



Durham - Chapel Hill - Carrboro  
Metropolitan Planning Organization  
Technical Coordinating Committee (TCC)

May 28, 2014  
9:00 a.m.

Committee Room  
2<sup>nd</sup> Floor Durham City Hall

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1. Roll Call
2. Adjustments to the Agenda
3. Public Comments

#### CONSENT AGENDA

4. Approval of March 26, 2014 TCC Meeting Minutes  
Attachment 4

A copy of the February 26, 2014 minutes is enclosed as Attachment 4.

**TCC Action:** Approve minutes of the February 26, 2014 TCC meeting.

5. Approval of April 23, 2014 TCC Meeting Minutes  
Attachment 5

A copy of the March 26, 2014 minutes is enclosed as Attachment 4.

**TCC Action:** Approve minutes of the March 26, 2014 TCC meeting.

#### ACTION ITEMS

6. Prioritization 3.0 – Point Assignment  
Attachment 6, 6A, 6B

Ellen Beckmann, LPA Staff

Dale McKeel, LPA Staff

Andy Henry, LPA Staff

A memo on Prioritization 3.0 is provided as Attachment 6. The TAC approved the submission of the MPO's highway, bicycle and pedestrian, public transit, and rail projects on January 8 and February 12, 2014. Attachment 6A is recommended final MPO Local Ranking Methodology. The application of the MPO's Local Ranking Methodology and the MPO staff's recommended draft point assignment is provided as Attachment 6B.

**TCC Action:** Recommend that the TAC release the draft MPO point assignment for public comment.

7. STP-DA and Transportation Alternatives Program (TAP)  
Attachment 7, 7A, 7B

**Ellen Beckmann, LPA Staff**  
**Dale McKeel, LPA Staff**

Over the past several months, the TCC and TAC have considered programming FY 2015-2016 STPDA and TAP funding. The TAC approved changes to FY 2014 STPDA funding in March. Approval of FY 2015-2016 STPDA and TAP was delayed pending more definite project schedule and cost information. Attachment 7 is a memo. Attachment 7A displays the application of the current STPDA and TAP policy with the FY 2015 UPWP planning projects and projects that local governments have proposed for FY 2015 and 2016. Attachment 7B displays a proposed revision of the STPDA and TAP policy discussed by the TCC Subcommittee.

**TCC Action:** Recommend that the TAC approve the changes to the STPDA and TAP policy and the STPDA funding for the FY 2015-2016 projects.

**8. Job Access/Reverse Commute (JARC) Grant FY13 Program of Projects Approval**  
**Attachment 8**  
**Meg Scully, LPA Staff**

The Job Access/Reverse Commute (JARC) grant is 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”. In order to fully obligate all funds available to DCHC-MPO through the FY12 appropriations, the amended FY13 Program of Projects is proposed.

**TCC Action:** Recommend the TAC approve the amended JARC FY13 Program of Projects.

**8.5. Job Access/Reverse Commute (JARC) Grant FY14 Program of Projects Approval**  
**Attachment 8.5, 8.5A**  
**Meg Scully, LPA Staff**

On April 17, 2014, the North Carolina Department of Transportation (NCDOT)/Public Transportation Division (PTD) notified MPOs indicating that PTD had federal JARC funds that will be lapsing on September 30, 2014. PTD provided the opportunity for MPOs to apply for these funds and for PTD to transfer the funds to the MPO JARC account. Applications for eligible projects were solicited by DCHC-MPO with a deadline of May 15, 2014. Projects were ranked and prioritized consistent with procedures identified in the coordinated plan and Program Management Plan. The TCC Subcommittee met on May 21, 2014 to review and approve the list which was subsequently submitted to PTD, and on May 23, 2014, the PTD informed DCHC MPO that \$666,575 (federal share) would be made available to DCHC MPO. A proposed Program of Projects programming all available funds is attached.

**TCC Action:** Recommend the TAC approve the JARC 2014 Program of Projects

**9. Section 5310 Grant Management Program Management Plan and Schedule**  
**Attachment 9, 9A, 9B**  
**Meg Scully, LPA Staff**

On October 1, 2012 the Moving Ahead for Progress in the 21st Century (MAP-21) was passed into law as the new federal transportation funding legislation. MAP-21 replaced the former law known as SAFETEA-LU, ending both the New Freedom (Section 5317 grant) and the Elderly Individuals and Individuals with Disabilities (Section 5310 grant) as distinct programs. Under Map-21, the new 5310 consolidates activities previously funded by the New Freedom grant and the SAFETEA-LU 5310 grant.

The DCHC MPO will conduct a Call for Projects every two years, as long as 5310 grant funds are available. The amount of funding available for this call is **\$475,190**, which were received from the FY 2013 and FY2014 appropriations.

A Program Management Plan (PMP) is required by FTA to document and describe the methods or processes used by the City of Durham, the designated recipient of the Section 5310 Grant, to solicit, select, award and administer 5310 funds. The FTA must approve the PMP prior to any grant award.

**TCC Action:** Receive the proposed 5310 Grant Call for Projects Schedule and recommend the TAC approve the 5310 Program Management Plan.

#### **REPORTS FROM STAFF:**

##### **10. Reports from Staff**

**Attachment 10**

**Felix Nwoko, LPA Staff**

**TCC Action:** Receive report from staff

##### **11. Report from the Chair**

**No attachment**

**Mark Ahrendsen, TCC Chair**

**TCC Action:** Receive report from TCC Chair

##### **12. NCDOT Report**

**Attachment 12**

**Wally Bowman (Joey Hopkins), Division 5 – NCDOT**

**Mike Mills (Pat Wilson), Division 7 – NCDOT**

**Rob Stone (Darius Sturdivant), Division 8 – NCDOT**

**Julie Bollinger, Transportation Planning Branch – NCDOT**

**Kelly Becker, Traffic Operations – NCDOT**

**TCC Action:** Receive report from NCDOT

#### **INFORMATIONAL ITEMS:**

**13. Navigating MAP-21 Workshop, Thursday, June 12, Carrboro Century Center**

Facilitated by Advocacy Advance, the workshop will cover:

- How to maximize funding in the new Transportation Alternatives Program
- How to utilize all MAP-21 funding programs for bike/ped at the state and local level
- Key characteristics, requirements, and opportunities of these programs
- Favorable factors for bicycling and walking investments
- Presentations from the two Triangle-area metropolitan planning organizations (MPOs), and from NCDOT staff, on local and state funding procedures
- How to work together to develop a list of priorities and strategies for funding bicycle and pedestrian projects and programs

Keynote by Nick Tennyson, Chief Deputy Secretary of NCDOT and former Mayor of Durham

Workshop is FREE, and food will be served!

Deadline to register: June 3, 2014. Register at: <http://www.advocacyadvance.org/trainings>

The workshop is hosted by the Town of Carrboro and Carrboro Bicycle Coalition. For more information, contact Jeff Brubaker at [jbrubaker@townofcarrboro.org](mailto:jbrubaker@townofcarrboro.org), or 919-918-7329

**Adjourn**

**Next meeting: June 18, 2014\***

**\*One week early due to June 25, 2014 TAC meeting.**



42 **Adjustments to the Agenda:**

43 Mark Ahrendsen informed the committee about the handouts provided for review  
44 (attachment 8A, and a revised attachment 9). Meg Scully informed the committee about additional  
45 handout related to item #6 provided for review.

46 Mark Ahrendsen suggested that item #6 and #9 be discussed at the end of the meeting due  
47 to the nature and interrelationship of the projects.

48 **Public Comments**

49 There were no comments from the public.

50 **CONSENT AGENDA:**

51 **Approval of February 26, 2014 TCC Meeting Minutes**

52 Approval of the February 26, 2014 meeting minutes were deferred for approval until March  
53 26, 2014.

54 Felix Nwoko stated that Chatham County has approved the MOU.

55 **ACTION ITEMS:**

56 **Prioritization 3.0 - Local Ranking Methodology (Attachment 5, 5A, 5B, 5C)**

57 Ellen Beckmann provided an introduction and an update on Prioritization 3.0 – Local Ranking  
58 Methodology along with attachments. Ellen Beckmann stated that action for today is to recommend  
59 approval of the ranking methodology (attachment 5B). Ellen Beckmann referred to the comment  
60 provided by the TAC located on the bottom of page 3 and the top of page 4 in the memo. Andy Henry  
61 suggested making a change to the word geographic equity to geographic fairness in attachment 5B at  
62 the top of page 6. Ellen Beckmann stated it can be changed to geographic balance. Jeff Brubaker  
63 referred to page 11 of 14 and advised Ellen Beckmann that the percentages added up to 101 percent.  
64 Ellen Beckmann stated she will make the correction.

65 A motion was made by David Bonk to recommend approval of the ranking methodology and  
66 seconded by Laura Woods. The motion carried unanimously.

67 Ellen Beckmann referred to attachment 5A and advised the committee of the preliminary  
68 scoring for projects listed on the attachment and provided an explanation.

69 **FY 2014 5307/5340 and 5339 Split Letters (Attachments 7,7A, 7B, 7C)**

70 Meg Scully provided an introduction on the Draft FY 2014 5307/5340 and 5339 Split Letters  
71 along with attachments. The recommendation for today is for the TCC to approve and endorse the  
72 split letters to recommend to the TAC for approval. Andy Henry asked if this is the same method  
73 used last year. Meg Scully replied yes.

74 A motion was made by Pierre Osei-Owusu to recommend approval of the split letters and  
75 seconded by Patrick McDonough. The motion carried unanimously.

76 **FY 2013-2015 CMAQ Project – TIP Amendment #16 (Attachments 8, 8A)**

77 Ellen Beckmann provided an introduction on FY 2013-2015 CMAQ Project – TIP Amendment  
78 #16. The recommendation for today is to forward the TIP Amendment to the TAC for approval. Ellen  
79 Beckmann advised the committee about the schedule change. The current schedule is as follows:  
80 planning in 2014, right-of-way in 2015, and construction 2016. The schedule and funding details are  
81 listed on attachment 8.

82 A motion was made by David Bonk to approve the proposed CMAQ reallocation for the Estes  
83 Drive project and seconded by Andrew Henry. Jeff Brubaker asked for clarification about the tables  
84 on attachment 8A page 3 that were approved. Ellen Beckmann stated the approved are 1, 2, and 4.  
85 The motion carried unanimously.

86 **Draft FY 2014-2015 Unified Planning Work Program (UPWP) (Attachment 6, 6A, 6B)**

87 Meg Scully provided an introduction on the Draft 2014-2015 UPWP along with attachments.  
88 The action for today is to receive the draft and recommend that the TAC consider approval of the

89 draft UPWP along with the changes identified by NCDOT with the accompanying resolutions and  
90 certifications. Meg Scully indicated that there have been minor changes to the draft since it was last  
91 presented to the committee and provided an explanation. Mark Ahrendsen suggested discussing  
92 item #9 prior to taking action on this item and asked if anyone had questions about this item. Jeff  
93 Brubaker asked if there have been any public comments so far. Meg Scully stated she was not aware  
94 of any. Mark Ahrendsen suggested moving on to item #9 (STP-DA and Transportation Alternatives  
95 Program) if there were no further questions.

96 **STP-DA and Transportation Alternative Program (TAP) (Attachment 9)**

97 Ellen Beckmann provided an introduction for the STP-DA and Transportation Alternative  
98 Program (TAP) along with an attachment. Ellen Beckmann provided an explanation about the  
99 changes in the funding listed on attachment 9. Mark Ahrendsen commented about the decrease in  
100 project funding of about 1.7 million dollars for various projects and asked if there was anything  
101 driving these numbers? Felix Nwoko provided an explanation and referred to the Lead Planning  
102 Agency (LPA) activities. Felix Nwoko stated that the minor increase is due to household surveys, data  
103 collection, and a combination of three projects this year (1) Freight Plan (2) ADA Transition Plan and  
104 (3) Community Viz in addition to the additional local agency requests from Carrboro, Chapel Hill, and  
105 City of Durham. David Bonk stated that the Town of Chapel Hill traded in their PL money for STP-DA  
106 and asked where did the PL money go? Felix Nwoko stated that the PL money is kept by LPA. Mark  
107 Ahrendsen commented about reduction in funding for various projects that were identified with the  
108 expectation of funding. Mark Ahrendsen also expressed concern over-funding planning activities and  
109 never completing everything that has been budgeted which ties up funding for other projects that  
110 are ready to go. John Hodges-Copple asked is the extra planning a contracted amount. Felix Nwoko  
111 stated yes. John Hodges-Copple asked will there be no sub-recipient extra planning projects in 2016?  
112 Felix Nwoko stated no. John Hodges-Copple asked how are proposals received and decided among

113 the possibilities of funding. Felix Nwoko stated for local sub-recipient extra planning funding would  
114 be from the local discretionary STP-DA funding that they receive. Ellen Beckmann stated the STP-DA  
115 policy states a local jurisdiction could spend some of their local discretionary funding on planning  
116 opposed to only capital projects. John Hodges-Copple suggested that a set process would be  
117 beneficial to evaluate the request including a policy that states what is MPO- or region-wide and the  
118 things that are good projects but are only thought of as local planning. Mark Ahrendsen asked what  
119 the basis is for the federal/local split of 67/33 on Special Projects. Ellen Beckmann stated the policy  
120 states that up to 5 percent of the total amount should be put into this category and there was a  
121 request for more than that amount. Patrick McDonough referred to Mark Ahrendsen's earlier  
122 comment about the "over-funding of planning activities" and suggested reviewing a historical record  
123 on the LPA program funding for an accurate percentage of projects that were completed over a five  
124 year period and stated this would be helpful with making the current decision. Patrick McDonough  
125 provided an explanation for the basis of the federal/local split. John Hodges-Copple suggested  
126 providing clarification about projects that are in the county plans, how they are funded, and  
127 providing information about any changes to projects which will be useful with planning for projects  
128 and revisions and identifying the funding sources and ensuring all partners are participating  
129 accordingly. John Hodges-Copple asked Bret Martin for clarification of where the local funding was  
130 coming from. Bret Martin stated the located funding was coming from sales tax. Bret Martin asked  
131 Ellen Beckmann about the set-aside in the previous STP-DA policy. Ellen Beckmann stated that he is  
132 referring to the annual reserve for small projects or a one-time request for planning type projects on  
133 an annual basis; however, it proved to be impractical because small projects are not worth the  
134 administrative costs. David Bonk requested to review the planning projects for more clarification.  
135 Ellen Beckmann stated there is another way to fund the sub-recipient and extra planning through the  
136 policy. Jurisdictions can use local discretionary funds. Funding for projects listed as a placeholders

137 can be used for something else which will not add to the unobligated balance. Felix Nwoko stated the  
138 extra projects should come from local funding. Patrick McDonough asked if this needed to be  
139 decided today. Jill Stark stated the deadline is May 1, 2014. Mark Ahrendsen stated that the decision  
140 for the STP-DA affects the UPWP. Ellen Beckman stated the approval of the FY 2015-16 STP-DA  
141 funded projects can be delayed; however, if the UPWP is approved those numbers will be used for  
142 the FY 2015-16 STP-DA projects. Felix Nwoko requested the TCC recommend approval of the UPWP  
143 with one minor change which is to remove the request from the City of Durham because there is no  
144 local match for the project. Patrick McDonough requested to review five years of spending from the  
145 MPO/LPA staff on their budgeting if this does not have to be decided today. Felix Nwoko stated it is  
146 90 percent or more. Patrick McDonough stated it would be good to see the data on the percentages.

147 A motion was made by Patrick McDonough to get information about the program spending  
148 and unobligated amounts prior to making a decision. Mark Ahrendsen stated the main action is to  
149 recommend the UPWP to the TAC for approval at their April meeting to meet the May 1<sup>st</sup> deadline.  
150 Mark Ahrendsen suggested advancing a recommendation for approval of the UPWP subject to  
151 further discussion by the sub-committee.

152 A motion was made by Felix Nwoko to recommend approval of the UPWP to the TAC subject  
153 to further review and discussion by the sub-committee and seconded by David Bonk. The motion  
154 carried unanimously.

155 Ellen Beckmann stated that item #9 will be deferred until the May TCC, June TAC meeting.

156 Felix Nwoko stated the sub-committee meeting will be held on Monday, March 31, 2014.

157 Mark Ahrendsen referred back to item #8 table #3 associated with the UPWP. Ellen  
158 Beckmann suggested it be deferred pending the sub-committee meeting.

159 A motion was made by David Bonk to recommend to the TAC the other part of amendment  
160 #16 to amend the FY 2012-18 TIP to be consistent with the approval of the UPWP and seconded by  
161 Jeff Brubaker. The motion carried unanimously.

162 **REPORTS FROM STAFF:**

163 **Reports from Staff**

164 Dale McKeel stated the City of Durham is moving forward with an application under the  
165 TIGER Grant. The item will be on the TAC agenda for a resolution of support from the MPO. The  
166 proposal is to request planning funds for the Duke Beltline (west and north sides of downtown  
167 Durham). The deadline is April 28, 2014. Jill Stark advised the committee that the TIGER Grant is  
168 \$600 million dollars this year and those who receive it will not get 100 percent funding.

169 **Report from the Chair**

170 There was nothing to report from the Chair.

171 **NCDOT Reports**

172 Joey Hopkins, Division 5, complimented Ellen Beckmann on explaining the STI and  
173 preliminary project scores. The preliminary scores for all existing highway projects will be released  
174 March 31, 2014. The scoring for new projects is scheduled for release on May 1, 2014. Ellen  
175 Beckmann stated she was told the release of the scores may be late and, if so, the timeline for  
176 submission of ranking points would be adjusted to allow a minimum of three months.

177 Ed Lewis, Division 7, informed the committee about NCDOT Rail Division, NCR, and the  
178 Town of Hillsborough public meeting on the Traffic Separation Study. This meeting will be at the  
179 Central Art and Senior Center in Hillsborough tomorrow, Thursday, March 27, 2014 from 5 p.m. to 7  
180 p.m.

181 **INFORMATIONAL ITEMS:**

182 David Bonk informed the committee about the public information meetings today at noon  
183 and again at 4:30 p.m. on the North-South Corridor Transit Study in Chapel Hill. The noon meeting  
184 will be held on campus and the 4:30 p.m. meeting will be held at the public library.

185 **Adjournment**

186 There being no further business before the Technical Coordinating Committee, the meeting was  
187 adjourned at 11:14 a.m.



41 **Ethics Reminder**

42 In accordance with the State Governmental Ethics Act, it is the duty of every Board member  
43 to avoid conflicts of interest. Does any Board member have any known conflict of interest with  
44 respect to any matters coming before the Board today? If so, please identify the conflict and refrain  
45 from any participation in the particular matter involved. There were none.

46 **Adjustments to the Agenda:**

47 Mark Ahrendsen informed the committee about the handout provided for review (TIP  
48 Amendment #17, attachment #6).

49 **Public Comments**

50 There were no comments from the public.

51 **CONSENT AGENDA:**

52 **Approval of February 26, 2014 TCC Meeting Minutes**

53 **FY2012-2018 TIP Amendment #17 – Chapel Hill Transit Project and other STIP Amendments**

54 **(attachment 6) – Revised**

55 **Approval of March 26, 2014 TCC Meeting Minutes**

56 Approval of the March 26, 2014 meeting minutes were deferred for approval at the next  
57 meeting.

58 John Hodges-Copple asked if there were twenty hybrid buses scheduled to receive battery  
59 replacements. Mark Ahrendsen replied yes.

60 A motion was made by John Hodges-Copple to approve item #4 and #6 on the consent  
61 agenda and seconded by David Bonk. The motion carried unanimously.

62 **ACTION ITEMS:**

63 **Prioritization 3.0 - Local Ranking Methodology (Attachment 7, 7A, 7B, 7C,7D)**

64 Ellen Beckmann provided an introduction and an update on Prioritization 3.0 – Local Ranking  
65 Methodology along with attachments. Ellen Beckmann stated the action for today is to recommend  
66 the changes to the local methodology for approval by the TAC at the May 14, 2014 meeting. Mark  
67 Ahrendsen asked if the local methodology depended on quantitative scoring and the points from  
68 NCDOT. Ellen Beckmann referred to attachment #7B and provided an explanation.

69 A motion was made by Felix Nwoko to recommend approval of the ranking methodology as  
70 presented and seconded by Pierre Osei-Owusu. The motion carried unanimously.

71 Ellen Beckmann referred to the project table on attachment 7A and provided an explanation.  
72 Jeff Brubaker requested to see the feasibility study. Mark Ahrendsen suggested obtaining and  
73 reviewing the feasibility studies. Ellen Beckmann reminded everyone to be mindful of the cascading  
74 effect for projects. John Hodges-Copple stated part of CAMPO's policy is not to assign points to any  
75 statewide project that cascades down to regional; however, they will consider assigning the points on  
76 a case-by-case basis.

77 Ellen Beckmann provided additional information about the five rail projects that were  
78 submitted and the feedback received stating that three of the five projects will not be scored (two  
79 double tracking projects in Durham County and Buckhorn Rd. Grade Separation project).

80 **STP-DA and Transportation Alternative Program (TAP) (Attachments 8, 8A, 8B)**

81 Ellen Beckmann provided an introduction and an update on STP-DA and Transportation  
82 Alternative Program (TAP) along with attachments. Ellen Beckmann reviewed the policy and provided  
83 an update on project funding and the subcommittee discussion. Ellen Beckmann referred to  
84 attachment #8B and provided an explanation. Felix Nwoko informed the Committee about the  
85 additional funds he was able to procure to be used for Planning.

86 Bret Martin asked if unused planning funds can be used for the next fiscal year via a draw  
87 down. Felix Nwoko stated that it cannot be done based on the current policy; however, it can be

88 done through an amendment and de-obligation of funding with an explanation to re-obligate the  
89 funds. Bret Martin suggested the OPT amount for Demand Response LTV's be changed from 2 to 4  
90 on page 2, attachment 8B and provided an explanation.

91 Patrick McDonough stated he did not think the DCHC/CAMPO split should be according to  
92 STPDA. David Bonk stated that there were several details to be worked out and transit funds should  
93 be formed on replacement, not expansion. David Bonk stated an additional discussion during a  
94 subcommittee meeting is needed concerning over inflating cost for planning. Mark Ahrendsen asked  
95 when the deadline was. Andy Henry stated another Subcommittee was needed. Ellen Beckmann  
96 stated the earlier the projects are approved and put into the TIP the earlier NCDOT can review the  
97 documents.

98 A motion was made by Patrick McDonough to adopt all portions in the diagram on page 1,  
99 attachment 8B as recommend by the TCC with the exception of Transit and Local Discretionary  
100 funding and seconded by John Hodges-Copple. An amendment to the motion was made by Patrick  
101 McDonough with clarification by Margaret Hauth that a resolution to this item is present at the May  
102 TCC meeting to be approved by the TAC at the June meeting, and seconded by John Hodges-Copple.  
103 The motion carried unanimously.

104 A subcommittee meeting has been scheduled for May 5, 2014 at 1:30pm. Ellen Beckmann  
105 with secure a location.

106 **REPORTS FROM STAFF:**

107 **Reports from Staff**

108 There were not staff reports.

109 **Report from the Chair**

110 There was nothing to report from the Chair.

111 **NCDOT Reports**

112 Ed Lewis, Division #7 informed everyone about the June 10<sup>th</sup> public meeting for the I-40  
113 widening project (I-85 to Durham County) from 4pm to 7pm at the Southern Human Services Center  
114 on Homestead Rd. in Chapel Hill.

115 Darius Sturdivant, Division #8 stated the final traffic forecast for the 15- 501 Corridor report  
116 has been completed. The consultant is still working on their capacity analysis and model simulations  
117 for the project. Updates will be provided at the next TCC meeting.

118 Darius Sturdivant provided an update on the Jack Bennett Rd project and stated the project  
119 was scheduled to be let this month; however, because of utility relocation delays the project has  
120 been scheduled to be let in July.

121 **INFORMATIONAL ITEMS:**

122 Jeff Brubaker provided information about Navigating MAP-21 Workshop, Thursday June 12,  
123 2014 at the Carrboro Century Center.

124 Mark Ahrendsen commented on the Triangle Bicycle and Pedestrian Workshop at the Cary  
125 Theater on May 2, 2014 from 8:00am – 12:00pm.

126 Pierre Osei-Owusu provided information about the 5307 meeting that will be held in Raleigh.

127 **Adjournment**

128 There being no further business before the Technical Coordinating Committee, the meeting was  
129 adjourned at 11:03 a.m.

**MEMORANDUM**

**To:** Technical Coordinating Committee  
DCHC MPO

**From:** DCHC MPO Lead Planning Agency

**Date:** May 28, 2014

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

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**Background**

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

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

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

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

## Schedule

### Steps for submission of projects:

October 23, 2013	Deadline to modify an existing highway project
November 29, 2013	Transit project submission deadline for Prioritization 3.0 for transit operators.
January 8, 2014	DCHC MPO TAC votes on highway and bicycle/pedestrian projects to submit for Prioritization 3.0.
February 12, 2014	DCHC MPO TAC votes on rail projects to submit for Prioritization 3.0 and considers any modifications needed for highway, bicycle/pedestrian, and transit projects.
March 3, 2014	Highway, rail, bicycle/pedestrian, transit submission deadline for Prioritization 3.0.

### Steps for developing local ranking methodology:

January –April 2014	MPO develops and approves a local ranking methodology
February 26, 2014	TCC forwards draft local ranking methodology for TAC review and NCDOT review committee review
March 12, 2013	TAC reviews draft local ranking methodology
March 26, 2014	TCC makes recommendation on local ranking methodology in response to TAC and NCDOT review committee comments
April 9, 2014	TAC receives update (approval delayed due to new NCDOT review committee comments provided after the TCC meeting)
April 23, 2014	TCC makes recommendation on revised local ranking methodology in response to new NCDOT review committee comments.
May 14, 2014	TAC adopts local ranking methodology

### Steps for developing local input points:

May 14, 2014	NCDOT releases quantitative scores
May 14-21, 2014	MPO staff applies local ranking methodology and develops MPO staff recommendation
May 28, 2014	TCC develops recommendation on local input points.
June 11, 2014	TAC releases the local ranking methodology results and proposed local input points for public comment.
June 25, 2014	TAC holds public hearing on local input points <b>*evening meeting*</b>
July 23, 2014	TCC makes recommendation on final local input points
August 13, 2014	TAC approves local input points
August 29, 2014	MPO submits local input points

### **Local Ranking Methodology**

On May 14, 2014, the TAC approved the MPO's Local Ranking Methodology. NCDOT has stated that the MPO has conditional approval of the methodology. The approved methodology is included as an attachment.

### **NCDOT Quantitative Scores**

On May 14, 2014, NCDOT released scores for all projects. The data are posted here: <http://www.ncdot.gov/strategictransportationinvestments/>. MPO staff is in the process of reviewing the results and encourages all local staff to closely review their projects for any errors or omissions. One error has been identified for a DCHC MPO project and the score will be adjusted. In addition, due to an error, NCDOT did not include Chatham County bicycle/pedestrian projects in the released scores. MPO staff has requested that these projects be added.

### **MPO Point Assignment**

In order to develop the MPO's point assignment, MPO staff first applied the Local Ranking Methodology to develop scores for all submitted projects. According to the adopted methodology, some of the MPO's points are to be assigned by following a formula and some of the points are to be assigned by discretion (flexible points). The attached tables display the MPO scores and the MPO staff's proposed point assignment.

The TCC is asked to review this recommendation and develop a recommended list for the TAC to release for public comment. The TCC and TAC could later adjust the point assignment based on a variety of factors including public input, coordination with Division engineers, competitiveness, etc.

### **Coordination with Division Engineers**

The MPO needs to work closely with our NCDOT Division Engineers in order to get projects funded through Prioritization 3.0. The step of ranking projects and determining ranking points should be coordinated with the Division Engineers to ensure that the region's priorities receive points from both the MPO and the Division. Three letters have been sent to the Division Engineers requesting coordination for Prioritization 3.0.

