00		87	12	0	12	0	8	8
658	44289	Subregional	Infrastructure Health	Modernization		SR1669	Club Boulevard	Ambridge Street	SR 1670 (East Geer Street)	Construct Bicycle Lanes and Sidewalks	\$12,200,000	\$1,342,000	\$13,542,000	8,300	16,000	0.52	34.52	0.00	0	\$22.00	0.00		63	12	0	12	0	8	8
946	44303	Subregional	Infrastructure Health	Modernization		SR1113	Ephesus Church Road/Pope Road	SR 2220 (Old Durham-Chapel Hill Road)	Orange County Line	Construct bike lanes and sidewalks.	\$3,600,000	\$396,000	\$3,996,000	3,400	17,000	0.20	13.36	0.00	0	\$22.00	0.00		92	12	0	12	0	8	8
947	44320	Subregional	Infrastructure Health	Modernization		SR1102, SR 1977	Sedwick Road	SR 1100 (Grandale Drive)	SR 1945 (South Alston Avenue)	Construct bike lanes and sidewalks.	\$6,200,000	\$682,000	\$6,882,000	4,700	17,000	0.28	18.68	0.00	0	\$22.00	0.00		85	12	0	12	0	8	8
649	44273	Subregional	Infrastructure Health	Modernization		SR1762	Jeremiah Drive	SR 1721 (Lystra Road)	End of Road	Elevate road for flood control.	\$1,600,000	\$176,000	\$1,776,000	500	16,000	0.03	2.00	0.00	0	\$22.00	0.00		75	10	0	11	1	5	5
653	44277	Subregional	Infrastructure Health	Modernization		SR1721	Lystra Road	US 15/501	SR 1008 (Farrington Point Road)	Safety improvements.	\$10,300,000	\$1,133,000	\$11,433,000	4,400	14,000	0.31	20.36	0.00	0	\$22.00	0.00		100	11	0	12	1	8	8

P2.0 Projects with PRELIMINARY Scores - SUBJECT TO CHANGE

Project Classification						Project Location					Cost Data			Congestion Data				Travel Time Savings and Economic Competitiveness Data					Pavement, Lane, and Shoulder Data						
SPOTID	Old SPOTID	Tier	Goal	Improvement Type	TIP #	Route	Route Name	From / Cross Street	To	Description	Construction Cost	Right-of-Way + Utilities Cost	Total Cost	Existing Volume (AADT)	Existing Capacity	Existing Volume / Capacity Ratio	Congestion Score (RAW)	Travel Time Savings Per User (min)	Travel Time Benefits for 30 Years (hrs)	Value Per Hour (\$)	Benefit/Cost Ratio (RAW)	% Change in Value Added (RAW)	Pavement Condition Rating	Existing Lane Width	Existing Shoulder Width	DOT Design Standard Lane Width	Lane Width Diff.	DOT Design Standard Shoulder Width	Shoulder Width Diff.
1013		Statewide	Mobility	Capacity		092 I-040		NC 147	Wade Avenue	Construct 2 Managed Lanes per direction (additional 28ft of pavement - 2 x 12ft lanes + 4ft pavement for separation with general purpose lanes)	\$29,700,000	\$1	\$29,700,000	143,500	140,000	1.03	119.20	5.77	107,695,000	\$22.00	79.77		96	12	10	12	0	10	0
1131		Statewide	Mobility	Capacity		032 I-040		NC 147	US 15/501	Construct 1 Managed Lane per direction (additional 16ft of pavement - 12ft lanes + 4ft pavement for separation with general purpose lanes)	\$128,800,000	\$1	\$128,800,000	119,200	113,000	1.05	110.68	6.14	95,094,000	\$22.00	16.24		97	12	0	12	0	10	10
1144		Statewide	Mobility	Capacity		068 US015	Fordham Boulevard	East Lakeview Drive	Sage Road	Upgrade road to "Superstreet"		\$0	\$0	37,000	31,000	1.19	86.20	2.37	11,394,000	\$22.00	#DIV/0!		62	11	0	12	1	10	10
1036		Statewide	Mobility	Capacity		068 NC086		US 70 Bypass	North of NC 57	Widen roadway to four lanes with a median and improve intersections at US 70 Bypass and NC 57.	\$2,700,000	\$567,258	\$3,267,000	15,600	15,000	1.04	68.64	0.52	1,049,000	\$22.00	7.06		62	12	0	12	0	8	8
1143		Statewide	Mobility	Capacity		068 US015	Fordham Boulevard	SR 1742 (Ephesus Church Road)	SR 1902 (Manning Drive)	Upgrade road to "Superstreet" with possible interchange at Manning Drive		\$0	\$0	39,100	31,000	1.26	91.24	12.86	65,350,000	\$22.00	#DIV/0!		85	11	0	12	1	10	10
366	43506	Statewide	Mobility	Capacity	U-2807	US015, US501		I-40	US 15/501	I-40 to US 15/501 Bypass in Durham. Major Corridor Upgrade.	\$114,600,000	\$24,076,932	\$138,677,000	42,800	38,000	1.13	84.92	6.49	36,102,000	\$22.00	5.73		85	12	0	12	0	10	10
937	46022	Statewide	Mobility	Interchange/Intersection		US015, US501		SR 1742 (Ephesus Church Road)		Intersection Improvements	\$2,700,000	\$567,258	\$3,267,000	30,000	31,000	0.97	70.20	0.14	560,000	\$22.00	3.77		88	11	0	12	1	10	10
10	42714	Statewide	Mobility	Capacity	I-3306A	I-040		I-85	US 15/501	I-85 in Orange County to NC 147 (Buck Dean Freeway) in Durham County. Add Additional Lanes. Section A: I-85 to US 15/501.	\$72,300,000	\$1	\$72,300,000	64,500	69,000	0.93	81.60	4.58	38,423,000	\$22.00	11.69		90	12	10	12	0	10	0
997		Statewide	Mobility	Capacity		032 NC147	Durham Freeway	I-40	East End Connector	Widen roadway to 6 lanes and rehabilitate pavement	\$44,500,000	\$1	\$44,500,000	60,600	69,000	0.88	77.04	2.60	20,518,000	\$22.00	10.14		91	12	10	12	0	10	0
1014		Statewide	Mobility	Capacity		092 I-540		I-40	US 64 Bypass	Convert Freeway to Tolled Facility and widen to 8 lanes	\$400,000,000	\$1	\$400,000,000	69,600	107,000	0.65	66.84	1.66	15,052,000	\$22.00	0.83		92	12	10	12	0	10	0
7	42689	Statewide	Mobility	Capacity	I-0305B	I-085		East of SR 1709	Durham County Line	I-40 at Hillsborough to Durham County Line. Widen to Six Lanes and Reconstruct Interchanges and Structures. Section B: East of SR 1709 to Durham County Line.	\$82,720,000	\$21,070,000	\$103,790,000	45,400	69,000	0.66	57.76	0.28	1,663,000	\$22.00	0.35		85	12	0	12	0	10	10
6	42688	Statewide	Mobility	Capacity	I-0305A	I-085		SR 1006 near Hillsborough	East of SR 1709	I-40 at Hillsborough to Durham County Line. Widen to Six Lanes and Reconstruct Interchanges and Structures. Section A: SR 1006 near Hillsborough to East of SR 1709.	\$77,065,000	\$33,810,000	\$110,875,000	41,800	69,000	0.61	53.32	0.24	1,309,000	\$22.00	0.26		90	12	0	12	0	10	10
650	44274	Regional	Mobility	Capacity		NC054		I-40	Barbee Chapel Road	NC 54 (I-40 west to Barbee Chapel Rd) widen to 6-lane divided, bicycle, pedestrian, and transit facilities.	\$11,700,000	\$4,323,792	\$16,024,000	42,800	31,000	1.38	99.92	3.46	19,226,000	\$22.00	26.40		82	12	0	12	0	8	8
533	46020	Regional	Mobility	Capacity	U-5324C	NC054		SR 1118 (Fayetteville Road)	SR 1106 (Barbee Road)	NC 54 (I-40 east to NC 55) widen to multi-lane divided with transit accommodations, bike lanes, and sidewalks. Section C: SR 1118 (Fayetteville Road) to SR 1106 (Barbee Road).	\$11,232,000	\$10,404,000	\$21,636,000	15,400	15,000	1.03	67.96	1.12	2,238,000	\$22.00	2.28	0.00%	100	12	0	12	0	8	8
534	46021	Regional	Mobility	Capacity	U-5324D	NC054		SR 1106 (Barbee Road)	NC 55	NC 54 (I-40 east to NC 55) widen to multi-lane divided with transit accommodations, bike lanes, and sidewalks. Section D: SR 1106 (Barbee Road) to NC 55.	\$13,392,000	\$12,624,000	\$26,016,000	17,300	18,000	0.96	64.52	0.99	2,219,000	\$22.00	1.88	0.00%	88	12	0	12	0	8	8
532	46019	Regional	Mobility	Capacity	U-5324B	NC054		NC 751	SR 1118 (Fayetteville Road)	NC 54 (I-40 east to NC 55) widen to multi-lane divided with transit accommodations, bike lanes, and sidewalks. Section B: NC 751 to SR 1118 (Fayetteville Road).	\$18,576,000	\$18,972,000	\$37,548,000	19,900	15,000	1.33	87.76	4.01	10,377,000	\$22.00	6.08		100	12	0	12	0	8	8
652	44276	Regional	Mobility	Capacity		NC751	Hope Valley Road	South Roxboro Road	NC 54	NC 751 (S. Roxboro Rd. to NC 54) widen to 4-lane, bike lanes, and sidewalks.	\$4,700,000	\$1,736,908	\$6,437,000	16,600	17,000	0.98	65.44	1.06	2,295,000	\$22.00	7.84		43	11	0	12	1	8	8
531	46018	Regional	Mobility	Capacity	U-5324A	NC054		I-40	NC 751	NC 54 (I-40 east to NC 55) widen to multi-lane divided with transit accommodations, bike lanes, and sidewalks. Section A: I-40 to NC 751.	\$26,400,000	\$3,800,000	\$30,200,000	17,000	15,000	1.13	74.60	1.74	3,843,000	\$22.00	2.80		98	12	0	12	0	8	8
1011		Regional	Mobility	Capacity		032 NC751		NC 54	Renaissance Parkway	Widen roadway to four lanes with a median with bicycle, pedestrian and transit facilities as appropriate.	\$8,700,000	\$3,215,127	\$11,915,000	13,700	18,000	0.76	51.08	0.49	864,000	\$22.00	1.60		92	12	0	12	0	8	8
326	43462	Regional	Mobility	Capacity	U-2405		New Route - Martin Luther King, Jr. Parkway Extension	NC 55	Cornwallis Road	NC 55 to Cornwallis Road. Pedestrian, bicycle, and transit facilities.	\$22,100,000	\$8,167,163	\$30,267,000	15,100	23,000	0.66	45.64	2.25	4,421,000	\$22.00	3.21		95	12	0	12	0	8	8
1018		Regional	Mobility	Capacity		032 NC751		Renaissance Parkway	1118 (Fayetteville Road)	Widen roadway to four lanes with a median and bicycle, pedestrian and transit facilities as appropriate.	\$12,700,000	\$4,693,347	\$17,393,000	10,400	18,000	0.58	38.96	0.30	408,000	\$22.00	0.52		88	12	0	12	0	8	8
555	44013	Regional	Mobility	Capacity		NC751		US 64	Durham County Line	Widen to 4 lanes with bicycle lanes on existing location.	\$55,400,000	\$15,927,692	\$71,328,000	7,600	16,000	0.48	31.84	7.73	7,639,000	\$22.00	2.36		78	12	0	12	0	8	8

P2.0 Projects with PRELIMINARY Scores - SUBJECT TO CHANGE

Project Classification						Project Location					Cost Data			Congestion Data				Travel Time Savings and Economic Competitiveness Data					Pavement, Lane, and Shoulder Data						
SPOTID	Old SPOTID	Tier	Goal	Improvement Type	TIP #	Route	Route Name	From / Cross Street	To	Description	Construction Cost	Right-of-Way + Utilities Cost	Total Cost	Existing Volume (AADT)	Existing Capacity	Existing Volume / Capacity Ratio	Congestion Score (RAW)	Travel Time Savings Per User (min)	Travel Time Benefits for 30 Years (hrs)	Value Per Hour (\$)	Benefit/Cost Ratio (RAW)	% Change in Value Added (RAW)	Pavement Condition Rating	Existing Lane Width	Existing Shoulder Width	DOT Design Standard Lane Width	Lane Width Diff.	DOT Design Standard Shoulder Width	Shoulder Width Diff.
558	44023	Regional	Mobility	Capacity			I-85/US 70 Connector	US 70		Reconstruct interchange to allow for full movements	\$1,900,000	\$546,257	\$2,446,000	3,300	14,000	0.24	15.72	2.12	911,000	\$22.00	8.19		94	11	0	12	1	8	8
200	43093	Subregional	Mobility	Capacity	R-2825	SR1009	South Churton Street	I-40	Eno River	I-40 to Eno River. Widen to Multi-Lanes with landscaped median, bicycle lanes, and sidewalks, widen Bridge No. 240 over Southern Railroad.	\$21,100,000	\$7,914,781	\$29,015,000	16,700	17,000	0.98	65.48	0.93	2,009,000	\$22.00	1.52		79	12	0	12	0	8	8
637	44255	Subregional	Mobility	Capacity		SR1118	Fayetteville Road	Woodcroft Pkwy	SR 1171 (Riddle Road)	SR 1118 (Fayetteville Road) (Woodcroft Pkwy to Riddle Road (SR 1171)) widen to 4-lane divided, bikelanes and sidewalks.	\$15,500,000	\$5,814,176	\$21,314,000	16,800	17,000	0.99	66.12	2.15	4,690,000	\$22.00	4.84		93	11	0	12	1	8	8
1034		Subregional	Mobility	Capacity		032 SR1146		SR 1158 (Cornwallis Rd)	Martin Luther King, Jr. Parkway	Widen existing roadway to multi-lanes and construct on new location multi-lane roadway with bicycle, pedestrian	\$0	\$0	\$0	12,400	17,000	0.73	48.76	0.64	1,030,000	\$22.00	#DIV/0!		39	11	0	12	1	8	8
655	44279	Subregional	Mobility	Interchange/Intersection		SR1780	Estes Drive	SR 1772 (Greensboro Street)		SR 1780 (Estes Drive)/SR 1772 (Greensboro Street) construct roundabout.	\$900,000	\$337,597	\$1,238,000	13,000	17,000	0.76	50.80	0.04	60,000	\$22.00	1.07		57	11	0	12	1	8	8
647	44269	Subregional	Mobility	Capacity		SR1006	New Route - Orange Grove Road	SR 1006 (Orange Grove Road)	US 70A	Orange Grove Road Extension (Orange Grove Road to US 70) with sidewalks and bicycle lanes	\$3,600,000	\$1,350,389	\$4,950,000	13,000	16,000	0.81	53.80	1.45	2,444,000	\$22.00	10.86		75	11	0	12	1	8	8
654	44278	Subregional	Mobility	Interchange/Intersection		SR1010	Franklin Street/East Main Street	Merritt Mill Road (SR 1771)/Brewer Lane		Franklin Street/Merritt Mill Road/Brewer Ln/E Main Street Intersection improvements.	\$1,100,000	\$412,619	\$1,513,000	17,100	28,000	0.61	43.44	0.03	71,000	\$22.00	1.03		91	12	0	12	0	8	8
651	44275	Subregional	Mobility	Capacity		SR1004	Old Oxford Highway	29000501 (Roxboro Road)	Hamlin Road	Old Oxford Highway (Roxboro Road to Hamlin Road) expand capacity, bike lanes, and sidewalks.	\$9,500,000	\$3,563,527	\$13,064,000	10,500	17,000	0.62	41.40	0.77	1,052,000	\$22.00	1.77		100	12	0	12	0	8	8
1033		Subregional	Mobility	Capacity		032 SR1118		Renaissance Parkway	NC 751	Widen roadway to four lanes with a median and bicycle, pedestrian and transit facilities as appropriate.	\$13,400,000	\$5,026,449	\$18,426,000	8,900	17,000	0.52	34.76	0.25	290,000	\$22.00	0.35		76	10	0	12	2	8	8
1056		Subregional	Mobility	Interchange/Intersection		068 SR1771		1008 (Mount Carmel Church Road)	1913 (Bennett Road)	Construct roundabout and related safety improvements at the existing intersection of Mount Carmel Church Road and Bennett Road.	\$2,000,000	\$750,216	\$2,750,000	9,200	17,000	0.54	36.08	0.01	14,000	\$22.00	0.11		100	10	0	12	2	8	8
487	45383	Subregional	Mobility	Capacity	U-4716D	SR1978	Hopson Street	SR 1999 (Davis Drive)	NC 54 (Miami Blvd)	Widen to multi-lanes.	\$4,900,000	\$1,126,000	\$6,026,000	8,000	22,000	0.36	24.80	0.03	26,000	\$22.00	0.09		85	10	0	12	2	8	8
372	43514	Subregional	Mobility	Capacity	U-2831B		New Route - Briggs Avenue Extension	Riddle Road	SR 1951 (So-Hi Drive)	Riddle Road to SR 1951 (So-Hi Drive). Two Lanes on Multi-Lane Right of Way.	\$5,300,000	\$1,988,073	\$7,288,000	4,000	17,000	0.24	16.00	2.30	1,197,000	\$22.00	3.61		54	12	0	12	0	8	8
239	43162	Subregional	Mobility	Capacity	R-3438		New Route - Hillsborough Western Bypass	US 70	NC 57	US 70 to NC 57. Two Lanes on New Location.	\$11,600,000	\$4,351,254	\$15,951,000	8,700	16,000	0.54	35.88	1.45	1,638,000	\$22.00	2.26		78	11	0	12	1	8	8
1005		Subregional	Mobility	Capacity		032 SR1940	Glover Road	NC 147	SR 1926 (Angier Avenue)	Convert existing grade separation at NC 147 to an interchange and widen roadway to four lanes with a median and bicycle, pedestrian, and transit facilities as appropriate.	\$13,300,000	\$4,988,938	\$18,289,000	2,500	17,000	0.15	10.00	0.01	3,000	\$22.00	0.00		85	9	0	12	3	8	8
859	45036	Subregional	Mobility	Capacity			New Route - T.W. Alexander Drive Extension	West of Brier Creek Pkwy	Leesville Road	Extension of TW Alexander Drive (4 lanes new location)	\$8,300,000	\$3,113,397	\$11,413,000	200	16,000	0.01	0.68	3.49	91,000	\$22.00	0.18		68	11	0	10	-1	2	2