**TCC Recommendation:** That the TAC release the draft MPO point assignment for public comment.

**DURHAM-CHAPEL HILL-CARRBORO MPO  
METHODOLOGY FOR RANKING  
TRANSPORTATION IMPROVEMENT PROGRAM  
PROJECT REQUESTS (FY 2016-2022)**

## **INTRODUCTION**

According to U.S. Code 23 Section 134, Metropolitan Planning Organizations are required to develop a Transportation Improvement Program in cooperation with the State and public transportation providers through a performance-driven, outcome-based approach to planning. The TIP should contain projects consistent with the Metropolitan Transportation Plan (MTP) and should reflect the investment priorities established in the current MTP. There should be the opportunity for public participation in developing the TIP including consultation, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation.

Furthermore, as a Transportation Management Area (TMA), according to U.S. Code 23 Section 134, all federally funded projects within the DCHC MPO (excluding projects carried out on the National Highway System) shall be selected for implementation from the approved TIP by the MPO in consultation with the State and any public transportation operator. Projects on the National Highway System shall be selected for implementation from the TIP by the State in cooperation with the MPO.

North Carolina's Strategic Transportation Investments (STI) legislation, passed in 2013, establishes a formula and process by which transportation funding is distributed across the State and across transportation modes. The outcome of the STI process is the draft State Transportation Improvement Program. The STI legislation applies uniformly across the State regardless of the boundaries of MPOs and MPOs that are TMAs. The STI legislation requires the identification and submittal of potential transportation projects by NCDOT and the MPO, the evaluation of projects according to a NCDOT-developed quantitative scoring methodology, and the allocation of ranking points among certain projects by NCDOT and the MPO.

The DCHC MPO's Methodology for Ranking TIP Project Requests is the process that the MPO will follow to develop the MPO's allocation of ranking points among projects for input to the STI process. The Methodology will also inform the MPO's development of the Transportation Improvement Program. The Methodology is designed to address the federal requirement that the TIP be consistent with the projects and investment priorities of the MTP while being compatible with the State's STI process.

The DCHC MPO retains the authority to develop the TIP for the MPO area as required by federal regulations. Participation in the STI process through submitting projects and/or allocating ranking points to projects does not require the MPO to include these projects in the TIP.

## **OBJECTIVE**

The Methodology outlined below is designed to address multi-modal transportation needs, ensure regional balance, and prioritize projects that are needed based on technical criteria. The goal is to produce a project priority ranking which satisfies MPO goals, is simple enough for project-level analysis without requiring unnecessary data collection, and is understandable by the general public.

The DCHC MPO's Technical Coordinating Committee (TCC) will use the Methodology to develop a draft allocation of ranking points. This draft allocation of ranking points is to be used as a guide by the Transportation Advisory Committee (TAC) for the approval of the final allocation of ranking points. If the TAC varies from the recommended allocation of points, documentation and reasoning will be provided. Reasons why the TAC may vary from the recommended points include achieving jurisdictional and geographical balance, reflecting the TAC members' knowledge of the urban area and the policies of their communities, addressing public comments, ensuring coordination with NCDOT's Division Engineers, and maximizing the MPO's opportunities for receiving funding.

While the Methodology attempts to comprehensively address the MPO's transportation needs, there will always be factors that are not easily measured that should be considerations in the development of the MPO's project priorities. The TCC will make its technical recommendation of the allocation of ranking points based on the methodology described in this document, and the TAC will then be afforded the opportunity to make changes with appropriate documentation. All public involvement for this process will be conducted in accordance with the DCHC MPO's [Public Involvement Policy](#). Details of our public involvement policy are described below.

## **PROCEDURE FOR RANKING PROJECTS**

### **1) Goals for the Methodology for Ranking TIP Project Requests**

Since the Project Priority Ranking should be a subset of the DCHC MPO MTP, the goals for the Methodology are the same as the DCHC MPO goals and objectives in the 2040 MTP.

- A safe, sustainable, efficient, attractive, multi-modal transportation system that: supports local land use; accommodates trip-making choices; maintains mobility and access; protects the environment and neighborhoods; and improves the quality of life for urban area residents.
- An attractive multi-modal street and highway system that allows people and goods to be moved safely, conveniently, and efficiently.
- A convenient, accessible, and affordable public transportation system, provided by public and private operators, that enhances mobility and economic development.
- 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
- A Transportation Plan that is integrated with local land use plans and development policies.
- 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.
- An ongoing program to inform and involve citizens throughout all stages of the development, update, and implementation of the Transportation Plan.
- Continue to improve transportation safety and ensure the security of the transportation system.
- Improve mobility and accessibility of freight and urban goods movement.

### **2) Submission of Local Priority Lists to the MPO**

All MPO member jurisdictions and Triangle Transit will submit a local priority list to the MPO. The DCHC MPO requests that the local jurisdictions apply screening criteria during the development of these lists. The screening criteria are:

- a) Regional Goals - How well does the project meet the adopted regional goals? Is the project an element of the current MTP? Does it implement community objectives? For the intrastate system, does it meet NCDOT mobility objectives? Does the project have a broad base of local support?
- b) Cost Effectiveness - How much benefit does the project offer compared to the estimated cost?
- c) Timing – Is the project needed within the TIP funding cycle? Is timing a critical element for the project (one-time opportunity)? Will the opportunity to do the project be lost if it is not in the current priority cycle?

Local jurisdictions may also elect to use a ranking methodology to create their local priority lists but are not required to do so. The TCC will review local priority lists for adherence to these screening criteria before recommending the submission of these projects.

Local jurisdictions shall provide the DCHC MPO a list of projects. The list should be grouped by mode (highway, public transit, rail, and bicycle and pedestrian). The local jurisdictions shall provide a short description of the project, including the project limits, name, mileage, and cost. The description should note any essential elements of the project such as bike lanes, sidewalks, transit accommodations, vehicle types, etc.

### 3) **Submission of Projects to the STI Process**

For the 2016-2022 TIP, the DCHC MPO will submit projects to NCDOT's Strategic Planning Office of Transportation by March 3, 2014, for the application of the NCDOT's quantitative ranking methodology. The MPO is limited to fourteen new highway projects, but can submit an additional project for each existing project removed from the system. The MPO is limited to twenty bicycle and pedestrian projects, five rail projects, and an unlimited number of public transit projects. Previously submitted highway projects do not need to be re-submitted. Public transit operators can submit an unlimited number of projects directly to NCDOT. The NCDOT Rail Division can submit an unlimited number of projects to the process. And NCDOT Division Engineers can also submit projects.

DCHC MPO will combine the local priority lists into a list that the MPO will submit to NCDOT. In the event that more highway projects are submitted to the MPO than the MPO is allowed submit to NCDOT, the TCC will select projects based on the screening criteria, the air quality horizon year in the MTP, regional significance, geographic distribution, and local priority. The MPO will also consider requesting that the Division Engineers submit any additional highway projects in the 2040 MTP that are not in the MPO's submittal.

Since the MPO is limited to only 20 bicycle and pedestrian projects and an initial review of candidate projects revealed more than 70 potential projects, the MPO requests that the Town of Chapel Hill, Town of Carrboro, Town of Hillsborough, Orange County, and Chatham County submit four projects each, and the City of Durham and Durham County submit eight projects each. Of the potential 36 project submissions, the TCC will apply a **preliminary ranking** based on the following criteria:

- Safety
  - 20% crash data from 2008-2012 – 4 points per crash; maximum of 20 points

- 20% posted speed limit – 40-50 mph = 20 points; 30-39 mph = 10 points; 25 mph = 5 points
- Access to destinations
  - 10% number of destinations – 1 point per major destination; maximum of 7 points; ½ point for secondary destinations; maximum of 3 points
- Demand/Density
  - 10% Traffic Analysis Zone population density;
  - 10% Traffic Analysis Zone employment density
- Constructability
  - 10% Right-of-Way availability
  - 10% Design status
- Schools
  - 10% if the project is within 2 miles of a K-8 school.

Projects that the MPO cannot submit will be requested to be submitted by the NCDOT Division Engineers.

Any public transit or rail project submitted by a member government or transit operator will be considered for submission by the MPO. Projects will be screened to make sure they are consistent with the 2040 MTP and other adopted transit and rail plans.

#### **4) Application of the MPO Ranking Methodology and Recommended Allocation of Ranking Points**

Upon submission by the MPO and NCDOT Division Engineers, projects within the MPO will be scored according to NCDOT's quantitative ranking methodology. The DCHC MPO will receive these scores and project data used to develop the scores. DCHC MPO staff in coordination with local staff will use the project data and collect additional data to apply the MPO methodology. The Project Priority Ranking will then be presented to the TCC.

While the methodology is very detailed and specific about scoring, there is always the chance for human error and incomplete or inaccurate information. DCHC MPO staff will request that all local technical staff on the TCC review the application of the methodology to catch any inadvertent errors. If the TCC finds that there are any errors or inconsistencies, the TCC can agree to change some data inputs to improve accuracy.

There are separate ranking methodologies based on the primary mode of transportation and project type: 1) highway; 2) bicycle and pedestrian; 3) transit-expansion; 4) transit-facilities; 5) transit-fixed guideway; 6) rail-track and structure (passenger); 7) rail-track and structure (freight); 8) rail-facilities (passenger). Furthermore, there are variations within each of these methodologies for the STI funding category (Regional or Division). There are no ferry routes or eligible airports within the DCHC MPO. Similar to the NCDOT quantitative methodology, the ranking methodologies are independent of each other and the points for different modes are not directly comparable.

In total, there are 14 different MPO methodologies for the various modes, project types, and categories.

		Category			
		Statewide	Regional	Division	
<b>Mode/Project Type</b>	<b>Highway</b>	No MPO	Yes	Yes	
	<b>Bicycle/Pedestrian</b>	Methodology. The MPO does not submit ranking points to projects in the Statewide category.	No. The STI legislation does not allow any bike/ped to be considered for Regional funding.	Yes	
	<b>Public Transit-Expansion</b>		Yes	Yes	
	<b>Public Transit-Facilities</b>		Yes	Yes	
	<b>Public Transit-Fixed Guideway</b>		Yes	Yes	
	<b>Rail-Track and Structure</b>	<b>Passenger</b>		Yes	Yes
		<b>Freight</b>		Yes	Yes
	<b>Rail-Facilities</b>	<b>Passenger</b>		No. The DCHC MPO does not have any qualifying projects.	Yes
<b>Freight</b>				No. The DCHC MPO does not have any qualifying projects.	

If a Statewide project cascades down to the Regional category, it will be scored according to the Regional methodology. If a Statewide or Regional project cascades down to the Division category, it will be scored according to the Division methodology.

The result of the application of the ranking methodology will be up to 14 lists of projects in priority order by mode /project type/category. The next step is to assign the MPO's ranking points to specific projects. The MPO has 1,800 points to allocate among Regional projects and 1,800 points to allocate among Division projects.

For the MPO's 1,800 Regional points, the MPO staff's recommendation to the TCC will assign points among modes and project types according to the following:

- 800 points to Highway
- 200 points to Public Transit – Expansion and Facilities
- 100 points to Public Transit – Fixed Guideway
- 700 points could be assigned to any mode and project type

For the MPO's 1,800 Division points, the MPO staff's recommendation to the TCC will assign points among modes and project types according to the following:

- 300 points to Highway
- 500 points to Public Transit - Expansion and Facilities
- 200 points to Bicycle and Pedestrian
- 100 points to Rail – Stations
- 700 points could be assigned to any mode and project type

Within each mode and project type, points will be assigned in order of the MPO's score. Exceptions may be made if the project costs more than the funding available in that category or if the project will not be competitive within its Region or Division even with the application of local input points. Statewide projects that cascade down to the Regional category will only be considered for Regional local input points if the project is not considered likely to be competitive for Statewide category

funding during the next Prioritization cycle. Statewide or Regional projects that cascade down to Division will only be considered for Division local input points if the project is less than \$5 million. This limitation is due to the very limited amount of funding available in the Division category that is not STPDA or TAP (funding that is directly allocated to certain MPOs and that is not subject to the Prioritization process but is subject to the STI legislation), and the number of projects that only qualify in the Division category (all bicycle/pedestrian, DATA, and Chapel Hill Transit projects). Points will generally be concentrated among fewer projects. The minimum number of points will be assigned to each project to ensure that it maintains its relative position in its Region or Division.

The MPO staff's recommendation to the TCC for the 700 unassigned points in the Regional and Division categories will be informed by:

- The priorities of the 2040 MTP including the adopted distribution of funding between modes and the air quality horizon year of projects;
- The number of eligible projects within the MPO within each funding mode /project type/category;
- The likelihood of receiving funding through STI considering the amount of funding available within each Division or Region, historical funding levels for the mode, and the normalization limitations that NCDOT has adopted;
- The effect that receiving funding for a project may have on the likelihood of other projects being funded in the Division or Region considering the limitations set by the STI legislation; and
- Geographic and jurisdictional balance.

MPO staff will document the reasoning used to justify the proposed assignment of points.

The TCC will receive the MPO's staff's recommendation and may consider adjustments based on the above factors for its recommendation to the TAC. Again the reasoning used to develop the recommended assignment of points will be clearly documented.

During the period that the draft point assignment is released for public comment, the MPO staff and the TCC may make further adjustments to their recommendation based on the above factors as well as:

- Coordination with the Division Engineers on the assignment of points;
- Public input and support as evidenced through public comments submitted to the MPO, the MPO's public hearing, public involvement efforts of local governments, and local referenda;

All public involvement for this process will be conducted in accordance with the DCHC MPO's [Public Involvement Policy](#). Details of our public involvement policy are described below.

## 5) **Approval of Ranking Points**

The TAC will release the draft Project Priority Ranking and application of ranking points for public comment and hold a public hearing at a TAC meeting. After review and public comment, the TAC will approve the final application of ranking points. The TAC's approval will be informed by:

- The priorities of the 2040 MTP including the adopted distribution of funding between modes and the air quality horizon year of projects;
- The number of eligible projects within the MPO within each funding mode /project type/category;

- The likelihood of receiving funding through STI considering the amount of funding available within each Division or Region, historical funding levels for the mode, and the normalization limitations that NCDOT has adopted;
- The effect that receiving funding for a project may have on the likelihood of other projects being funded in the Division or Region considering the limitations set by the STI legislation;
- Geographic and jurisdictional balance;
- Coordination with the Division Engineers on the assignment of points;
- Public input and support as evidenced through public comments submitted to the MPO, the MPO's public hearing, public involvement efforts of local governments, and local referenda;
- The TAC members' knowledge of the urban area and the policies of their communities; and
- Other factors as identified.

If the TAC varies from the recommended allocation of points, MPO staff will document the rationale and will post this on the MPO's website. All public involvement for this process will be conducted in accordance with the DCHC MPO's [Public Involvement Policy](#). Details of our public involvement policy are described below.

Finally, MPO staff will submit these points to NCDOT for use in the STI process.

### **Public Involvement**

All public involvement for this process will be conducted in accordance with the DCHC MPO's [Public Involvement Policy](#).

As is the MPO's standard practice for all TCC and TAC agenda items, all relevant materials, documentation of this process, and TCC and TAC meeting materials and minutes will be posted on the DCHC MPO's website [www.dchcmopo.org](http://www.dchcmopo.org). Documentation of the process will include a description of the TAC's rationale for assigning points to projects.

The Public Involvement Policy sets a minimum 21-day public comment period for this process and requires a public hearing at a TAC meeting. This public comment period and public hearing will be advertised to the public in accordance with the Public Involvement Policy. Public comments will be documented, summarized, and responses will be provided. In addition, all DCHC MPO TCC and TAC meetings are public meetings and include the opportunity for public comment. Comments provided at any meeting will be considered.

## SCHEDULE FOR FY 2016-2022 TIP STRATEGIC TRANSPORTATION INVESTMENTS PROCESS

### Steps for submission of projects:

October 23, 2013	Deadline to modify an existing highway project
November 29, 2013	Transit project submission deadline for Prioritization 3.0 for transit operators.
January 8, 2014	DCHC MPO TAC votes on highway and bicycle/pedestrian projects to submit for Prioritization 3.0.
February 12, 2014	DCHC MPO TAC votes on rail projects to submit for Prioritization 3.0 and considers any modifications needed for highway, bicycle/pedestrian, and transit projects.
March 3, 2014	Highway, rail, bicycle/pedestrian, transit submission deadline for Prioritization 3.0.

### Steps for developing local ranking methodology:

January –April 2014	MPO develops and approves a local ranking methodology
February 26, 2014	TCC forwards draft local ranking methodology for TAC review and NCDOT review committee review
March 12, 2013	TAC reviews draft local ranking methodology
March 26, 2014	TCC makes recommendation on local ranking methodology in response to TAC and NCDOT review committee comments
April 9, 2014	TAC receives update (approval delayed due to new NCDOT review committee comments provided after the TCC meeting)
April 23, 2014	TCC makes recommendation on revised local ranking methodology in response to new NCDOT review committee comments.
May 14, 2014	TAC adopts local ranking methodology

### Steps for developing local input points:

May 14	NCDOT releases quantitative scores
May 14-21, 2014	MPO staff applies local ranking methodology and develops MPO staff recommendation
May 28, 2014	TCC develops recommendation on local input points.
June 11, 2014	TAC releases the local ranking methodology results and proposed local input points for public comment.
June 25, 2014	TAC holds public hearing on local input points <b>*evening meeting*</b>
July 23, 2014	TCC makes recommendation on final local input points
August 13, 2014	TAC approves local input points
August 29, 2014	MPO submits local input points

SPOT ID	Project Category	TIP	Route	From / Cross Street	To	Description	Specific Improvement Type	Cost to NCDOT	Statewide Mobility Quantitative Score (Out of 100)	Regional Impact Quantitative Score (Out of 70)	Division Needs Quantitative Score (Out of 50)	Congestion	Safety	Benefit/Cost	Complete Street	Environmental and Community Impacts	MPO Regional Score	MPO Division Score	MPO Regional Points	Reason	MPO Division Points	Reason
H111014	Statewide Mobility		I-540	I-40	US 64 Bypass	Convert Freeway to tolled Facility and Widen to 8 Lanes (Requested by the Capital Area MPO in 2011) **REQUIRES FEDERAL ACTION TO BE CONSTRUCTED**	1 - Widen Existing Roadway	\$ 1	63.49	49.77	38.98	65.36	59.07	Missing data for Wake County	Missing data for Wake County	Missing data for Wake County	Not scored due to length outside of MPO	Not scored due to length outside of MPO	0	Mostly outside of DCHC MPO	0	Mostly outside of DCHC MPO
H128071	Statewide Mobility	FS-1305A	I-540	NC 54	US 1	Construct one Express toll Lane in Each Direction within the Existing Median.	1 - Widen Existing Roadway	\$ 209,040,000	37.10	27.59	21.13	74.27	59.73	Missing data for Wake County	Missing data for Wake County	Missing data for Wake County	Not scored due to length outside of MPO	Not scored due to length outside of MPO	0	Mostly outside of DCHC MPO	0	Mostly outside of DCHC MPO
H128072	Statewide Mobility	FS-1305A	I-540	NC 54	US 64	Construct one Express toll Lane in Each Direction within the Existing Median	1 - Widen Existing Roadway	\$ 354,280,000	34.19	25.44	19.30	66.57	58.40	Missing data for Wake County	Missing data for Wake County	Missing data for Wake County	Not scored due to length outside of MPO	Not scored due to length outside of MPO	0	Mostly outside of DCHC MPO	0	Mostly outside of DCHC MPO
H090647	Division Needs		SR-1006 New Route - Orange Grove Road	SR 1006 (Orange Grove Road)	US 70A	Orange Grove Road Extension (Orange Grove Road to US 70) with Sidewalks and Bicycle Lanes	5 - Construct Roadway on New Location	\$ 5,299,000	N/A	N/A	23.67	71.36	66.66	56.67	75.00	100.00	n/a	71.07352	0	Not eligible	100	Presuming Division assigns 100 points, needs 100 points to stay ahead of next project.
H141304	Division Needs		- Woodcroft Pkwy Ext	Garrett Rd	Hope Valley Rd	Construct new alignment.	5 - Construct Roadway on New Location	\$ 2,219,000	N/A	N/A	29.81	73.10	77.72	59.48	50.00	90.00	n/a	68.37111	0	Not eligible	100	Presuming Division assigns 100 points, needs 100 points to stay ahead of next project.
H090641	Division Needs		SR-1780 Estes Drive	NC 86	Caswell Road	Estes Drive (NC 86 to Caswell Road) Widen Existing Roadway to include Two 12-Foot Travel Lanes, Four-Foot Bicycle Lanes and Sidewalks.	16 - Modernize Roadway	\$ 4,446,000	N/A	N/A	20.77	62.96	81.77	49.23	52.20	100.00	n/a	65.52695	0	Not eligible	97	Presuming Division assigns 100 points, needs 97 points to stay ahead of next project.
H090637	Division Needs		SR-1118 Fayetteville Road	Woodcroft Pkwy	SR 1171 (Riddle Road)	SR 1118 (Fayetteville Road) (Woodcroft Pkwy to Riddle Road (SR 1171)) Widen to 4-Lane Divided, Bikelanes and Sidewalks.	1 - Widen Existing Roadway	\$ 21,509,000	N/A	N/A	22.86	67.48	82.35	51.37	50.00	80.00	n/a	64.98568	0	Not eligible	100	Presuming Division assigns 100 points, needs 100 points to stay ahead of next project.
H090200	Division Needs	R-2825	SR-1009 South Churton Street	I-40	Eno River	I-40 to Eno River. Widen to Multi-Lanes with Landscaped Median, Bicycle Lanes, and Sidewalks, Widen Bridge No. 240 Over Southern Railroad.	1 - Widen Existing Roadway	\$ 26,240,000	N/A	N/A	22.35	73.62	69.81	49.41	50.97	70.00	n/a	63.12439	0	Not eligible	0	Not as competitive
H142250	Division Needs		- Garrett Rd	NC 751	Old Durham Rd	Construct turn lanes, bicycles lanes, sidewalks	1 - Widen Existing Roadway	\$ 13,731,000	N/A	N/A	20.90	68.36	72.27	47.99	51.35	80.00	n/a	62.83083	0	Not eligible	0	Not as competitive
H090651	Division Needs		SR-1004 Old Oxford Highway	US 501 Business (Roxboro Road)	Hamlin Road	Old Oxford Highway (Roxboro Road to Hamlin Road) Expand Capacity, Bike Lanes, and Sidewalks.	1 - Widen Existing Roadway	\$ 14,103,000	N/A	N/A	17.46	44.77	79.92	45.00	52.70	90.00	n/a	57.95533	0	Not eligible	0	Not as competitive
H129640-D	Division Needs	U-4721D	- New Route - Northern Durham Parkway	I-85	SR 1004 (Old Oxford Road)	Construct Multi-Lanes on New Location	5 - Construct Roadway on New Location	\$ 29,700,000	N/A	N/A	22.40	50.26	77.26	50.16	50.00	60.00	n/a	56.5624	0	Not eligible	0	Not as competitive
H140669	Division Needs		- Farrington Rd	NC 54	Wendell Rd	Construct new roadway alignment	5 - Construct Roadway on New Location	\$ 5,558,000	N/A	N/A	14.47	43.87	53.47	43.53	75.00	90.00	n/a	56.56141	0	Not eligible	0	Not as competitive
H129640-B	Division Needs	U-4721B	- New Route - Northern Durham Parkway	US 70	NC 98	Construct Multi-Lanes on New Location	5 - Construct Roadway on New Location	\$ 37,100,000	N/A	N/A	21.04	61.75	66.94	49.93	50.00	40.00	n/a	55.90008	0	Not eligible	0	Not as competitive
H129640-C	Division Needs	U-4721C	- New Route - Northern Durham Parkway	NC 98	I-85	Construct Multi-Lanes on New Location	5 - Construct Roadway on New Location	\$ 41,100,000	N/A	N/A	21.04	61.75	66.94	49.42	50.00	40.00	n/a	55.79771	0	Not eligible	0	Not as competitive
H090654	Division Needs		SR-1010 Franklin Street/East Main Street	Merritt Mill Road (SR 1771)/Brewer Lane		Franklin Street/Merritt Mill Road/Brewer Ln/E Main Street intersection Improvements.	10 - Improve Intersection	\$ 775,000	N/A	N/A	34.84	40.86	66.65	60.08	32.81	100.00	n/a	54.16726	0	Not eligible	92	Presuming Division assigns 100 points, needs 92 points to stay ahead of next project.
H090655	Division Needs		SR-1780 Estes Drive	SR 1772 (Greensboro Street)		SR 1780 (Estes Drive)/SR 1772 (Greensboro Street) Construct Roundabout.	10 - Improve Intersection	\$ 775,000	N/A	N/A	35.34	51.70	50.00	57.17	26.98	100.00	n/a	52.34155	0	Not eligible	98	Presuming Division assigns 100 points, needs 98 points to stay ahead of next project.