P2.0 Projects with PRELIMINARY Scores - SUBJECT TO CHANGE

Project Classification						Project Location					Total Points										
SPOTID	Old SPOTID	Tier	Goal	Improvement Type	TIP #	Route	Route Name	From / Cross Street	To	Description	Congesti on Points	Safety Points	Pavement Points	Benefit Cost Points	Econ. Comp. Points	Lane Width Points	Shoulder Width Points	Total Division Points	Total MPORPO Points	Multimodal Bonus Points	Total Points
527	44257	Statewide	Infrastructure Health	Modernization	U-5304	US015, US501		NC 86 (Columbia Street)	SR 1742 (Ephesus Church Road)	(US 15/501) Fordham Boulevard (NC 86 (Columbia Street)/US 15/501 South to SR 1742 (Ephesus Church Road)) sidewalks, wide-outside lanes, and transit accommodations.	91.96	44.40	14.00			0.00	100.00			3.00	33.60
1103		Statewide	Infrastructure Health	Modernization		019 US015, 019 US501		400 ft south of SR 1532 (Mann'S Chapel Road)	North of SR 1919 (Smith Level Road) at the Orange County Line	Construct either 15' wide outside lanes or 6' bicycle lanes.	28.12	88.80	0.00			0.00	100.00			3.00	25.81
1097		Statewide	Infrastructure Health	Modernization		032 NC147		East End Connector	US 15/501	Modernization, pavement Rehabilitation and ramp consolidations/interchange upgrades	67.44	33.30	26.00			0.00	0.00			0.00	9.34
961	44333	Regional	Infrastructure Health	Modernization		NC086		US 70A	I-40	Construct wide outside lanes.	30.72	66.60	11.00			25.00	100.00			3.00	23.84
666	44311	Regional	Infrastructure Health	Modernization		NC054		US 15/501	SR 1110 (Barbee Chapel Road)	Construct Bicycle Lanes and Sidewalks	71.12	33.30	45.00			0.00	100.00			3.00	23.81
663	44308	Regional	Infrastructure Health	Modernization		NC086	Martin Luther King, Jr. Boulevard	I-40	North Street	Construct Bicycle Lanes and Sidewalks	51.56	55.50	31.00			0.00	100.00			3.00	22.13
944	44293	Regional	Infrastructure Health	Modernization		NC751	Hope Valley Road	SR 1146 (South Roxboro Road)	Martin Luther King, Jr. Parkway	Construct bike lanes and sidewalks.	46.76	55.50	21.00			0.00	100.00			3.00	21.39
945	44301	Subregional	Infrastructure Health	Modernization		SR1110	Barbee Chapel Road/Farrington Road	NC 54	SR 1107 (Stagecoach Road)	Construct bike lanes and sidewalks.	43.40	55.50	15.00			75.00	100.00			3.00	20.50
375	43518	Subregional	Infrastructure Health	Modernization	U-2909	SR1780	Estes Drive	SR 1772 (Greensboro Street)	NC 86	SR 1772 (Greensboro Street) to NC 86. Widen to add bike lanes, sidewalks, and transit accommodations.	48.76	66.60	14.00			50.00	100.00			3.00	18.00
659	44292	Subregional	Infrastructure Health	Modernization		SR1666	Dearborn Drive	SR 1669 (East Club Boulevard)	SR 1004 (Old Oxford Road)	Construct Bicycle Lanes and Sidewalks	32.72	77.70	0.00			50.00	100.00			3.00	18.00
660	44296	Subregional	Infrastructure Health	Modernization		SR1158	West Cornwallis Road	SR 1306 (Erwin Road)	SR 1127 (Chapel Hill Road)	Construct Bicycle Lanes and Sidewalks	24.08	66.60	1.00			50.00	100.00			3.00	18.00
662	44300	Subregional	Infrastructure Health	Modernization		SR1945	South Alston Avenue	Capps Street	SR 1171 (Riddle Road)	Construct Bicycle Lanes and Sidewalks	17.36	66.60	7.00			50.00	100.00			3.00	18.00
948	44325	Subregional	Infrastructure Health	Modernization		SR1009	Old NC 86	SR 1009 (Hillsborough Road)	SR 1777 (Homestead Road)	Construct bike lanes and sidewalks and transit accommodations.	41.80	33.30	15.00			50.00	100.00			3.00	18.00
949	44327	Subregional	Infrastructure Health	Modernization		SR1900	Old Mason Farm Road/Finley Golf Course Road	NC 54	NC 54/US 15-501 (Fordham Blvd.)	Construct bike lanes and sidewalks.	9.36	44.40	23.00			50.00	100.00			3.00	18.00
950	44328	Subregional	Infrastructure Health	Modernization		SR1009	Old NC 86	SR 1777 (Homestead Road)	SR 1727 (Eubanks Road)	Construct bike lanes and sidewalks and transit accommodations.	23.88	66.60	19.00			50.00	100.00			3.00	18.00
951	44339	Subregional	Infrastructure Health	Modernization		SR1727	Eubanks Road	SR 1009 (Old NC 86)	Rogers Road	Construct bike lanes and sidewalks and transit accommodations.	14.04	66.60	62.00			50.00	100.00			3.00	18.00
952	44342	Subregional	Infrastructure Health	Modernization		SR1008	Mount Carmel Church Road	US 15-501	Chatham County Line	Construct bike lanes.	32.72	66.60	0.00			50.00	100.00			3.00	18.00

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SPOTID	Old SPOTID	Tier	Goal	Improvement Type	TIP #	Route	Route Name	From / Cross Street	To	Description	Congest on Points	Safety Points	Pavement Points	Benefit Cost Points	Econ. Comp. Points	Lane Width Points	Shoulder Width Points	Total Division Points	Total MPORPO Points	Multimodal Bonus Points	Total Points
1096		Subregional	Infrastructure Health	Modernization		068 SR1727		SR 1729 (Rogers Road)	NC 86	Construct bicycle lanes, sidewalks, safety and intersection improvements.	27.20	55.50	42.00			50.00	100.00			3.00	18.00
1162		Subregional	Infrastructure Health	Modernization		068 SR1005		SR 2057 (Sturbridge Lane)	Alamance County Line	Add 4-foot paved shoulders	15.16	66.60	40.00			50.00	100.00			3.00	18.00
365	43505	Subregional	Infrastructure Health	Modernization	U-2805	SR1777	Homestead Road	SR 1009 (Old NC 86)	NC 86	SR 1009 (Old NC 86) to NC 86. Widen to include bicycle lanes, sidewalks, transit accommodations, and safety improvements (design may vary along length).	24.08	44.40	7.00			25.00	100.00			3.00	15.50
408	43561	Subregional	Infrastructure Health	Modernization	U-3436	SR1148, SR1192	Eno Mountain Road, Mayo Street	SR 1006 (Orange Grove Road)		SR 1148 (Eno Mountain Road) and SR 1192 (Mayo Street) at SR 1006 (Orange Grove Road). Realign Intersection and Make Safety Improvements. Include bicycle lanes and sidewalks.	18.16	55.50	15.00			25.00	100.00			3.00	15.50
826	44892	Subregional	Infrastructure Health	Modernization		SR1843	Seawell School Road	SR 1780 (Estes)	SR 1777 (Homestead)	Seawell School Road (Homestead to Estes) bicycle lanes, sidewalks, transit accommodations, and Intersection safety improvements (design may vary along length)	14.00	33.30	30.00			25.00	100.00			3.00	15.50
953	44344	Subregional	Infrastructure Health	Modernization		SR1009	Old NC 86	I-40	SR 1727 (Eubanks Road)	Widen outside lanes.	20.36	66.60	17.00			25.00	100.00			3.00	15.50
1095		Subregional	Infrastructure Health	Modernization		068 SR1104	Dairyland Road	SR 1111 (Union Grove Church Road)	SR 1006 (Orange Grove Road)	Construct 4-foot paved shoulders on Dairyland Road	5.96	55.50	28.00			25.00	100.00			3.00	15.50
1100		Subregional	Infrastructure Health	Modernization		068 SR1927	Merritt Mill Road	1010 (Franklin Street)	1919 (South Greensboro Street)	Construct bicycle lanes and sidewalks.	34.32	66.60	5.00			25.00	100.00			3.00	15.50
1305		Subregional	Infrastructure Health	Modernization		086 SR2008	Carmichael Street	US 15/501	Northern Terminus of Roadway	Repave and with bicycle accommodations	2.00		32.00			25.00	100.00			3.00	15.50
632	44250	Subregional	Infrastructure Health	Modernization		SR1717	Jack Bennett Road	US 15/501	SR 1721 (Lystra Rd)	Jack Bennett Rd (SR 1717) (US 15/501 to Lystra Rd (SR 1721) safety improvements.	11.88	88.80	0.00			50.00	100.00			0.00	15.00
958	44073	Subregional	Infrastructure Health	Modernization		SR1006, SR1102	Orange Grove Road, Dodsons Cross Road	I-40	SR 1177 (Dairyland Road)	Add 4' Paved shoulders to accommodate bicycles. This route is designated as North Carolina Bike Route #2.	10.52	88.80	8.00			50.00	100.00			0.00	15.00
630	44248	Subregional	Infrastructure Health	Modernization		SR1114, SR1113	Ephesus Church Road, Pope Road	Orange County Line	SR 2220 (Old Durham-Chapel Hill Road)	Ephesus Church Road and Pope Road (Orange County Line to Old Durham-Chapel Hill Road) bike lanes, sidewalks and safety improvements.	27.40	66.60	6.00			0.00	100.00			3.00	13.00
631	44249	Subregional	Infrastructure Health	Modernization		SR1734	Erwin Road	US 15/501	NC 751	US 15/501 to NC 751, bike lanes, sidewalks, and safety improvements (design may vary along length).	42.52	44.40	12.00			0.00	100.00			3.00	13.00
641	44262	Subregional	Infrastructure Health	Modernization		SR1780	Estes Drive	NC 86	Caswell Road	Estes Drive (NC 86 to Caswell Road) widen existing roadway to include two 12-foot travel lanes, four-foot bicycle lanes and sidewalks.	58.80	66.60	13.00			0.00	100.00			3.00	13.00
658	44289	Subregional	Infrastructure Health	Modernization		SR1669	Club Boulevard	Ambridge Street	SR 1670 (East Geer Street)	Construct Bicycle Lanes and Sidewalks	34.52		37.00			0.00	100.00			3.00	13.00
946	44303	Subregional	Infrastructure Health	Modernization		SR1113	Ephesus Church Road/Pope Road	SR 2220 (Old Durham-Chapel Hill Road)	Orange County Line	Construct bike lanes and sidewalks.	13.36	22.20	8.00			0.00	100.00			3.00	13.00
947	44320	Subregional	Infrastructure Health	Modernization		SR1102, SR 1977	Sedwick Road	SR 1100 (Grandale Drive)	SR 1945 (South Alston Avenue)	Construct bike lanes and sidewalks.	18.68		15.00			0.00	100.00			3.00	13.00
649	44273	Subregional	Infrastructure Health	Modernization		SR1762	Jeremiah Drive	SR 1721 (Lystra Road)	End of Road	Elevate road for flood control.	2.00		25.00			25.00	100.00			0.00	12.50
653	44277	Subregional	Infrastructure Health	Modernization		SR1721	Lystra Road	US 15/501	SR 1008 (Farrington Point Road)	Safety improvements.	20.36	33.30	0.00			25.00	100.00			0.00	12.50

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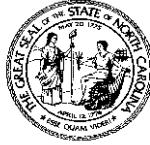
Project Classification						Project Location					Total Points										
SPOTID	Old SPOTID	Tier	Goal	Improvement Type	TIP #	Route	Route Name	From / Cross Street	To	Description	Congesti on Points	Safety Points	Pavement Points	Benefit Cost Points	Econ. Comp. Points	Lane Width Points	Shoulder Width Points	Total Division Points	Total MPORPO Points	Multimodal Bonus Points	Total Points
1013		Statewide	Mobility	Capacity		092 I-040		NC 147	Wade Avenue	Construct 2 Managed Lanes per direction (additional 28ft of pavement - 2 x 12ft lanes + 4ft pavement for separation with general purpose lanes)	100.00	66.60	4.00			0.00	0.00			8.00	28.40
1131		Statewide	Mobility	Capacity		032 I-040		NC 147	US 15/501	Construct 1 Managed Lane per direction (additional 16ft of pavement - 12ft lanes + 4ft pavement for separation with general purpose lanes)	100.00	44.40	3.00			0.00	100.00			8.00	28.30
1144		Statewide	Mobility	Capacity		068 US015	Fordham Boulevard	East Lakeview Drive	Sage Road	Upgrade road to "Superstreet"	86.20	44.40	38.00			25.00	100.00			0.00	21.04
1036		Statewide	Mobility	Capacity		068 NC086		US 70 Bypass	North of NC 57	Widen roadway to four lanes with a median and improve intersections at US 70 Bypass and NC 57.	68.64	66.60	38.00			0.00	100.00			3.00	20.53
1143		Statewide	Mobility	Capacity		068 US015	Fordham Boulevard	SR 1742 (Ephesus Church Road)	SR 1902 (Manning Drive)	Upgrade road to "Superstreet" with possible interchange at Manning Drive	91.24	44.40	15.00			25.00	100.00			0.00	19.75
366	43506	Statewide	Mobility	Capacity	U-2807	US015, US501		I-40	US 15/501	I-40 to US 15/501 Bypass in Durham. Major Corridor Upgrade.	84.92	66.60	15.00			0.00	100.00			0.00	18.48
937	46022	Statewide	Mobility	Interchange/Inters ection		US015, US501		SR 1742 (Ephesus Church Road)		Intersection Improvements	70.20	50.00	12.00			25.00	100.00			3.00	18.24
10	42714	Statewide	Mobility	Capacity	I-3306A	I-040		I-85	US 15/501	I-85 in Orange County to NC 147 (Buck Dean Freeway) in Durham County. Add Additional Lanes. Section A: I-85 to US 15/501.	81.60	44.40	10.00			0.00	0.00			0.00	17.32
997		Statewide	Mobility	Capacity		032 NC147	Durham Freeway	I-40	East End Connector	Widen roadway to 6 lanes and rehabilitate pavement	77.04	55.50	9.00			0.00	0.00			0.00	16.31
1014		Statewide	Mobility	Capacity		092 I-540		I-40	US 64 Bypass	Convert Freeway to Tolloed Facility and widen to 8 lanes	66.84	66.60	8.00			0.00	0.00			0.00	14.17
7	42689	Statewide	Mobility	Capacity	I-0305B	I-085		East of SR 1709	Durham County Line	I-40 at Hillsborough to Durham County Line. Widen to Six Lanes and Reconstruct Interchanges and Structures. Section B: East of SR 1709 to Durham County Line.	57.76	77.70	15.00			0.00	100.00			0.00	13.05
6	42688	Statewide	Mobility	Capacity	I-0305A	I-085		SR 1006 near Hillsborough	East of SR 1709	I-40 at Hillsborough to Durham County Line. Widen to Six Lanes and Reconstruct Interchanges and Structures. Section A: SR 1006 near Hillsborough to East of SR 1709.	53.32	33.30	10.00			0.00	100.00			0.00	11.66
650	44274	Regional	Mobility	Capacity		NC054		I-40	Barbee Chapel Road	NC 54 (I-40 west to Barbee Chapel Rd) widen to 6-lane divided, bicycle, pedestrian, and transit facilities.	99.92	44.40	18.00			0.00	100.00			3.00	23.88
533	46020	Regional	Mobility	Capacity	U-5324C	NC054		SR 1118 (Fayetteville Road)	SR 1106 (Barbee Road)	NC 54 (I-40 east to NC 55) widen to multi-lane divided with transit accommodations, bike lanes, and sidewalks. Section C: SR 1118 (Fayetteville Road) to SR 1106 (Barbee Road).	100.00	66.60				0.00	100.00			3.00	23.00
534	46021	Regional	Mobility	Capacity	U-5324D	NC054		SR 1106 (Barbee Road)	NC 55	NC 54 (I-40 east to NC 55) widen to multi-lane divided with transit accommodations, bike lanes, and sidewalks. Section D: SR 1106 (Barbee Road) to NC 55.	100.00	66.60				0.00	100.00			3.00	23.00
532	46019	Regional	Mobility	Capacity	U-5324B	NC054		NC 751	SR 1118 (Fayetteville Road)	NC 54 (I-40 east to NC 55) widen to multi-lane divided with transit accommodations, bike lanes, and sidewalks. Section B: NC 751 to SR 1118 (Fayetteville Road).	87.76	77.70	0.00			0.00	100.00			3.00	20.55
652	44276	Regional	Mobility	Capacity		NC751	Hope Valley Road	South Roxboro Road	NC 54	NC 751 (S. Roxboro Rd. to NC 54) widen to 4-lane, bike lanes, and sidewalks.	65.44	66.60	57.00			25.00	100.00			3.00	18.94
531	46018	Regional	Mobility	Capacity	U-5324A	NC054		I-40	NC 751	NC 54 (I-40 east to NC 55) widen to multi-lane divided with transit accommodations, bike lanes, and sidewalks. Section A: I-40 to NC 751.	74.60	66.60	2.00			0.00	100.00			3.00	18.02
1011		Regional	Mobility	Capacity		032 NC751		NC 54	Renaissance Parkway	Widen roadway to four lanes with a median with bicycle, pedestrian and transit facilities as appropriate.	51.08	66.60	8.00			0.00	100.00			3.00	13.62
326	43462	Regional	Mobility	Capacity	U-2405		New Route - Martin Luther King, Jr. Parkway Extension	NC 55	Cornwallis Road	NC 55 to Cornwallis Road. Pedestrian, bicycle, and transit facilities.	45.64	66.70	5.00			0.00	100.00			3.00	12.38
1018		Regional	Mobility	Capacity		032 NC751		Renaissance Parkway	1118 (Fayetteville Road)	Widen roadway to four lanes with a median and bicycle, pedestrian and transit facilities as appropriate.	38.96	33.30	12.00			0.00	100.00			3.00	11.39
555	44013	Regional	Mobility	Capacity		NC751		US 64	Durham County Line	Widen to 4 lanes with bicycle lanes on existing location.	31.84	66.60	22.00			0.00	100.00			3.00	10.47

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558	44023	Regional	Mobility	Capacity			I-85/US 70 Connector	US 70		Reconstruct interchange to allow for full movements	15.72	99.90	6.00			25.00	100.00			0.00	3.44
200	43093	Subregional	Mobility	Capacity	R-2825	SR1009	South Churton Street	I-40	Eno River	I-40 to Eno River. Widen to Multi-Lanes with landscaped median, bicycle lanes, and sidewalks, widen Bridge No. 240 over Southern Railroad.	65.48	33.30	21.00			0.00	100.00			3.00	17.15
637	44255	Subregional	Mobility	Capacity		SR1118	Fayetteville Road	Woodcroft Pkwy	SR 1171 (Riddle Road)	SR 1118 (Fayetteville Road) (Woodcroft Pkwy to Riddle Road (SR 1171)) widen to 4-lane divided, bikelanes and sidewalks.	66.12	66.60	7.00			25.00	100.00			3.00	16.57
1034		Subregional	Mobility	Capacity		032 SR1146		SR 1158 (Cornwallis Rd)	Martin Luther King, Jr. Parkway	Widen existing roadway to multi-lanes and construct on new location multi-lane roadway with bicycle, pedestrian	48.76		61.00			25.00	100.00			3.00	15.80
655	44279	Subregional	Mobility	Interchange/Intersection		SR1780	Estes Drive	SR 1772 (Greensboro Street)		SR 1780 (Estes Drive)/SR 1772 (Greensboro Street) construct roundabout.	50.80	50.00	43.00			25.00	100.00			3.00	15.31
647	44269	Subregional	Mobility	Capacity		SR1006	New Route - Orange Grove Road	SR 1006 (Orange Grove Road)	US 70A	Orange Grove Road Extension (Orange Grove Road to US 70) with sidewalks and bicycle lanes	53.80	33.30	25.00			25.00	100.00			3.00	15.01
654	44278	Subregional	Mobility	Interchange/Intersection		SR1010	Franklin Street/East Main Street	Merritt Mill Road (SR 1771)/Brewer Lane		Franklin Street/Merritt Mill Road/Brewer Ln/E Main Street Intersection improvements.	43.44	50.00	9.00			0.00	100.00			3.00	12.14
651	44275	Subregional	Mobility	Capacity		SR1004	Old Oxford Highway	29000501 (Roxboro Road)	Hamiin Road	Old Oxford Highway (Roxboro Road to Hamlin Road) expand capacity, bike lanes, and sidewalks.	41.40	88.80	0.00			0.00	100.00			3.00	11.28
1033		Subregional	Mobility	Capacity		032 SR1118		Renaissance Parkway	NC 751	Widen roadway to four lanes with a median and bicycle, pedestrian and transit facilities as appropriate.	34.76	88.80	24.00			50.00	100.00			3.00	11.15
1056		Subregional	Mobility	Interchange/Intersection		068 SR1771		1008 (Mount Carmel Church Road)	1913 (Bennett Road)	Construct roundabout and related safety improvements at the existing intersection of Mount Carmel Church Road and Bennett Road.	36.08		0.00			50.00	100.00			3.00	10.22
487	45383	Subregional	Mobility	Capacity	U-4716D	SR1978	Hopson Street	SR 1999 (Davis Drive)	NC 54 (Miami Blvd)	Widen to multi-lanes.	24.80	33.30	15.00			50.00	100.00			3.00	8.71
372	43514	Subregional	Mobility	Capacity	U-2831B		New Route - Briggs Avenue Extension	Riddle Road	SR 1951 (So-Hi Drive)	Riddle Road to SR 1951 (So-Hi Drive). Two Lanes on Multi-Lane Right of Way.	16.00	33.30	46.00			0.00	100.00			3.00	8.50
239	43162	Subregional	Mobility	Capacity	R-3438		New Route - Hillsborough Western Bypass	US 70	NC 57	US 70 to NC 57. Two Lanes on New Location.	35.88	66.60	22.00			25.00	100.00			0.00	8.28
1005		Subregional	Mobility	Capacity		032 SR1940	Glover Road	NC 147	SR 1926 (Angier Avenue)	Convert existing grade separation at NC 147 to an interchange and widen roadway to four lanes with a median and bicycle, pedestrian, and transit facilities as appropriate.	10.00	88.80	15.00			75.00	100.00			3.00	5.75
859	45036	Subregional	Mobility	Capacity			New Route - T.W. Alexander Drive Extension	West of Brier Creek Pkwy	Leesville Road	Extension of TW Alexander Drive (4 lanes new location)	0.68	66.60	32.00			0.00	50.00			3.00	4.74

WORK PROGRAM	GOAL	TIER	Transit Partners and Providers	STIP#	DESCRIPTION	tech/pts	hrs pts	age pts	fac pts	connect pts	State pts
Construction & Engineering	mobility	sub regional	DURHAM AREA TRANSIT AUTHORITY / DATA	TA-4755	Expansion Bus	0.7	24.0			11.3	36.0
Construction & Engineering	health	sub regional	DURHAM AREA TRANSIT AUTHORITY / DATA	TA-4923	Replacement Bus - fixed route	0.5		24.0		0.0	24.5
Construction & Engineering	health	sub regional	CHAPEL HILL TRANSIT	TA-4748	Replacement Van - Paratransit	0.0		24.0		0.0	24.0
Construction & Engineering	mobility	regional	TRIANGLE TRANSIT	TA-5123	Expansion Bus	0.0	9.8			11.3	21.2
Construction & Engineering	health	sub regional	CHAPEL HILL TRANSIT	TA-4726A	Replacement Bus	0.2		19.4		0.0	19.6
Construction & Engineering	mobility	sub regional	CHAPEL HILL TRANSIT	TE-5203	Fixed Guideway - Bus Rapid Transit Operational Improvements (plan 2013, con 2014)U-5119	0.1	9.0		8.5	0.0	17.6
Construction & Engineering	mobility	sub regional	CHAPEL HILL TRANSIT	TD-4710	Facility - Park & Ride	0.1			7.3	9.3	16.7
Construction & Engineering	health	sub regional	DURHAM AREA TRANSIT AUTHORITY / DATA	TD-5267	Facility - Park & Ride, 2 Lots	0.1			6.2	9.3	15.6
Construction & Engineering	health	regional	PIEDMONT AUTHORITY FOR REGIONAL TRANSPORTATION	TD-5268	Facility - Park & Ride in Buckhorn Economic Development District in Orange County	0.0	0.8		6.3	6.7	13.8
Construction & Engineering	mobility	regional	TRIANGLE TRANSIT	TT-5213	Technology - Regional Fare System Upgrade	12.7				0.0	12.7
Construction & Engineering	mobility	regional	TRIANGLE TRANSIT	TD-4944	Facility - I-40 Bus Bypass Shoulder Project.	0.0	7.3		2.5	0.0	9.8
Construction & Engineering	mobility	regional	TRIANGLE TRANSIT	TE-4903A	Fixed Guideway - Light Rail Service-Raleigh-Rtp-Durham Design Phase 1	0.0			8.5	0.0	8.5
Construction & Engineering	mobility	regional	TRIANGLE TRANSIT	TE-4903B	Fixed Guideway - Light Rail Service-Chapel Hill-Durham Design Phase 1	0.0			8.5	0.0	8.5
Construction & Engineering	health	regional	TRIANGLE TRANSIT	TA-5107	Replacement Van - vanpool	0.0		7.9		0.0	7.9
Construction & Engineering	mobility	regional	TRIANGLE TRANSIT	TD-4941	Facility - Park & Ride Regional Expansion	0.0			6.0	1.3	7.3
Construction & Engineering	health	sub regional	DURHAM AREA TRANSIT AUTHORITY / DATA	TA-5019A	Replacement Van - Paratransit	0.0		5.0		0.0	5.0
Construction & Engineering	mobility	regional	TRIANGLE TRANSIT	TA-4818	Replacement Bus	0.0		3.1		0.0	3.1



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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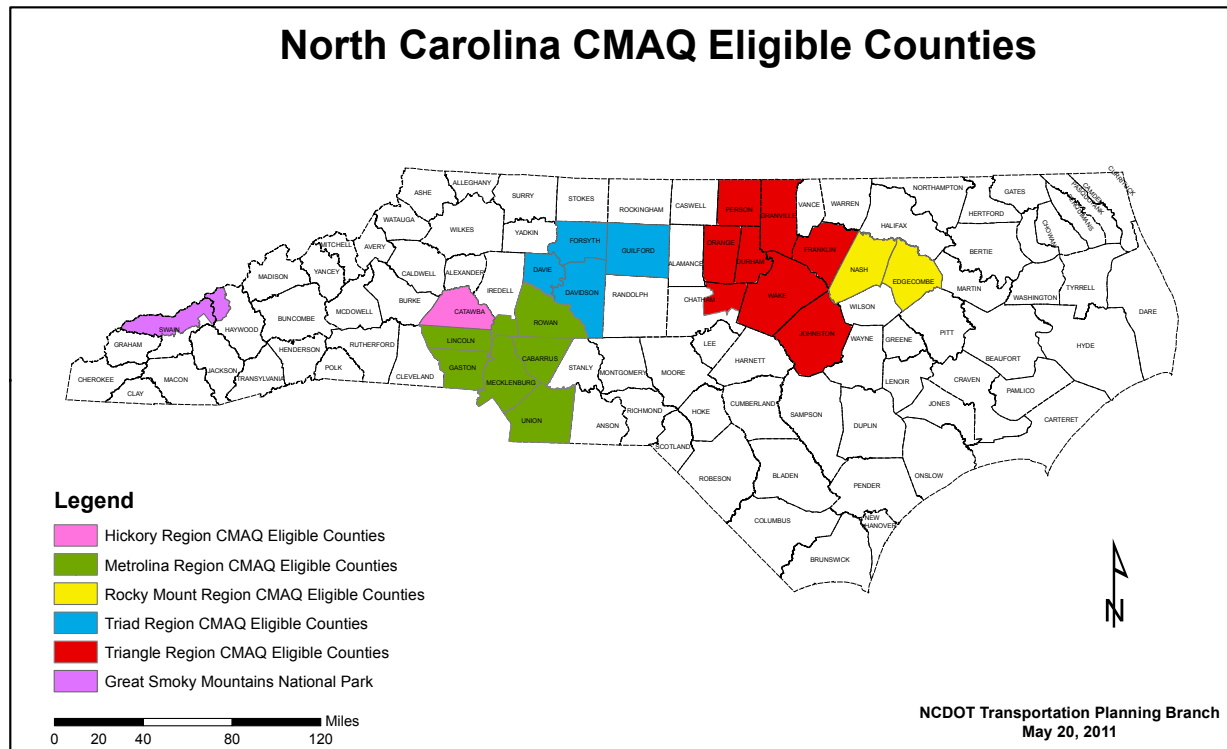
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CONGESTION MITIGATION & AIR QUALITY PROGRAM FOR NORTH CAROLINA

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.



CONGESTION MITIGATION & AIR QUALITY PROGRAM FOR NORTH CAROLINA

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

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

Current Guidelines for CMAQ Program

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

Breakdown of North Carolina's CMAQ Apportionment

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

Statewide CMAQ

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

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

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

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



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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.



CONGESTION MITIGATION & AIR QUALITY PROGRAM FOR NORTH CAROLINA

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

Subregional CMAQ Proposals

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

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

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

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



CONGESTION MITIGATION & AIR QUALITY PROGRAM FOR NORTH CAROLINA

Interagency Review

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

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



CONGESTION MITIGATION & AIR QUALITY PROGRAM FOR NORTH CAROLINA

Statewide & Regional CMAQ Evaluation Criteria

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

- **Pollutant Reduction (25 points maximum)** – How many kilograms of the criteria pollutants or their precursors will be displaced over the lifetime of the proposed project? This is calculated by summing the yearly reductions of CO, NO_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
 September 16, 2011, 9am

CMAQ Call for Projects

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

Applications Received

- Twelve applications were submitted totaling \$8.3 million.
- Three applications were submitted as replacements for Durham and Chapel Hill projects that are programmed with STPDA funding that may need to be used for the American Tobacco Trail or Old Durham-Chapel Hill Road projects.
 - The TCC subcommittee recommends removing these three projects from the list.
 - Funding for the American Tobacco Trail was approved by the TAC using restored rescinded FY 2010-2015 STPDA funds.
 - TIGER III funds are being pursued for Old Durham-Chapel Hill Road.
 - If the TIGER III grant is not successful, the TCC subcommittee recommends considering the use of the remaining restored rescinded FY 2010-2015 funds and FY 2016-2020 regional bicycle and pedestrian funds for the Old Durham-Chapel Hill Road project.
- Removal of the three applications results in a total of \$6.1 million requested in comparison with \$5.3 million available.