SPOT ID	Project Category	TIP	Route	From / Cross Street	To	Description	Specific Improvement Type	Cost to NCDOT	Statewide Mobility Quantitative Score (Out of 100)	Regional Impact Quantitative Score (Out of 70)	Division Needs Quantitative Score (Out of 50)	Congestion	Safety	Benefit/Cost	Complete Street	Environmental and Community Impacts	MPO Regional Score	MPO Division Score	MPO Regional Points	Reason	MPO Division Points	Reason
H140713	Division Needs		- Globe Rd Extension (Brier Creek Parkway)	Miami Blvd	Wake County line	Construct roadway on new location.	5 - Construct Roadway on New Location	\$ 23,205,000	N/A	N/A	16.71	49.11	53.74	40.11	50.00	80.00	n/a	51.50414	0	Not eligible	0	Not as competitive
H090487-D	Division Needs	U-4716D	SR-1978 Hopson Street	SR 1999 (Davis Drive)	NC 54 (Miami Blvd)	Widen to Multi-Lanes	1 - Widen Existing Roadway	\$ 4,286,000	N/A	N/A	13.57	34.22	66.57	37.78	50.00	90.00	n/a	50.13591	0	Not eligible	0	Not as competitive
H140663	Division Needs		SR-1158 Cornwallis Rd	NC 55	TW Alexander Dr	Widen to four lanes.	1 - Widen Existing Roadway	\$ 9,119,000	N/A	N/A	13.75	33.90	68.83	38.29	50.00	80.00	n/a	49.59348	0	Not eligible	0	Not as competitive
H141336	Division Needs		SR-1727 Eubanks Rd.	SR1725 Millhouse Rd	NC86 MLK Blvd	Widening existing 2 lane road to 4 lane divided	1 - Widen Existing Roadway	\$ 8,444,000	N/A	N/A	12.08	33.58	53.07	35.81	56.29	100.00	n/a	49.10878	0	Not eligible	0	Not as competitive
H111096	Division Needs		SR-1727 Eubanks Road	SR 1729 (Rogers Road)	NC 86	Widen to Three Lanes with Bicycle Lanes, Sidewalks, Safety and Intersection Improvements.	1 - Widen Existing Roadway	\$ 8,877,000	N/A	N/A	11.75	27.02	63.45	35.12	50.00	90.00	n/a	46.81881	0	Not eligible	0	Not as competitive
H140717	Division Needs		- SW Durham Drive	I-40	NC 54	Construct roadway on new location.	5 - Construct Roadway on New Location	\$ 17,346,000	N/A	N/A	13.67	41.75	43.21	41.23	75.00	20.00	n/a	46.41452	0	Not eligible	0	Not as competitive
H140638	Division Needs		- Elliot Rd	US 15/501	Ephesus Church Rd	Construct extension of existing roadway on new location.	5 - Construct Roadway on New Location	\$ 5,645,000	N/A	N/A	12.27	27.70	55.66	34.80	50.00	90.00	n/a	45.40333	0	Not eligible	0	Not as competitive
H090631	Division Needs		SR-1734 Erwin Road	US 15/501	NC 751	US 15/501 to NC 751, Bike Lanes, Sidewalks, and Safety Improvements (Design May Vary Along Length).	16 - Modernize Roadway	\$ 23,598,000	N/A	N/A	13.84	40.57	57.24	37.04	50.34	40.00	n/a	45.09358	0	Not eligible	0	Not as competitive
H111034	Division Needs		SR-1146 Roxboro Street	SR 1158 (Cornwallis Rd)	Martin Luther King, Jr. Parkway	Widen Existing Roadway to Multi-Lanes and Construct on New Location Multi-Lane Roadway with Bicycle, Pedestrian	5 - Construct Roadway on New Location	\$ 19,602,000	N/A	N/A	11.67	22.25	69.31	35.75	50.00	70.00	n/a	44.68566	0	Not eligible	0	Not as competitive
H090365	Division Needs	U-2805	SR-1777 Homestead Road	SR 1009 (Old NC 86)	NC 86	SR 1009 (Old NC 86) to NC 86. Widen to include Bicycle Lanes, Sidewalks, Transit Accommodations, and Safety Improvements (Design May Vary Along Length).	16 - Modernize Roadway	\$ 9,348,000	N/A	N/A	10.37	26.64	50.46	32.81	54.14	90.00	n/a	44.47463	0	Not eligible	0	Not as competitive
H090372-B	Division Needs	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 - Construct Roadway on New Location	\$ 7,934,000	N/A	N/A	9.64	17.81	59.34	31.97	50.00	100.00	n/a	43.60435	0	Not eligible	0	Does not meet screening criteria - Not in 2040 MTP
H111056	Division Needs		SR-1771	SR 1008 (Mount Carmel Church Road)	1913 (Bennett Road)	Construct Roundabout and Related Safety Improvements at the Existing Intersection of Mount Carmel Church Road and Bennett Road.	10 - Improve Intersection	\$ 775,000	N/A	N/A	14.76	40.87	50.00	30.95	25.00	100.00	n/a	43.45194	0	Not eligible	0	Not as competitive
H111005	Division Needs		SR-1940 Glover Road	NC 147	SR 1926 (Angier Avenue)	Convert Existing Grade Separation at NC 147 to An Interchange and Widen Roadway to Four Lanes with a Median and Bicycle, Pedestrian, and Transit Facilities As appropriate.	1 - Widen Existing Roadway	\$ 16,282,000	N/A	N/A	8.35	10.91	61.68	30.65	50.00	100.00	n/a	41.74055	0	Not eligible	0	Does not meet screening criteria - Not in 2040 MTP
H140714	Division Needs		- Leesville Road Extension	Northern Durham Parkway (proposed)	US 70/Page Road Extension	Construct roadway on new location.	5 - Construct Roadway on New Location	\$ 6,990,000	N/A	N/A	9.25	17.21	55.24	30.97	50.00	80.00	n/a	40.40635	0	Not eligible	0	Not as competitive
H111033	Division Needs		SR-1118 Fayetteville Road	Renaissance Parkway	NC 751	Widen Roadway to Four Lanes with a Median and Bicycle, Pedestrian and Transit Facilities As Appropriate.	1 - Widen Existing Roadway	\$ 17,320,000	N/A	N/A	10.82	36.92	33.44	30.20	50.00	60.00	n/a	39.80416	0	Not eligible	0	Not as competitive
H090826	Division Needs		SR-1843 Seawell School Road	SR 1780 (Estes)	SR 1777 (Homestead)	Seawell School Road (Homestead to Estes) Bicycle Lanes, Sidewalks, Transit Accommodations, and Intersection Safety Improvements (Design May Vary Along Length)	16 - Modernize Roadway	\$ 7,752,000	N/A	N/A	7.57	15.45	44.84	28.11	52.15	100.00	n/a	39.65468	0	Not eligible	0	Not as competitive
H140716	Division Needs		- SW Durham Drive	Witherspoon Rd	Old Chapel Hill Rd	Widen to four lanes.	1 - Widen Existing Roadway	\$ 7,582,000	N/A	N/A	4.97	13.01	23.60	27.91	75.00	70.00	n/a	36.20581	0	Not eligible	0	Not as competitive

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H090859	Division Needs		- New Route - T.W. Alexander Drive Extension	ACC Boulevard	Leesville Road	Extension of Tw Alexander Drive (4 Lanes New Location)	5 - Construct Roadway on New Location	\$ 11,383,000	N/A	N/A	5.02	0.00	50.23	25.06	50.00	80.00	n/a	33.05627	0	Not eligible	0	Not as competitive
H090953	Division Needs		SR-1009 Old NC 86	I-40	SR 1727 (Eubanks Road)	Widen Outside Lanes.	16 - Modernize Roadway	\$ 2,622,000	N/A	N/A	9.43	21.13	52.08	24.55	25.00	50.00	n/a	31.66511	0	Not eligible	0	Not as competitive
H111162	Division Needs		SR-1005 Old Greensboro Road	SR 2057 (Sturbridge Lane)	Alamance County Line	Add 4-Foot Paved Shoulders	16 - Modernize Roadway	\$ 23,598,000	N/A	N/A	8.44	13.21	57.98	24.05	25.00	50.00	n/a	30.36875	0	Not eligible	0	Not as competitive
H090408	Division Needs	U-3436	SR-1148 Eno Mountain Road, Mayo Street, SR-1192	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.	10 - Improve Intersection	\$ 1,550,000	N/A	N/A	5.10	21.86	0.00	18.88	50.00	100.00	n/a	30.33489	0	Not eligible	0	Not as competitive
H090653	Division Needs		SR-1721 Lystra Road	US 15/501	SR 1008 (Farrington Point Road)	Construct safety improvements and 4? shoulder for bicycle facilities	16 - Modernize Roadway	\$ 11,742,000	N/A	N/A	8.80	21.00	45.99	23.00	25.00	50.00	n/a	30.09685	0	Not eligible	0	Not as competitive
H129640-E	Division Needs	U-4721E	- New Route - Northern Durham Parkway	SR 1004 (Old Oxford Road)	US 501 (Roxboro Road)	Modernize Roadway	16 - Modernize Roadway	\$ 33,900,000	N/A	N/A	7.12	14.08	43.08	27.13	51.35	0.00	n/a	28.53531	0	Not eligible	0	Not as competitive
H140715	Division Needs		- Olive Branch Road Extension	NC 98	Wake County Line	Construct roadway on new location.	6 - Widen Existing Roadway and Construct Part on New Location	\$ 33,746,000	N/A	N/A	4.28	7.19	27.75	15.07	25.00	20.00	n/a	17.71964	0	Not eligible	0	Not as competitive
H090557	Division Needs		SR-1114 Buckhorn Road	SR 1144 (West Ten Road)	US 70	Widen to Multi-Lanes with Bicycle and Pedestrian Accommodations.	1 - Widen Existing Roadway	\$ 10,641,000	N/A	N/A	11.38	17.48	78.69	Missing data, but could develop score in future	Missing data, but could develop score in future	Missing data, but could develop score in future	Missing data, but could develop score in future	Missing data, but could develop score in future	0	Not eligible	0	Not as competitive
H111160	Division Needs		SR-1104 Dairyland Road/Buckhorn Road	SR 1006 (Orange Grove Road)	SR 1146 (West Ten Road)	Construct 4-Foot Paved Shoulders	16 - Modernize Roadway	\$ 25,992,000	N/A	N/A	6.42	5.11	54.00	Missing data, but could develop score in future	Missing data, but could develop score in future	Missing data, but could develop score in future	Missing data, but could develop score in future	Missing data, but could develop score in future	0	Not eligible	0	Not as competitive
H141047	Regional Impact		NC-55 S Alston Ave	SR 1954 (S Alston Ave)	Price Ave	Widen to 5 Lane Section	1 - Widen Existing Roadway	\$ 4,009,000	N/A	45.46	37.46	100.00	88.69	65.27	29.43	100.00	81.99915	76.67897	0	Does not meet screening criteria - Not in 2040 MTP	0	Does not meet screening criteria - Not in 2040 MTP
H140660	Regional Impact		NC-54	Farrington Road		Construct grade separation.	7 - Upgrade At-grade Intersection to Interchange or Grade Separation	\$ 2,325,000	N/A	63.08	43.46	92.32	50.00	80.28	78.80	100.00	80.64761	79.51361	34	Presuming Division assigns 100 points, needs 34 points to stay ahead of next project.	0	Likely to be funded at Regional level.
H111143-B	Statewide Mobility	U-5304B	US-15 Fordham Boulevard, US-501	East Lakeview Drive	Sage Road	Upgrade Road to "Superstreet".	4 - Upgrade Arterial to Superstreet	\$ 2,052,000	67.47	63.72	45.84	84.83	88.75	75.46	28.25	100.00	79.89009	73.9423	0	With MPO approval, could be funded from Statewide category.	0	With MPO approval, could be funded from Statewide category.
H141545	Statewide Mobility		US-15, US-501	NC 54 (Raleigh Road)		Improve Interchange	8 - Improve Interchange	\$ 1,160,000	66.02	54.80	42.45	95.59	33.35	75.91	74.70	100.00	76.79356	75.4685	0	With MPO approval, could be funded from Statewide category.	0	With MPO approval, could be funded from Statewide category.
H141550	Regional Impact		NC-54 Raleigh Road	Burning Tree Drive	Barbee Chapel Road	Improve NC 54 to a Superstreet design and construct interchange at Barbee Chapel Road	4 - Upgrade Arterial to Superstreet	\$ 32,106,000	N/A	36.86	22.70	76.57	60.65	57.58	86.49	100.00	73.14403	73.9139	94	Presuming Division assigns 100 points, only needs 94 points to stay ahead of next project. (May require amending 2040 MTP to add interchange.)	0	Likely to be funded at Regional level.
H111013	Statewide Mobility	FS-1205A	I-40	NC 147	Wade Avenue	Construct Managed Lanes.	1 - Widen Existing Roadway	\$ 726,570,000	61.11	40.44	28.58	100.00	79.99	46.79	4.27	100.00	73.12331	66.21014	0	Too expensive to be funded from Regional category. Likely to be competitive at Statewide level in future.	0	Too expensive to be funded from Division category. Likely to be competitive at Statewide level in future.

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H141884	Statewide Mobility		US-501 Fordham Blvd	NC 54, NC 86 (S. Columbia Street)		Construct additional lane for northbound to eastbound entry movement.	8 - Improve Interchange	\$ 2,175,000	39.94	35.05	27.19	85.17	66.65	54.82	50.00	100.00	72.58566	69.84454	89	Presuming Division assigns 100 points, needs 89 points to stay ahead of next project.	0	Likely to be competitive at Statewide or Regional categories.
H140659	Statewide Mobility		I-40	NC 54		Improve interchange.	8 - Improve Interchange	\$ 1,160,000	70.35	57.64	43.34	100.00	33.35	65.71	29.48	100.00	71.04428	65.70659	0	With MPO approval, could be funded from Statewide category.	0	With MPO approval, could be funded from Statewide category.
H111143-A	Statewide Mobility	U-5304A	US-15 Fordham Boulevard, US-501	SR 1742 (Ephesus Church Road)	NC 86 (Columbia Street)	Capacity improvements and possible interchange at Manning Drive, with Sidewalks, Wide-Outside Lanes, and Transit Accommodations.	4 - Upgrade Arterial to Superstreet	\$ 95,330,000	44.55	32.62	26.34	89.89	64.59	61.24	80.95	50.00	70.79232	73.32572	0	Too expensive to be funded from Regional category. Likely to be competitive at Statewide level in future.	0	Too expensive to be competitive at Division category. Likely to be competitive at Statewide level in future.
H129685	Regional Impact	U-5516	US-501 Roxboro Road	SR 1448 (Latta Road) / SR 1639 (Infinity Road)		Add lanes through intersection	10 - Improve Intersection	\$ 4,100,000	N/A	50.11	39.66	64.97	66.65	70.74	51.35	100.00	70.64022	67.23827	92	Presuming Division assigns 100 points, needs 92 points to stay ahead of next project.	0	Likely to be funded at Regional level.
H090531-A	Regional Impact	U-5324A	NC-54	SR 1110 (Barbee Chapel Road)	I-40	Widen Roadway to 6 Lanes with Bicycle, Pedestrian, and Transit Facilities (Adjacent Multiuse Path)	1 - Widen Existing Roadway	\$ 9,100,000	N/A	42.63	34.23	95.76	59.67	69.57	77.28	30.00	70.28113	73.03071	98	Presuming Division assigns 100 points, needs 98 points to stay ahead of next project.	0	Likely to be funded at Regional level. Too expensive to be funded from Division category.
H141779	Regional Impact		Durham Citywide Signal System			Upgrade the City of Durham Signal System (inc. central servers, signal controller upgrades for FYA and transit priority, CCTV network, fiber optic communications network, etc.).	13 - Citywide Signal System	\$ 12,824,000	N/A	27.51	22.63	52.52	65.49	61.47	100.00	100.00	69.22081	71.14735	99	Presuming Division assigns 100 points, needs 99 points to stay ahead of next project.	0	Too expensive to be funded from Division category.
H129638-A	Statewide Mobility	U-4720A	US-70	Lynn Road	Miami Blvd	Upgrade Roadway to Freeway	2 - Upgrade Arterial to Freeway/Expressway	\$ 109,020,000	41.21	39.99	26.97	84.36	92.25	45.58	1.35	90.00	68.78641	62.14261	0	Too expensive to be funded from Regional category. Likely to be competitive at Statewide level in future.	0	Too expensive to be funded from Division category.
H090652	Regional Impact		NC-751 Hope Valley Road	South Roxboro Road	NC 54	NC 751 (S. Roxboro Rd. to NC 54) Widen to 4-Lane, Bike Lanes, and Sidewalks.	1 - Widen Existing Roadway	\$ 8,276,000	N/A	27.34	23.00	69.69	78.71	51.84	53.00	90.00	68.40889	66.61654	100	Presuming Division assigns 100 points, needs 100 points to stay ahead of next project.	0	Too expensive to be funded from Division category.
H140722	Statewide Mobility		I-40	NC 147	NC 55	Widen for a westbound Auxiliary lane	1 - Widen Existing Roadway	\$ 15,469,000	49.78	40.33	30.24	100.00	65.14	46.26	1.27	90.00	68.21786	61.53178	0	Does not meet screening criteria, not in 2040 MTP. With MPO approval, could be funded from Statewide category.	0	With MPO approval, could be funded from Statewide category.
H111143-C	Statewide Mobility	U-5304C	US-15, US-501	SR 1742 (Ephesus Church Road)		Intersection Improvements	10 - Improve Intersection	\$ 2,170,000	50.92	42.81	34.39	68.83	66.65	58.43	28.46	100.00	66.4338	61.35854	0	With MPO approval, could be funded from Statewide category.	0	With MPO approval, could be funded from Statewide category.
H090531-E	Regional Impact	U-5324E	NC-54	SR 1106 (Barbee Road)	NC 55	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	1 - Widen Existing Roadway	\$ 46,400,000	N/A	26.52	22.35	69.33	81.98	51.86	54.69	60.00	64.62663	64.50252	100	Presuming Division assigns 100 points, needs 100 points to stay ahead of next project.	0	Too expensive to be funded from Division category.
H141018	Statewide Mobility		NC-147 Durham Freeway	East End Connector	US 15/501	Widen to 6 lanes	1 - Widen Existing Roadway	\$ 87,452,000	31.69	27.10	21.58	70.31	71.18	42.75	27.53	100.00	63.77179	59.38761	0	Does not meet screening criteria - Not in 2040 MTP	0	Does not meet screening criteria - Not in 2040 MTP
H111097	Statewide Mobility		NC-147	East End Connector	US 15/501	Modernization, Pavement Rehabilitation, Interchange Consolidation/Upgrades, and Lighting (pending lighting study recommendations).	16 - Modernize Roadway	\$ 46,626,000	29.97	26.55	21.11	70.49	70.12	42.04	27.53	100.00	63.43491	59.08643	100	Presuming Division assigns 100 points, needs 100 points to stay ahead of next project.	0	Too expensive to be funded from Division category.
H111036	Regional Impact		NC-86	US 70 Bypass	North of NC 57	Widen Roadway to Four Lanes with a Median and Improve intersections at US 70 Bypass and NC 57.	1 - Widen Existing Roadway	\$ 10,353,000	N/A	24.16	19.46	65.62	59.42	44.26	50.00	100.00	62.635	60.42218	0	Not as competitive	0	Too expensive to be funded from Division category.

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H090531-C	Regional Impact	U-5324C	NC-54	NC 751	SR 1118 (Fayetteville Road)	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	1 - Widen Existing Roadway	\$ 21,600,000	N/A	30.46	25.34	81.31	74.53	54.17	52.70	30.00	62.61187	63.6738	0	Not as competitive	0	Too expensive to be funded from Division category.
H090531-D	Regional Impact	U-5324D	NC-54	SR 1118 (Fayetteville Road)	SR 1106 (Barbee Road)	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	1 - Widen Existing Roadway	\$ 46,800,000	N/A	24.63	20.61	68.46	66.95	47.80	54.69	70.00	61.84694	61.42558	0	Not as competitive	0	Too expensive to be funded from Division category.
H128086	Statewide Mobility		US-70	Miami Boulevard		Upgrade Existing at-Grade Intersection to Interchange.	7 - Upgrade At-grade Intersection to Interchange or Grade Separation	\$ 25,104,000	45.59	42.50	27.34	73.97	66.65	42.84	1.35	100.00	61.36458	54.35781	0	With MPO approval, could be funded from Statewide category.	0	Too expensive to be funded from Division category.
H090366-A	Statewide Mobility	U-2807	US-15, US-501	Garrett Road		Upgrade At-grade Intersection to Interchange.	7 - Upgrade At-grade Intersection to Interchange or Grade Separation	\$ 23,870,000	47.21	44.58	28.99	69.74	66.65	45.51	3.76	100.00	61.00751	54.10768	0	With MPO approval, could be funded from Statewide category.	0	Too expensive to be funded from Division category.
H129645	Regional Impact	U-4722	US-501 Roxboro Road	US 501 Bypass (Duke Street)	SR 1640 (Goodwin Road)	Widen to Six Lanes	1 - Widen Existing Roadway	\$ 28,500,000	N/A	27.91	22.37	68.66	74.39	50.10	51.35	50.00	60.63816	60.76806	0	Not as competitive	0	Too expensive to be funded from Division category.
H090326	Regional Impact	U-2405	- New Route - Martin Luther King, Jr. Parkway Extension	NC 55	Cornwallis Road	NC 55 to Cornwallis Road. Pedestrian, Bicycle, and Transit Facilities.	5 - Construct Roadway on New Location	\$ 25,510,000	N/A	20.07	17.25	45.36	79.36	43.98	50.00	100.00	60.47668	58.27754	0	Not as competitive	0	Too expensive to be funded from Division category.
H110997	Statewide Mobility	FS-1205C	NC-147 Durham Freeway	I-40	East End Connector	Widen Roadway to 6 Lanes and Rehabilitate Pavement.	1 - Widen Existing Roadway	\$ 51,558,000	31.73	27.24	21.52	72.11	64.52	35.65	2.74	100.00	58.7213	52.21349	0	Not as competitive	0	Too expensive to be funded from Division category.
H128065	Regional Impact		NC-751 Hope Valley Road	SR 1183 (University Drive)		Construct Roundabout	10 - Improve Intersection	\$ 1,005,000	N/A	43.48	35.03	41.82	66.70	59.05	27.70	100.00	58.41904	53.23656	95	Presuming Division assigns 100 points, needs 95 points to stay ahead of next project.	97	Presuming Division assigns 100 points, needs 97 points to stay ahead of next project.
H090239	Regional Impact	R-3438	- New Route - Hillsborough Western Bypass	US 70	NC 57	US 70 to NC 57. Two Lanes on New Location.	5 - Construct Roadway on New Location	\$ 13,838,000	N/A	23.34	18.80	60.34	65.64	44.48	50.00	70.00	57.85008	57.12605	0	Does not meet screening criteria - Not in 2040 MTP	0	Does not meet screening criteria - Not in 2040 MTP
H090366	Statewide Mobility	U-2807	US-15, US-501	I-40	US 15/501	I-40 to US 15/501 Bypass in Durham. Major Corridor Upgrade	2 - Upgrade Arterial to Freeway/Expressway	\$ 130,644,000	34.75	36.84	23.01	73.00	76.99	38.94	2.20	70.00	57.75167	52.52439	0	Too expensive to be funded from Regional category. Likely to be competitive at Statewide level in future.	0	Too expensive to be funded from Division category.
H129638-B	Statewide Mobility	U-4720B	US-70	Miami Blvd	Proposed Northern Durham Parkway	Upgrade Roadway to Freeway.	2 - Upgrade Arterial to Freeway/Expressway	\$ 91,347,000	32.42	31.91	21.52	67.19	73.26	36.40	1.35	90.00	57.54292	51.35813	0	Too expensive to be funded from Regional category. Likely to be competitive at Statewide level in future.	0	Too expensive to be funded from Division category.
H111011	Regional Impact		NC-751	NC 54	Renaissance Parkway	Widen Roadway to Four Lanes with a Median with Bicycle, Pedestrian and Transit Facilities As Appropriate.	1 - Widen Existing Roadway	\$ 11,498,000	N/A	21.70	18.49	52.91	76.19	46.22	54.31	40.00	54.09584	55.21569	0	Not as competitive	0	Too expensive to be funded from Division category.
H111131	Statewide Mobility		I-40	NC 147	US 15/501	Construct 1 Managed Lane Per Direction (Additional 16Ft of Pavement - 12Ft Lanes + 4Ft Pavement For Separation with General Purpose Lanes).	1 - Widen Existing Roadway	\$ 497,380,000	48.76	35.24	26.52	100.00	60.18	41.04	1.44	0.00	52.43923	50.53101	0	Too expensive to be funded from Regional category. Likely to be competitive at Statewide level in future.	0	Too expensive to be funded from Division category.
H129603-B	Statewide Mobility	I-4743B	I-85, US-15	SR 1675 (Glenn School Road)	SR 1632 (Red Mill Road)	Add Additional Lanes.	1 - Widen Existing Roadway	\$ 45,611,000	28.70	22.40	17.59	54.06	66.42	30.29	0.00	100.00	52.07571	45.56097	0	Not as competitive	0	Too expensive to be funded from Division category.
H090010-A	Statewide Mobility	I-3306A	I-40	I-85	US 15/501	Add Additional Lanes.	1 - Widen Existing Roadway	\$ 76,700,000	41.89	30.18	23.59	77.96	65.05	37.78	0.68	40.00	51.91056	48.08901	99	Presuming Division assigns 100 points, needs 99 points to stay ahead of next project.	0	Too expensive to be funded from Division category.
H140619	Statewide Mobility		US-15-BYP-US 15-501 BYP	Pickett Rd	Cameron Blvd	Widen existing roadway	1 - Widen Existing Roadway	\$ 24,823,000	26.99	23.69	18.41	67.32	45.86	29.17	1.69	100.00	51.83012	45.54065	0	Not as competitive	0	Too expensive to be funded from Division category.
H090531-B	Regional Impact	U-5324B	NC-54	I-40	NC 751	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	1 - Widen Existing Roadway	\$ 32,000,000	N/A	25.70	21.18	75.55	54.94	46.25	51.65	0.00	50.3816	53.23364	0	Not as competitive	0	Too expensive to be funded from Division category.

SPOT ID	Project Category	TIP	Route	From / Cross Street	To	Description	Specific Improvement Type	Cost to NCDOT	Statewide Mobility Quantitative Score (Out of 100)	Regional Impact Quantitative Score (Out of 70)	Division Needs Quantitative Score (Out of 50)	Congestion	Safety	Benefit/Cost	Complete Street	Environmental and Community Impacts	MPO Regional Score	MPO Division Score	MPO Regional Points	Reason	MPO Division Points	Reason
H140374	Regional Impact		NC-54	SR 1006 (Orange Grove Rd)	SR 1937/1107 (Old Fayetteville Rd)	Widen to a four-lane boulevard	1 - Widen Existing Roadway	\$ 57,346,000	N/A	23.53	17.44	50.97	70.50	36.87	25.00	60.00	50.10688	47.76353	0	Does not meet screening criteria - Not in 2040 MTP	0	Does not meet screening criteria - Not in 2040 MTP
H090006-B	Statewide Mobility	I-0305B	I-85	East of SR 1709	Durham County Line	Add Additional Lanes.	1 - Widen Existing Roadway	\$ 99,260,000	27.93	23.01	18.15	52.54	75.98	32.18	0.00	70.00	49.5036	44.39458	0	Too expensive to be funded from Regional category. Likely to be competitive at Statewide level in future.	0	Too expensive to be funded from Division category.
H090006-A	Statewide Mobility	I-0305A	I-85	SR 1006 Near Hillsborough	East of SR 1709	Add Additional Lanes.	1 - Widen Existing Roadway	\$ 99,684,000	25.07	20.27	16.14	48.25	64.63	28.25	0.00	100.00	49.46528	43.05259	0	Too expensive to be funded from Regional category. Likely to be competitive at Statewide level in future.	0	Too expensive to be funded from Division category.
H141499	Regional Impact		NC-86	US 70	Churton Street	Construct SW Hillsborough Connector (Part on New Location)	6 - Widen Existing Roadway and Construct Part on New Location	\$ 17,673,000	N/A	22.93	18.63	60.34	65.64	44.00	50.00	10.00	48.72891	51.02914	0	Does not meet screening criteria - Not in 2040 MTP	0	Does not meet screening criteria - Not in 2040 MTP
H140747	Statewide Mobility		I-85	SR 1632 (Red Mill Rd)	Bridge over Falls Lake	Rehabilitate Pavement	16 - Modernize Roadway	\$ 4,135,000	27.02	21.28	16.61	53.98	58.15	28.03	0.00	60.00	43.83078	39.4292	0	Not as competitive	0	Should not use limited Division funding on interstate projects.
H129603-A	Statewide Mobility	I-4743A	I-85, US-15	US 70	SR 1675 (Glenn School Road)	Add Additional Lanes.	1 - Widen Existing Roadway	\$ 71,409,000	27.13	20.37	15.26	57.46	37.10	23.71	0.00	80.00	42.58757	37.40198	0	Not as competitive	0	Too expensive to be funded from Division category.
H090961	Regional Impact		NC-86	US 70A	I-40	Construct Wide Outside Lanes.	16 - Modernize Roadway	\$ 18,924,000	N/A	14.19	12.40	30.72	62.51	29.80	25.97	70.00	42.26534	39.87245	0	Not as competitive	0	Too expensive to be funded from Division category.
H090555-B	Regional Impact		NC-751	Renaissance Parkway	O'Kelly Chapel Road	Widen Roadway to Four Lanes with a Median and Bicycle, Pedestrian and Transit Facilities As Appropriate.	1 - Widen Existing Roadway	\$ 22,078,000	N/A	17.30	14.63	46.04	54.22	37.56	50.00	0.00	39.04541	42.16723	0	Not as competitive	0	Too expensive to be funded from Division category.
H141021	Regional Impact		NC-98 Wake Forest Highway	SR 1815 (Mineral Springs Rd)	Wake County Line	Widen Roadway to 4 Lane Divided	1 - Widen Existing Roadway	\$ 69,981,000	N/A	19.71	14.09	45.88	47.94	29.85	25.00	10.00	34.81698	35.3243	0	Not as competitive	0	Too expensive to be funded from Division category.
H090555-A	Regional Impact		NC-751	US 64	O'Kelly Chapel Road	Widen to 4 Lanes with Bicycle Lanes on Existing Location.	1 - Widen Existing Roadway	\$ 77,734,000	N/A	17.57	12.89	36.97	54.43	29.16	25.00	0.00	31.76539	32.8073	0	Does not meet screening criteria - Not in 2040 MTP	0	Does not meet screening criteria - Not in 2040 MTP
H090558	Regional Impact		I-85/US 70 Connector, US 70	US 70		Reconstruct interchange to Allow For Full Movements	8 - Improve Interchange	\$ 2,175,000	N/A	7.33	4.90	15.45	16.65	8.54	1.35	70.00	20.73632	16.94422	0	Not as competitive	0	Not as competitive