Emission Estimations

- LPA staff used the non-motorized trip model to develop estimated new trips produced by the bike/ped projects and used these results to develop emission estimates.
 - The subcommittee has questions about the results. Members will discuss this at the 9/20/11 TRM meeting.
 - Carrboro has a question if the Morgan Creek Trail is included in the model. The low results for the high school trail may be due to lack of connectivity to the future trail expected to be completed by 2016.
- DATA emission estimate was done incorrectly and will be asked to be revised.
- *LPA Staff: After the subcommittee meeting, LPA staff discussed the non-motorized trip results. The estimate of new trips for each project only includes new trips for the traffic analysis zones that the project touches. The model is not sensitive to account new trips generated by the project originating in neighboring zones. As a result, LPA staff has developed estimates for additional trips that originate in neighboring zones that may use the facility. This estimate uses the following formula:*
 - *Total n-m trips from zones that are within a 1 mile buffer of the project to the zone(s) that the project is in * the "% change from base" for the project*

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
 - Nearly all projects submitted receive bonus point for rail support. The Carrboro High School trail is right at 3 miles from the closest rail station.
- A bonus will also be given for projects that promote a state of good repair (infrastructure health) – primarily replacement transit vehicles
 - The two bus replacement projects receive bonus points for state of good repair.
- *LPA Staff: After the subcommittee meeting, LPA staff refined the table of projects, emission estimates, and scoring. A proposed scoring system was developed:*
 - *Score = (kg CO/\$ + kg NOx/\$)*10% bonus for rail support*10% bonus for state of good repair *1000000*

Other questions

- What impact will the state's funding decisions on TDM have on the TJ COG program and application?
- DATA needs to present information on the size and age of its fleet. There is a concern over DATA's high spare ratio and their application for additional buses.
 - *DATA Response: Although DATA's current spare ratio is high, this figure will decrease shortly with the selling of buses and implementation of new service. In addition, 28 buses will have reached the end of their useful life in 2014-2015 and need replacement.*
 - *Current: Have 71; use 40 ~67% spare ratio*
 - *November 2011: Will sell 14 buses and 7 buses will be made "contingency" vehicles. Will have 50; use 40 ~25% spare ratio*
 - *March 2012: Will receive 5 expansion buses. Will have 55; use 40 ~38% spare ratio*
 - *August 2012: Implement new service as recommended in the operational analysis. Will have 55; use 46 ~20% spare ratio*
- Hillsborough wants to adjust funding for Riverwalk to allow earlier construction. The subcommittee generally agreed that it is best to allow an earlier schedule. Hillsborough will make a formal request to the MPO.

Schedule:

- 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 2011 apportionment \$5,136,931; with obligation limitation \$4,469,130 (Figures have been updated based on information from Mike Stanley on 9/1/2011)

Restoration of the Rescission:

- The subcommittee discussed the TAC's action to fund the American Tobacco Trail with money that was rescinded in fall 2009 and restored in April 2010.
- The DCHC MPO had \$6,984,302 rescinded then restored in 2009-2010. In order to keep projects on schedule, the MPO decided to use funding that hadn't yet been programmed to make up for the rescission. \$5,392,288 of funds had not been programmed. These funds were expected to be used in the following categories:
 - Annual reserve \$3,579,420
 - Transit \$94,214
 - Regional bicycle and pedestrian \$1,405,546
 - Local discretionary \$313,109
- In addition, since the MPO's annual apportionment varies, there were also some additional funds that the MPO had not programmed or assigned to categories available to make up for the rescission. \$1,375,989 of these funds was also available.
- In April 2010, when the funding was restored, the MPO could have programmed these funds. Instead, the TAC elected to consider these funds with the next call for projects. \$1,169,200 was programmed for the Old Durham-Chapel Hill Road project. So the total unprogrammed funds was: $\$5,392,288 + 1,375,989 - 1,169,200 = \$5,599,077$
- In September 2011, the MPO decided to use \$2,791,377 for the American Tobacco Trail. This left approximately \$2,807,700 of unprogrammed funds from FY 2015 and earlier. This figure is approximate since the MPO's annual apportionment varies.
- The subcommittee discussed reserving these funds for the Old Durham-Chapel Hill Road project. A TIGER III grant is being pursued for this project. If the grant is not successful, these funds may need to be used for this project. Until the outcome of the grant is known, the subcommittee recommends reserving these funds.
- The subcommittee recommends limiting the call for projects to FY 2016-2020 funding. The decision on what to do with unprogrammed earlier funds will be determined after a decision is made on Old Durham-Chapel Hill Road.

Potential changes to the funding policy discussed at earlier subcommittee meeting:

- 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.

Applications for FY 2016-2017 CMAQ Projects

Rank	Applicant	Project	Project Cost		FY 2016	FY 2017	Unfunded	LPA Recommended FY 2016-2017 DCHC MPO CMAQ Funding	Daily Emissions Reductions (kg/day)	Cost/ daily total kg reduction	Cost/daily CO kg reduction	Cost/daily VOC kg reduction	Cost/daily NOx kg reduction	10% Bonus for Rail Support	10% Bonus for State of Good Repair	Score = (kg CO/\$ + kg NOx/\$)*Bonus* 1000000
1	TJ COG	Triangle Transportation Demand Management Program	Federal* \$ 2,288,158 37%	Local** \$ 2,364,305 38%	State \$ 1,568,712 25%	implementati \$ 505,402	implementati \$ 522,555	\$ -	\$ 1,027,957	CO 3,104 VOC 124 NOx 91	\$ 310	\$ 737	\$ 18,453	\$ 25,145	yes	1536.0
2	Chapel Hill	Bus Replacement	Federal*** \$ 1,072,000 80%	Local \$ 268,000 20%		transit imple \$ 1,072,000	\$ -	\$ 1,072,000	CO 445 VOC 89 NOx 179	\$ 1,502	\$ 2,407	\$ 11,991	\$ 5,989	yes	yes	704.6
3	Durham	Bus Replacement	Federal*** \$ 1,120,000 80%	Local \$ 280,000 20%		transit imple \$ 1,120,000	\$ -	\$ 1,120,000	CO 438 VOC 27 NOx 19	\$ 2,318	\$ 2,559	\$ 41,791	\$ 60,118	yes	yes	493.0
4	Durham	West Durham Station Pedestrian Enhancements	Federal \$ 192,000 80%	Local \$ 48,000 20%		planning \$ 16,000 R/W \$ 16,000 construction \$ 160,000	\$ -	\$ 192,000	CO 6.09 VOC 0.33 NOx 0.24	\$ 28,829	\$ 31,527	\$ 581,818	\$ 800,000	yes		36.3
5	Durham	Durham Station Pedestrian Enhancements	Federal \$ 96,000 80%	Local \$ 24,000 20%		planning \$ 8,000 R/W \$ 8,000 construction \$ 80,000	\$ -	\$ 96,000	CO 2.42 VOC 0.13 NOx 0.1	\$ 36,226	\$ 39,669	\$ 738,462	\$ 960,000	yes		28.9
6	Carrboro	Downtown Multi-Use Path	Federal \$ 128,409 80%	Local \$ 32,102 20%		planning \$ 19,860 R/W \$ 9,538 construction \$ 99,011	\$ -	\$ 128,409	CO 2.66 VOC 0.15 NOx 0.1	\$ 44,127	\$ 48,274	\$ 856,060	\$ 1,284,090	yes		23.6
7	Durham	Alston Avenue Station Pedestrian Enhancements	Federal \$ 708,800 80%	Local \$ 177,200 20%		planning \$ 52,800 R/W \$ 144,000 construction \$ 512,000	\$ -	\$ 708,800	CO 3.23 VOC 0.19 NOx 0.13	\$ 199,662	\$ 219,443	\$ 3,730,526	\$ 5,452,308	yes		5.2
8	Durham	West Ellerbee Creek Trail	Federal \$ 1,081,600 80%	Local \$ 270,400 20%		R/W \$ 160,000 construction \$ 772,616	construction \$ 148,984	\$ 932,616	CO 2.7 VOC 0.15 NOx 0.11	\$ 365,405	\$ 400,593	\$ 7,210,667	\$ 9,832,727	yes		2.9
9	Carrboro	Carrboro High School Multi-Use Path	Federal \$ 683,755 80%	Local \$ 170,939 20%			planning \$ 85,536 construction \$ 598,219	\$ -		CO 0.59 VOC 0.03 NOx 0.02	\$ 1,068,367	\$ 1,158,907	\$ 22,791,833	\$ 34,187,750		0.9
			Total Federal \$ 6,110,521			total \$ 2,697,402	total \$ 2,580,380	total \$ 832,739	\$ 5,277,782							
			Available \$ 5,277,782			available \$ 2,638,891	available \$ 2,638,891		\$ 5,277,782							
			Difference \$ (832,739)			difference \$ (58,511)	difference \$ 58,511		\$ -							
															yes	yes
															Durham	\$ 3,049,416
															Orange	\$ 1,200,409
															Chatham	\$ -
															Regional	\$ 1,027,957

*CMAQ request for DCHC MPO and CAMPO combined

**Service Provider Matching Funds

***The DATA and CHT projects are identical. Revisions will be made to use the same cost and emission estimates

Project	Distance	Modeled New Trips in Project Zone	% Change from Base	Estimated New Trips to/from Nearby Zones	Total New Trips	Average n-m trip length (miles)	VMT reduced	Functional Classification	CO (g/mile)	VOC (g/mile)	NOx (g/mile)	CO (kg reduced/day)	VOC (kg reduced/day)	NOx (kg reduced/day)
Hillandale (0.8 miles)	0.8	26	3.20%	18	44	3.3	145.2	urban minor art	11.832	0.647	0.465	1.72	0.09	0.07
Ellerbe Creek (1.2 miles)	1.2	43	3.10%	28	71	3.3	234.3	urban local	11.512	0.661	0.46	2.7	0.15	0.11
Alston Avenue Station (1.2 miles)	1.2	47	9.30%	38	85	3.3	280.5	urban local	11.512	0.661	0.46	3.23	0.19	0.13
Durham Station (0.27 miles)	0.27	38	3.20%	24	62	3.3	204.6	urban minor art	11.832	0.647	0.465	2.42	0.13	0.1
West Durham Station (0.92 miles)	0.92	82	5.10%	74	156	3.3	514.8	urban minor art	11.832	0.647	0.465	6.09	0.33	0.24
MLK Path (0.7 miles)	0.7	21	2.00%	15	36	3.3	118.8	urban pricipale ar	11.832	0.647	0.465	1.41	0.08	0.06
Estes Bike /Walk (0.65 miles)	0.65	37	1.80%	21	58	3.3	191.4	urban minor art	11.832	0.647	0.465	2.26	0.12	0.09
Down Town Connector (0.15 miles)	0.15	40	1.40%	28	68	3.3	224.4	urban minor art	11.832	0.647	0.465	2.66	0.15	0.1
HS Multiuse (0.22 miles)	0.22	11	0.70%	4	15	3.3	49.5	urban minor art	11.832	0.647	0.465	0.59	0.03	0.02

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.

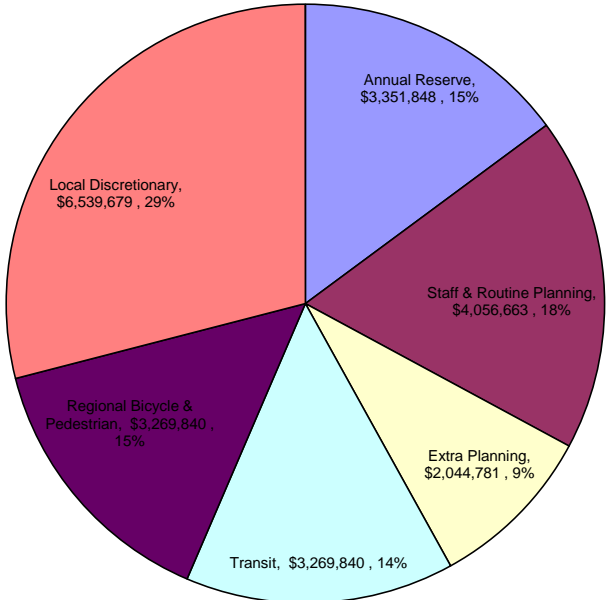
The FTA funds distributed noncompetitively will not be affected by this policy, yet transit projects may be highly considered as contingency projects due to the increased ability to obligate these funds/projects.

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		\$ 670,370	\$ 670,370	\$ 670,370	\$ 670,370	\$ 670,370	\$ 3,351,848	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 - PLAC	
	Transit		\$ 703,178	\$ 650,698	\$ 644,795	\$ 638,715	\$ 632,453	\$ 3,269,840	25% of remainder	
	Regional Bicycle & Pedestrian		\$ 703,178	\$ 650,698	\$ 644,795	\$ 638,715	\$ 632,453	\$ 3,269,840	25% of remainder	
	Local Discretionary		\$ 1,406,357	\$ 1,301,395	\$ 1,289,590	\$ 1,277,431	\$ 1,264,907	\$ 6,539,679	50% of remainder	
	Total		\$4,656,130	\$4,469,130	\$4,469,130	\$4,469,130	\$4,469,130	\$22,532,650		
	STP-DA (with obligation limit)		\$4,469,130	\$4,469,130	\$4,469,130	\$4,469,130	\$4,469,130	\$ 22,345,650		
	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 + Unobligated Balance)		\$4,986,878	\$4,986,878	\$4,986,878	\$4,986,878	\$4,986,878			

FY 2016-2020 STP-DA Summary Budgeted



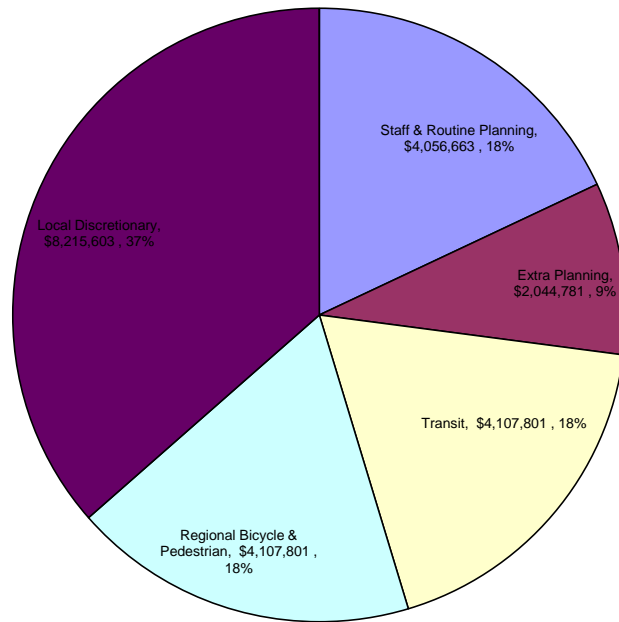
	2010 Population	Percentage of MPO municipal population	Local Discretionary Share
Durham	228,330	73%	\$ 3,830,457
Chapel Hill	57,233	18%	\$ 1,334,810
Carrboro	19,582	6%	\$ 785,626
Hillsborough	6,087	2%	\$ 588,786
	311,232		

Transit Share	
DATA	\$1,634,920
CHT	\$1,634,920

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 - PLACEHOLDER	
	Transit	\$ 870,771	\$ 818,290	\$ 812,387	\$ 806,308	\$ 800,046	\$ 4,107,801	25% of remainder	
	Regional Bicycle & Pedestrian	\$ 870,771	\$ 818,290	\$ 812,387	\$ 806,308	\$ 800,046	\$ 4,107,801	25% of remainder	
	Local Discretionary	\$ 1,741,541	\$ 1,636,580	\$ 1,624,775	\$ 1,612,615	\$ 1,600,091	\$ 8,215,603	50% of remainder	
	Total	\$4,656,130	\$4,469,130	\$4,469,130	\$4,469,130	\$4,469,130	\$22,532,650		
	STP-DA (with obligation limit)	\$4,469,130	\$4,469,130	\$4,469,130	\$4,469,130	\$4,469,130	\$ 22,345,650		
	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%	\$ 5,059,970
Chapel Hill	57,233	18%	\$ 1,642,998
Carrboro	19,582	6%	\$ 891,071
Hillsborough	6,087	2%	\$ 621,563
	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%	\$ 2,924,032	\$ 3,824,061	\$ 4,364,078
Chapel Hill	57,233	14%	\$ 1,107,606	\$ 1,145,871	\$ 1,168,830
Carrboro	19,582	5%	\$ 707,889	\$ 556,518	\$ 465,695
Hillsborough	6,087	2%	\$ 564,622	\$ 345,280	\$ 213,675
Cary	1,063	0.3%	\$ 511,285	\$ 266,639	\$ 119,852
Uninc. Durham	36,421	9%	\$ 886,658	\$ 820,100	\$ 780,165
Uninc. Orange	34,202	9%	\$ 863,101	\$ 785,366	\$ 738,725
Uninc. Chatham	14,168	4%	\$ 650,410	\$ 471,769	\$ 364,584
	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	\$ 2,050,041
CHT	\$ 14,609,426	\$ 14,609,426	\$ 1,579,092
TTA (1/3 DCHC)	\$ 13,285,619	\$ 4,428,540	\$ 478,668
		\$ 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%	\$ 2,873,148
Regional	\$ 65,280,000	24%	\$ 967,797
Planning	?		
Small Capital	\$ 18,000,000	6%	\$ 266,856
	\$ 277,080,000		

MEMORANDUM

To: Transportation Advisory Committee
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: September 14, 2011

Subject: **American Tobacco Trail**

Background

The City of Durham is managing a project to fill a gap in the American Tobacco Trail from NC 54 in south Durham to the Chatham County line including building a bridge over I-40 (Phase E). Bids on the American Tobacco Trail Phase E project were opened on July 15, 2011. The low bid of \$7,773,046 was approximately \$2 million more than the available funding. Since there was more than a 10 percent difference between the low bid and the engineer's estimate, the low bid could not be accepted and all bids have been rejected.

The project was brought forward to the TCC for consideration of additional funds that could be programmed for the project. The TCC's recommendation is described in this memo. Additional options for funding the project developed by LPA Staff are also described.

Additional Funds Needed

In order to move forward with re-bidding the project, City staff estimates that approximately \$3.82 million in additional funds are needed. As shown in the following table, it is estimated that \$3.49 million is needed for construction, and \$465,000 is needed to pay the consultant (Parsons Brinkerhoff) to provide additional engineering services (including rebidding the project and inspection services). The construction of the project has met NCDOT's local programs management requirements and is eligible for reimbursement using federal funds. The fee for engineering and inspections is not eligible for reimbursement using federal funds so the City will be responsible for this fee. (The engineering and inspections fee was thought to be eligible for reimbursement at the 8/24/11 TCC meeting. LPA staff recalculated the shortfall without this fee subsequent to the TCC meeting.)

Bid	\$ 7,773,046.35
20% contingency	\$ 1,554,609.27
Sub Total	\$ 9,327,655.62
Current Funds	\$ 5,838,434.00
Shortfall	\$ 3,489,221.62

Eighty percent of the construction shortfall is \$2,791,377.30.

Background on Federal STP-DA and CMAQ Funds

The federal surface transportation funding law, SAFETEA-LU, provides federal STP-DA funds directly to the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO). These funds can be used for a variety of transportation projects, transit projects, and planning activities. Under MPO policy, some of these

funds have been designated for bicycle and pedestrian projects in Durham and the other jurisdictions that make up the MPO.

SAFETEA-LU also provides Congestion Mitigation and Air Quality funds (CMAQ) to address air quality in non-attainment and maintenance counties in North Carolina. NCDOT allocates some of these funds to the DCHC MPO, and the MPO has programmed CMAQ funds for bicycle and pedestrian projects in Durham and other MPO jurisdictions.

The following table lists the projects in Durham that are programmed for funding using STP-DA and CMAQ funds between 2012 and 2015. These projects were selected based on recommendations from the DurhamWalks! Pedestrian Plan and Durham Comprehensive Bicycle Transportation Plan, and were approved by the DCHC MPO Transportation Advisory Committee (TAC). In addition to the federal funds, a 20 percent local match is required for the STP-DA and CMAQ funds.

	STPDA - planning	STPDA - construction	CMAQ - planning	CMAQ - construction	Total STPDA + CMAQ	Year currently programmed
Morreene Road - Bike/Ped Facilities (Neal to Erwin)	\$ 100,000	\$ 1,148,000		\$ 444,000	\$ 1,692,000	2012/2014
Cornwallis Road - Bike/Ped Facilities (S. Roxboro to University or C.)	\$ 255,000	\$ 1,661,000			\$ 1,916,000	2012/2014
Carpenter Fletcher - Bike/Ped Facilities (Woodcroft to Alston)	\$ 255,000	\$ 684,773			\$ 939,773	2012/2014
Hillandale - Bike/Ped Facilities (I-85 to Fulton)	\$ 157,858	\$ 894,529			\$ 1,052,387	2012/2014
Holloway St sidewalks		\$ 125,685			\$ 125,685	2014
Cheek- Bike/Ped Facilities (Geer to Hardee)		\$ 556,000			\$ 556,000	2012
Hope Valley - Bike/Ped Facilities (MLK to 15-501 Bus)			\$ 106,965	\$ 1,001,577	\$ 1,108,542	2014/2015
Cameron sidewalks (Erwin to Duke University Rd.)				\$ 777,924	\$ 777,924	2015
Alston sidewalks (Carpenter Fletcher to Sedwick, Capps to Riddle)				\$ 1,003,200	\$ 1,003,200	2015
Campus Walk and Lasalle sidewalks				\$ 269,842	\$ 269,842	2013

The DCHC MPO had previously allocated STP-DA funds for the construction of the R. Kelly Bryant Pedestrian Bridge over NC 147. A portion of these funds (\$205,122) is not needed and can be re-programmed to another project. (The amount of leftover funding was thought to be approximately \$350,000 at the 8/24/11 TCC meeting. This amount has since been confirmed to be \$205,122.)

TCC Recommendation

The TCC considered the shortfall of funding for the trail at its August 24, 2011, meeting. Since City staff was eager to rebid the project, the TCC recommended transferring some of the previously approved CMAQ and STPDA funding for City projects to the trail. Since these federal funds require a 20 percent match, the federal funding needed to fill the \$3.49 million construction shortfall is \$2.79 million with a \$698,000 local match. The City is responsible for the approximately \$465,000 fee for engineering and inspection services.

The TCC recommendation is for the TAC to approve the transfer of the following funds to the trail.

- Unused Bryant Bridge funds (STP-DA) - \$205,122 (The amount of leftover funding was thought to be approximately \$350,000 at the 8/24/11 TCC meeting. This amount has since been confirmed to be \$205,122.)
- Carpenter Fletcher Road Construction Funds (STP-DA) – \$684,773
- Hillandale Road Construction Funds (STP-DA) – \$894,529
- Cheek Road Construction Funds (STP-DA) - \$556,000
- A portion of the Morreene Road Construction Funds (STP-DA) – \$450,953

The planning and design funds for the Morreene Road, Carpenter Fletcher, and Hillandale projects would not be re-allocated. This would allow the design for these projects to move forward. The TCC discussed considering these projects for future (post-FY 2015) STP-DA and CMAQ funding for construction.

LPA Staff Recommendation and Additional Options for Consideration

Since the 8/24/11 TCC meeting, LPA staff have developed additional recommendations and options for consideration by the TAC for funding the trail project. The rest of this memo includes these recommendations and options. The TCC did not review or endorse these recommendations.

LPA Staff Variation of the TCC Recommendation

Subsequent to the TCC meeting, LPA staff determined that the \$465,000 fee for Parsons Brinkerhoff was not eligible for federal reimbursement. This lowered the total amount of federal funding required. As a result, LPA staff recommends not transferring funding from the Cheek Road project and instead taking more funding from the Morreene Road project. This would result in an impact to fewer projects. Only construction funding for Carpenter Fletcher, Hillandale, and Morreene would be impacted.

- Unused Bryant Bridge funds (STP-DA) - \$205,122
- Carpenter Fletcher Road Construction Funds (STP-DA) – \$684,773
- Hillandale Road Construction Funds (STP-DA) – \$894,529
- A significant portion of the Morreene Road Construction Funds (STP-DA) – \$1,006,953

Additional Funds for Consideration – STP-DA and CMAQ

The DCHC MPO anticipates receiving additional STP-DA and CMAQ funds in FY 16, FY 17, and beyond. The MPO currently receives about \$4.47 million of STP-DA annually and \$2.6 million of CMAQ annually. These funds have not been programmed. It should be noted that SAFETEA-LU expired in 2009 and federal transportation funding has continued through a series of continuing resolutions. When a new federal transportation bill is adopted by Congress, the funding categories and levels may differ from those in SAFETEA-LU and funding for the DCHC MPO area may change.

In addition, in 2009 a federal rescission impacted \$6,984,302 of the MPO's unobligated STP-DA funding. In order to maintain the schedules for all previously programmed STP-DA projects, the MPO developed a project schedule that tapped into unprogrammed funding for FY 2010 through 2015. Just when this new program was ready to be approved by the TAC in April of 2010, Congress restored the rescission. At the time, the TAC went ahead and approved the new program, and LPA staff recommended that the MPO program the restored funds at the same time as the FY 16 through FY 20 funds. Due to a rising cost estimate, the MPO did program \$1,169,200 of the restored funds for the Old Durham-Chapel Hill Road project. All other funding levels for jurisdictions were kept at the same level as before the rescission. As a result, the MPO has \$5,815,102 of FY 10 through 15 funding that is available for programming in addition to the anticipated \$4.47 million annual allocation for FY 16 through 20.

Under the MPO's current policy for STPDA funding, the FY 10 through 15 funding that was restored was supposed to go towards the following categories:

- Annual reserve – for cost over-runs, small projects, TTA and county projects - \$3,579,420
- Transit – for DATA and CHT - \$94,214
- Regional Bicycle and Pedestrian – for large projects of regional significance - \$1,405,546
- Local Discretionary – for Durham, Chapel Hill, Carrboro, and Hillsborough locally selected projects - \$313,109

The above total is less than the funds currently available because the actual annual FY 09 and 10 allocations to the MPO were higher than estimated in 2008.

As shown, the majority of the funding was to go towards the annual reserve and regional bicycle and pedestrian projects. The American Tobacco Trail would certainly be considered to be a bicycle and pedestrian

project of regional significance. Although the project's \$2.8 million (federal share) cost over-run is much higher than the MPO anticipated for use of annual reserve funds, the idea of establishing an annual reserve was to provide funding for projects that had budget shortfalls. One option for the TCC and TAC to consider is to fill the American Tobacco Trail project's shortfall using the restored FY 10 through 15 funding.

In addition to the restored FY 10 through 15 funding, the MPO has unprogrammed FY 16 through 20 funding. Under the MPO's current policies, a significant portion of the STP-DA funds will be available for local discretionary projects in the City of Durham. The TCC has begun discussing the allocation of FY 16 through FY 20 STP-DA funding. A few adjustments to the MPO policy for suballocating these funds have been discussed. A recommendation for this funding is anticipated to be brought forward to the TAC within the next three to six months. In the scenarios discussed so far, the City of Durham would receive about \$3-4.5 million for local discretionary projects. Another option for the TCC and TAC to consider is to approve the TCC's recommendation or LPA staff variation of the TCC's recommendation to transfer funding from the Carpenter Fletcher, Hillandale, and Morreene projects and also approve the programming of FY 16 through 20 funds for these three projects to maintain their construction funds. NCDOT programming staff has indicated that the MPO could probably obligate the FY 16 through 20 funds in earlier years. This is subject to overall state obligation levels. Doing so would enable the three projects to maintain their current FY 14 project schedules.

A third option would be for the TAC to fund the American Tobacco Trail's funding shortfall using FY 16 through 20 regional bicycle and pedestrian funding. Under the MPO's current policies and the options being considered by the TCC, \$2.8 to 3.6 million would be available for regional bicycle and pedestrian projects in FY 16 through 20. As previously mentioned, NCDOT programming staff has indicated that the MPO could probably obligate the FY 16 through 20 funds in earlier years so the trail would not need to wait until FY 16 for funding with this option.

In addition, NCDOT has announced a call for projects for FY 16 and 17 CMAQ funds. Approximately \$2.6 million is available in each year. The TCC has begun discussing the allocation of these funds. A recommendation is expected to be brought to the TAC in October. In anticipation of the need to possibly transfer funds to the American Tobacco Trail, City staff submitted the Hillandale Road project to the LPA for consideration of FY 16 and 17 CMAQ funds. One option to maintain funding for the Hillandale project would be for the TAC to approve CMAQ funding for the project at the October meeting.

Other Possible Funding Sources

Another potential source of funds is the federal Transportation Enhancement (TE) program. At one time, NCDOT had in place a program under which local governments could request project funding under this program (for instance, sidewalks on Fayetteville Street and Hillandale Road were built under this program). City staff is currently evaluating whether there are unprogrammed TE funds that could be requested from NCDOT for the American Tobacco Trail. The last time NCDOT had a call for enhancement projects was in 2004.

Other Projects Also Need Additional Funds

The Old Durham-Chapel Hill Road bike-ped project also needs additional funds. The MPO is preparing a federal TIGER 3 grant application for this project. This project is located in both Durham and Chapel Hill. If the grant application is approved, the City of Durham and Town of Chapel Hill will be responsible for a portion of the required 20 percent local match. If the TIGER 3 grant is not successful, the MPO may need to consider STP-DA and CMAQ funds for this project as well.

Summary

In summary, options that the TAC could consider for funding the American Tobacco Trail using federal funds are:

1. Approve the TCC recommendation – Fund the American Tobacco Trail with leftover STP-DA funds from the Bryant Bridge, Carpenter Fletcher STP-DA construction funds, Hillandale Road STP-DA construction funds, Cheek Road STP-DA construction funds and a small portion of Morreene Road STP-DA construction funds.
2. Approve the LPA variation of the TCC recommendation – Fund the American Tobacco Trail with leftover STP-DA funds from the Bryant Bridge, Carpenter Fletcher STP-DA construction funds, Hillandale Road STP-DA construction funds, and a large portion of Morreene Road STP-DA construction funds.
3. Approve the use of restored FY 10 through 15 STP-DA funds for the American Tobacco Trail.
4. Approve the TCC recommendation or LPA variation of the TCC recommendation. Approve the use of FY 16 through 20 Durham local discretionary STP-DA funds and/or FY 16 and 17 CMAQ funds for the Carpenter Fletcher, Hillandale, and Morreene projects to maintain project funding.
5. Approve the use of FY 16 through 20 regional bicycle and pedestrian STP-DA funds for the American Tobacco Trail.