806	Assigned by Formula	397	Assigned by Formula
194	Flexible Points	287	Flexible Points
1000	Total	684	Total

SPOT ID	Project Category	Route	From / Cross Street	To	Description	Project Length	Specific Improvement Type	Division Needs Quantitative Score (Out of 50)	All Public Funding	Benefit/Cost	Access	Safety	Demand/Density	Speed Limit	Environmental Justice	MPO Division Score	MPO Division Points	Reason
B141202	Bike&Ped, Division Needs	SR 1637 (Church Street)	SR 3014 (Morrisville-Carpenter Road)	SR 2154 (Keystone Park Drive)	Construct sidewalks along Church Street where necessary to fill gaps in existing sidewalk network from Morrisville-Carpenter Road to Durham County line, and serve as a Safe Routes to School connection to a nearby elementary school.	3.43	5. Construct Sidewalk	20.12	\$1,720,000	Missing data for Wake County	Missing data for Wake County	40	44.19	100	Not scored due to length outside of MPO	Not scored due to length outside of MPO	0	Mostly outside of DCHC MPO
B140598	Bike&Ped, Division Needs	SR 1113/1177 (Dairyland Rd)	SR 1179 (Union Grove Church Rd)	SR 1006 (Orange Grove Rd)	Widen Dairyland Rd to provide 4-foot paved shoulders.	12.40	3. Add or widen paved shoulder	17.40	\$1,781,434	Missing data, but could develop score in future	Missing data, but could develop score in future	40	3.00	100	Missing data, but could develop score in future	Missing data, but could develop score in future	0	Mostly outside of DCHC MPO
B140600	Bike&Ped, Division Needs	SR 1006 (Orange Grove Rd) & SR 1102 (Dodsons Crossroad)	I-40 overpass	SR 1177 (Dairyland Rd)	Widen Orange Grove Rd between I-40 and Dodsons Crossroad to provide 4-foot paved shoulders. Widen Dodsons Crossroad from Orange Grove Rd to Dairyland Rd to provide 4-foot paved shoulders.	13.24	3. Add or widen paved shoulder	15.09	\$1,902,112	Missing data, but could develop score in future	Missing data, but could develop score in future	20	3.87	100	Missing data, but could develop score in future	Missing data, but could develop score in future	0	Mostly outside of DCHC MPO
B141277	Bike&Ped, Division Needs	LaSalle Street	Kangaroo Dr	Sprunt St	Construct sidewalks on both sides of LaSalle St between Kangaroo Dr and Hillsborough Rd, and on one side between Hillsborough Rd and Sprunt Ave.	0.69	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	40.43	\$675,250	100.00	100	100	94.58	100	33	92.22	92	Presuming Division assigns 100 points, needs 92 points to stay ahead of next project.
B141247	Bike&Ped, Division Needs	Raynor Street	Miami Blvd	Hardee St	Construct sidewalks on one side of local street.	0.35	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	38.38	\$339,750	100.00	100	100	58.84	100	100	91.77	95	Presuming Division assigns 100 points, needs 95 points to stay ahead of next project.
B141096	Bike&Ped, Division Needs	Bryant Bridge Trail	NC 55	Kelly Bryant Bridge	Construct shared use path.	1.11	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	31.82	\$1,553,250	60.31	100	100	68.39	100	100	89.71	97	Presuming Division assigns 100 points, needs 97 points to stay ahead of next project.
B140787	Bike&Ped, Division Needs	Campus to Campus Connector	Merritt Mill Rd	Carolina North Campus	Construct multi-facility signed route (on-road and trail) providing bicycle and pedestrian connectivity.	2.13	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	34.01	\$2,223,806	40.91	100	100	88.85	100	66	88.46	99	Second MPO Division 7 project according to NCDOT score. Presuming Division assigns 100 points, needs 99 points to stay ahead of next project.
B140719	Bike&Ped, Division Needs	US 501 Bypass (N Duke Street)	Murray Ave	N Roxboro Rd	Construct sidewalks on east side to fill in existing gaps.	2.42	5. Construct Sidewalk	34.80	\$1,607,250	47.83	100	100	84.38	100	0	81.66	0	Unlikely to be funded with limited Division funding.
B141102	Bike&Ped, Division Needs	NC 54	NC 55	RTP limits	Construct sidewalk on southside to fill in existing gaps.	0.57	5. Construct Sidewalk	36.99	\$331,250	100.00	100	100	39.93	100	33	81.29	0	Unlikely to be funded with limited Division funding.
B141100	Bike&Ped, Division Needs	NC 55	Riddle Rd	Cecil St	Construct sidewalks on east side to fill in missing gaps.	1.07	5. Construct Sidewalk	30.41	\$679,500	100.00	100	60	55.18	100	100	79.04	0	Unlikely to be funded with limited Division funding.
B140627	Bike&Ped, Division Needs	Morgan Creek Greenway Trail Phase 2 (Carrboro)	University Lake	End of Phase 1	Construct multi-use path from University Lake to the western terminus of Phase 1 and construct a multi-use path spur to BPW Club Rd.	1.95	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	33.02	\$2,279,310	34.55	100	100	60.71	100	33	78.90	0	Unlikely to be funded with limited Division funding.
B140778	Bike&Ped, Division Needs	US 15-501 (Fordham Blvd)	Cleland Drive	Willow Drive	Upgrade existing off-road path and construct new section of sidepath.	0.67	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	34.22	\$558,110	100.00	100	80	56.92	100	33	78.69	100	First MPO Division 7 project according to NCDOT score. Presuming Division assigns 100 points, needs 100 points to stay ahead of next project.

SPOT ID	Project Category	Route	From / Cross Street	To	Description	Project Length	Specific Improvement Type	Division Needs Quantitative Score (Out of 50)	All Public Funding	Benefit/Cost	Access	Safety	Demand/Density	Speed Limit	Environmental Justice	MPO Division Score	MPO Division Points	Reason
B141116	Bike&Ped, Division Needs	SR 1919 (S Greensboro Street)	Old Pittsboro Rd	NC 54	Construct sidewalk on west side.	0.56	5. Construct Sidewalk	33.17	\$896,566	90.57	100	40	100.00	100	66	77.66	0	Unlikely to be funded with limited Division funding.
B141103	Bike&Ped, Division Needs	Finley Golf Course Road	US 15-501/NC 54	NC 54	Construct sidepath on one side or bicycle lanes.	1.40	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	33.68	\$2,831,336	26.33	100	100	72.77	100	0	77.19	0	Unlikely to be funded with limited Division funding.
B141112	Bike&Ped, Division Needs	NC 98 (Holloway Street)	SR 1838 (Junction Rd)	Chandler Rd	Construct sidewalks.	1.05	5. Construct Sidewalk	28.84	\$2,392,500	30.38	90	100	40.41	100	33	72.42	0	Unlikely to be funded with limited Division funding.
B140789	Bike&Ped, Division Needs	NC 54	James Street	Anderson Park	Construct sidepath on the north side of the road to accommodate two-direction bicycle transportation.	0.73	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	29.15	\$1,163,127	57.09	100	100	32.04	100	0	72.12	0	Unlikely to be funded with limited Division funding.
B141113	Bike&Ped, Division Needs	NC 157 (Guess Road)	Hillcrest St	W Carver St	Construct sidewalks on both sides of Guess Rd. to fill in sidewalk gaps.	1.15	5. Construct Sidewalk	30.85	\$911,000	72.20	100	80	48.88	100	0	71.00	0	Unlikely to be funded with limited Division funding.
B141338	Bike&Ped, Division Needs	SR 1800 (Cheek Rd)	SR 1670 E. Geer St)	Hardee St	Construct 5' sidewalks	0.48	5. Construct Sidewalk	27.38	\$561,000	100.00	75	40	56.12	100	66	64.82	0	Unlikely to be funded with limited Division funding.
B141093	Bike&Ped, Division Needs	Estes Drive	Greensboro St	Carrboro Town Limits	Construct bicycle lanes, sidewalk (both sides) and transit accommodations.	1.17	1. Construct dedicated on-road bike lane on state-maintained roadway	28.22	\$1,512,145	41.23	100	40	71.71	100	0	60.47	0	Unlikely to be funded with limited Division funding.
B141106	Bike&Ped, Division Needs	Horton Road	Hillandale Rd	N Roxboro Rd	Construct bike lanes and sidewalks. Add sidewalk between Guess Rd and Hillandale Rd. Add sidewalk and bike lanes between Guess Rd and Duke St. Add sidewalk between Duke St. and Roxboro Rd.	1.74	1. Construct dedicated on-road bike lane on state-maintained roadway	24.74	\$9,211,000	6.71	100	60	49.13	100	0	58.50	0	Unlikely to be funded with limited Division funding.
B141356	Bike&Ped, Division Needs	Hardee St	NC 98 (Holloway St)	SR 1800 (Cheek Rd)	Construct Sidewalks	0.35	5. Construct Sidewalk	20.57	\$2,600,000	26.36	85	0	57.66	100	100	51.17	0	Unlikely to be funded with limited Division funding.
B141215	Bike&Ped, Division Needs	Cook Road	Fayetteville Rd	Martin Luther King Jr. Pkwy	Construct bicycle lanes and sidewalks on both sides of the road from Fayetteville Rd (near Hillside High School) to Martin Luther King, Jr Pkwy.	1.09	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	21.18	\$7,197,750	8.07	100	20	37.47	100	33	47.60	0	Unlikely to be funded with limited Division funding.
B141553	Bike&Ped, Division Needs	Mt. Carmel Church Road (SR1008)	US 15-501	Bennett Road (SR 1913)	Construct sidewalk and on road bike lanes on Mt. Carmel Church Road from US-15-501 to Bennett Road	1.06	1. Construct dedicated on-road bike lane on state-maintained roadway	23.06	\$3,693,925	14.80	83	0	89.97	100	0	46.14	0	Unlikely to be funded with limited Division funding.
B141574	Bike&Ped, Division Needs	Cameron Street and St. Mary's Road	Cameron Street	St. Mary's Road	Construct pedestrian connections for Cameron Park Elementary School from Cameron Street to St. Mary's Road	0.31	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	26.68	\$222,000	100.00	90	0	40.56	100	0	46.11	0	Unlikely to be funded with limited Division funding.
B141647	Bike&Ped, Division Needs	English Hill Trail	SR1663(English Hill Lane)	Buttonwood Drive	Construct Multi-use path connecting English Hill Lane to Buttonwood Dr.	0.10	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	23.05	\$280,578	100.00	78	20	18.03	100	0	45.11	0	Unlikely to be funded with limited Division funding.
B141119	Bike&Ped, Division Needs	Pope Road/Ephesus Church Road	Old Durham-Chapel Hill Rd	Legion Rd	Construct sidewalks and bicycle lanes. Between Legion Rd and the Durham County line, the project consists mostly of filling in missing sidewalk. Between the County line and Old Durham Rd, the project involves constructing bicycle lanes and filling in mis	4.24	1. Construct dedicated on-road bike lane on state-maintained roadway	21.35	\$8,035,250	6.44	100	20	38.82	100	0	44.41	0	Unlikely to be funded with limited Division funding.
B141118	Bike&Ped, Division Needs	Orange Grove Road/I-40	Cheshire Drive	New Grady Brown School Road	a)Construct a pedestrian bridge over I-40 alongside Orange Grove Road and construct a sidewalk along the north side of Orange Grove Road from the bridge to Timbers Drive; b)Construct sidewalk along north side of Orange Grove Road from New Grady Brown S	1.13	5. Construct Sidewalk	17.44	\$1,599,222	29.11	75	40	17.74	100	0	43.46	0	Unlikely to be funded with limited Division funding.

SPOT ID	Project Category	Route	From / Cross Street	To	Description	Project Length	Specific Improvement Type	Division Needs Quantitative Score (Out of 50)	All Public Funding	Benefit/Cost	Access	Safety	Demand/Density	Speed Limit	Environmental Justice	MPO Division Score	MPO Division Points	Reason
B141115	Bike&Ped, Division Needs	Erwin Road	NC 751	Orange County Line	Construct bicycle lanes or minimum 4-foot shoulders.	2.61	1. Construct dedicated on-road bike lane on state-maintained roadway	22.12	\$7,929,750	6.29	100	20	29.32	100	0	42.49	0	Unlikely to be funded with limited Division funding.
B141347	Bike&Ped, Division Needs	SR 1670 (E. Geer St)	SR 1827 (Midland Terr)	SR 1675 (Glenn School Rd)	Construct Sidewalks and Bike Lanes	1.73	1. Construct dedicated on-road bike lane on state-maintained roadway	16.68	\$9,361,000	5.62	88	20	22.52	100	33	41.87	0	Unlikely to be funded with limited Division funding.
B141641	Bike&Ped, Division Needs	SR1588(Orange High School Road), SR1666(Harold Latta Road)	SR1667(Cloverfield Drive)	US70	Construct sidewalk along south side of Harold Latta Rd from Cloverfield Dr. to Orange Grove Rd and along the west side of Orange High School Rd from Harold Latta Rd to US70. Construct sidewalk along entrance roads to CW Stanford Middle School.	0.94	5. Construct Sidewalk	18.06	\$1,333,971	32.81	83	20	16.33	100	0	39.05	0	Unlikely to be funded with limited Division funding.
B141380	Bike&Ped, Division Needs	SR 1303 (Pickett Rd)	SR 1116 (Garrett Rd)	NC 751 (Academy Rd)	Construct sidewalk and bike lanes	1.88	1. Construct dedicated on-road bike lane on state-maintained roadway	18.88	\$8,027,000	5.98	93	0	47.36	100	0	38.57	0	Unlikely to be funded with limited Division funding.
B141627	Bike&Ped, Division Needs	Trail Connection from Patriots Pointe to Timbers Drive	Patriots Pointe	Timber Drive	Construct Trail Connection	0.14	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	20.57	\$193,377	100.00	50	20	12.32	100	0	38.46	0	Unlikely to be funded with limited Division funding.
B141556	Bike&Ped, Division Needs	Mt. Carmel Church Road (SR 1008)	Bennett Road (SR 1913)	Chatham County Line	Construct on-road bike lanes	4.61	1. Construct dedicated on-road bike lane on state-maintained roadway	18.57	\$3,693,925	11.57	83	0	30.30	100	0	33.88	0	Unlikely to be funded with limited Division funding.

STI database did not include Chatham County projects. NCDOT staff says that they were submitted and will fix this omission. Projects will be added to MPO list when available.

284	Assigned by Formula
199	Flexible Points
483	Total

SpotID	Route Facility Name	NCDOT Division	Project Type	Specific Project Improvement Type	Project Category	Project Description	Total Project Cost	State Share	Local Share	Federal Share	Regional Impact Total Score	Division Needs Total Score	Benefit/Cost	Vehicle Utilization Data	System Safety	Connectivity	System Operational Efficiency	Fleet Age P	TDIP Points	Local System Priority	MPO Regional Score	MPO Division Score	MPO Regional Points	Reason	MPO Division Points	Reason
T130045	Chapel Hill FY18 54 Corridor Vehicle1Expansion	7	Expansion Vehicle	Expansion-Fixed Route New Route	Division Needs	Extend local bus service from Friday Center to serve demand in 54 corridor to I-40 or beyond.	\$482,957	\$48,296	\$48,296	\$386,366	n/a	20.82	51.16	78	1.03	1.8	39.94	100.00	8.00	100	n/a	61.63	0	not eligible	100	Presuming Division assigns 100 points, needs 100 points to stay ahead of next project.
T130046	Chapel Hill FY18 54 CorridorVehicle2Expansion	7	Expansion Vehicle	Expansion-Fixed Route New Route	Division Needs	Extend local bus service from Friday Center to serve demand in 54 corridor to I-40 or beyond.	\$482,957	\$48,296	\$48,296	\$386,366	n/a	20.82	51.16	78	1.03	1.8	39.94	100.00	8.00	100	n/a	61.63	0	not eligible	77	Presuming Division assigns 100 points, needs 77 points to stay ahead of next project.
T130043	Chapel Hill FY17 CL&DRouteVeh3Expansion	7	Expansion Vehicle	Expansion-Fixed Route Headway Reduction	Division Needs	Expand CL&D route and service hours. Extend service from Chapel Hill to connect with DATA and Triangle Transit at New Hope Commons.	\$469,289	\$46,929	\$46,929	\$375,431	n/a	15.04	28.2	78	1.03	0.96	39.94	100.00	12.86	100	n/a	56.33	0	not eligible	100	Presuming Division assigns 100 points, needs 100 points to stay ahead of next project.
T130044	Chapel Hill FY17 CL&Route Veh4Expansion	7	Expansion Vehicle	Expansion-Fixed Route Headway Reduction	Division Needs	Expand CL&D route and service hours. Extend service from Chapel Hill to connect with DATA and Triangle Transit at New Hope Commons.	\$469,289	\$46,929	\$46,929	\$375,431	n/a	15.04	28.2	78	1.03	0.96	39.94	100.00	12.86	100	n/a	56.33	0	not eligible	100	Presuming Division assigns 100 points, needs 100 points to stay ahead of next project.
T130009	Chapel Hill FY20 MLK CorridorVeh2Expansion	7	Expansion Vehicle	Expansion-Fixed Route Headway Reduction	Division Needs	An additional bus (1) will be introduced along the Martin Luther King Jr. - South Columbia - 15/501 corridor (NU Route). Improvements will include headway reduction and amenity improvements along the corridor. Transportation projections for significantly increased travel demand identified in the Metropolitan Transportation Plan (MTP) 2040 require a substantial increase in capacity in the Martin Luther King Jr. Boulevard corridor.	\$795,962	\$79,596	\$79,596	\$636,770	n/a	14.36	25.42	78	1.03	1.47	39.94	100.00	12.29	100	n/a	55.60	0	not eligible	56	Presuming Division assigns 100 points, needs 95 points to stay ahead of next project. Limited by points remaining.
T130011	Chapel Hill FY20 MLK CorridorVeh4Expansion	7	Expansion Vehicle	Expansion-Fixed Route Headway Reduction	Division Needs	An additional bus (1) will be introduced along the Martin Luther King Jr. - South Columbia - 15/501 corridor (NS Route). Improvements will include headway reduction and amenity improvements along the corridor. Transportation projections for significantly increased travel demand identified in the Metropolitan Transportation Plan (MTP) 2040 require a substantial increase in capacity in the Martin Luther King Jr. Boulevard corridor.	\$795,962	\$79,596	\$79,596	\$636,770	n/a	12.73	18.93	78	1.03	1.1	39.94	100.00	12.82	100	n/a	54.02	0	not eligible	0	Not as competitive as facilities projects.
T130041	Chapel Hill FY17 CL&D RouteVeh1Expansion	7	Expansion Vehicle	Expansion-Fixed Route Headway Reduction	Division Needs	Expand CL&D route and service hours. Extend service from Chapel Hill to connect with DATA and Triangle Transit at New Hope Commons.	\$469,289	\$46,929	\$46,929	\$375,431	n/a	10.67	10.83	78	1.03	0.37	39.94	100.00	12.86	100	n/a	51.96	0	not eligible	0	Not as competitive as facilities projects.
T130042	Chapel Hill FY17 CL&D RouteVeh2Expansion	7	Expansion Vehicle	Expansion-Fixed Route Headway Reduction	Division Needs	Expand CL&D route and service hours. Extend service from Chapel Hill to connect with DATA and Triangle Transit at New Hope Commons.	\$469,289	\$46,929	\$46,929	\$375,431	n/a	10.67	10.83	78	1.03	0.37	39.94	100.00	12.86	100	n/a	51.96	0	not eligible	0	Not as competitive as facilities projects.
T130012	Chapel Hill FY19 Pitts EXP Expansion Vehicle	7	Expansion Vehicle	Expansion-Fixed Route Headway Reduction	Division Needs	Increase frequency of the existing Pittsboro express route to 30 minutes during the peak commute.	\$496,627	\$49,663	\$49,663	\$397,301	n/a	8.97	4.08	78	1.03	0.15	39.94	100.00	11.31	100	n/a	50.10	0	not eligible	0	Not as competitive as facilities projects.
T130006	Chapel Hill FY19 J Route Expansion Vehicle	7	Expansion Vehicle	Expansion-Fixed Route Headway Reduction	Division Needs	This project will add additional peak hour service on the J Chapel Hill Transit Route (Carrboro, downtown Chapel Hill and Jones Ferry Rd) in response to ridership growth, resulting in headway reduction.	\$732,000	\$73,200	\$73,200	\$585,600	n/a	8.22	1.11	78	1.03	0.06	39.94	100.00	10.93	100	n/a	49.32	0	not eligible	0	Not as competitive as facilities projects.
T130040	Chapel Hill FY16 Route J Vehicle Expansion	7	Expansion Vehicle	Expansion-Fixed Route Headway Reduction	Division Needs	This project will add additional peak hour service on the J Chapel Hill Transit Route (Carrboro, downtown Chapel Hill, and Jones Ferry Rd) in response to ridership growth, resulting in headway reduction.	\$732,000	\$73,200	\$73,200	\$585,600	n/a	8.11	0.67	78	1.03	0.02	39.94	100.00	10.93	100	n/a	49.21	0	not eligible	0	Not as competitive as facilities projects.
T130015	Hillsborough FY16 MebaneVehicleExpansion	7	Expansion Vehicle	Expansion-Fixed Route New Route	Division Needs	Request one, 25-foot, 18+ passenger light transit vehicle (LTV) for new fixed-route service from Mebane to Elford to Hillsborough.	\$73,650	\$6,989	\$7,741	\$58,920	n/a	4.24	4.17	47	1.03	7.25	4.39	67.71	1.69	100	n/a	41.19	0	not eligible	0	Not as competitive as facilities projects.
T130039	Chapel Hill FY16 RouteCWExpansionVehicle	7	Expansion Vehicle	Expansion-Fixed Route Headway Reduction	Division Needs	This project will add additional peak hour service on buses to the existing CW route (Carrboro, Jones Ferry Park and Ride and Weaver St) in response to ridership growth, resulting in headway reduction.	\$469,289	\$46,929	\$46,929	\$375,431	n/a	8.06	0.49	78	1.03	0.01	39.94	100.00	10.95	52	n/a	34.76	0	not eligible	0	Not as competitive as facilities projects.
T130048	Chapel Hill FY18 54 CorridorVeh4Expansion	7	Expansion Vehicle	Expansion-Fixed Route New Route	Division Needs	Extend local bus service from Friday Center to serve demand in 54 corridor to I-40 or beyond.	\$482,957	\$48,296	\$48,296	\$386,366	n/a	22.12	56.21	78	1.03	2.63	39.94	100.00	7.99	0	n/a	32.93	0	not eligible	0	Not as competitive. Not a high local system priority.
T130008	Chapel Hill FY20 MLK Corridor Veh1Expansion	7	Expansion Vehicle	Expansion-Fixed Route Headway Reduction	Division Needs	An additional bus (1) will be introduced along the Martin Luther King Jr. - South Columbia - 15/501 corridor (T Route). Improvements will include headway reduction and amenity improvements along the corridor. Transportation projections for significantly increased travel demand identified in the Metropolitan Transportation Plan (MTP) 2040 require a substantial increase in capacity in the Martin Luther King Jr. Boulevard corridor. Transportation projections for significantly increased travel demand identified in the Metropolitan Transportation Plan (MTP) 2040 require a substantial increase in capacity in the Martin Luther King Jr. Boulevard corridor.	\$795,962	\$79,596	\$79,596	\$636,770	n/a	14.51	25.98	78	1.03	1.5	39.94	100.00	12.82	0	n/a	25.80	0	not eligible	0	Not as competitive as facilities projects. Not a high local system priority.
T130010	Chapel Hill FY20 MLK CorridorVeh3Expansion	7	Expansion Vehicle	Expansion-Fixed Route Headway Reduction	Division Needs	An additional bus (1) will be introduced along the Martin Luther King Jr. - South Columbia - 15/501 corridor (A Route). Improvements will include headway reduction and amenity improvements along the corridor. Transportation projections for significantly increased travel demand identified in the Metropolitan Transportation Plan (MTP) 2040 require a substantial increase in capacity in the Martin Luther King Jr. Boulevard corridor.	\$795,962	\$79,596	\$79,596	\$636,770	n/a	12.73	18.93	78	1.03	1.1	39.94	100.00	12.91	0	n/a	24.02	0	not eligible	0	Not as competitive as facilities projects. Not a high local system priority.

SpotID	Route Facility Name	NCDOT Division	Project Type	Specific Project Improvement Type	Project Category	Project Description	Total Project Cost	State Share	Local Share	Federal Share	Regional Impact Total Score	Division Needs Total Score	Benefit/Cost	Vehicle Utilization Data	System Safety	Connectivity	System Operational Efficiency	Fleet Age P	TDIP Points	Local System Priority	MPO Regional Score	MPO Division Score	MPO Regional Points	Reason	MPO Division Points	Reason
T130047	Chapel Hill FY18 54 CorridorVeh3Expansion	7	Expansion Vehicle	Expansion-Fixed Route- New Route	Division Needs	Extend local bus service from Friday Center to serve demand in 54 corridor to I-40 or beyond.	\$482,957	\$48,296	\$48,296	\$386,366	n/a	13.08	20.34	78	1.03	0.95	39.94	100.00	9.35	0	n/a	24.01	0	not eligible	0	Not as competitive as facilities projects. Not a high local system priority.
T130069	Durham Cty FY18 Expansion Vehicle Route 4	5	Expansion Vehicle	Expansion-Fixed Route Headway Reduction	Division Needs	Two expansion buses are needed to increase the frequency for Route 4 and provide 15 minute service to riders along this route. Presently, it is just 30 minute headway. This route serves a major shopping center, Duke Regional Hospital, the Durham Center for Senior Life, connects to park and rides, and also train service.	\$972,528	\$97,253	\$97,253	\$778,022	n/a	16.6	41.06	59	1.03	0	33.35	58.33	6.77	0	n/a	23.11	0	not eligible	0	Not as competitive as facilities projects. Not a high local system priority.
T130005	Chapel Hill FY19 G Route Expansion Vehicle	7	Expansion Vehicle	Expansion-Fixed Route Headway Reduction	Division Needs	This project will add additional service on the G Chapel Hill Transit route which serves Booker Creek, University Mall and UNC Hospitals.	\$476,940	\$47,694	\$47,694	\$381,552	n/a	8.15	0.82	78	1.03	0.03	39.94	100.00	14.26	0	n/a	19.58	0	not eligible	0	Not as competitive as facilities projects. Not a high local system priority.
T130004	Chapel Hill FY19 CW Route Expansion Vehicle	7	Expansion Vehicle	Expansion-Fixed Route Headway Reduction	Division Needs	This project will add additional peak hour service on buses to the existing CW route (Carrboro, Jones Ferry Park and Ride and Weaver ST) in response to ridership growth, resulting in headway reduction.	\$476,940	\$47,694	\$47,694	\$381,552	n/a	8.14	0.8	78	1.03	0.03	39.94	100.00	10.95	0	n/a	19.24	0	not eligible	0	Not as competitive as facilities projects. Not a high local system priority.
T130003	Chapel Hill, NC	7	Expansion Vehicle	Expansion-Fixed Route Headway Reduction	Division Needs	This project will add additional peak hour service for 1 year on route F (Colony Woods, Franklin St and McDougle School) in response to ridership growth, resulting in headway reduction. This route currently provides 240,627 rides a year.	\$476,940	\$47,694	\$47,694	\$381,552	n/a	8.09	0.61	78	1.03	0.02	39.94	100.00	11.16	0	n/a	19.22	0	not eligible	0	Not as competitive as facilities projects. Not a high local system priority.
T130038	Chapel Hill FY16 Route F Vehicle Expansion	7	Expansion Vehicle	Expansion-Fixed Route Headway Reduction	Division Needs	This project will add additional peak hour service for 1 year on route F (Colony Woods, Franklin St. and McDougle School) in response to ridership growth, resulting in headway reduction. This route provides 240,627 rides a year.	\$469,289	\$46,929	\$46,929	\$375,431	n/a	8.03	0.37	78	1.03	0.01	39.94	100.00	11.16	0	n/a	19.15	0	not eligible	0	Not as competitive as facilities projects. Not a high local system priority.
T130013	Hillsborough FY16 CirculatorHeadwayVehicleExpansion	7	Expansion Vehicle	Expansion-Fixed Route Headway Reduction	Division Needs	Request for 18+ passenger light transit vehicle (LTV) for continuation and increased frequency of fixed-route service throughout Hillsborough.	\$73,650	\$6,989	\$7,741	\$58,920	n/a	4.75	5.32	47	1.03	11.57	4.39	67.71	0.95	22	n/a	18.21	0	not eligible	0	Not as competitive as facilities projects.
T130014	Hillsborough FY17 CirculatorVehicleExpansion	7	Expansion Vehicle	Expansion-Fixed Route- New Route	Division Needs	Request 18+ passenger light transit vehicle (LTV) for service expansion of fixed-route service throughout Town of Hillsborough.	\$75,860	\$7,210	\$7,962	\$60,688	n/a	3.97	3.11	47	1.03	6.97	4.39	67.71	0.95	0	n/a	10.83	0	not eligible	0	Not as competitive as facilities projects. Not a high local system priority.
T130026	TTA Durham Co. Vehicle Expansion RT: Hospital-Rougemont FY 2016	5	Expansion Vehicle	Expansion-Fixed Route- New Route	Regional Impact	2 buses are needed to provide service for a new route between downtown Durham, the hospitals, and the northern Durham area of Rougemont.	\$916,700	\$91,670	\$91,670	\$733,360	8.99	7.63	6.83	82	1.03	2.95	16.15	29.17	100.00	100	49.34	50.54	100	Presuming Division assigns 100 points, needs 100 points to stay ahead of next project.	0	Do not want Regional transit projects to compete with Division transit projects for limited Division funding.
T130028	TTA Durham-Wake Co. DRX Expansion FY 2017	5	Expansion Vehicle	Expansion-Fixed Route Headway Reduction	Regional Impact	2 expansion buses are needed to increase peak frequency between Durham and Raleigh. The added buses will be used to implement 15 minute frequency between these two key Triangle cities.	\$944,201	\$94,420	\$94,420	\$755,361	11.25	8.93	11.6	82	1.03	5.16	16.15	29.17	44.52	100	45.40	46.29	85	Presuming Division assigns 100 points, needs 85 points to stay ahead of next project.	0	Do not want Regional transit projects to compete with Division transit projects for limited Division funding.
T130024	TTA Durham & Orange Co. FY 2016 Expansion Vehicle RT: Mebane, Hillsborough, Durham	5	Expansion Vehicle	Expansion-Fixed Route- New Route	Regional Impact	2 expansion buses are needed for a new route to serve Mebane, Hillsborough, & Durham. Presently, areas of Orange County are underserved by public transit and these expansion buses would provide a link between cities in Orange County and Durham County to help remedy that. This route is due to a partnership between Triangle Transit, the City of Durham, and Orange County. If implemented in 2016, ridership is projected to be over 30,000 per day by 2020.	\$916,880	\$91,760	\$91,760	\$733,360	7.88	6.99	4.48	82	1.03	1.94	16.15	29.17	48.42	100	43.39	44.74	97	Presuming Division assigns 100 points, needs 97 points to stay ahead of next project.	0	Do not want Regional transit projects to compete with Division transit projects for limited Division funding.
T130025	TTA Orange - Durham - Wake - CRX Expansion FY 2016	5	Expansion Vehicle	Expansion-Fixed Route Headway Reduction	Regional Impact	2 expansion buses are needed for additional service on the route that travels between Chapel Hill & Raleigh. This midday service was adopted in the Orange County Transit Plan and is expected to be implemented in 2016, adding an average yearly 753 revenue hours to our system total.	\$916,700	\$91,670	\$91,670	\$733,360	7.35	6.68	3.36	82	1.03	1.45	16.15	29.17	27.54	100	40.92	42.35	91	Presuming Division assigns 100 points, needs 91 points to stay ahead of next project.	0	Do not want Regional transit projects to compete with Division transit projects for limited Division funding.
T130034	TTA Wake & Durham Co. - RTP Expansion Vehicles RT: 700 FY 2018	5	Expansion Vehicle	Expansion-Fixed Route Headway Reduction	Regional Impact	3 expansion buses are needed to increase the frequency of Route 700 between Durham & RTP to 15 minute frequency during morning & afternoon peak hours. This route also serves Durham Technical Community College and serves as one the major transit links between Durham and RTP.	\$1,458,790	\$145,879	\$145,879	\$1,167,032	8.94	7.61	6.65	82	1.03	3.66	16.15	29.17	10.00	100	40.30	41.53	41	Presuming Division assigns 100 points, needs 93 points to stay ahead of next project. Limited by points remaining.	0	Do not want Regional transit projects to compete with Division transit projects for limited Division funding.