Applications for FY 2016-2017 CMAQ Projects

Rank	Applicant	Project	Project Cost		FY 2016	FY 2017	Unfunded	LPA Recommended FY 2016-2017 DCHC MPO CMAQ Funding	Daily Emissions Reductions (kg/day)	Cost/ daily total kg reduction	Cost/daily CO kg reduction	Cost/daily VOC kg reduction	Cost/daily NOx kg reduction	10% Bonus for Rail Support	10% Bonus for State of Good Repair	Score = (kg CO/\$ NOx/\$)*Bonus* 1000000
1	TJ COG	Triangle Transportation Demand Management Program	Federal* \$ 2,288,158 37% Local** \$ 2,364,305 38% State \$ 1,568,712 25%		implementati \$ 505,402	implementati \$ 522,555	\$ -	\$ 1,027,957	CO 3,104 VOC 124 NOx 91	\$ 310	\$ 737	\$ 18,453	\$ 25,145	yes		1536.0
2	Chapel Hill	Bus Replacement	Federal*** \$ 1,072,000 80% Local \$ 268,000 20%		transit imple \$ 1,072,000		\$ -	\$ 1,072,000	CO 445 VOC 89 NOx 179	\$ 1,502	\$ 2,407	\$ 11,991	\$ 5,989	yes	yes	704.6
3	Durham	Bus Replacement	Federal*** \$ 1,120,000 80% Local \$ 280,000 20%		transit imple \$ 1,120,000		\$ -	\$ 1,120,000	CO 438 VOC 27 NOx 19	\$ 2,318	\$ 2,559	\$ 41,791	\$ 60,118	yes	yes	493.0
4	Durham	West Durham Station Pedestrian Enhancements	Federal \$ 192,000 80% Local \$ 48,000 20%		planning \$ 16,000 R/W \$ 16,000 construction \$ 160,000		\$ -	\$ 192,000	CO 6.09 VOC 0.33 NOx 0.24	\$ 28,829	\$ 31,527	\$ 581,818	\$ 800,000	yes		36.3
5	Durham	Durham Station Pedestrian Enhancements	Federal \$ 96,000 80% Local \$ 24,000 20%		planning \$ 8,000 R/W \$ 8,000 construction \$ 80,000		\$ -	\$ 96,000	CO 2.42 VOC 0.13 NOx 0.1	\$ 36,226	\$ 39,669	\$ 738,462	\$ 960,000	yes		28.9
6	Carrboro	Downtown Multi-Use Path	Federal \$ 128,409 80% Local \$ 32,102 20%		planning \$ 19,860 R/W \$ 9,538 construction \$ 99,011		\$ -	\$ 128,409	CO 2.66 VOC 0.15 NOx 0.1	\$ 44,127	\$ 48,274	\$ 856,060	\$ 1,284,090	yes		23.6
7	Durham	Alston Avenue Station Pedestrian Enhancements	Federal \$ 708,800 80% Local \$ 177,200 20%		planning \$ 52,800 R/W \$ 144,000 construction \$ 512,000		\$ -	\$ 708,800	CO 3.23 VOC 0.19 NOx 0.13	\$ 199,662	\$ 219,443	\$ 3,730,526	\$ 5,452,308	yes		5.2
8	Durham	West Ellerbee Creek Trail	Federal \$ 1,081,600 80% Local \$ 270,400 20%		R/W \$ 160,000 construction \$ 772,616		construction \$ 148,984	\$ 932,616	CO 2.7 VOC 0.15 NOx 0.11	\$ 365,405	\$ 400,593	\$ 7,210,667	\$ 9,832,727	yes		2.9
9	Carrboro	Carrboro High School Multi-Use Path	Federal \$ 683,755 80% Local \$ 170,939 20%				planning \$ 85,536 construction \$ 598,219	\$ -	CO 0.59 VOC 0.03 NOx 0.02	\$ 1,068,367	\$ 1,158,907	\$ 22,791,833	\$ 34,187,750			0.9
			Total Federal \$ 6,110,521		total \$ 2,697,402	total \$ 2,580,380	total \$ 832,739	\$ 5,277,782								
			Available \$ 5,277,782		available \$ 2,638,891	available \$ 2,638,891		\$ 5,277,782								
			Difference \$ (832,739)		difference \$ (58,511)	difference \$ 58,511		\$ -								
<p>*CMAQ request for DCHC MPO and CAMPO combined</p> <p>**Service Provider Matching Funds</p> <p>***The DATA and CHT projects are identical. Revisions will be made to use the same cost and emission estimates</p>																
								Durham	\$ 3,049,416							
								Orange	\$ 1,200,409							
								Chatham	\$ -							
								Regional	\$ 1,027,957							

Project	Distance	Modeled New Trips in Project Zone	% Change from Base	Estimated New Trips to/from Nearby Zones	Total New Trips	Average n-m trip length (miles)	VMT reduced	Functional Classification	CO (g/mile)	VOC (g/mile)	NOx (g/mile)	CO (kg reduced/day)	VOC (kg reduced/day)	NOx (kg reduced/day)
Hillandale (0.8 miles)	0.8	26	3.20%	18	44	3.3	145.2	urban minor art	11.832	0.647	0.465	1.72	0.09	0.07
Ellerbe Creek (1.2 miles)	1.2	43	3.10%	28	71	3.3	234.3	urban local	11.512	0.661	0.46	2.7	0.15	0.11
Alston Avenue Station (1.2 miles)	1.2	47	9.30%	38	85	3.3	280.5	urban local	11.512	0.661	0.46	3.23	0.19	0.13
Durham Station (0.27 miles)	0.27	38	3.20%	24	62	3.3	204.6	urban minor art	11.832	0.647	0.465	2.42	0.13	0.1
West Durham Station (0.92 miles)	0.92	82	5.10%	74	156	3.3	514.8	urban minor art	11.832	0.647	0.465	6.09	0.33	0.24
MLK Path (0.7 miles)	0.7	21	2.00%	15	36	3.3	118.8	urban pricipale ar	11.832	0.647	0.465	1.41	0.08	0.06
Estes Bike /Walk (0.65 miles)	0.65	37	1.80%	21	58	3.3	191.4	urban minor art	11.832	0.647	0.465	2.26	0.12	0.09
Down Town Connector (0.15 miles)	0.15	40	1.40%	28	68	3.3	224.4	urban minor art	11.832	0.647	0.465	2.66	0.15	0.1
HS Multiuse (0.22 miles)	0.22	11	0.70%	4	15	3.3	49.5	urban minor art	11.832	0.647	0.465	0.59	0.03	0.02

2040 Long Range Transportation Plan (LRTP) Comprehensive Transportation Plan (CTP) Summarized Development Schedule

Public Involvement Activities	
W = Public Workshops/meetings	H = Public Hearings
N = LRTP Newsletter	O = Other Public Involvement Activities
M = Mailing List - flyers, information, materials	

(bold/blue block) = TAC task/action
(light/blue crosshatch) = First TAC review/action
(light grey block) = task/action

Task ID#	Plan Tasks	Pub. Involve.	2011					2012						2013											
			Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
1	2040 LRTP Work Plan and Schedule -- develop, review and endorse																								
2	2040 LRTP Public Involvement Plan -- update, release for comment, conduct hearing and approve	M, H																							
3	Goals & Objectives and Targets -- develop, release for comment, conduct hearing, and adopt	N, M, H, O																							
4	Socio-economic Data (SE Data) -- develop, release for comment, conduct hearing and approve for use in 2040 LRTP	N, M, O, H																							
5	Triangle Regional Model (TRM) -- update model, complete Base Year validation, verify network, and TAC approve																								
6	Deficiency Analysis and Needs Assessment -- generate deficiency analysis, develop needs assessment, and TAC review and comment																								
7	Financial Plan -- Preliminary forecasts for Alts. Analysis; final forecasts for Preferred Option																								
8	Alternatives Analysis -- establish evaluation criteria, generate and evaluate alternatives, conduct workshops and public hearing, TAC select Preferred Option	M, W, H																							
9	CTP Projects -- Draft CTP projects and maps, release for public comment, TAC approve final CTP projects	M, W, H																							
10	Development of Preferred Option -- develop plan, apply environmental, planning factors and purpose and needs, and TAC approval																								
11	Incorporated Studies -- Freight; Purpose & Need; Environmental Justice; Resource agency review (4F); Planning Factors; and, Indirect & Cumulative																								
12	Adoption of 2040 LRTP -- release fiscally-constrained 2040 LRTP full report for public comment, conduct hearing, receive local review, and approve Plan	N, W, H, O																							
13	CTP Report -- Write full CTP report (includes purpose & need, etc.), release for public comment, conduct workshop, adopt final CTP Report	N, W, H, O																							
14	AQ Conformity Determination -- prepare networks, conduct emissions analysis and prepare draft report																								
15	Final LRTP/AQ Conformity Adoption -- release full report for comment, conduct public hearing, TAC approve full report, and federal agency approval	M, H																							
▶	Conformity Lapse Date -- June 15, 2013																								

Figure 5.2.1 – Summary of Public Involvement Activities

Decision	Activity				
	TAC Approval	Public Hearing	Public Work-shops	Draft Available for Public	Media Notification
Goals and Objectives					
CAMPO	05/21/08	04/16/08	02/07/08	03/19/08	✓
DCHC	10/10/07	09/12/07	Aug/Sep	08/01/07	✓
Socio-economic Forecasts					
CAMPO	08/15/07	08/15/07	--	06/22/07	✓
DCHC	09/12/07	03/14/07	Feb/Mar	01/31/07	✓
Model Adoption	(version TCV4-2008)				
CAMPO	--	--	--	--	--
DCHC	08/13/08	--	--	--	--
Deficiency Analysis					
CAMPO	--	--	--	--	--
DCHC	03/12/08	--	--	--	--
Performance Measures					
CAMPO	--	--	--	--	--
DCHC	02/13/08	--	--	--	--
Alternatives Evaluation					
CAMPO	--	--	--	08/20/08	--
DCHC	--	09/10/08	Aug/Sep	08/20/08	✓
Draft 2035 LRTP					
CAMPO	02/18/09	01/28/09	Dec/Jan	10/15/08	✓
DCHC	02/11/09	11/12/08	Oct/Dec	10/22/08	✓
2035 LRTP and AQ Conformity Report					
CAMPO	05/20/09?	04/15/09?	--	03/18/09?	✓
DCHC	05/13/09?	04/08/09?	--	03/25/09?	✓

Dashed lines, "--", indicate that the activity was not carried out because it is not part of the long range transportation plan or the MPO's public involvement policy.

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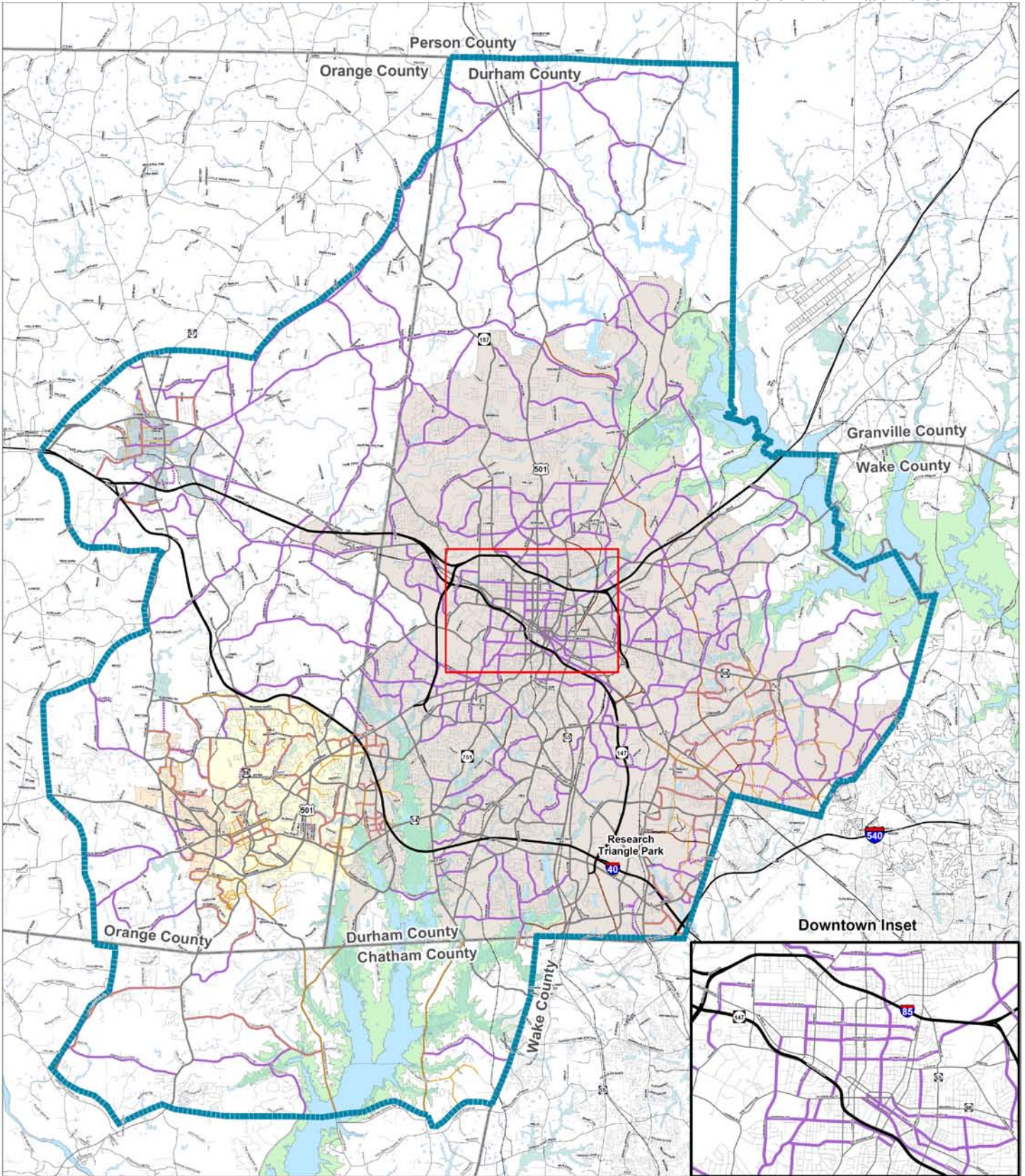
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Durham - Chapel Hill - Carrboro MPO Collector Street Plan
Draft Collector Street Plan Conceptual Map

- Durham Urban Growth Area
- Lakes, Rivers, Streams and Creeks
- Wetlands
- Army Corp of Engineers Land
- Carrboro Town Limits
- Chapel Hill Town Limits
- 2035 LRTP Proposed Roadways

- Existing Local Collector Street Plans****
- Existing Collector Street
- Proposed Collector Street

- DCHC Collector Street Plan**
- Collector Street
- Proposed Collector Streets

**Local Adopted Collector Street Plans include: Wake-Durham Comprehensive Street System Plan, Chatham County Transportation Plan, Wake County Collector Street Plan, Town of Cary Comprehensive Transportation Plan, Town of Chapel Hill Comprehensive Transportation Plan, Town of Carrboro Collector Road Policy, South-east Durham - Southeast Chapel Hill Collector Street Plan, Town of Chapel Hill Street Classification Map.






 Keynotes & Associates, Inc.

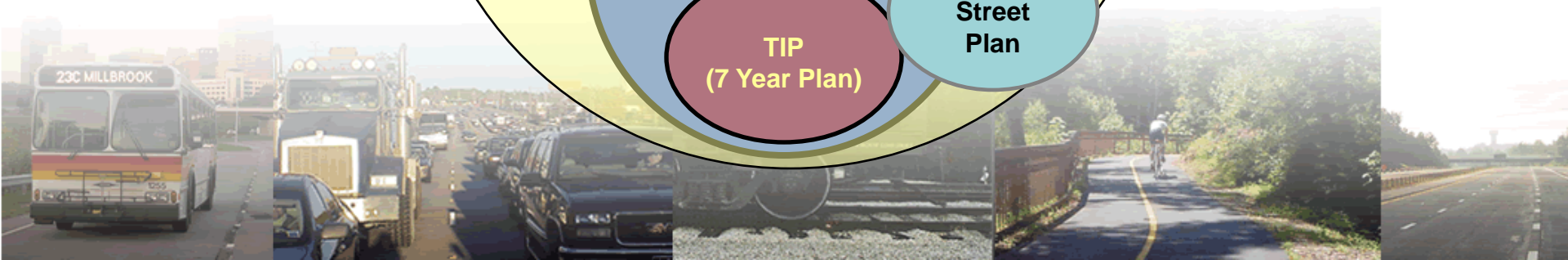
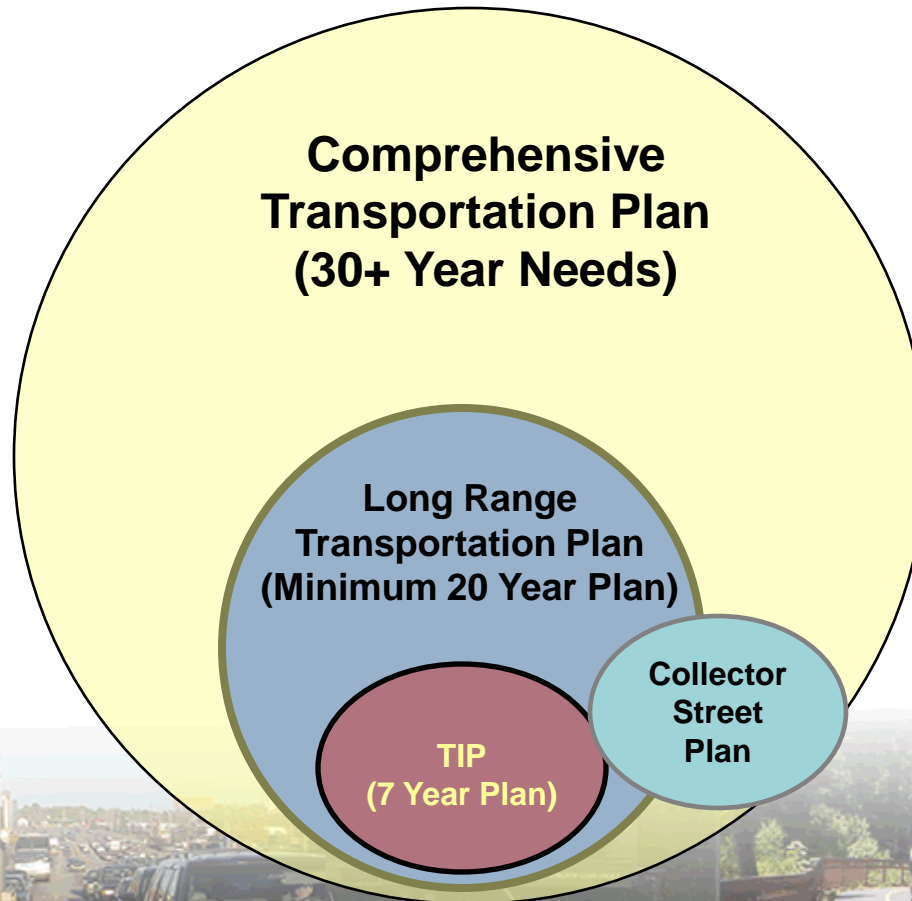
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DCHC MPO

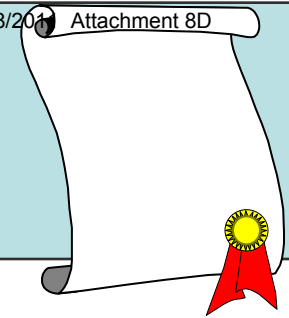
Refresher Course on LRTP, CTP and CSP

September 28, 2011

Relationship Between Plans



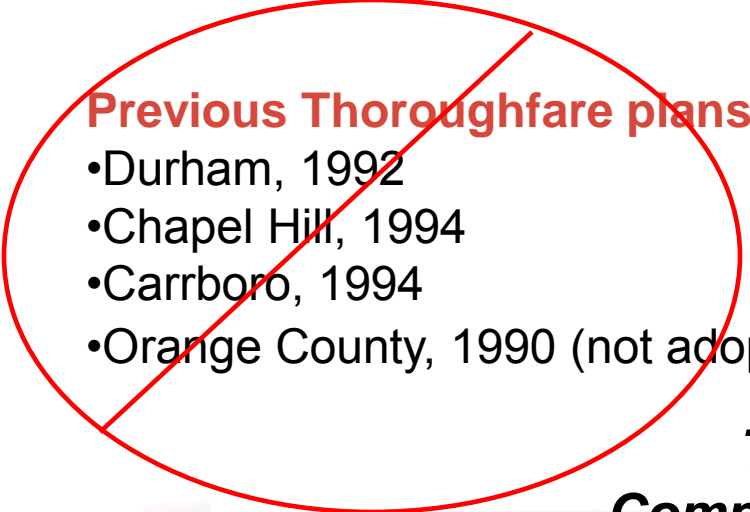
DCHC Thoroughfare Plans



Thoroughfare Plan

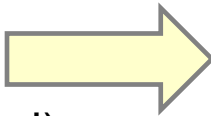


Comprehensive Transportation Plan



Previous Thoroughfare plans:

- Durham, 1992
- Chapel Hill, 1994
- Carrboro, 1994
- Orange County, 1990 (not adopted)



These are no longer valid after adoption of DCHC Comprehensive Transportation Plan

The DCHC CTP will be in the new Comprehensive Transportation Plan format



Plan Comparison

	Approximate Plan Horizon	Identifies?	Fiscally Constrained	Report Required
Comprehensive Transportation Plan	30+ Years	Existing and planned facilities	No	Yes
Long Range Transportation Plan	20 Year Minimum	Planned facilities	Yes	Yes
Transportation Improvement Program	7 Years	Planned facilities	Yes	No
Collector Street Plan	30+ Years	Existing and planned facilities	No	No



Plan Comparison (continued)

	Who Requires?	Update Requirement	Adopted by	A/Q Conformity Required
Comprehensive Transportation Plan	State Statute	No requirement	TAC and NCDOT BOT	No
Long Range Transportation Plan	Federal legislation	Every 4 years	TAC	Yes, for non-attainment areas
Transportation Improvement Program	Federal legislation	Every 2 years	TAC and NCDOT BOT	Yes, for non-attainment areas
Collector Street Plan	No requirement	No requirement	TAC (local ordinance reference)	No



DCHC MPO

Socioeconomic Data (SE Data) – *Guide Totals*

Purpose

This document presents:

- Information on how guide totals are used;
- Population and employment guide totals for counties in the Triangle Regional Model (TRM) that are in, or adjacent to, the DCHC MPO planning area; and,
- The method for calculating the guide totals.

Actions

The TCC and TAC are asked to provide comments on the guide totals. They do not need to approve them at this time. At a later step in the 2040 Long Range Transportation Plan (2040 LRTP) process, the TAC will approve the SE Data with the Preferred Option (for the 2040 LRTP).

Use of Guide Totals

The estimated 2010 and forecasted 2040 population and employment are key inputs into the TRM, which generates important travel demand information. These population and employment values are entered into the TRM by TAZ (Traffic Analysis Zones). As an example, Durham County is divided into 510 TAZs. Planners can check the accuracy of the 2010 Census data (population) and 2010 InfoUSA data effort (employment) by comparing those values with the guide totals. In the case of forecasts, the MPO will use a land use modeling process called CommunityViz that will use the county-level 2040 guide totals and effectively distribute the population and employment to TAZs in each county.

It is important to note the all of Durham County and Orange County, and but only part of Chatham County and Person County are in the TRM boundary. As a result, the Chatham County and Person County guide totals are only for that portion of the county within the TRM boundary.

Population Guide Totals

The population guide totals used for the 2035 LRTP and those proposed for the current 2040 LRTP process are displayed on the following page for each county:

- The 2010 value is from the North Carolina Office of State Management and Budget (NC OSMB), which parallels that of the U.S. Census.

- The 2040 value is based on NC OSMB forecasts that are available through the year 2031. The growth curve of the last five years of that forecast, i.e., 2026 through 2031, is extended nine years to produce a 2040 value.
- There is a large increase in population and annual rate for both Durham County and Orange County from the 2035 LRTP to the 2040 LRTP process. This is based on a large increase in the NC OSMB's 2030 projections for those counties since 2008.
- There is a large decrease in the population and annual rate for Chatham County from the 2035 LRTP to the 2040 LRTP process. The 2035 LRTP forecast was based on an independent method, not the NC OSMB forecasts, that more closely reflected the build-out values.
- There are no values for Person County in the 2035 LRTP process because no part of that county was within the TRM boundary at that time.

Population						
	2035 LRTP			2040 LRTP		
Jurisdiction	2005	2035	Annual Rate	2010	2040	Annual Rate
Durham County	242,207	355,639	1.3%	268,925	432,571	1.6%
Orange County	121,992	171,453	1.1%	134,325	197,675	1.3%
Chatham County	34,067	117,130	4.2%	38,991	71,672	2.0%
Person County	N/A	N/A	N/A	31,845	44,784	1.1%
Total	398,266	644,222	1.6%	474,086	746,702	1.5%

Employment Guide Totals

The employment guide totals are displayed on the following page for each county:

- The 2010 value is based on data from the North Carolina Employment Security Commission (ESC). Previous studies have concluded that the ESC county-level employment estimates capture 92% of the actual total. The ESC estimate is multiplied by "1/0.92" to compensate for this undercount and produce the MPO estimate.
- The ESC does not forecast employment. An employment growth rate for the 2010 to 2040 period from Woods-and-Poole Economics is applied to the 2010 ESC value to produce the 2040 value.
- The Durham County and Orange County growth rates remain the same for both the 2035 LRTP and 2040 LRTP. However the Orange County 2040 value has decreased a

little (4,138) compared to the 2035 value because the 2010 value decreased compared to the 2005 value.

- The Chatham County growth rate has decreased for the 2040 value. Again, this change occurred because the 2035 LRTP process for Chatham County used a method that more closely reflected the build-out values.

Employment						
	<i>2035 LRTP</i>			<i>2040 LRTP</i>		
Jurisdiction	2005	2035	Annual Rate	2010	2040	Annual Rate
Durham County	184,130	285,761	1.5%	194,770	306,637	1.5%
Orange County	68,680	116,669	1.8%	66,221	112,531	1.8%
Chatham County ⁽¹⁾⁽²⁾	8,199	23,863	3.6%	10,011	19,509	2.2%
Person County ⁽¹⁾	N/A	N/A	N/A	8,791	13,093	1.3%
Total	261,009	426,293	1.6%	279,793	451,770	1.6%

4. Our Vision And How We Will Achieve It

4.1 Our Vision.

The region has a common vision of what it wants its transportation system to be:

a seamless integration of transportation services that offer a range of travel choices and are compatible with the character and development of our communities, sensitive to the environment, improve quality of life and are safe and accessible for all.

The *2035 Transportation Plan* commits our region to transportation services and patterns of development that contribute to a more sustainable place where people can successfully pursue their daily activities.

4.2 Goals and Objectives.

Each MPO has adopted goals and objectives that are designed to achieve the region's overall vision, given the particular characteristics and aspirations of the communities that make up each MPO.

The Capital Area MPO's goal is to develop a regional transportation network that is...

Sustainable

- ❖ Encourage state and local governments to manage growth by linking land use patterns, plans and policies with transportation networks, plans and policies through regional coordination.
- ❖ Encourage equitable funding from state and Federal sources by examining the distribution formulae and recommending changes to ensure transportation revenues collected locally are used to fund local projects.
- ❖ Identify new and alternative funding sources for constructing and maintaining transportation infrastructure to decrease reliance on state and Federal funds.

Efficient, Safe & Reliable

- ❖ Ensure maximum regional mobility through improvements to and maintenance of the road and highway network.
- ❖ Provide an interconnected transportation network by improving communication and cooperation between the metropolitan area governments, transportation agencies, freight carriers, law enforcement, emergency services and transportation users.
- ❖ Improve the process for identifying, evaluating and prioritizing critical transportation projects with more emphasis on public involvement and multi-modal equity.
- ❖ Maximize transportation system efficiency and safety by promoting alternative, new and innovative means other than adding general-purpose traffic lanes.

Affordable & Accessible

- ❖ Promote land use policies and infrastructure projects that support transit, walking and bicycling in local and regional plans.
- ❖ Promote the health and economic benefits of walking and bicycling as practical modes of transportation.
- ❖ Enhance and expand services for alternative modes of transportation including but not limited to transit, walking and bicycling through increased funding and cooperative regional planning.

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization's goals and objectives are:

1. Overall Transportation System

Goal: A safe, sustainable, efficient, attractive, multi-modal transportation system that: supports local land use; accommodates trip-making choices; maintains mobility; protects the environment and neighborhoods; and improves the quality of life for urban area residents.

Objectives:

- a) Establish performance standards that will measure the effectiveness of the urban area's overall transportation system in supporting access to goods, services, activities, and destinations.
- b) Select and program transportation projects, which are consistent with community goals and are a cost-effective use of funds.
- c) Develop and maintain a multi-modal regional transportation model that reflects travel patterns and incorporates innovative techniques for evaluating the impacts of proposed transportation investments on travel and land use patterns.
- d) Promote non-automobile transportation alternatives and create efficient connections between all transportation modes.
- e) Conserve natural resources and reduce the rate of energy consumption.
- f) Develop cooperative strategies with employers to reduce congestion and increase the efficiency of the transportation system.
- g) Use transportation funds based on the priority needs of the urban area, in keeping with community values.
- h) Seek additional funding and funding sources to ensure implementation of the long range plan.
- i) Monitor the implementation of the Plan and the targets through the biannual TIP process.
- j) Ensure that the transportation needs are met for all populations, especially for the youth and elderly, the mobility impaired, and the economically disadvantaged.
- k) Work cooperatively with the North Carolina Department of Transportation, neighboring Metropolitan Planning Organizations and Rural Planning Organizations and other transportation-related organizations to address the transportation issues of the broader region.

2. Multi-Modal Street and Highway System

Goal: An attractive multi-modal street and highway system that allows people and goods to be moved safely, conveniently, and efficiently.

Objectives:

- a) Establish performance standards and report on the condition and effectiveness of the multi-modal street and highway system.
- b) Create multi-modal street patterns that: encourage safe pedestrian, bicycle, and vehicular travel; provide access to public transportation; and ensure connectivity.
- c) Develop and implement level of service (LOS) standards for the urban area that are based on a cooperative agreement between state and local agencies.
- d) Preserve and enhance the traffic carrying capacity of arterial street systems, while minimizing traffic intrusion in residential neighborhoods.
- e) Identify and recommend design standards that: establish safe speeds; increase pedestrian and bicycle usage of streets; and enhance the attractiveness and appeal of the street and highway system.

3. Public Transportation System

Goal: A convenient, accessible, and affordable public transportation system, provided by public and private operators, that enhances mobility and economic development.

Objectives:

- a) Establish performance standards and report on the condition and effectiveness of the public transportation system.
- b) Increase public transit ridership by enlarging the service area and increasing the frequency of service within the urban area.
- c) Coordinate transit service within the urban area by promoting high quality, seamless, integrated, and customer-friendly service.
- d) Expand ridesharing, carpool, and vanpool services and opportunities.
- e) Develop and implement alternatives to the use of single occupant vehicles, including high occupancy vehicle (HOV) facilities and regional rail services.
- f) Develop and implement the Regional Transit Plan.
- g) Develop a regional park and ride system for cars and bicycles to support transit services and encourage ridesharing.

4. Pedestrian and Bicycle System

Goal: A pedestrian and bicycle system that: provides a safe alternative means of transportation; allows greater access to public transit; supports recreational opportunities; and includes off-road trails

Objectives:

- a) Establish performance standards and report on the condition and effectiveness of the pedestrian and bicycle system.
- b) Maintain and implement a Regional Pedestrian Plan and a Regional Bicycle Plan.
- c) Identify and recommend ways that local governments may provide adequate staff and resources to meet the goals of their pedestrian and bicycle programs.
- d) Develop a regional bicycle and pedestrian policy that establishes linkages between activity centers and provides for access to public transit.
- e) Ensure that bicycle and pedestrian facilities are included in the planning, design, and construction of every roadway and development project, including the connection to external transportation facilities, in accordance with bicycle and pedestrian plans and local ordinances.
- f) Increase education about the benefits of pedestrian and bicycle alternatives.
- g) Support the enforcement of pedestrian and bicycle regulations.
- h) Pursue strong funding commitment for building both pedestrian and bicycle facilities.
- i) Provide greater safety for pedestrians and bicyclists of all levels of ability, and safer interaction with users of other modes of transportation.
- j) Encourage the efforts and activities of citizen advocacy groups for pedestrian and bicycling by providing information and support for their programs.

5. Integration of Land Use and Transportation

Goal: A Transportation Plan that is integrated with local land use plans and development policies.

Objectives:

- a) Establish performance standards and report on the integration and consistency of the Transportation Plan with local land use plans and development policies.
- b) Create transportation systems that enhance the livability of all communities.
- c) Identify the impacts of different land use patterns and site designs on travel behavior.
- d) Evaluate the changes in land use brought about by the expansion of existing transportation facilities and the construction of new facilities.
- e) Identify and recommend land use patterns, parking requirements and development policies that increase overall mobility and that improve and support transportation efficiency, and compact, mixed-use, transit-friendly, and walkable development

6. Protection of Natural Environment and Social Systems

Goal: A multi-modal transportation system which provides access and mobility to all residents, while protecting the public health, natural environment, cultural resources, and social systems.

Objectives:

- a) Establish performance standards and report on transportation impacts on the public health, natural environment, cultural resources, and social systems.
- b) Protect and preserve archaeological, historic, and culturally valuable areas.
- c) Identify and protect environmentally sensitive areas early in the planning process.
- d) Develop and implement modifications to the transportation system that reduce the rate of growth in vehicle miles traveled (VMT).
- e) Modify the transportation system to reduce the pollutants in highway runoff and the vehicle emissions, in accordance with federal, state and local Clean Air and Water legislation.
- f) Minimize the noise and dust generated by transportation facilities in neighborhoods and the urban area.
- g) Ensure that transportation facilities do not negatively affect disadvantaged populations disproportionately.
- h) Develop and implement a transportation system that supports the reduction of greenhouse gases and carbon production and is coordinated with local greenhouse gas and carbon reduction plans.