100	Assigned by Formula	433	Assigned by Formula
314	Flexible Points	0	Flexible Points
414	Total	433	Total

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T141607	Durham: Durham Regional Hospital	5	Facility	Facilities-Bus Shelter	Division Needs	This is for an Enhanced Bus Shelter. As listed in cost estimates provided by the NCDOT, this stop will provide seating as well as protection from the elements for riders. Enhanced shelters contain an expanded ADA landing pad for front and rear entry, full size shelter with lighting and system map, bench, and trash can. The shelter would serve three routes (4, 9, and 9a). Combined at this stop, there are 204 boardings and 223 alightings.	\$65,600	\$6,560	\$6,560	\$52,480	n/a	32.58	427	16.38	34.68	0.33	0	32.58	100	93	n/a	79.78	0	not eligible	0	Low state match requested does not justify the assignment of points.
T130001	Durham FY16 VillageBusShelter	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a Neighborhood Transit Center (NTC) located in The Village to work in conjunction with routes 2b, 3, 16a, and 16b.	\$660,000	\$66,000	\$66,000	\$528,000	n/a	32.22	2043	10.34	33.35	0.33	0	32.22	69	100	n/a	79.16	0	not eligible	100	Presuming Division assigns 100 points, needs 100 points to stay ahead of next project.
T141608	Durham: South Square	5	Facility	Facilities-Bus Shelter	Division Needs	This is for an Enhanced Bus Shelter for South Square, near the intersection of University Dr and Westgate Dr. As listed in cost estimates provided by the NCDOT, this stop will provide seating as well as protection from the elements for riders. Enhanced shelters contain an expanded ADA landing pad for front and rear entry, full size shelter with lighting and system map, bench, and trashcan. There are 170 boardings and 170 alightings at this stop.	\$65,600	\$6,560	\$6,560	\$52,480	n/a	32.41	340	13.01	34.68	0.33	0	32.41	36	90	n/a	71.99	0	not eligible	0	Low state match requested does not justify the assignment of points.
T130068	Durham Cty FY16 Northgate Shelter	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a Type 3-Sheltered Stop. As listed in cost estimates provided by the NCDOT, this stop will provide seating as well as protection from the elements for riders. As of 2013, this shelter would get 72 boardings daily and 193 alightings.	\$43,700	\$4,370	\$4,370	\$34,960	n/a	32.53	265	15.4	34.68	0.33	0	32.53	3	82	n/a	65.63	0	not eligible	0	Low state match requested does not justify the assignment of points.
T130007	Chapel Hill FY19 UNC Hosp. Manning Dr. Bus Shelter	7	Facility	Facilities-Bus Shelter	Division Needs	Install new block length bus shelter at Manning Drive / UNC Hospital.	\$80,000	\$8,000	\$8,000	\$64,000	n/a	37.03	2394	109.23	39.94	0.33	0	37.03	8	0	n/a	37.82	0	not eligible	0	Low state match requested does not justify the assignment of points.
T130037	Chapel Hill FY16 UNC campus Bus Shelter	7	Facility	Facilities-Bus Shelter	Division Needs	Install new bus shelter at bus stop 3233 on Manning Dr that serves routes A,CCX,CM,N AND RU.	\$11,000	\$1,100	\$1,100	\$8,800	n/a	34.75	164	54.42	39.94	0.33	0	34.75	8	0	n/a	35.59	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141603	Durham: Main St at Iredell	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at W Main Street at Iredell St. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	33.25	237	29.74	34.68	0.33	0	33.25	12	0	n/a	34.43	0	not eligible	0	Low state match requested does not justify the assignment of points.
T130002	Durham FY19 NorthDurhamBusShelter	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a Neighborhood Transit Center (NTC) in Northern Durham to work in conjunction with routes 4 and 9, serving Durham, Duke, the hospitals, and providing connections to Durham Station and Amtrak.	\$660,000	\$66,000	\$66,000	\$528,000	n/a	31.98	622	2.84	33.35	1.66	0	31.98	22	0	n/a	34.16	0	not eligible	0	Not as competitive. Not a high local system priority.
T141558	Durham: E Main St at Queen St 6506	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at E Main St at Queen St (stop no. 6506). The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	33.39	259	32.5	34.68	0.33	0	33.39	4	0	n/a	33.77	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141602	Durham: W Main St at Corcoran St	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at W Main at Corcoran St. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	32.55	126	15.81	34.68	0.33	0	32.55	12	0	n/a	33.73	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141597	Durham: E Main St at Mangum St Outbound	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at East Main St. and Mangum St.-Outbound. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	33.01	199	24.97	34.68	0.33	0	33.01	7	0	n/a	33.71	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141577	Durham: Trent Dr at Erwin Rd	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Trent Dr at Erwin Rd. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	33.06	207	25.98	34.68	0.33	0	33.06	4	0	n/a	33.41	0	not eligible	0	Low state match requested does not justify the assignment of points.

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T141594	Durham: Liberty St at Queen St	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Liberty St at Queen St. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	32.96	192	24.1	34.68	0.33	0	32.96	4	0	n/a	33.37	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141628	Durham: E Main St at Hood St	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at E Main St at Hood St. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	32.84	172	21.59	34.68	0.33	0	32.84	5	0	n/a	33.33	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141563	Durham: Chapel Hill St. at Underwood	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Chapel Hill St at Underwood. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	32.71	151	18.95	34.68	0.33	0	32.71	3	0	n/a	33.04	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141588	Durham: Holloway St at Chester St	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Holloway St at Chester St. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	32.51	120	15.06	34.68	0.33	0	32.51	5	0	n/a	33.02	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141704	Durham: Erwin Rd at Downing St	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Erwin and Downing St. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	32.48	114	14.31	34.68	0.33	0	32.48	5	0	n/a	32.97	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141709	Durham: Roxboro St at Liberty St	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Roxboro St at Liberty St. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	32.44	108	13.55	34.68	0.33	0	32.44	4	0	n/a	32.79	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141593	Durham: E Main St at Roxboro St	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at E Main St at Roxboro. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	32.44	109	13.68	34.68	0.33	0	32.44	3	0	n/a	32.77	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141571	Durham: Dearborn Dr at Old Oxford Rd	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Dearborn Dr and Old Oxford Rd. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	32.54	114	15.56	34.68	0.33	0	32.54	2	0	n/a	32.72	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141585	Durham: Fayetteville Rd at Crooked Creek	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Fayetteville Rd at Crooked Creek. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	32.58	131	16.44	34.68	0.33	0	32.58	1	0	n/a	32.71	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141582	Durham: Morreene Rd at Glasson St	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Morreene at Glasson St. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	32.08	99	12.42	34.68	0.33	0	32.08	4	0	n/a	32.49	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141703	Durham: NC 54 at Garrett Rd	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at NC 54 and Garrett Rd. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	32.08	99	12.42	34.68	0.33	0	32.08	1	0	n/a	32.14	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141660	Durham: Tom Wilkinson Rd at Northern	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Tom Wilkinson Rd at Northern. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	32.08	99	12.42	34.68	0.33	0	32.08	0	0	n/a	32.10	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141547	Durham: E Main St at Queen St 6431	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at E Main St at Queen (Stop Number 6431). The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	31.16	96	12.05	34.68	0.33	0	31.16	4	0	n/a	31.54	0	not eligible	0	Low state match requested does not justify the assignment of points.

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T141600	Durham: Lakewood Ave at Heritage Square	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Lakewood Ave at Heritage Square. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	31.16	96	12.05	34.68	0.33	0	31.16	3	0	n/a	31.50	0	not eligible	0	Low state match requested does not justify the assignment of points.
T142152	Durham: Fayetteville St at E Piedmont	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Fayetteville at E Piedmont. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	30.55	94	11.8	34.68	0.33	0	30.55	4	0	n/a	30.96	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141654	Durham: Fayetteville at Old Fayetteville	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Fayetteville at Old Fayetteville Rd. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	30.24	93	11.67	34.68	0.33	0	30.24	4	0	n/a	30.65	0	not eligible	0	Low state match requested does not justify the assignment of points.
T142148	Durham: W Main St at Corcoran St Outbound	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at W Main St at Corcoran St Outbound. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	29.94	92	11.55	34.68	0.33	0	29.94	2	0	n/a	30.17	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141606	Durham: Flowers Dr at Duke Garden	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Flowers Dr at Duke Garden. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	29.02	89	11.17	34.68	0.33	0	29.02	3	0	n/a	29.29	0	not eligible	0	Low state match requested does not justify the assignment of points.
T142135	Durham: Fayetteville St at Pekoe St	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Fayetteville St at Pekoe St. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	27.49	84	10.54	34.68	0.33	0	27.49	6	0	n/a	28.05	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141630	Durham: Rigsbee Ave at Seminary St	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Rigsbee at Seminary St. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	27.79	85	10.67	34.68	0.33	0	27.79	2	0	n/a	28.03	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141595	Durham: Morreene Rd at Erwin Rd	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Morreene Rd at Erwin Rd. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	26.26	80	10.04	34.68	0.33	0	26.26	7	0	n/a	26.96	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141702	Durham: Pettigrew at Mangum St	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Pettigrew at Mangum St. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	26.57	81	10.17	34.68	0.33	0	26.57	3	0	n/a	26.83	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141663	Durham: Service Rd at Davidson	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Service Rd at Davidson Ave. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	26.26	80	10.04	34.68	0.33	0	26.26	2	0	n/a	26.44	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141605	Durham County: Angier Ave at Driver St	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	25.34	77	9.66	34.68	0.33	0	25.34	5	0	n/a	25.88	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141599	Durham: Holloway St at Alma	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Holloway St at Alma. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	25.34	77	9.66	34.68	0.33	0	25.34	5	0	n/a	25.81	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141601	Durham: Lawson St at Wabash St West	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Lawson Street at Wabash St West. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	22.89	69	8.66	34.68	0.33	0	22.89	12	0	n/a	24.07	0	not eligible	0	Low state match requested does not justify the assignment of points.

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T142143	Durham: Holloway St at Alston Ave	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Holloway St at Alston Ave. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	23.2	70	8.79	34.68	0.33	0	23.2	5	0	n/a	23.74	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141604	Durham: Lawson St at Ridgeway Ave West	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Lawson St at Ridgeway Ave West. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	21.67	65	8.16	34.68	0.33	0	21.67	4	0	n/a	22.10	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141669	Durham: Roxboro Rd at Old Oxford Rd	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Roxboro Rd at Old Oxford Rd. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	21.06	63	7.91	34.68	0.33	0	21.06	2	0	n/a	21.24	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141705	Durham: Fayetteville St at Burlington	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Fayetteville St at Burlington. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	20.44	61	7.66	34.68	0.33	0	20.44	5	0	n/a	20.95	0	not eligible	0	Low state match requested does not justify the assignment of points.
T142159	Durham: Liberty St at Elizabeth St	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Liberty St at Elizabeth St. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	20.44	61	7.66	34.68	0.33	0	20.44	5	0	n/a	20.94	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141706	Durham: Erwin Rd at Research Dr	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Erwin at Research Dr. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	19.83	59	7.4	34.68	0.33	0	19.83	5	0	n/a	20.30	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141667	Durham: Morreene Rd at American Dr	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Morreene Rd at American Dr. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	19.52	58	7.28	34.68	0.33	0	19.52	3	0	n/a	19.77	0	not eligible	0	Low state match requested does not justify the assignment of points.
T142134	Durham: Chapel Hill Rd at Colonial	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Chapel Hill Rd at Colonial. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	19.22	57	7.15	34.68	0.33	0	19.22	2	0	n/a	19.43	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141708	Durham: Morehead Ave at Cornell St	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Morehead Ave at Cornell St. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	18.61	55	6.9	34.68	0.33	0	18.61	3	0	n/a	18.91	0	not eligible	0	Low state match requested does not justify the assignment of points.
T142187	Durham: Holloway at Elizabeth St	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Holloway at Elizabeth St. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	18.3	54	6.78	34.68	0.33	0	18.3	5	0	n/a	18.81	0	not eligible	0	Low state match requested does not justify the assignment of points.
T142130	Durham: Fayetteville St at Homeland	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Fayetteville St at Homeland. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	18.3	54	6.78	34.68	0.33	0	18.3	3	0	n/a	18.61	0	not eligible	0	Low state match requested does not justify the assignment of points.
T142146	Durham: Cornwallis Rd at Weaver St	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Cornwallis Rd at Weaver St. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	18.3	54	6.78	34.68	0.33	0	18.3	3	0	n/a	18.56	0	not eligible	0	Low state match requested does not justify the assignment of points.
T142170	Durham: Fayetteville at Cecil	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Fayetteville Street at Cecil Street. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	17.99	53	6.65	34.68	0.33	0	17.99	5	0	n/a	18.54	0	not eligible	0	Low state match requested does not justify the assignment of points.

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T141655	Durham: Roxboro Rd at Newsom St	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Roxboro Rd at Newsome St. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	17.99	53	6.65	34.68	0.33	0	17.99	2	0	n/a	18.15	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141711	Durham: Leon St at Buchanan Blvd	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Leon St at Buchanan Blvd. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	17.38	51	6.4	34.68	0.33	0	17.38	2	0	n/a	17.56	0	not eligible	0	Low state match requested does not justify the assignment of points.
T142204	Durham: Roxboro St at Charles St	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Roxboro St at Charles St. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	17.07	50	6.28	34.68	0.33	0	17.07	3	0	n/a	17.37	0	not eligible	0	Low state match requested does not justify the assignment of points.
T142141	Durham: Hardee St at Landon St	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Hardee St at Landon St. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	16.77	49	6.15	34.68	0.33	0	16.77	3	0	n/a	17.10	0	not eligible	0	Low state match requested does not justify the assignment of points.
T142182	Durham: NC 54 at S Alston Ave	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at NC 54 at S Alston Ave. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	16.15	47	5.9	34.68	0.33	0	16.15	0	0	n/a	16.19	0	not eligible	0	Low state match requested does not justify the assignment of points.
T142185	Durham: Roxboro at Cornwallis	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Roxboro at Cornwallis. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	15.85	46	5.77	34.68	0.33	0	15.85	2	0	n/a	16.10	0	not eligible	0	Low state match requested does not justify the assignment of points.
T142178	Durham: MLK Pkwy at Bay Camp Dr	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at MLK Pkwy at Bay Camp Dr. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	15.24	44	5.52	34.68	0.33	0	15.24	1	0	n/a	15.34	0	not eligible	0	Low state match requested does not justify the assignment of points.
T142194	Durham: Morehead Ave at Moreland Ave	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Morehead Ave at Moreland Ave. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	14.62	42	5.27	34.68	0.33	0	14.62	3	0	n/a	14.91	0	not eligible	0	Low state match requested does not justify the assignment of points.
T142173	Durham: N Roxboro Rd at Davidson Ave	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at N Roxboro Rd at Davidson Ave. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	14.62	42	5.27	34.68	0.33	0	14.62	2	0	n/a	14.80	0	not eligible	0	Low state match requested does not justify the assignment of points.
T142190	Durham: Dowd St at Alston Ave.	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Dowd St at Alston St. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	14.32	41	5.15	34.68	0.33	0	14.32	4	0	n/a	14.73	0	not eligible	0	Low state match requested does not justify the assignment of points.
T142162	Durham: Mooreene at Sherwood Dr	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Mooreene at Sherwood Dr. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	14.32	41	5.15	34.68	0.33	0	14.32	4	0	n/a	14.72	0	not eligible	0	Low state match requested does not justify the assignment of points.
T142189	Durham: Roxboro Rd at Higbee St	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Roxboro Rd at Higbee St. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	14.32	41	5.15	34.68	0.33	0	14.32	2	0	n/a	14.51	0	not eligible	0	Low state match requested does not justify the assignment of points.
T142154	Durham: McFarland Dr at Witherspoon	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at McFarland Dr at Witherspoon. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	14.32	41	5.15	34.68	0.33	0	14.32	0	0	n/a	14.37	0	not eligible	0	Low state match requested does not justify the assignment of points.

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T142184	Durham: University Dr at Kinder Care	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at University at Kinder Care. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	13.7		39	4.89	34.68	0.33	0	13.7	3	0	n/a	13.96	0	not eligible	0	Low state match requested does not justify the assignment of points.
T142166	Durham: Lawson St at Bacon St	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Lawson St at Bacon St. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	13.16		38	0.02	34.68	0.33	0	13.16	4	0	n/a	13.58	0	not eligible	0	Low state match requested does not justify the assignment of points.
T130030	TTA Durham Co - Patterson Place Neighborhood Transit Center FY 2017	5	Facility	Facilities-Bus Shelter	Regional Impact	This is for a Neighborhood Transit Center (NTC) in Southwest Durham to work in conjunction with the Patterson Place Park and Ride.	\$660,000	\$66,000	\$66,000	\$528,000	41.04	31		774	3.23	16.15	0.33	41.04	31	26	100	71.90	73.59	87	Presuming Division assigns 100 points, needs 87 points to stay ahead of next project.	0	Do not want Regional transit projects to compete with Division transit projects for limited Division funding.
T141610	Durham: N Roxboro and Latta	5	Facility	Facilities-Bus Shelter	Regional Impact	This is for a Enhanced Bus Shelter near the intersection of North Roxboro Rd and Latta Rd. As listed in cost estimates provided by the NCDOT, this stop will provide seating as well as protection from the elements for riders. Enhanced shelters contain an expanded ADA landing pad for front and rear entry, full size shelter with lighting and system map, bench, trash can, and bicycle rack. The shelter ... Use SpotID: T141610 on Connect Site for additional info.	\$65,600	\$6,560	\$6,560	\$52,480	41.13	31.09		133	5.09	16.15	0.33	41.13	31.09	22	100	71.56	73.27	0	Low state match requested does not justify the assignment of points.	0	Do not want Regional transit projects to compete with Division transit projects for limited Division funding.
T130027	TTA Durham Co. South Durham Neighborhood Transit Center FY 2017	5	Facility	Facilities-Bus Shelter	Regional Impact	This is for a Neighborhood Transit Center (NTC) in Southern Durham to work in conjunction with the Southpoint Park and Ride.	\$660,000	\$66,000	\$66,000	\$528,000	41.37	31.33		2100	9.79	16.15	0.33	41.37	31.33	18	100	71.35	73.13	99	Presuming Division assigns 100 points, needs 99 points to stay ahead of next project.	0	Do not want Regional transit projects to compete with Division transit projects for limited Division funding.
T141614	Durham: Southpoint Mall	5	Facility	Facilities-Bus Shelter	Regional Impact	This shelter will serve as a starting point for commutes to Durham and Chapel Hill work, school, medical, commercial, and social destinations. This shelter will meet increased demand and allow for riders to more easily connect to Durham, RTP, and Chapel Hill. As listed in cost estimates provided by the NCDOT, this stop will provide seating as well as protection from the elements for riders. Enhanc ... Use SpotID: T141614 on Connect Site for additional info.	\$65,600	\$6,560	\$6,560	\$52,480	42.94	32.9		1076	41.21	16.15	0.33	42.94	32.9	18	0	32.47	34.70	0	Low state match requested does not justify the assignment of points.	0	Do not want Regional transit projects to compete with Division transit projects for limited Division funding.
T141609	Durham: Patterson Place	5	Facility	Facilities-Bus Shelter	Regional Impact	This is for an enhanced shelter in Southwest Durham near Patterson Place, off of McFarland Dr. The facility will be served by a route going to Duke University/Hospital and downtown Durham to the north and UNC-Chapel Hill to the south. As listed in cost estimates provided by the NCDOT, this stop will provide seating as well as protection from the elements for riders. Enhanced shelters contain an e ... Use SpotID: T141609 on Connect Site for additional info.	\$65,600	\$6,560	\$6,560	\$52,480	41.19	31.15		132	6.2	16.15	0.33	41.19	31.15	26	0	32.01	33.74	0	Low state match requested does not justify the assignment of points.	0	Do not want Regional transit projects to compete with Division transit projects for limited Division funding.
T130032	TTA Orange Co. - South Rd at Coker Shelter FY 2017	7	Facility	Facilities-Bus Shelter	Regional Impact	This is for a Type 3-Sheltered Stop. As listed in cost estimates provided by the NCDOT, this stop will provide seating as well as protection from the elements for riders. As of 2013, this shelter would get 46 boardings daily.	\$43,700	\$2,185	\$6,555	\$34,960	19.95	15.21		47	5.4	16.15	0.33	19.95	15.21	9	15	21.11	22.07	0	Low state match requested does not justify the assignment of points.	0	Do not want Regional transit projects to compete with Division transit projects for limited Division funding.
T130033	TTA Durham Co - Westgate at Target Shelter FY 2017	5	Facility	Facilities-Bus Shelter	Regional Impact	This is for a Type 3-Sheltered Stop. As listed in cost estimates provided by the NCDOT, this stop will provide seating as well as protection from the elements for riders. As of 2013, this shelter would get 30 boardings daily.	\$43,700	\$3,496	\$8,740	\$31,464	21.46	16.32		51	3.66	16.15	0.33	21.46	16.32	3	0	15.59	16.58	0	Low state match requested does not justify the assignment of points.	0	Do not want Regional transit projects to compete with Division transit projects for limited Division funding.
T142196	Durham: NC 54 at Falconbridge 1613	5	Facility	Facilities-Bus Shelter	Regional Impact	This is for a sheltered stop NC 54 and Falconbridge (Stop no. 1613). The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access and space, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location. Shelters improve the appearance of bus stops for communities and improve the level of comfort and safety for riders.	\$20,000	\$2,000	\$2,000	\$16,000	16.78	12.84		39	5.91	16.15	0.33	16.78	12.84	0	0	12.02	12.88	0	Low state match requested does not justify the assignment of points.	0	Do not want Regional transit projects to compete with Division transit projects for limited Division funding.

SpotID	Route Facility Name	NCDOT Division	Project Type	Specific Project Improvement Type	Project Category	Project Description	Total Project Cost	State Share	Local Share	Federal Share	Regional Impact Total Score	Division Needs Total Score	Age, Demand, Park & Ride, or Bus Shelter (capped at 100)	Benefit/Cost (capped at 100)	System Operational Efficiency	Facility Capacity	NCDOT Regional Score	NCDOT Division Score	TDIP Points	Local System Priority	MPO Regional Score	MPO Division Score	MPO Regional Points	Reason	MPO Division Points	Reason
T142199	Durham: NC 54 at Falconbridge 1144	5	Facility	Facilities-Bus Shelter	Regional Impact	This is for a sheltered stop at NC 54 and Falconbridge (Stop no. 1144). The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access and space, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location. Shelters improve the appearance of bus stops for communities and improve the level of comfort and safety for riders.	\$20,000	\$2,000	\$2,000	\$16,000	16.78	12.84	39	5.91	16.15	0.33	16.78	12.84	0	0	12.02	12.88	0	Low state match requested does not justify the assignment of points.	0	Do not want Regional transit projects to compete with Division transit projects for limited Division funding.
T141613	Durham: Rougemont	5	Facility	Facilities-Park and Ride demand	Regional Impact	This is for a 100 space park-and-ride facility in Rougemont, NC. The facility will be served by a route going to Duke University/Hospital and downtown Durham.	\$350,000	\$35,000	\$35,000	\$280,000	0.95	0.91	0	1.43	16.15	0.33	0.95	0.91	1	0	0.75	0.98	0	Not as competitive.	0	Do not want Regional transit projects to compete with Division transit projects for limited Division funding.

186	Assigned by Formula	100	Assigned by Formula
0	Flexible Points	0	Flexible Points
186	Total	100	Total

SpotID	Route Facility Name	NCDOT Division	Project Type	Specific Project Improvement Type	Project Category	Project Description	TIP	Total Project Cost	State Share	Local Share	Federal Share	Regional Impact Total Score	Division Needs Total Score	MPO Score	MPO Regional Points	Reason	MPO Division Points	Reason
T130035	TTA Durham - Orange Co Light Rail FY 2016	5, 7	Fixed Guideway	Fixed Guideway-Light Rail	Regional Impact	Light rail system from UNC Hospital in Chapel Hill to Alston Avenue in downtown Durham.		\$1,820,631,000	\$455,157,750	\$455,157,750	\$910,315,500	26.84	18.86	100	100	According to formula	0	Too expensive to be funded from Division category.
															100	Assigned by Formula	0	Assigned by Formula
															0	Flexible Points	0	Flexible Points
															100	Total	0	Total

SPOT ID	STI Tier	Project Type	Project Description	City(ies)/Town(s)	Rail Line	Beginning Track Milepost	Ending Track Milepost	Right of Way Cost	Construction Cost	Cost to NCDOT	Statewide Mobility Quantitative Score (Out of 100)	Regional Impact Quantitative Score (Out of 70)	Division Needs Quantitative Score (Out of 50)	Benefit Cost	Economic Competitiveness	Capacity/ Congestion	Safety	Accessibility	Connectivity	Mobility	TSS Recommendation	Potential Benefit to Commuter Rail	MPO Regional Score	MPO Division Score	MPO Regional Points	Reason	MPO Division Points	Reason
R141797	Statewide Mobility	Construct Track and/or Structure Improvements (Freight Service)	Construct extension of East Durham Siding. Includes a combination of grade separations and closure at three crossings: Ellis Road - south end (734737A), Glover Road (734735L), and Wrenn Road (734736T).	Durham	NS H line	58.8	62.7	\$6,135,000	\$28,582,000	\$34,255,000	33.74	28.34	19.25	0.44	7.00	54.10	52.36	0.00	18.88	75.50	100	100	49.25	49.25	0	Low priority of Durham TSS	0	Too expensive to be funded from Division category.
R140012	Statewide Mobility	Construct Track and/or Structure Improvements (Freight Service)	Grade separations at Blackwell St crossing (735229N) and Mangum St crossing (735231P) in Durham	Durham	NS H line	55.09	N/A	\$40,000,000	\$100,000,000	\$136,246,000	26.24	21.94	14.91	0.01	1.00	24.25	49.24	0.00	16.79	67.17	100	100	42.78	42.78	0	Too expensive to be funded from Regional category.	0	Too expensive to be funded from Division category.
R140014	Statewide Mobility	Construct Track and/or Structure Improvements (Freight Service)	Grade separation at Ellis Road - north end crossing (735236Y) in Durham.	Durham	NS H line	60.27	N/A	\$2,940,000	\$14,000,000	\$16,411,000	26.20	21.80	14.82	0.25	2.00	25.50	47.25	0.00	16.71	66.82	100	100	42.64	42.64	100	Presuming Division assigns 100 points, needs 100 points to stay ahead of next project.	0	Too expensive to be funded from Division category.
R140007	Statewide Mobility	Construct Track and/or Structure Improvements (Freight Service)	Upgrade of the Oxford - Durham line in order to serve CertainTeed with unit trains and the 6-axle locomotives such trains require. Current traffic is supported on a local basis with 4-axle locomotives.	Durham, Oxford	NS D line	55.4	86.4	\$0.00	\$7,000,000	\$3,500,000	21.95	16.70	10.58	10.18	8.00	0.00	0.00	53.82	0.00	68.67	0	0	17.21	17.21	0	Not competitive	0	Not competitive

0	Assigned by Formula	0	Assigned by Formula
100	Flexible Points	0	Flexible Points
100	Total	0	Total

SPOT ID	STI Tier	Project Type	Project Description	City(ies)/Town(s)	Rail Line	Beginning Track Milepost	Ending Track Milepost	Right of Way Cost	Construction Cost	Cost to NCDOT	Statewide Mobility Quantitative Score (Out of 100)	Regional Impact Quantitative Score (Out of 70)	Division Needs Quantitative Score (Out of 50)	Benefit Cost	Economic Competitiveness	Capacity/Congestion	Safety	Accessibility	Connectivity	Mobility	Potential Benefit to Commuter Rail	MPO Division Score	MPO Division Points	Reason
R141802	Division Needs	Construct Facility and/or Station Improvements (Passenger Service)	Construct platform, passenger rail station building, site access, utilities, and parking on Hillsborough owned site. Station building is comparable to Kannapolis station, approximately 6000 sf. Completes stations planned for the corridor with average distance between stations of 17 miles. Adjacent to planned 20-acre transit oriented development.	Hillsborough	NS H line	41.7	N/A	\$125,000.00	\$7,875,000	\$8,000,000	N/A	N/A	18.97	1.02	N/A	72.04	N/A	N/A	11.50	46.10	100.00	51.41	100	Assigned by Formula

100	Assigned by Formula
0	Flexible Points
100	Total

		<b>MPO Regional Points</b>	<b>Methodology Minimum Points</b>	<b>MPO Division Points</b>	<b>Methodology Minimum Points</b>
<b>Highway</b>	Assigned by Formula	806	800	397	300
	Flexible Points	194		287	
<b>Bike Ped</b>	Assigned by Formula			284	200
	Flexible Points			199	
<b>Transit-Expansion</b>	Assigned by Formula	100		433	
	Flexible Points	314		0	
<b>Transit-Facilities</b>	Assigned by Formula	186	200	100	500
	Flexible Points	0		0	
<b>Transit-Fixed Guideway</b>	Assigned by Formula	100	100	0	0
	Flexible Points	0		0	
<b>Rail-Track and Structure</b>	Assigned by Formula	0	0	0	0
	Flexible Points	100		0	
<b>Rail-Facilities</b>	Assigned by Formula			100	100
	Flexible Points			0	
<b>Total</b>		<b>1800</b>	<b>1100</b>	<b>1800</b>	<b>1100</b>

**MEMORANDUM**

**To:** Technical Coordinating Committee  
DCHC MPO

**From:** DCHC MPO Lead Planning Agency

**Date:** May 28, 2014

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

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**Background**

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

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

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

**FY 2014 Projects**

On March 12, 2014, the TAC approved a TIP Amendment to program several FY 2014 STPDA projects. Funding that was not expected to be used in FY 2014 will be rolled into the FY 2015-2016 Call for Projects.

**FY 2015 and 2016 Call for Projects**

The TAC adopted a policy for programming STP-DA and TAP funding in FY 2015 and 2016 at the January meeting. This included a policy for the required competitive process to select projects for TAP funding. The TAP funding is included in the “Regional Bicycle and Pedestrian” project category.

LPA staff sent the resulting funding to member jurisdictions and requested lists of which projects should be funded. LPA staff also sent a request for which projects are requested to be considered for the TAP competitive process. Local jurisdictions responded with their project requests. The TCC reviewed these project requests and developed a recommendation for funding in all categories. However, Carrboro, Chapel Hill, and Durham have requested additional time to provide more specific funding request amounts and project schedules for the three projects that ranked highest in the Regional Bicycle and Pedestrian funding category.

In addition, the FY 2014-2015 UPWP includes \$1,870,906 of federal STPDA funding for planning by both the MPO staff and subrecipient local governments. This is significantly more than the \$720,370 placeholder that was assumed during the development of the STPDA and TAP policy. Following the policy, this would have a significant impact on the amount of funding remaining for capital and construction projects. The TCC subcommittee met to discuss how to address this.

Attachment 7A displays the application of our current STPDA and TAP policy with updated STPDA planning funds. Attachment 7B displays an option that was discussed at the TCC subcommittee meeting to modify our policy. A summary of the changes is:

- LPA staff has identified \$770,342 of unobligated STPDA funding that had been programmed for planning activities up through the FY 2013 UPWP. This is added to the unobligated balance available for programming.
- Special Projects is eliminated. Counties, Triangle Transit, and OPT are eligible for funding through other categories of the policy.
- Subrecipient Planning activities are not funded from the Planning category. Subrecipient Planning activities will be funded from the Local Discretionary category.
- The Transit category is split between all four transit operators (DATA, CHT, TTA, and OPT). There are two options for how to split the transit funding.
  - Option 1: Based on average annual replacement needs in the Durham UZA
    - The proportionate split is according to the average annual replacement needs based on the total fleet size in the 2012 NTD data. 20% spare ratio was applied to all agencies. This would result in a 17% federal share for average annual replacement needs.
    - Triangle Transit’s fleet uses peak buses in Durham and Orange counties and demand response LTVs and vans are assumed to be funded proportionate to the STPDA funding that the DCHC MPO and CAMPO receive (28%/72%)
    - Only OPT vehicles that operate fully within the urbanized area were included in the replacement needs
  - Option 2: Based 40% of the vehicle revenue miles, 40% on the vehicle revenue hours, 20% on the unlinked trips

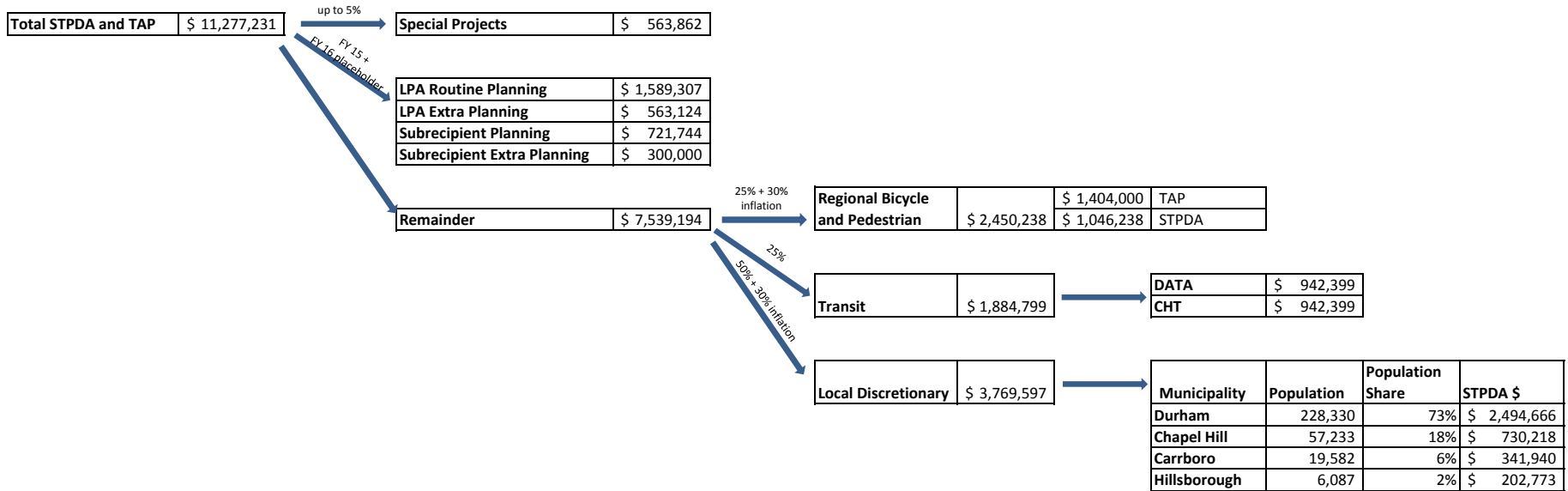
- The Local Discretionary category is modified to have all municipalities and counties eligible. \$1,000,000 of the funding in this category (roughly the sum of the subrecipient planning in the UPWP) is split proportionate to all by population share. The remainder is split to the four municipalities according to the policy (\$140,000 minimum to each and then the remainder by population). Subrecipient planning would be funded through this category. Each jurisdiction will choose whether to use their funds for planning or capital projects.

There was consensus at the subcommittee meeting to recommend the changes to the formula with the Option 2 for transit. These modifications would be able to accommodate the FY 14 UPWP so it was recommended to be approved as proposed. Amendments to the UPWP would be possible if the policy was modified and jurisdictions decided to decrease the level of funding for planning activities.

These changes to the policy increase the amount of funding for the Regional Bicycle and Pedestrian category to \$3.2 million. Per the required competitive process, Carrboro's Morgan Creek Greenway should be funded, then the Chapel Hill portion of the Old Durham-Chapel Hill Road project, then Durham's Morreene Road Bicycle/Pedestrian project. Project schedule and cost information is still needed.

LPA staff recommends that the TCC recommend the changes to the STPDA and TAP policy as described in Attachment 7B, and recommend approval of the STPDA funding for FY 2015-2016 projects.

**STPDA/TAP Distribution Policy - Approved January 8, 2014**



<b>Total STPDA Programmed</b>	<b>\$ 10,438,671</b>
<b>Total TAP Programmed</b>	<b>\$ 1,404,000</b>
<b>Total</b>	<b>\$ 11,842,671</b>

**Special Projects      \$    563,862**

Location/System	TIP #	Description	Phase	Funding Source	FY 2015	FY 2016
Hillsborough/TTA		Park and ride	Construction	STPDA	\$ 49,249	\$ -
				Local	\$ 24,764	\$ -
Rougemont/TTA		Park and ride	Planning	STPDA	\$ 12,061	\$ -
				Local	\$ 6,064	\$ -
Rougemont/TTA		Park and ride	Property Acquisition	STPDA	\$ 49,249	\$ -
				Local	\$ 24,764	\$ -
Rougemont/TTA		Park and ride	Construction	STPDA	\$ -	\$ 49,249
				Local	\$ -	\$ 24,764
TTA		Refurbished Buses	Capital	STPDA	\$ 279,289	\$ -
				Local	\$ 140,436	\$ -
TTA		Refurbished Paratransit	Capital	STPDA	\$ 24,953	\$ -
				Local	\$ 12,547	\$ -
Orange County/Orange		Light Transit Vehicle	Capital	STPDA	\$ -	\$ 49,906
				Local	\$ -	\$ 25,094
Orange County/Orange		Light Transit Vehicle	Capital	STPDA	\$ -	\$ 49,906
				Local	\$ -	\$ 25,094

67%  
33%

\$ 563,862

All projects recommended for funding at a 67% federal, 33% local share.

**LPA Routine Planning                    \$                    1,589,307**

<b>Location/System</b>	<b>TIP #</b>	<b>Description</b>	<b>Funding Source</b>	<b>Phase</b>	<b>FY 2015</b>	<b>FY 2016</b>
Chatham	U-4727	DCHC Urban Area Planning Allocation and Unified Work Program	STPDA	Planning	\$ 782,910	
Durham			Local	Planning	\$ 195,728	
Orange			STPDA	Planning		\$ 806,397
			Local	Planning		\$ 201,599

LPA Extra Planning                    \$                    563,124

Location/System	TIP #	Description	Special Project	Funding Source	Phase	FY 2015	FY 2016
Chatham	U-4727	DCHC Urban Area Planning Allocation and Unified Work Program	Household Survey	STPDA	Planning	\$ 92,068	
Durham				Local	Planning	\$ 23,017	
Orange			MPO Data Collection	STPDA	Planning	\$ 161,912	\$ 100,000
				Local	Planning	\$ 40,478	\$ 25,000
			Community Viz/Freight Plan/ADA Transition Plan	STPDA	Planning	\$ 173,144	
				Local	Planning	\$ 43,286	
			Transit On-Board Survey	STPDA	Planning		\$ 36,000
				Local	Planning		\$ 9,000
			<b>Total</b>	<b>STPDA</b>	<b>Planning</b>	<b>\$ 427,124</b>	<b>\$ 136,000</b>
				<b>Local</b>	<b>Planning</b>	<b>\$ 106,781</b>	<b>\$ 34,000</b>

**Subrecipient Planning**                      \$                      **721,744**

Location/System	TIP #	Description	Subrecipient	Funding Source	Phase	FY 2015	FY 2016
Chatham	U-4727	DCHC Urban Area Planning Allocation and Unified Work Program	City of Durham	STPDA	Planning	\$ 70,880	\$ 70,880
Durham				Local	Planning	\$ 17,720	\$ 17,720
Orange			Town of Chapel Hill	STPDA	Planning	\$ 115,675	\$ 115,675
				Local	Planning	\$ 28,919	\$ 28,919
			Town of Carrboro	STPDA	Planning	\$ 26,954	\$ 26,954
				Local	Planning	\$ 6,739	\$ 6,739
			Durham County	STPDA	Planning	\$ 48,115	\$ 48,115
				Local	Planning	\$ 12,029	\$ 12,029
			Orange County	STPDA	Planning	\$ 44,248	\$ 44,248
				Local	Planning	\$ 11,062	\$ 11,062
			TJCOG	STPDA	Planning	\$ 55,000	\$ 55,000
				Local	Planning	\$ 13,750	\$ 13,750
			<b>Total</b>	<b>STPDA</b>	<b>Planning</b>	<b>\$ 360,872</b>	<b>\$ 360,872</b>
				<b>Local</b>	<b>Planning</b>	<b>\$ 90,218</b>	<b>\$ 90,218</b>

Subrecipient Extra Planning \$ 300,000

Location/System	TIP #	Description	Subrecipient	Funding Source	Phase	FY 2015	FY 2016
Chatham	U-4727	DCHC Urban Area Planning Allocation and Unified Work Program	City of Durham - Bike and Hike Map, Bicycle Boulevard and Bike Lane Study, Bike Share Feasibility Study	STPDA	Planning	\$ 120,000	
Durham				Local	Planning	\$ 30,000	
Orange			Town of Chapel Hill - Pedestrian Plan	STPDA	Planning	\$ 60,000	
				Local	Planning	\$ 15,000	
			Town of Carrboro - Parking Study	STPDA	Planning	\$ 120,000	
				Local	Planning	\$ 30,000	
			Durham County	STPDA	Planning	\$ -	
				Local	Planning		
			Orange County	STPDA	Planning	\$ -	
				Local	Planning		
			TJCOG	STPDA	Planning	\$ -	
				Local	Planning		
			<b>Total</b>	<b>STPDA</b>	<b>Planning</b>	<b>\$ 300,000</b>	<b>\$ -</b>
				<b>Local</b>	<b>Planning</b>	<b>\$ 75,000</b>	<b>\$ -</b>

Regional Bicycle and Pedestrian \$ 2,450,238 Was: \$ 3,013,605 Decrease: \$ 563,367

Rank	Requested for TAP Funds By:	Location/System	TIP #	Description	Phase	Funding Source	FY 2015	FY 2016	Notes/Funding After 2016
<b>Likely Recommended for Funding Pending Cost Estimates and Schedule Refinements</b>									
1	Carrboro	Carrboro	EL-4828	Morgan Creek Greenway - Construction of Phase 2	Construction	STPDA/TAP Local	\$ 730,000 \$ 182,500		Phase 1 and 2 are at 90% plans. Only a few small pieces of R/W needed. Likely ready for Construction in FY 2015.
2	Chapel Hill	Chapel Hill	EB-4707A	Old Durham-Chapel Hill Road (Pope Road to US 15-501)	Right-of-Way Construction	STPDA/TAP Local STPDA/TAP Local	\$ 400,000 \$ 100,000	\$ 2,400,000 \$ 600,000	Town Council will consider which alternative (and cost estimate) at 3/17/2014 meeting.
3	Durham	Durham	C-4928	Morreene Road (Erwin Road to Neal Road)	Right-of-Way	STPDA/TAP Local		Unsure	Design funded for FY 2014. Likely ready for R/W in FY 2016.
<b>Other Projects Considered, Not Recommended</b>									
4	Chapel Hill	Chapel Hill	EB-4707A	Old Durham-Chapel Hill Road (Pope Road to US 15-501)	Planning/Design	STPDA/TAP Local	Unsure		If Project Redesign is Pursued
5	Durham	Durham	U-4724	Cornwallis Road (S. Roxboro St. to Chapel Hill Rd.)	Construction	STPDA/TAP Local	\$ 1,989,056 \$ 497,264		
6	Durham	Durham	U-4726HO	Carpenter-Fletcher Road (Woodcroft Parkway to Alston Avenue)	Right-of-Way Construction	STPDA/TAP Local STPDA/TAP Local	\$ 150,000 \$ 37,500	Unsure	
7	Chapel Hill	Chapel Hill	EL-4828	Morgan Creek Greenway Phase 2 - from Smith Level Rd. to Parking Lot (end of Phase I)	Design Construction	STPDA Local	\$ 250,000 \$ 62,500	\$ 2,250,000 \$ 562,500	
8	Carrboro	Carrboro	EL-4828	Morgan Creek Greenway - PE for Phase 3 & 4	Planning/Design	STP-DA Local		\$ 100,000 \$ 25,000	
9	Orange County	Orange County, Chapel Hill		Mt. Carmel Church Road: Sidewalks and bike lanes from U.S. 15-501 to Bennett Road; bike lanes from Bennett Road to Chatham County line	Planning/Design Right-of-Way Construction	STPDA/TAP Local STPDA/TAP Local		\$160,000 \$40,000	\$ 184,800 \$ 46,200 \$ 1,980,000 \$ 495,000
10	Cary	Town of Cary (in Chatham County)		O'Kelley Chapel Road (NC 751 to Wake County Line/Yates Store Rd) - sidepath between Wake County Line and American Tobacco Trail	Planning/Design Right-of-Way Construction	STPDA/TAP Local STPDA/TAP Local STPDA/TAP Local	\$ 93,160 \$ 23,290	\$ 293,600 \$ 73,400	\$ 840,000 \$ 210,000

\$ 3,530,000

**Transit**                    \$ 1,884,799

Was: \$ 2,318,157

Decrease: \$ 433,358

**DATA**                    \$ 942,399

Location/System	TIP #	Description	Phase	Funding Source	FY 2015	FY 2016	Total In Table
DATA		Purchase 3 40-foot diesel replacement buses	Capital	STPDA		\$ 1,068,000	
			Capital	Local		\$ 267,000	
DATA		Purchase 1 15-passenger ADA van	Capital	STPDA	\$ 56,682		
			Capital	Local	\$ 14,171		

**\$ 1,124,682**

**Chapel Hill Transit**    \$ 942,399

Location/System	TIP #	Description	Phase	Funding Source	FY 2015	FY 2016
Chapel Hill Transit	TA-4726A	3 Replacement Buses	Capital	STPDA	\$ 1,068,000	
				Local	\$ 267,000	

**\$ 1,068,000**

**Local Discretionary**      \$ 3,769,597

Was: \$ 6,027,209

Decrease: \$ 2,257,612

**City of Durham**      \$ 2,494,666

Was: \$ 4,150,924

Decrease: \$ 1,656,258

Location/System	TIP #	Description	Phase	Funding Source	FY 2015	FY 2016
NC 751 / NC 54 Sidewalk	ER-2971E	Sidewalk on NC 751 and NC 54 between Garrett Rd and Dresden Dr	Construction	STPDA	\$ 158,000	
			Construction	Local	\$ 39,500	
Alston Ave Widening Project (NC 147 to Holloway) - Enhancements	U-3308	Enhancements and streetscape elements to Alston Ave project not covered by NCDOT.	Construction	STPDA	\$ 400,000	
			Construction	Local	\$ 100,000	
Cornwallis Rd	U-4724	Sidewalks and bicycle facilities from Chapel Hill Rd to S. Roxboro Rd	Construction	STPDA	\$ 1,989,056	
			Construction	Local	\$ 497,264	
Morreene Rd	C-4928	Sidewalks and bicycle facilities from Erwin Rd to Neal Rd	R/W	STPDA	\$ 150,000	
			R/W	Local	\$ 37,500	
			Construction	STPDA		*
			Construction	Local		\$ -
Hillandale Rd	U-4726HK	Sidewalks and bicycle facilities from I-85 to NC 147	R/W	STPDA	\$ 150,000	
			R/W	Local	\$ 37,500	
			Construction	STPDA		\$ 1,153,868
			Construction	Local		\$ -
Carpenter-Fletcher Rd	U-4726HO	Sidewalks and bicycle facilities from Woodcroft Pkwy to Alston Ave	R/W	STPDA	\$ 150,000	
			R/W	Local	\$ 37,500	
			Construction	STPDA		*
			Construction	Local		\$ -

Total in Table |

\$ 4,150,924

Note: It is likely that funds will be re-allocated among the Cornwallis, Morreene, Hillandale, and Carpenter-Fletcher projects based on detailed cost estimates that are currently being prepared.

**Town of Chapel Hill**      \$ **730,218**      Was: \$ 1,145,375      Decrease: \$ 415,157

Location/System	TIP #	Description	Phase	Funding Source	FY 2015	FY 2016	Total in Table
Variable Message Signs		Install Variable Message signs along major corridors in Chapel Hill to transmit special event information, inclement weather and other public safety messages. This function is currently served by portable message signs which are less effective and cannot be controlled by the Town's Traffic Operations Center.	Construction	STPDA	\$419,000		
			Construction	Local	\$104,750		
Booker Creek Greenway Improvements (aka Creekside Connector)		Improve existing greenway and connectivity by constructing a bike and pedestrian bridge to link two commercial areas in a redevelopment zone that are currently separated by the Lower Booker Creek.	Design	STPDA	\$100,000		\$849,218
			Design	Local	\$25,000		
			Construction	STPDA		\$ 330,218	
			Construction	Local		\$ 82,555	

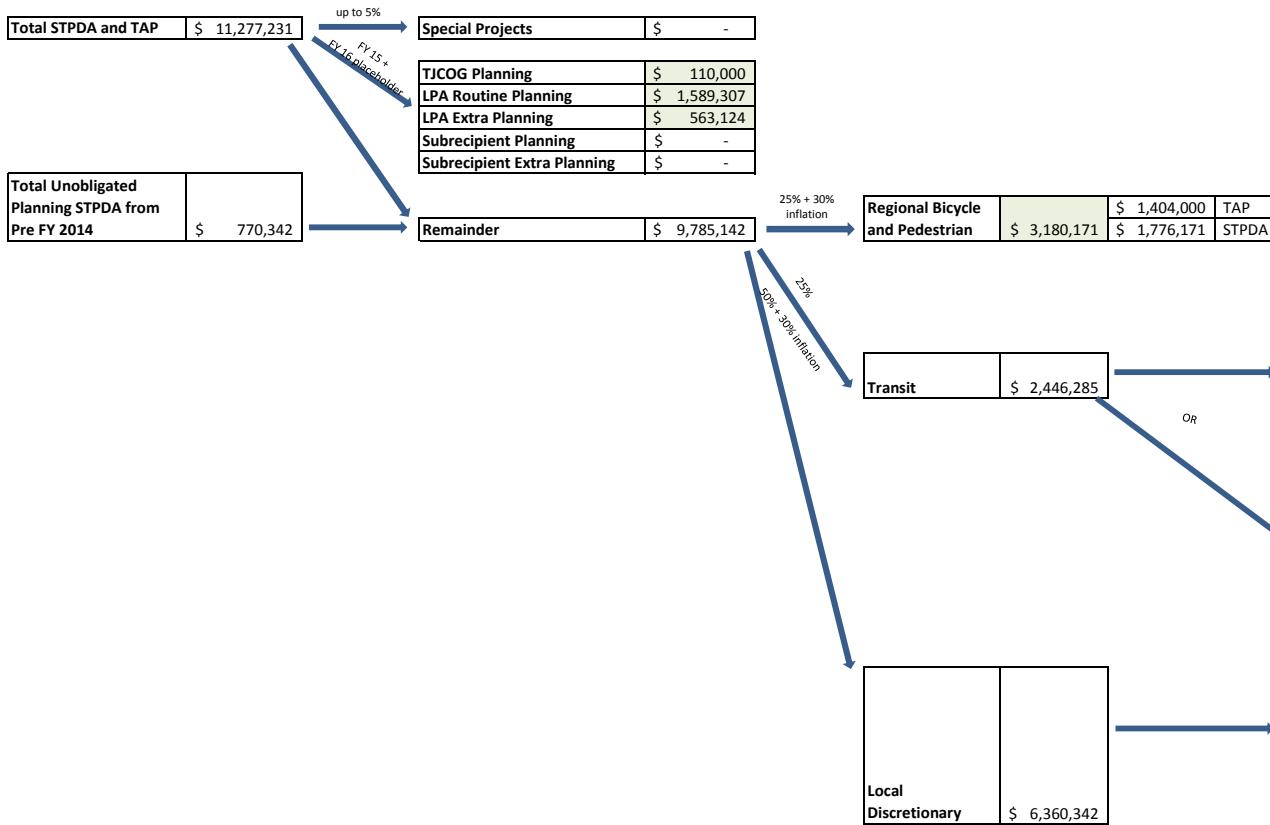
**Town of Carrboro**      \$ **341,940**      Was: \$ 483,984      Decrease: \$ 142,044

Location/System	TIP #	Description	Phase	Funding Source	FY 2015	FY 2016	Total in Table
S. Greensboro St. – north end of Old Pittsboro Rd. to Public Works Driveway	U-4726-Dx	Construct sidewalk on the west side of the road - north end of Old Pittsboro Rd. to south end of Old Pittsboro Rd.	PE	STP-DA	\$ 84,104		\$ 479,361
				Local	\$ 21,026		
			Construction Phase 1	STP-DA		\$ 395,257	
				Local		\$ 98,814	

**Town of Hillsborough**      \$ **202,773**      Was: \$ 246,926      Decrease: \$ 44,153

Location/System	TIP #	Description	Phase	Funding Source	FY 2015	FY 2016	Total in Table
Various	U-4726	Pedestrian Improvements on US 70 from Lakeshore to Orange High, North Churton Street from Corbin to US 70, and South Churton Street from Nash/Kollock Street to Orange Grove Street	Planning	STPDA	\$ 120,000		
				Local	\$ 30,000		
Downtown Access Improvements		Construct curb relocations, remove on-street parking, ADA compliant intersection improvements	Construction	STPDA		\$ 125,000	\$ 245,000
				Local		\$ 31,250	

**STPDA/TAP Distribution Policy - Modified with no Special Projects or no Subrecipient Planning. All transit agencies receive Transit. All jurisdictions receive Local Discretionary and can choose how much to use on planning versus transit or bike/ped projects.**



Total STPDA Programmed	\$ 12,735,230
Total TAP Programmed	\$ 1,404,000
Total	\$ 14,139,230

Assume TTA Demand Response costs are proportionate to DCHC/CAMPO STPDA

DCHC STPDA	4,850,552	28%
CAMPO STPDA	12,348,059	72%

Use peak buses in Durham and Orange for TTA; assume TTA Demand Response LTVs/vans replacement costs are proportionate to DCHC/CAMPO STPDA

	Replacement Needs (Urbanized Area Only Vehicles)								2 Years of Replacement Needs				
	Peak Buses	Average Bus Cost	Bus Useful Life	Demand Response LTVs	LTV Cost	Demand Response Vans	Van Cost	LTV or Van Useful Life	Average Annual Replacement Costs	Total All Costs	% of Cost	STPDA	% Federal Share (STPDA Only)
TTA	38	\$ 445,000	12	1	\$ 75,000	2	\$ 50,000	5	\$ 1,457,844	\$ 2,915,688	20%	\$ 487,044	17%
DATA	46	\$ 445,000	12	32	\$ 75,000	13	\$ 50,000	5	\$ 2,301,000	\$ 4,602,000	31%	\$ 768,730	17%
CHT	88	\$ 445,000	12	13	\$ 75,000	6	\$ 50,000	5	\$ 3,503,500	\$ 7,007,000	48%	\$ 1,170,467	17%
OPT	0	\$ 445,000	12	4	\$ 75,000	0	\$ 50,000	5	\$ 60,000	\$ 120,000	1%	\$ 20,045	17%

OPT uses 2013 data due to inaccurate 2012 data.