7. Public Involvement

Goal: An ongoing program to inform and involve citizens throughout all stages of the development, update, and implementation of the Transportation Plan.

Objective:

- a) Establish performance standards and report on the effectiveness of the public involvement element of the Transportation Plan.
- b) Encourage a broad cross section of citizens to take a proactive role in the transportation policy and planning process.
- c) Educate the public and elected officials, in order to increase public understanding of both the options and the constraints of transportation alternatives.
- d) Determine the public's knowledge of the metropolitan transportation system, and public values, attitudes and concerns regarding transportation.
- e) Determine which elements of the Transportation Plan would support or diminish the public's desired lifestyle.

8. Safety and Security

Goal: Continue to improve transportation safety and ensure the security of the transportation system.

Objective:

- a) Reduce fatality, injury, and crash/incident rates on all modes.
- b) Reduce vulnerability of transportation facilities/users to terrorists, natural disasters and risks by implementing and monitoring an evacuation plan, and working with the regional emergency management team.
- c) Reduce economic losses due to transportation crashes and incidents.
- d) Improve the ability to identify high accident locations, and evaluate their impacts in TIP project prioritization.
- e) Provide a safe environment for transportation users through the “3 Es” (Engineering, Enforcement and Education).
- f) Increase transit safety and security for riders and employees.

9. Freight Transportation and Urban Goods Movement

Goal: Improve mobility and accessibility of freight and urban goods movement.

Objective:

- a) Relieve congestion on heavily-traveled truck routes.
- b) Improve mobility and access to intermodal operations and facilities.
- c) Establish and designate truck routes consistent with federal, state and local regulations.

4.3 Performance Targets and Measures of Effectiveness.

As part of the same process for creating the Goals and Objectives, the DCHC MPO developed a set of Performance Targets to provide a set of broadly based quantitative measures that evaluated the transportation plan from several different perspectives. The Targets mostly use measurements from the Triangle Regional Model (the region’s travel demand model), such as the miles traveled, trips taken, congestion levels, and mode split (between automobiles, transit, bicycling and walking).

These measures, and the targets the MPO seeks to achieve with its investments, are shown in Figure 4.3.1, which compares the adopted 2035 LRTP and Targets using the following format:

Comparison Data – this information provides contextual values for comparing the 2035 LRTP and Target values:

- 2005 – This is the current condition. It is the 2005 population and employment using the 2005 transportation network (e.g., highways and transit service).
- 2035 E+C – This is the no-build condition, or “Existing plus Committed” (E+C). It is the 2035 population and employment using the existing transportation network.
- 2035 Data – these are the values for the plan as adopted by the DCHC MPO.

Targets – There are three Target values, Good, Better and Best. The use of more than one Target value helps to set a range of values that can be used for comparison.

The comparison of the 2035 LRTP with the Performance Targets produces mixed results. In terms of congestion, the DCHC MPO fares well because the 2035 LRTP results match the Best Target levels for *Percent of Peak Period at Congestion* (#2) and the *Cost of Congestion* (#8). The *Percent of EJ* (Environmental Justice – minority and low income populations) *Population within a ¼ mile of*

Transit (#9) is also at the Best Target Level. The mode mixes are substandard – the *Percent of SOV (Single Occupied Vehicle) Trip Share (#5)* and the *Percent Non-motorized Trip Share* fall well short of the Targets. The *VMT per Capita* does not meet any Target, either.

Figure 4.3.1

No.	Mobility Targets	Comparison Data		2035 LRTP	Targets		
		2005	2035 E+C		Good	Better	Best
1	VMT Per Capita (daily miles)	28.5	31.6	32.0	29.1	27.5	24.5
2	Percent of Peak Period VMT at Congestion (V/C > 1)	3.0%	10.4%	3.7%	12%	8%	4%
3	Average Travel Time: all peak trips (daily minutes)	16.6	20.5	18.3	19	17	15
4	Transit Mode Share: all trips	2.4%	2.3%	3.3%	3.0%	5.0%	8.0%
5	Percent SOV Trip Share: work trips	81.8%	82.3%	81.2%	78.4%	74.3%	66.0%
6	Percent Non-motorized Trip Share: all trips	7.1%	6.8%	6.8%	9%	11%	15%
7	Greenhouse Gas Change (community target)			+49%	-10%	-20%	-30%
8	Cost of Congestion (in million \$)	\$351	\$1,211	\$496	1,030	848	666
9	Percent of EJ Population within 1/4 mile of transit	58%	59%	85%	65%	75%	85%

It should be noted that this report presents a detailed analysis of EJ issues in section 9.2 – Critical Factors in Planning – Environmental Justice, and provides a comparison of the location of 2035 LRTP projects and EJ populations in Appendix 8 – Environmental Justice Project Tables.

Key points from this section:

- Our MPOs have a single vision for what our region's transportation system should achieve.
- Each MPO has adopted goals and objectives to accomplish this vision that reflect the unique characteristics and aspirations of the communities within the MPOs.

MEMORANDUM

TO: Technical Coordinating Committee (TCC)
DCHC MPO

FROM: Lead Planning Agency

DATE: September 28th, 2011

RE: 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.

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, and the 2010 & 2011 appropriation funds were made available during FY 2011’s Call for Projects.

Amendment

The amendment proposed to reduce our Federal grant amount in the New Freedom grant by \$64,461. The proposed amendment to the 2006-2009 New Freedom POP details are as follows:

- Cancel - CHT & OPT Elderly population feeder service project (approved 5/15/08)
 - Operating Assistance - Federal Grant Amount = \$48,800 – project has made not made significant progress in 3 years.
- Reduce – TTA & CHT Paratransit Eligibility Assessment (approved 6/13/2007)
 - Operating Assistance – Federal Grant Amount = \$13,540 TTA and CHT have opted not to utilize these grant funds that were allocated to them as part of a joint

contract with DATA. DATA also explored the option of continuing their assessments beyond their funding allocation to use the other funds but were unable to secure the 50% local match to take advantage of the unused funds.

- Reduce - Applicable administrative cost - \$2,121
 - The overall Federal grant amount is being reduced from \$232,171 to \$169,831. Admin cost cannot exceed 10% of the overall program of projects; therefore the admin cost will be reduced from \$19,104 to \$16,983.)

Funding Availability

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	<u>\$ 88,210</u>
Total Funding Available for programming	<u>\$ 186,736</u>
New Freedom - 2011 POP - Approved	<u>\$ 132,660</u>
Balance Available for future NF programming	<u><u>\$ 54,076</u></u>

The remainder of \$54,076 is available for future New Freedom programming, and is not in subject to lapsing until 2014. Because the \$64,461 total Federal grant is prior year funding, this entire amount will lapse on 9.30.2011.

2006 - 2009 Call of Projects
PROGRAM OF PROJECTS
FTA Section New Freedom (5317)

TCC 9/28/2011 Attachment 11A

MPO Approval Date	Sub-Recipient	Agency Type	Project Status	Project Description	Project Type	FTA PROJECT ID#	PROJECT COSTS		
							Total Cost	Federal Share	Planning & Administrative
6/13/2007	DURHAM	Governmental	Not-Applicable	Administrative	Administration	NC-57-X006-02	\$ 5,745	\$ 5,745	\$ 5,745
5/14/2008	DURHAM	Governmental	Not-Applicable	Administrative	Administration	NC-57-X006-02	\$ 6,206	\$ 6,206	\$ 6,206
5/13/2009	DURHAM	Governmental	Not-Applicable	Administrative	Administration	NC-57-X006-02	\$ 7,153	\$ 7,153	\$ 7,153
5/14/2008	CHT & OPT	Public Transit	DELAYED	Elderly population feeder service	Operating	NC-57-X006-02	\$ 97,600	\$ 48,800	\$ -
6/13/2007	DATA/TTA/CHT	Public Transit	DELAYED	Paratransit Eligibility Assessment	Operating	NC-57-X006-02	\$ 35,000	\$ 17,500	\$ -
5/13/2009	DATA	Public Transit	In-Progress	Taxicab service to supplement ACCESS service	Operating	NC-57-X006-02	\$ 140,760	\$ 70,380	\$ -
5/13/2009	DCCSC	Non-profit	In-Progress	Travel Training / Mobility Manager	Capital	NC-57-X006-02	\$ 31,357	\$ 20,000	\$ -
5/13/2009	CHT	Public Transit	In-Progress	Go Triangle Regional Transit Information Center	Capital	NC-57-X006-02	\$ 50,614	\$ 40,491	\$ -
5/14/2009	CHT	Public Transit	In-Progress	Mobility Manager	Capital	NC-57-X006-02	\$ 70,000	\$ 35,000	\$ -

Proposed Adjustments

9/28/2011	DURHAM	Governmental	Reduce	Administrative	Administration		\$ (2,121)	\$ (2,121)	\$ (2,121)
9/28/2011	CHT & OPT	Public Transit	Cancel	Elderly population feeder service	Operating		\$ (97,600)	\$ (48,800)	\$ -
9/28/2011	TTA/CHT	Public Transit	Reduce	Reduction in Paratransit Eligibility Assessment	Operating		\$ (27,080)	\$ (13,540)	\$ -

MPO Approved Funding		Total:	\$	251,275
DCHC MPO Appropriations	FY 2006	\$	71,878	
	FY 2007	\$	71,810	
	FY 2008	\$	77,573	
	FFY 2009	\$	89,416	
	FFY 2010	\$	87,757	
	FFY 2011	\$	88,210	
Appropriations Total:		\$	486,644	\$ -
Prior Balance (FFY 2009)-unobligated		\$	10,769	
FFY 2010 Appropriation:		\$	87,757	
FFY 2011 Appropriation:		\$	88,210	
FFY2009 Obligated - Lapse Funds - 9.30.2011		\$	(64,461)	
Remaining Balance :		\$	122,275	

RESOLUTION TO ENDORSE THE APPLICATION FOR A USDOT TIGER III DISCRETIONARY GRANT APPLICATION BY THE DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

October 12, 2011

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 United States Department of Transportation (USDOT) is soliciting applications for the TIGER III Discretionary Grant Program, a \$526.944 million competitive grant program for surface transportation project capital investment projects; and

WHEREAS, USDOT will give priority to projects that have a significant impact on desirable long-term outcomes for the Nation, a metropolitan area, or a region, with priority given to the following long-term outcomes: state of good repair, economic competitiveness, livability, environmental sustainability, and safety; and

WHEREAS, the Durham-Chapel Hill-Carrboro Metropolitan Planning is submitting an application for DOT capital funding for the creation and improvement of bicycle and pedestrian facilities in the Old Durham-Chapel Hill Road corridor between Garrett Road in Durham and US 15-501 in Chapel Hill; and

WHEREAS, this project is consistent with the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization’s 2035 Long Range Transportation Plan; and

WHEREAS, this project will improve access and create more transportation choices in the MPO region; and

BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee supports the grant application for the “Old Durham-Chapel Hill Road Bicycle and Pedestrian Improvements” project, provided here on this, the 12th day of October, 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: October 12, 2011

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

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: September 14, 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 complete
- ✓ Data Collection to commence in September 2011 – Analysis Underway

Town of Hillsborough Downtown Transportation Study

- ✓ Consultant selected
- ✓ Scope development/contract negotiation complete
- ✓ Data Collection to commence in September 2011 – Analysis Underway

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 effective 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: Mark W. Luther, PE **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: GELDER AND ASSOCIATES, INC.
Contract Amount: \$6,502,648.68 **Cost Overrun/Underrun:** 5.51%
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: 7/31/2011 **Scheduled Progress:** 100%
Last Estimate Paid: 8/8/2011 **Actual Progress:** 52.86%

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: Mark W. Luther, PE **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:** 0.11%
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:** 7/12/2012
Last Estimate Thru: 8/15/2011 **Scheduled Progress:** 7%
Last Estimate Paid: 8/31/2011 **Actual Progress:** 4.69%

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: Mark W. Luther, PE **RE Phone Number:** (919)220-4680

<p>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: 8/7/2011 Scheduled Progress: 41.58% Last Estimate Paid: 8/24/2011 Actual Progress: 30.34%</p>	
<p>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: 8/23/2011 Last Estimate Thru: 2/7/2011 Scheduled Progress: 100% Last Estimate Paid: 2/17/2011 Actual Progress: 97.58%</p>	
<p>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:</p>	
<p>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: 9/15/2011 Last Estimate Thru: 6/22/2011 Scheduled Progress: 100% Last Estimate Paid: 7/7/2011 Actual Progress: 98.01%</p>	
<p>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>	

<p>Availability Date: 4/4/2011 Completion Date: 8/26/2011 Revised Completion Date: Last Estimate Thru: 7/31/2011 Last Estimate Paid: 8/5/2011</p>	<p>Letting Date: 2/15/2011 Work Began: 4/4/2011 Estimated Completion: 8/26/2011 Scheduled Progress: 82% Actual Progress: 99.16%</p>
<p>Contract Number: DE00010 Physical Division: 5 Administrative Division: 5 Length: 0.17 miles Resident Engineer: Mark W. Luther, PE Location Description: INTERSECTION OF SR-1357 (AVONDALE DR) AND SR-1670 (GEER ST). Type of Work: INSTALL ROUNDABOUT. Contractor Name: BARRETT, IRVIN & JORDAN CONTRACTORS INC Contract Amount: \$497,421.60 Availability Date: 8/15/2011 Completion Date: 11/15/2011 Revised Completion Date: Last Estimate Thru: Last Estimate Paid:</p>	<p>Route: SR-1357 County: Durham TIP Number: Federal Aid Number: RE Phone Number: (919)220-4680 Cost Overrun/Underrun: Letting Date: 7/26/2011 Work Began: 8/15/2011 Estimated Completion: Scheduled Progress: Actual Progress:</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: 5/2/2011 Completion Date: 8/29/2011 Revised Completion Date: Last Estimate Thru: 8/15/2011 Last Estimate Paid: 8/19/2011</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: 0% Letting Date: 8/19/2011 Work Began: 6/24/2011 Estimated Completion: 9/30/2011 Scheduled Progress: 80% Actual Progress: 39.17%</p>
<p>Contract Number: DO00076 Physical Division: 5 Administrative Division: 5 Length: 0 miles Resident Engineer: Chad D. Hinnant 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	behind 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	final field inspection held 9/1/11; punchlist underway	\$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

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	43346	Extend the westbound turn lane and install curb and gutter and storm drainage on SR 1900 (Old Mason Farm Road) at US 15-501 (Fordham Blvd.)		12/1/2011	F.A. construction	\$115,000	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		DOT has issued Concurrence in Award for both contracts	\$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	ER-2971 G 3607.3.09	Widen roadway, install curb and gutter and construct sidewalk along SR 1750 (Estes Drive) between Burlage Circle and SR 1010 (Franklin Street)			MA with Town pending	\$155,000.00	Small Construction/ STP-Division Enhancement
Orange	ER-2973 G 3707.3.16	Rehabilitation of landscape plantings on I-40/I-85 at SR 1114 (Buckhorn Rd.) and installation of landscape plantings at the Hillsborough Maintenance Yard on SR 1009 (Old NC 86)			Design complete; pending advertisement	\$137,500.00	STP-Division Enhancement
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 9/30/11	95% complete	\$8.60 million	TIP (IM)

ACTIVE NCDOT PROJECTS LOCATED IN DCHC MPO-NON ARRA

TCC 9/28/2011 Attachment 16

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 has approved PS&E; R/W certification and CE pending	\$50,000 \$108,000	SRTS/STP-DA
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	12/1/2011	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	11/1/2011		Municipal Agreement with Town of Carrboro; Division is reviewing 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

ACTIVE NCDOT PROJECTS LOCATED IN DCHC MPO-NON ARRA

Orange	U-4726 DF	Bicycle detection at Signalized Intersections		FFY 2013	Municipal Agreement with Town of Carrboro pending	\$36,000	STP-DA
Orange	U-4726 IF	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
Orange	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
Orange	W-5207 E 45337.1.5 PE	Installation of a roundabout on SR 1734 (Erwin Rd.) and SR 1791 (Mt. Moriah Rd.) near Chapel Hill	6/1/2012	12/31/2012	Consultant design	\$450,000	High Hazard Safety
County	TIP #	Location Description	Est. Let Date	Completion Date	Status	Cost	Comments
NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST							
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 in Orange County	Dec. 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	