	40% Vehicle Revenue Miles					40% Vehicle Revenue Hours					20% Unlinked Trips					STPDA
	Bus	Demand Response	Vanpool	Total	%	Bus	Demand Response	Vanpool	Total	%	Bus	Demand Response	Vanpool	Total	%	
TTA	1,081,463	123,183	571,765	1,776,411	22%	107,738	15,901	29,400	153,039	25%	1,578,598	350,966	29,170	1,958,734	13%	\$ 518,801
DATA	2,694,208	1,428,255		4,122,463	51%	190,551	82,875		273,426	44%	6,313,884	188,257		6,502,141	42%	\$ 1,136,009
CHT	1,814,635	308,969		2,123,604	26%	158,323	24,252		182,575	30%	6,881,691	62,375		6,944,066	45%	\$ 765,493
OPT				125,832	2%				6,238	1%				29,992	0%	\$ 25,982

Jurisdiction	Population	Population Share	Munis Only Population Share	\$1,000,000 Proportionate, \$140,000 Min + Proportionate Munis Only
Durham	228,330	58%	73%	\$ 4,240,329
Chapel Hill	57,233	15%	18%	\$ 1,167,785
Carrboro	19,582	5%	6%	\$ 491,652
Hillsborough	6,087	2%	2%	\$ 249,310
Durham County	35,384	9%		\$ 89,671
Orange County	34,172	9%		\$ 86,600
Chatham County	13,809	3%		\$ 34,995

## MEMORANDUM

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

**FROM:** Meg Scully, Lead Planning Agency Staff

**DATE:** June 11, 2014

**RE:** Job Access Reverse Commute 2013 Program of Projects

Job Access/Reverse Commute (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”. Eligible applicants 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.

As required by the FTA, the DCHC MPO created a Coordinated Public Transit - Human Services Transportation Plan to guide the selection and funding of JARC projects. The TAC approved the original plan in March 2007 and an update to the plan in January, 2014. The DCHC MPO has held five Calls for Projects in 2007, 2008, 2009, 2011 and 2013 for the MPO’s FY 2006- FY 2012 JARC funds using the procedures outlined in the Coordinated Public Transit - Human Services Transportation Plan.

On 5/13/2009, the TAC approved an operating project for the Durham Area Transit Authority (DATA) for the Downtown Durham to Brier Creek – Route 15 service for \$94,283 in federal funds. Due to a lack of local match, this project was canceled and deleted from the POP by the TAC on 9/14/2011. As the JARC 2013 call for projects was developed, the assumption was made that the \$94,283 had lapsed and these funds were removed from the total of funds to be obligated with the 2013 call. However, according to the FTA/TEAM, the \$94,283 did not lapse but must be included in the FTA/TEAM application amendment by June 30, 2014 in order for the DCHC MPO to allocate all of the available FY 2007 thru FY 2012 JARC funds.

### **Program Management Plan**

A Program Management Plan (PMP) is required by FTA to document and describe the methods or processes used by the City of Durham, the designated recipient of the Job Access Reverse Commute (JARC), to solicit, select, award and administer both JARC and NF funds. The MPO developed a PMP and submitted it to FTA. The PMP was approved by FTA on July 30, 2008. The MPO will submit the new Program of Projects (POP) with the FY 2013 JARC application amendment.

**TCC Action:** Recommend the TAC approve the amended JARC 2013 Program of Projects

**TAC Action:** Approve the amended JARC 2013 Program of Projects.

JARC FY13 Program of Projects and the JARC FY09 DATA/Brier Creek Project

MPO Approval Date	Subrecipient	Agency Type	POC	POC Address	POC Number	POC Email Address	Location of Service	Description of the Service	Project Type	Total Cost	Federal Share	% Federal	FTA TEAM Project ID
6/12/2013	Durham Area Transit Authority & Durham Center for Senior Life	Public Transit/ Non-profit	Pierre Osei-Owusu	101 City Hall Plaza, 4th Floor Durham, NC 27701	919-560-4366	<a href="mailto:Pierre.Osei-Owusu@durhamnc.gov">Pierre.Osei-Owusu@durhamnc.gov</a>	Durham City/County	The Durham Area Transit Authority (DATA) is pleased to submit this application in response to the DCHC-MPO's recent request for projects to be funded using Job Access Reverse Commute (JARC) funds. This program is intended to travel-train a total of 30 patrons who would go on and use the bus for their work-related trips. This application is in partnership with Durham Senior Life Center to train and transition 10 qualified seniors (65 or older) and 20 ADA qualified disabled clients who currently use the DATA ACCESS service to use the bus for their work related trips. Senior Life Center will do the travel-training for both groups. With this grant, DATA will provide the transportation opportunities for those clients who receive the travel training.	Capital	\$ 124,500	\$ 99,600	80%	NC-37-X033-00
6/12/2013	Chapel Hill Transit	Public Transit	Carmen Cole	6900 Millhouse Rd Chapel Hill, NC 27516	919-969-4911	<a href="mailto:ccole@townofchapelhill.org">ccole@townofchapelhill.org</a>	Year-round Night Service	Chapel Hill Transit (CHT) is requesting funding to continue night service available during full service periods on the CM, CW, D, J, and V routes to be year-round extend the Froute service later in the evening on a year-round basis, and continue evening service on the NS and G routes. The operation of these services between the hours of 6:30 p.m. and 10:00 p.m. on a year-round basis will provide consistent nighttime access to a greater proportion of residents and employees in CHT's service area for those with non-traditional work hours.	Operating	\$ 135,954	\$ 67,977	50%	NC-37-X033-00
6/12/2013	Chapel Hill Transit	Public Transit	Carmen Cole	6900 Millhouse Rd Chapel Hill, NC 27516	919-969-4911	<a href="mailto:ccole@townofchapelhill.org">ccole@townofchapelhill.org</a>	CHT HS/Rogers Road	Continuation of extension service hours on two routes that connect downtown/UNC to north Chapel Hill and east Chapel Hill	Operating	\$ 73,416	\$ 36,708	50%	NC-37-X033-00
5/13/2009	Durham Area Transit Authority	Public Transit	Pierre Osei-Owusu	101 City Hall Plaza, 4th Floor	919-560-4366	<a href="mailto:Pierre.Osei-Owusu@durhamnc.gov">Pierre.Osei-Owusu@durhamnc.gov</a>	Durham City	Continuation of Downtown Durham to Brier Creek Service - Rte 15	Operating	\$ 188,562	\$ 94,696	50%	NC-37-X033-00
6/12/2013	City of Durham	Government	Maricia Brown	101 City Hall Plaza, 4th Floor Durham, NC 27701	919-560-436 ext.36409	<a href="mailto:Maricia.brown@durhamnc.gov">Maricia.brown@durhamnc.gov</a>	DCHC MPO-wide	Funds required for planning and program administration of above (2013) selected JARC projects	Admin.	\$ 22,283	\$ 22,283	100%	NC-37-X033-00
<b>Totals</b>										\$ 544,715	\$ 321,264		

## MEMORANDUM

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

**FROM:** Meg Scully, Lead Planning Agency Staff

**DATE:** June 11, 2014

**RE:** Job Access Reverse Commute 2014 Program of Projects

Job Access/Reverse Commute (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”. Eligible applicants 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.

### **Coordinated Plan**

As required by the Federal Transit Administration (FTA), the DCHC MPO created a Coordinated Public Transit - Human Services Transportation Plan to guide the selection and funding of JARC projects. The TAC approved the original plan in March 2007 and an update to the plan in January, 2014. The DCHC MPO has held five Calls for Projects in 2007, 2008, 2009, 2011 and 2013 for the MPO’s FY 2006- FY 2012 JARC funds using the procedures outlined in the Coordinated Public Transit - Human Services Transportation Plan. The DCHC MPO has allocated all of the FY 2007 thru FY 2012 funds.

### **Program Management Plan**

A Program Management Plan (PMP) is required by FTA to document and describe the methods or processes used by the City of Durham, the designated recipient of the Job Access Reverse Commute (JARC), to solicit, select, award and administer JARC funds. The MPO developed a PMP and submitted it to FTA. The PMP was approved by FTA on July 30, 2008. The MPO will submit the new Program of Projects (POP) with the FY 2014 JARC application.

### **Additional JARC Funds**

On April 17, 2014, the North Carolina Department of Transportation (NCDOT)/Public Transportation Division (PTD) notified MPOs indicating that PTD had federal JARC funds that will be lapsing on September 30, 2014. PTD provided the opportunity for MPOs to apply for these funds and for PTD to transfer the funds to the MPO JARC account. PTD requested that interested MPOs send a list to PTD by April 22, 2014 containing costs for potential projects. Area transit agencies submitted projects and the list was forwarded to PTD.

On April 30, 2014, the MPO received an email from PTD indicating that interested MPOs should conduct a competitive call for projects and submit to PTD by May 23, 2014

a list of eligible projects that are ranked and prioritized by the MPO. PTD would then review the list in light of the available funds and respond to each MPO concerning the amount of JARC funds that would be made available to the MPO. The MPO would submit a new application into FTA/TEAM by June 30, 2014.

The MPO initiated advertising the call for projects on May 1, 2014 with an application deadline of May 15, 2014. Projects were ranked and prioritized consistent with procedures identified in the coordinated plan and PMP. The TCC Subcommittee met on May 21, 2014 to review and approve the list which was subsequently submitted to PTD on May 22, 2014 deadline. On May 23, 2014, the PTD informed DCHC MPO that \$666,575 (federal share) would be made available to DCHC MPO. A proposed POP is attached.

**TCC Action:** Recommend the TAC approve the JARC 2014 Program of Projects

**TAC Action:** Approve the JARC 2014 Program of Projects.

## 2014 Program of Projects (Proposed) - JARC (Section 5316) Grant

**2014 Call for Projects**
**FTA/TEAM Project ID: NC-XXXXXX**
**Program of Projects JARC (Section 5316) FTA Grant Program**

MPO Approval Date Approval Date	Subrecipient	Location of Service	Description of the Service	Project Type	Total Cost	Federal Share	% Federal	Point of Contact
5/23/14	CHT	Chapel Hill Pittsboro Express (PX Route)	Chapel Hill Transit (CHT) will continue express bus service between Pittsboro in northern Chatham County and Chapel Hill. This service links small urban and rural areas of Chatham County to work at the University of North Carolina, UNC Hospitals, and other locations in the community.	Operating	\$ 197,572	\$98,786	50%	Brian Litchfield 919-969-4908
5/23/14	DATA	Expanded Service to Brier Creek	The DATA Route 15 will be expanded from 9 round-trips per day, Mon-Sat, to 19 round-trips. The funding will also introduce Sunday service (for the first time), with 13 round-trips. Route 15 connects Downtown Durham with portions of southeast Durham County and the Brier Creek area in Wake County.	Operating	\$ 461,270	\$230,635	50%	Pierre Osei-Owusu 919-560-1535
5/23/14	CHT	CHT HS/Rogers Road	Continuation of extension service hours on two routes that connect downtown/UNC to north Chapel Hill and east Chapel Hill.	Operating	\$ 70,390	\$35,195	50%	Brian Litchfield 919-969-4908
5/23/14	Triangle Transit	Sunday Routes (400,700, & 800)	Triangle Transit will implement regional bus service on Sunday in the Triangle for the first time. Service will be provided on Routes 400 (Chapel Hill-Durham), 700 (Durham-RDU-RTP), and 800 (Chapel Hill-RTP)	Operating	\$ 470,735	\$235,368	50%	Erik Landfried 919-485-7508
5/23/14	DURHAM MPO	DCHC MPO-wide	Administration of the JARC program in FY2014	Admin.	\$ 66,591	\$66,591	100%	Meg Scully 919-560-36409

<b>Totals:</b>	\$ 1,266,558	<b>\$ 666,575</b>
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## MEMORANDUM

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

**FROM:** Meg Scully, Lead Planning Agency Staff

**DATE:** June 11, 2014

**RE:** Enhanced Mobility for Seniors and Individuals with Disabilities (5310 Grant) Program Management Plan and Notification of 2014 Call for Projects

### **Background**

On October 1, 2012 the Moving Ahead for Progress in the 21st Century (MAP-21) was passed into law as the new federal transportation funding legislation. MAP-21 replaced the former law known as SAFETEA-LU, ending both the New Freedom (Section 5317 grant) and the Elderly Individuals and Individuals with Disabilities (Section 5310 grant) as distinct programs. Under Map-21, the new section 5310 consolidates activities previously funded by the New Freedom grant and the SAFETEA-LU 5310 grant.

The 5310 grant program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.

### **Coordinated Plan**

As required by the Federal Transit Administration (FTA), the DCHC MPO created a Coordinated Public Transit - Human Services Transportation Plan (CPT-HSTP) to guide the selection and funding of New Freedom projects. The TAC approved the original plan in March 2007. An updated CPT-HSTP was approved by the TAC in January 2014 and references the new 5310 grant. All transportation projects receiving funding under Section 5310 must “be included in the local coordinated human service-public transportation plan.” The 2013 CPT-HSTP Update is the policy document applicants should reference for project proposals for 5310 funds.

### **Program Management Plan**

A Program Management Plan (PMP) is required by FTA to document and describe the methods or processes used by the City of Durham, the designated recipient of the Section 5310 Grant, to solicit, select, award and administer 5310 funds. The FTA must approve the PMP prior to any grant award.

### **2014 Call for Projects – Funds Available**

The project selection process will occur every two years, as long as 5310 grant funds are available. The DCHC MPO has received appropriations for FY 2013 and FY 2014. The amount of funding available for this call is **\$475,190**.

## **Call for Projects - Schedule**

The LPA recommends the following schedule for the 2014 Call for Projects:

- 5/28/2014 TCC receives schedule/Notification of 2014 Call for Projects/PMP
- 6/11/2014 TAC receives schedule/Notification of 2014 Call for Projects/PMP
- 6/11/2014 Begin Advertising & Solicitation for applications
- 6/24/2014 5310 Grant Application Workshop
- 8/01/2014 Application deadline: 4pm
- 8/02/2014 LPA staff reviews and scores proposals; drafts recommendations
- 8/27/2014 TCC action on FY2014 Program of Projects recommendations
- 9/10/2014 TAC action on FY2014 Program of Projects recommendations
- 9/23/2014 Funding recipients receive notification

**TCC Action:** Recommend the TAC approve the 5310 Program Management Plan and receive the proposed 5310 Grant 2014 Call for Projects Schedule.

**TAC Action:** Approve the 5310 Program Management Plan and the 5310 Grant 2014 Call for Projects Schedule.

## **Program Management Plan (PMP)**

### **Section 5310 Grant: Enhanced Mobility for Seniors and Individuals with Disabilities**

#### **Background and Overview**

In accordance with the Federal Transit Administration's (FTA) Circular 9070.1G, this Program Management Plan (PMP) documents and describes the methods or processes used by the City of Durham to solicit, select, award, and administer all funds. As the designated recipient of the *Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities*, the funds are awarded through the City of Durham to qualified public and private transportation service providers in the Durham Chapel Hill Carrboro Metropolitan Planning Organization's (DCHC-MPO) urbanized area. The funds come from the FTA for the purpose of meeting unmet public transportation and human service needs of residents in the Durham-Chapel Hill-Carrboro area. This plan essentially serves as a guide to the biennial project selection and monitoring process. A copy of this plan will be filed with FTA (Region 4) office, and also with the North Carolina Public Transportation Division.

The DCHC-MPO currently heads the development and coordination of the region's public and human service transportation initiatives, as required by the federal transportation legislation, Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21). The goal of DCHC-MPO is to help improve or enhance transportation services for residents in the Durham, Orange and Chatham County metropolitan area. The Section 5310 Grant program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. The DCHC-MPO is the planning and administrative entity that oversees all MPO transportation planning functions. Consequently, this body will be responsible for the overall administration of the 5310 program.

#### **Program Goals and Objectives**

The primary goal of the Program Management Plan is to increase personal mobility and travel options for those with special transportation needs and to enhance access to transit service through the coordination of existing and future services. FTA has defined the goal of the 5310 program, in the Circular FTA C9070.1G; "to improve mobility for seniors and individuals with disabilities throughout the country, by removing barriers to transportation services and expanding the transportation mobility options available." Toward this goal, FTA provides financial assistance for transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas – urbanized, small urban, and rural. The 5310 program will be administered towards the goals, strategic objectives, and recommendations found in the DCHC MPO *2013 Coordinated Public Transportation Human Services Transportation Plan Update*. The program requires coordination with other Federally-assisted programs and services in order to make the most efficient use of Federal resources.

## DCHC-MPO

### Roles and Responsibilities

The designated recipient of Section 5310 Grant funds in urbanized areas over 200,000 in population has the principal authority and responsibility for administering the program. The designated recipient must be officially designated through a process consistent with 49 U.S.C. 5307(a) (2): “an entity designated in accordance with the planning process under Sections 5303, 5304, and 5306, by the chief executive officer of a State, responsible local officials, and publicly owned operators of public transportation, to receive and apportion amounts under Section 5336 that are attributable to transportation management areas identified under Section 5303.”

The City of Durham is the designated recipient of the Section 5310 Grant on behalf of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC-MPO). Every two years, the DCHC will solicit, receive, and select proposals for funding from both private and public transportation providers from across the Durham Urbanized area. Also, the Lead Planning Agency (LPA) of the DCHC MPO will assume the primary responsibilities associated with grant administration, including, but not limited to:

1. Document procedures in a Program Management Plan;
2. Planning for future transportation needs and ensure integration and coordination among diverse transportation modes and providers;
3. Developing selection criteria consistent with the coordinated planning process;
4. Notifying eligible local entities of funding availability;
5. Soliciting applications from potential sub-recipients;
6. Determining applicant and project eligibility;
7. Certifying allocations of funds are made on a fair and equitable basis;
8. Submitting an annual POP and grant applications/reports to FTA;
9. Ensuring that all sub-recipients comply with Federal requirements;
10. Certifying that all projects are included in a locally developed , coordinated public transit-human service transportation plan developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and non-profit transportation and human service providers, and other members of the public;
11. Certifying that to the maximum extent feasible, funded 5310 services are coordinated with transportation services assisted by other Federal departments and agencies;
12. Overseeing the implementation of projects as developed/prioritized in the coordinated plan;
13. Ensuring at least 55 percent of the apportionment is used for traditional Section 5310 projects carried out by eligible sub-recipients; and
14. Managing all aspects of grant administration, distribution, and oversight for sub-recipients.

### Technical Subcommittee

The DCHC MPO draws upon a technical subcommittee to assist in the development of a variety of materials, including the development and update of the *2013 Coordinated Human Services Transportation Plan Update* and project evaluation criteria. The subcommittee represents a wide variety of special needs transportation interests, and is comprised of the following types of agencies:

- Human service transportation providers
- MPO Technical Coordinating Committee –transit subcommittees
- County departments of community services

## DCHC-MPO

- Transit agencies
- Department of Social and Health Services

### Coordination

Section 5310 Grant funding must be implemented effectively and efficiently. One way to provide quality service under these constraints is to coordinate agencies and projects. Proposed projects will be evaluated based on their ability to coordinate with other public transportation, community transportation and/or social service resources (including financing of projects). Projects that include partnerships with non-profits, private business, or other stakeholders will also receive higher points. Project sponsors should clearly identify project stakeholders, and how they will keep stakeholders involved and informed throughout the project. The MPO Lead Planning Agency will assist coordination efforts related to this program with public and private providers including human services agencies, private non-profit organizations, community service agencies, private operators including taxicabs, Meals-on-Wheels, retirement communities, and university transportation services. Operators of public transportation, such as Chapel Hill Transit, Durham Area Transit Authority, Triangle Transit Authority, Orange Public Transportation, and Durham County Access will also be included in all coordination efforts.

In January 2014, the DCHC-MPO adopted the *2013 Coordinated Public Transportation-Human Services Transportation Plan Update* (CPT-HSTP) to fulfill the requirement of MAP-21 for coordinated public transportation plans. Federal law also requires that the plan be developed locally “through a process that includes representatives of public, private, and non-profit transportation and human services providers and participation by the public.” The purpose of a CPT-HSTP is to improve transportation services for persons with disabilities, older adults, and low-income individuals through a better coordinated transportation system. Plan updates are mandatory every four years to identify needs of the transportation disadvantaged.

CPT-HSTPs coordinate fixed-route transit, paratransit, and transit services provided by local agencies and non-profits. Human service transportation projects funded by Federal Transportation Administration (FTA) grants must be derived from priorities identified in the CPT-HSTP. DCHC-MPO will continue to facilitate and coordinate human services transportation by hosting 5310 Grant Workshops for potential sub-recipients, providing quarterly opportunities for coordination amongst providers, and oversight for the 5310 grant program.

### Eligible Sub-recipients

The Section 5310 Grant funds have two categories of projects and different eligible sub-recipients for each category. Not all sub-recipients are eligible for both Traditional and Non-traditional 5310 projects (please see the chart on the next page). Only transportation-related projects that fall within the Metropolitan Planning Area will qualify for funding.

**Please Note:** All organizations or business entities receiving 5310 funds **must** have a Data Universal Numbering System (DUNS) registration number. This is a nine-digit identification number that provides a unique identification for business entities. Applicants that do not currently have a DUNS number can obtain one for free from Dun and Bradstreet ([www.dnb.com](http://www.dnb.com)). It takes about five weeks to receive the DUNS number after all the information is entered.

## DCHC-MPO

**DCHC-MPO will allow organizations to apply without the DUNS number, but will not be able to disburse any grant funds until the DUNS number is provided.**

Types of eligible agencies:

- **Private non-profit organizations.** A non-profit organization is a corporation or association determined by the Secretary of the Treasury to be an organization described by 26 U.S.C. 501(c) which is exempt from taxation under 26 U.S.C. 501(a) or one which has been determined under State law to be non-profit and for which the designated State agency or urbanized area designated recipient has received documentation certifying the status of the non-profit organization;
- **State or local governmental authorities** approved by the state to coordinate services;
- **Operators of public transportation** services, including private operators of public transportation services.

Agencies eligible for project categories:

Traditional 5310 Projects	Non-Traditional 5310 Projects
1) Private, non-profit organizations. 2) State or local governmental authorities approved by the state to: <ol style="list-style-type: none"> <li>a. coordinate services for seniors and individuals with disabilities</li> <li><b>or</b></li> <li>b. certify that there are no non-profit organizations readily available in the area to provide the service.</li> </ol>	1) Private, non-profit organizations. 2) State or local governmental authorities approved by the state to coordinate services for seniors and individuals with disabilities. 3) Operators of public transportation (including private operators and taxicab programs).

### Eligible Activities

#### Traditional

According to the MAP-21 legislation, at least 55 percent of a recipient's Section 5310 funds are required to be used for capital projects that are "traditional" Section 5310 projects. The 55 percent requirement is the minimum, however capital projects can utilize more of the apportionment if needed. Capital projects are public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable. New or replacement buses and vans are a capital expense, however as the LPA is unable to hold a lien on vehicles (which is recommended by the FTA), **vehicle purchase with 5310 funds is unlikely**. Fundable *capital expenses* that are considered traditional projects include, but are not limited to:

Vehicle rehabilitation (e.g. radios, wheelchair lifts, ramps); passenger facilities (benches, shelters, and amenities); Intelligent transportation systems (ITS); dispatch and fare collection systems; lease of equipment when it is more cost effective; transportation services under contract or lease; capital and operating expenses associated with contracted services;

## DCHC-MPO

coordination programs among public transportation providers and other human services agencies. Mobility Management is an eligible *capital cost*.

### Non-Traditional

The Section 5310 program has expanded the list of eligible activities to include “non-traditional” public transportation projects that:

- a. improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit.
- b. exceed the requirement of the ADA.
- c. provide alternatives to public transportation that assist seniors and the disabled.

These non-traditional projects are not permitted to utilize more than 45 percent of the Durham UZA apportionment. These projects must be targeted toward meeting the transportation needs of seniors and individuals with disabilities, although the services may also be used by the general public. It is not sufficient that seniors and individuals with disabilities are included (or assumed to be included) among the people who will benefit from the project. FTA encourages projects that are open to the public as a means of avoiding unnecessary segregation of services.

The following activities are examples of eligible projects that go beyond the minimum requirements of ADA:

Expansion of service hours for ADA paratransit beyond hours of fixed-route services; incremental cost of providing same day service; incremental cost of making door-to-door service available to all ADA paratransit riders; enhancing service by providing escorts or assisting riders through the door of their destination; purchase of equipment designed for mobility aids that exceed the dimensions/weight ratings under the ADA and labor costs of aides to help drivers with over-sized wheelchairs and installation of additional securement locations in public buses beyond ADA requirement.

Public transportation alternative activities may include: purchasing vehicles to support new accessible taxis, ride sharing, and/or vanpooling programs; supporting the administration and expense related to new voucher programs for existing transportation services offered by human service providers (mileage reimbursement as part of a volunteer driver program, taxi trip, or trips provided by human service agency). Vouchers are an operational expense that requires a 50/50 match.

### Local Share and Local Funding Requirements

The 5310 grant program requires a local match to ensure projects are 100% funded. The FTA’s contribution varies according to project type (please see below). Non-DOT funds and local and private funds can be used as the local match. Matching share requirements are flexible to encourage coordination with other federal programs that may provide transportation, such as Health and Human Services or Medicaid. All sources of local match must be identified and described in the grant application.

Funds can be used to support:

- Capital Projects – 80% Fed/20% Local Match
- Operating – 50% Fed/ 50% Local Match

## DCHC-MPO

- ADA or CAA<sup>1</sup> compliant vehicles – 85% Fed/15% Local Match
- ADA or CAA vehicle-related equipment (on and attached to the vehicle) – 90% Fed/ 10% local

Income from contracts to provide human service transportation may be used either to reduce net project cost (treated as revenue) or to provide local match for Section 5310 operating assistance. No FTA program funds can be used as a source of local match for other FTA programs. Matching share requirements are flexible to encourage coordination with other federal programs that may provide transportation, such Health and Human Service or Medicaid. Some examples of sources of local match which may be used for any portion of local shares include:

- State or local appropriations;
- Other non-DOT Federal funds eligible to be expended for transportation;
- Private donations;
- Revenue from human service contracts;
- Net income generated from advertising and concessions.
- Income from contracts to provide human service transportation.

Local match may be derived from other Federal funds derived from Federal programs that are eligible to be expended for transportation, other than from the DOT programs. Examples of types of programs that are potential sources of local match for Section 5310 include:

- employment training,
- aging,
- medical,
- community services, and
- rehabilitation services.

To be eligible for local match for FTA funds, the other Federal funds must be used for activities included in the total net project costs of the FTA grant. Expenditure of other Federal funds for transportation outside of the scope of the project cannot be applied as a credit for local match in the FTA grant. Specific program information for other types of Federal funding is available at [www.unitedweride.gov](http://www.unitedweride.gov).

### **Project Selection Criteria and Method of Distributing Funds**

Project funds will be awarded through a competitive selection process. The process will begin every two years during the spring with a call for projects. After receipt of applications by the DCHC-MPO staff, applications will then be forwarded to the Transit Subcommittee of the DCHC's Technical Coordinating Committee (TCC). The Transit Subcommittee will review and score all applications and make a selection based on the responsiveness of individual applications. Representatives of this subcommittee are very familiar with local human service agencies, the target population documented in the CPT-HSTP, and the transportation issues affecting this target population. After scoring the proposals, the Transit Subcommittee will recommend projects for funding to the TCC.

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<sup>1</sup> CAA is the Clean Air Act of 1990

## DCHC-MPO

The TCC will review the projects recommended for funding and make further recommendation to the DCHC Technical Advisory Committee (TAC). The TAC will have the final vote on the selection and funding of the recommended projects. The list of approved projects will then be published and submitted to the FTA for funding. All proposals will reflect public transportation and human service transportation priorities documented in the CPT-HST Plan. The recommended top tier transportation priority needs currently identified by the MPO are listed below:

1. Education and Outreach
2. Access to Services
3. Coordination and Cooperation
4. Alternative Funding
5. Rural-Urban Connections

Further explanation, detail, and project ideas that fall under the five general areas of need can be found in the 2013 CPT-HSTP Update.

### Program of Projects Development and Approval Process

In accordance with the federal transportation law, MAP-21, all projects selected for 5310 Grant funding must be “included in a locally developed, coordinated public transit-human service transportation plan.” The 2013 CPT-HSTP Update identifies five top priority needs, with many project ideas under each category. Applicants can propose more detailed project ideas than are listed in the CPT-HSTP, allowing applicants the flexibility to address needs creatively.

### Project Selection

The Project Selection process will be conducted every two years, as long as 5310 grant funds are available. The solicitation of projects will be announced as early in each calendar year as is feasible, to provide applicants with ample time to develop complete proposals. During this first year, the solicitation announcement will follow the Transportation Advisory Committee’s approval of the CPT-HSTP and the Program Management Plan. In subsequent years, the solicitation announcement will occur earlier,

### **All applications must meet the following:**

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

### **Eligible applications will then be evaluated on the following criteria:**

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

## DCHC-MPO

to provide applicants with ample time to develop complete applications.

All applicants will be required to submit a completed application. This would allow enough time for the application evaluation by the Technical Coordinating Committee (TCC) subcommittee. This subcommittee would make funding recommendations to the full TCC, who in turn would make final recommendations to the Transportation Advisory Committee. The criteria recommended for use in evaluation of competing applications are listed in the box at right.

The intent is that the selected projects will enable all the stakeholders to cooperatively move toward an increasingly coordinated transportation system. This will better serve the needs of all our customers, but particularly those who have traditionally been transportation-disadvantaged. The TCC will review and make all necessary updates to the program as it deems necessary.

### Project Selection Criteria/Application and Scoring

The LPA is electing to conduct a competitive selection process for projects seeking Section 5310 funds apportioned to the DCHC MPO.

This competition shall occur biennially. The following information and scoring criteria will be used to score and rate project applications:

1. **Project Needs/Goals and Objectives (30 points):** The project should directly address priority transportation needs identified through the Durham-Chapel Hill-Carrboro MPO's locally developed Coordinated Public Transportation - Human Services Transportation Plan. Project application should clearly state the overall program goals and objectives, and demonstrate how the project is consistent with the objectives of the 5310 grant program. The project application should indicate the number of persons expected to be served, and the number of trips (or other units of service) expected to be provided.
2. **Implementation Plan and Evaluation (15 points):** For all projects, applicants must provide a well-defined service operations plan and/or capital procurement plan, and describe implementation steps and timelines for carrying out the plan. The implementation plan should identify key personnel assigned to this project and their qualifications. Project sponsors should demonstrate their institutional capability to carry out the service delivery aspect of the project as described.
3. **Project Budget (10 points):** Projects must submit a clearly defined project budget, indicating anticipated project expenditures and revenues, including documentation of matching funds. Proposals should address long-term efforts and identify potential funding sources for sustaining the service beyond the grant period.
4. **Partnerships and Program Outreach (30 points):** Proposed projects will be evaluated based on their ability to coordinate with other public transportation, community transportation and/or social service resources. Projects that include partnerships with non-profits, private business, or other stakeholders will also receive higher points. Project sponsors should

## DCHC-MPO

clearly identify project stakeholders, and how they will keep stakeholders involved and informed throughout the project. Project sponsors should also describe how they would promote public awareness of the project. Letters of support from key stakeholders and/or customers should be attached to the grant application.

5. ***Program Effectiveness and Performance Indicators (10 points)***: The project will be scored based on the project sponsor's ability to demonstrate that the proposed project is the most appropriate match of service delivery to the need, and is a cost-effective approach. Project sponsors must also identify clear, measurable outcome-based performance measures to track the effectiveness of the service in meeting the identified goals. A plan should be provided for ongoing monitoring and evaluation of the service, and steps to be taken if original goals are not achieved. Sponsor should describe their steps to measure the effectiveness and magnitude of the impact that the project will have on target markets (i.e., persons with disabilities or seniors).
6. ***Innovation (5 points)***: The project will be examined to see if it contains innovative ideas (service concepts or facilities, creative financing, or new technologies) that have the potential for improving access and mobility for the target populations and may have future application elsewhere in the region.

### Administration, Planning, and Technical Assistance

Designated recipients of the Section 5310 Grant funding may utilize up to 10% of each yearly apportionment to support program administrative costs including administration, planning, and technical assistance. This activity may be funded entirely by federal funds and does not require a local match. The City of Durham being the designated recipient will utilize allowable funds up to 10% of the total value of any grant that they administer. These funds will offset the cost of overhead and staff salaries associated with application process, project approval and grant management activities. These dollars will be used to support the competitive selection process and updates to the Coordinated Human Services Transportation Plan.

In the course of administering projects for sub-recipients, the designated recipient, the LPA (City of Durham Transportation) may include up to 10% of the net application project amount to fund program administration costs including administration, planning, and technical assistance. Allowable administrative costs may include, but are not limited to, general administrative and overhead costs, staff salaries, office supplies, and development of specifications for vehicles and equipment. Guidance on eligible costs can be found in the Office of Management and Budget (OMB) Circular A-87. The City of Durham, as the designated recipient will assist in determining needs within service areas for seniors and persons with disabilities. This assistance includes an inventory of existing public transportation services, the total estimated demand for seniors and persons with disabilities transportation and the estimated number of vehicles of a given capacity to satisfy the unmet demand.

The City of Durham will offer to provide technical assistance for applications and grant administration to local groups or organizations that plan to provide transportation services to seniors and persons with disabilities. Grant applicants should consider some the following factors based on specific project type: number of trips, trip purpose, the locations of shopping areas and

## DCHC-MPO

medical facilities, nutrition sites, social services, recreation areas, the estimated number of vehicles and sizes needed to fill gaps in service. Data compiled on the existing transportation services available in the area will be used and an analysis will be made as to whether or not the existing services are insufficient, inadequate or inappropriate to meet the need.

### Transfer of Funds

Transfers of Section 5310 funds to other FTA programs or sub-recipients are not permitted. Upon successful program selection and funds approval by the Durham City Council, the designated recipient would apply for grants and pass-through funds to sub-recipients under the guideline outlined in this PMP and consistent with pass-through agreements.

### Private Sector Participation

To the extent possible, the DCHC-MPO will provide equal and adequate access for all public and private transportation and Human service providers in the Metropolitan area to enable them to apply for the grant, and if qualified, receive funding from the program. The competitive selection process is open and public. Notices for funding and call-for-projects will be advertised in newspapers, as well as mailed out to partners and stakeholders on the MPO Coordinated Human Services mailing lists.

### Civil Rights/Title VI

The City of Durham will require that sub-recipients recommended for federal funding submit all project appropriate FTA certifications and assurances as part of the application process and annually thereafter. These include, but are not limited to:

1. Standard Assurances
2. Nondiscrimination Assurances
3. Private Mass Transportation Companies
4. Assurance of Nondiscrimination on the Basis of Disability

The City of Durham will not execute any grant contract without having first received these items. The City and NCDOT shall exercise an active oversight role with regard to the equipment procurement process. The MPO shall require that bidding documents for equipment be in compliance with Subpart D, 49 CFR, Part 26. This requirement relates to the purchase of goods and/or services from disadvantaged business enterprises (DBE). Sub-recipients are required to annually report purchases made from DBE vendors and provide a description of their good faith efforts to locate and purchase from DBE vendors.

The DCHC-MPO will ensure that all fund recipients comply with federal civil rights requirements related to the execution of the funded project. The MPO will also ensure that recipients of the funds provide equal access and mobility for any person without regard to race, color or national origin.

Consequently, the DCHC would make certain that projects funded by the grant have in place adequate measures to meet or exceed federal Title Six assurance and DBE goals, and provide fair, equitable service to minority women, children and the elderly population in the course of executing the funds. Also, the DCHC, in the process of selecting fund recipients would make sure that potential fund recipients have incorporated minority programs into their proposal and that the

## DCHC-MPO

disadvantaged population group have been given due consideration and are not harmed by the execution of the project.

### Section 504 and ADA Reporting

The DCHC-MPO project funding guidelines will guarantee that all programs funded by Section 5310 funds comply with all Section 504 and ADA rules and regulations. Accordingly, all applicants would be made to certify that their respective projects comply with all applicable rules and regulations related to Section 504 and ADA. Also, program selection would be made with Section 504 and ADA compliance requirements in mind and the level of compliance may influence the selection of a program.

Additionally, The DCHC-MPO would require that fund recipients have endorsement from other human service agencies that cater to the needs of ADA clients. Also, any ADA violation by a fund recipient may be ground for termination of the funds. The LPA will notify each grant recipient at the time of the grant award that that allegations made in regards to discrimination in service or employment, including Section 504 and ADA will be reported and investigated. The City Human Relations Department may be contacted by anyone alleging discrimination in service or employment, including Section 504 and ADA. Sub-recipients must be in compliance with Section 504 ADA requirements. Any written complaints alleging discrimination will be referred to Durham Human Relations Department and the NCDOT's Office of Equal Opportunity.

### Program Measures

At the beginning of each program year, and depending on the scope or the emphasis areas chosen by the DCHC-MPO as qualified areas for funding, a set of criteria would be outlined that would be the basis for selection of projects. As part of the compliance and monitoring process, individual projects will have specific reporting benchmarks that must be met in order to stay compliant and be eligible for continuous funding.

On a quarterly basis, all sub-recipients will provide documentation to their financial administrator, and reports would be compiled and forwarded to the DCHC-MPO for further review and filing. Such reports will be required when invoices are submitted for payment by the recipient. Twice a year, the DCHC-MPO will review the benchmarks and make necessary notations as may be required to ensure that the recipients are in full compliance and fulfilling the objectives depicted in their grant application. Overall the program administration would ensure that:

- All applicants, both public and private, are given equal opportunity to submit application for financial assistance under this program.
- All recipients understand the purpose of the funding program, general reporting standards, and requirements set by the program administrators.
- All recipients and sub-recipients are in compliance with the requirements contained in the provisions of the program, including the provision of all relevant information or reports related to the execution of the program.

The DCHC MPO will also submit a consolidated report of (both quantitative and qualitative) information available on each of the following measures with its fourth quarter or annual milestone progress reports:

## DCHC-MPO

- (1) Gaps in Service Filled: Provision of transportation options that would not otherwise be available for seniors and individuals with disabilities measures in numbers of seniors and individuals with disabilities afforded mobility they would not have without program support.
- (2) Ridership: Actual or estimated number of rides (as measured by one-way trips) provided annually for seniors or individuals with disabilities on Section 5310 supported vehicles and services.
- (3) Physical Improvements: Additions or changes to environmental infrastructure (e.g. transportation facilities, sidewalks, etc.), technology, and vehicles that impact availability of transportation services as a result of project implemented in the current reporting year.
- (4) Other Measures: Any other measures the FTA Secretary deems appropriate.

### Designated Recipient Program Management

The City of Durham will be responsible for ensuring certain reports are provided to FTA each year or as needed. In order to provide these reports for services provided by the City and its sub-recipients, it will be necessary for The City of Durham to collect certain data from each sub-recipient. The reports that City of Durham will provide to FTA each year are:

Annual Program of Projects (POP) Status Reports – The City of Durham will submit quarterly status reports that include an updated POP for each approved grant that contains active projects. The updated POP reflects project descriptions, changes in projects from one category to another, and adjustments if applicable.

Significant civil rights compliance - Issues occurring during the year (such as Title VI, Equal Employment Opportunity (EEO), or Disadvantaged Business Enterprise (DBE) Program complaints against the designated recipient, the City of Durham or sub-recipients will be addressed in the annual status report. The City of Durham will also report notable accomplishments or problems involving 5310 Grant sub-recipients.

Milestone Activity Reports - For activity line items (ALIs) for which milestones were required at the time of the recipient application (for example, for vehicle procurements, construction projects, and program reserve), The City of Durham will provide revised milestone dates as part of the report. If the estimated completion date for the grant has changed, the revised date will be provided with an explanation as to why the date has changed

The daily monitoring as well as management of the program will be done by the designated recipient, the City of Durham. All procurement emanating from the grant must comply with the established compliance guidelines set by the program. In cases of gross mismanagement, fraud or non-performance of the project, the City would set in motion a process to cut off funds, involve the City of Durham's attorneys or do both. In some cases assets acquired with funds from the program may be taken away or transferred to other agencies to ensure that public funds are not wasted but put to proper use. Additionally the City of Durham would establish the following annual process for managing the program:

## DCHC-MPO

- Establish timeline and procedure for announcing, selecting, disbursing funds and monitoring of programs.
- Establish procedure for developing updates and maintaining local standards for compliance with the program.
- Establish internal guidelines for making determinations of compliance with the program, and contract administration.
- Conduct end-of-program assessment to assure that all goals were met and also the program complied with all requirements of the guidelines established.
- Provide avenue for further review, updates or amendments to the local program requirement.

The City of Durham will monitor sub-recipients' compliance with federal requirements and program guidance. The City of Durham will use a checklist and provide a summary of each visit, which it will keep on file and make available to FTA during any federal program management reviews

### Certifications

Certifications are required for all federal grant recipients, sub-recipients, contractors, and subcontractors. For DCHC MPO transit operators, the certification is part of the Annual List of Certifications and Assurances that they submit to the FTA. Transit operators are required to include the lobbying clause in its FTA-funded agreements, including sub-recipient agreements, third party contracts, and subcontracts exceeding \$100,000. Signed certifications must be obtained by the City of Durham from all sub-recipients. The full list of certifications and required documentation is located on the 5310 application.

### Sub-recipient Agreement

The City of Durham will develop and execute sub-recipient agreements with all sub-recipients awarded funding under the Section 5310 Grant Program. The sub-recipient agreements for capital projects will detail the scope of work of the project. Agreements for operating assistance will outline the type of service provided by the sub-recipient, the time period covered by the agreement, and the service area. All sub-recipient agreements will include the funding amounts awarded. Any expenses incurred in excess of the budgeted amounts are the sole responsibility of the sub-recipient.

### Reporting Requirements

Sub-recipients are required to report on various items with each quarterly invoice. In addition to the measures mentioned above under the section "Program Measures", grantees will be required to propose a set of performance measures that will allow the MPO to evaluate the implementation and effectiveness of individual grant projects. The performance data required of each sub-recipient will vary, but performance measures agreed upon are required in the quarterly project status report. Examples of performance measures include, but are not limited to:

- Passengers per day/hour
- Average passenger revenue
- Net Cost per passenger/client
- Annual vehicle miles traveled
- Revenue service hours provided
- Number of additional clients served/trained
- Expanded service provision

## DCHC-MPO

A brief narrative of quarterly activities shall also be submitted by the grantee (with invoices) to the DCHC MPO. Information included in the narrative would contain such items as coordination efforts with employers or other transportation providers, marketing or public awareness efforts, service or schedule revisions made during the period.

### Performance Standards

All sub-recipients are required to report performance on a quarterly basis. Comparisons will be made among services based on the above reporting requirements. Since 5310 projects may vary widely in service type, it is recognized that some types of services will always be less financially productive but none the less important for improved access to transit services.

### Project Monitoring and Reviews

The City of Durham shall monitor sub-recipients' compliance with Federal requirements through:

- Careful scrutiny of plans, reports, and certifications submitted to The City of Durham under the provisions of those regulations, and discussion with sub-recipients to clarify all requirements.
- Review of quarterly and final reports and invoices sent for payment of costs incurred. This may include an annual meeting with grant recipients (one of which may be a site visit).
- Reviewing and approving, prior to issuance, any materials developed by sub-recipients in connection with their project. This shall include but is not limited to any Request for Proposals (RFPs) and 3rd party contractual agreements related to the project.

The City of Durham shall retain records of all meetings, visits and contacts with sub-recipients. Throughout the project's progress, the City shall offer sub-recipients program guidance and provide or arrange for technical assistance, should this be needed.

### Financial Management

The designated recipient, the City of Durham, maintains financial management systems for financial reporting, accounting records, internal controls, and budget controls subject to standards specified in state laws enforced by the State Auditor, the State Office of Financial Management, and the Legislative Transportation Committee. All systems and procedures for financial management are in compliance with 49 CFR 18.20 and the NCDOT's procedures for incurring and recording expenditures associated with state administration of the 5310 program.

- A. Appropriate Expenditures
  1. Salaries and payroll additive costs, transportation expenses, and office and other expendable supplies for all work provided in the approved planning work program.
  2. Printing, copying, keypunching, computer processing, mapping and aerial photography costs as required for carrying out the work provided in the planning program.
  3. Purchases of special equipment.
  4. The Employment of Consultants must be in accordance with North Carolina Department of Transportation Consultant Selection Procedures; or procedures approved by NCDOT and FTA. NCDOT must approve the employment of all consultants. All contracts or agreement with consultants or contractors must be

## DCHC-MPO

submitted to NCDOT. Payments to minority or women owned business must be reported to NCDOT.

5. Reimbursement of other city agencies, municipalities, counties, regional and state agencies for expenses incurred in conducting work provided for in the planning work program.
6. Auditing costs associated with fulfilling the requirements of OMB Circular A-128.

## B. Accounting Procedures

1. A separate account should be established for the 5310 funds for each fiscal year and all transactions recorded in accordance with acceptable accounting procedures which are approved by NCDOT and FTA. OMB Circular A-102 outlines standards for grantee financial systems.
2. The account established for the planning funds will be included in the annual audit of the agency in accordance with OMB Circular A-128.
3. Time spent for staff services on work provided for in planning work program should be recorded by work task on either standard monthly, weekly, or biweekly time sheets for each individual and filed for audit purposes.
4. Cost for capital and operating (i.e., transportation, office and other expendable supplies, printing, copying work, keypunching, computer processing, mapping and aerial photography) should be supported by receipts, logs and vouchers as appropriate.
5. Reimbursement of other city agencies, municipalities, counties, regional and state agencies should be on a basis of vouchers submitted and supported by similar documents as required of the lead agencies. The vouchers should, as a minimum, specify the staff time expended and work task for which the reimbursement is requested.
6. The total amount of funds specified in the approved 5310 Grant program will be the controlling amount for which reimbursement can be claimed for a given fiscal year. It is recognized that the amount to be spent on each task will vary somewhat from that estimated in the program. Identification of expenditures by work task in a quarterly progress report will ensure that work is being accomplished in accordance with the program and provide guidance in estimating costs for work to be accomplished in succeeding fiscal years.

## C. Reimbursement Procedures

Sub-recipients invoices should be submitted via quarterly reports to MPO/Lead Planning Agency (LPA). The invoice should indicate/include:

1. The total amount of federal grant funds and matching funds expended during the subject period and the amount being requested for reimbursement.
2. Quarterly expenditure report by work task.
3. Year-to-date quarterly narrative.
4. Supporting Documentation (timesheets, receipts, invoices paid, etc.).

## DCHC-MPO

### D. Quarterly Progress Report Procedures

Quarterly progress reports should be submitted to the MPO/LPA. The quarterly progress report should include a brief narrative report of transportation planning work accomplished by the planning agency and any sub-contractor. The quarterly progress report shall be included with that invoice and expenditures report.

### E. Annual Performance Report

An annual performance report is to be submitted with the final planning funds invoice submission for a fiscal year. The written narrative of the performance report should (1) compare work accomplishments to anticipated work goal; (2) discuss progress in meeting schedules; (3) comment on significant task cost overruns/underruns; (4) identify any approved amendments; and (5) discuss any items of interest, i.e. reorganization and personnel changes.

### F. Sub-Recipients

The aforementioned 5310 Grant funds procedure and requirements apply to sub-recipients. Sub-recipients shall send appropriate materials and documents to the designated recipient, the City of Durham.

### **Sub-recipient Financial Management**

The City of Durham will develop and execute grant pass-through agreements with recipients of 5310 Grant funds. All projects related to capital and operating assistance expenditures are expected to be incurred locally and reported to the MPO after the agreements have been executed. All grant agreements for capital projects shall detail the equipment approved for purchase and its intended use. Agreements for operations assistance outline the type of service provided by the sub-recipient, the time period covered by the agreement, and the service area. The City of Durham shall reimburse the sub-recipient with the federal funds based on the proportions identified on the grant agreement. Grant expenditures shall be identified in the City of Durham Accounting and financial reporting tool called MUNIS. Also, grant funding and expenditures shall be identified by federal grant number, grant program and sub-recipient grant number.

The City of Durham shall also maintain spreadsheets for each sub-recipient. These spreadsheets track project expenditures, amounts charged to each funding source, local matching sources, and project budgets. Additional spreadsheets may be prepared which summarize the total expenditures on each grant.

### **Audits**

Sub-recipients shall provide an audit report to the City of Durham. The City of Durham shall conduct a single audit consistent with the City's audit policies and procedures. NCDOT Auditor is legally responsible for conducting audits of state agencies and local governments, including public transit agencies. These audits comply with *OMB Circular A-133*. Auditor issues reports at the completion of the audits. Sub-recipients who are private non-profit organizations or private for-profit firms are required to obtain audits of their expenditures and operations annually by an independent audit firm if their agency has expended in excess of \$500,000 in the Federal fiscal year. The audit firm is

## DCHC-MPO

instructed by the sub-recipient to send a copy of the report to the City of Durham the year after they incur grant-related expenditures. NCDOT's Audit Office shall review the audit reports for compliance with *OMB Circular A-110, A-122, and A-133*. Any questions raised by the Audit Office must be resolved by the sub-recipient and the audit firm preparing the audit report.

### Close Out

For internal financial reasons, the City of Durham closes projects several months after reimbursing the sub-recipient for the last of its eligible expenditures. The process is one of the following:

- a) Verification by the City of Durham with the sub-recipient's representative that all project expenditures have been incurred and reimbursed, or
- b) All funding available in the sub-recipient agreement has been reimbursed, or
- c) The project has come to the end of its 3-year term (operating projects).

Capital assistance has a term equivalent to the useful life of the equipment purchased, which may be up to twelve years after acceptance of the equipment. The DCHC MPO may amend or terminate capital assistance agreements when project equipment is transferred between sub-recipients before its useful life has been reached. Operating assistance agreements have a term of 36 months and are not extended or closed prior to the end date of the agreement.

### Procurement

Purchasing equipment under the 5310 grant program may be conducted directly by the sub-recipients. Sub-recipients that are governmental transit entities (such as DATA or Chapel Hill Transit) will have different procurement processes. These types of entities may participate in NCDOT's coordinated bid process (with NCDOT oversight). The role of NCDOT and the City of Durham is to assure purchases are made competitively and in compliance with federal procurement policies. NCDOT requires that all bid documents and specifications prepared by the sub-recipients be submitted for review and approval prior to seeking bids for equipment, to assure compliance with Federal standards.

The DCHC MPO will provide procurement oversight for non-governmental transit entities (private non-profits or for-profit businesses). The role of DCHC MPO is to assure purchases are made competitively and in compliance with federal procurement policies. Purchases of equipment by sub-recipients are required to abide by the Buy America and Disadvantaged Business Enterprise (DBE) provisions. DCHC MPO requires that all bid documents and specifications prepared by the sub-recipients be submitted for review and approval prior to seeking bids for equipment, to assure compliance with Federal standards.

### Property Management

The City of Durham cannot record a lien against the title of any vehicles purchased by sub-recipients, including vehicles purchased with 5310 funds. **Therefore, grant applications that include the use of 5310 funds for vehicle purchase will receive very low scores due to the impossibility of recording a title lien.**

The DCHC MPO shall design and maintain a database that contains all equipment inventory records. The information in the database shall include, but is not limited to the sub-recipient's name, address and phone number; date accepted; equipment purchased; identification/model numbers;

## DCHC-MPO

vehicle equipment is attached to; federal grant number and state agreement number; federal percentage share; date last inspected, and condition; type of funding used for the purchase; and other information used by the City for program review and reporting.

### Inventory Reports, Maintenance Records and ADA Accessibility

Sub-recipients would be required to submit an annual Owned Rolling Stock Inventory. The inventory will include the following information:

- Year/Make/Model or other ID
- Vehicle Identification Number
- Agency Vehicle Number
- Condition
- Age
- Remaining Useful Life
- Replacement Cost
- ADA Accessibility

The information obtained from these inventories will become part of the inventory record.

Recipients and sub-recipients shall maintain equipment maintenance and inspection records for equipment procured with 5310 funds. In the owner's manual and the lift equipment manual that is included with each vehicle, there is a complete vehicle maintenance schedule. The schedules list the service functions and the service time intervals, in months or miles or cycles. Recipients will be required to service the vehicle(s) and equipment, at a minimum, in accordance with the maintenance schedules, and to keep records to show that service was completed. During an annual inspection, the City of Durham will ask to review the maintenance records. The City of Durham will randomly pick maintenance reports to review. In addition, each recipient will submit certification that service is completed at least as scheduled per the owner's manuals. Request for certification will be sent out annually by the City of Durham.

**Recipients and sub-recipients shall maintain ADA accessibility records and checklist. The DR shall be provided a checklist for maintenance and ADA Accessibility features such as lift, voice annunciation, etc. Sub-recipients may be required to provide their daily log of their maintenance and ADA accessibility checklist to the City of Durham.**

### Reporting Requirements

Sub-recipients are required to prepare a variety of reports on a quarterly basis. These include a project narrative, local matching sources used, number of passenger trips provided, vehicle miles traveled, revenue service hours provided, or any other specific benchmarks established at grant award. They are also required to report on an annual basis their efforts in purchasing from DBE vendors and a vehicle condition report.

### Other Provisions

The DCHC MPO makes appropriate certifications of compliance with Federal requirements. The designated recipient, the City of Durham will cite language regarding these Federal requirements in its contracts with sub-recipients and requires each sub-recipient to execute a certification of compliance with the relevant Federal requirements. Sub-recipient certifications are required of the sub-recipient at the time of application (if applicable). In addition to monitoring sub-recipient's adherence to Title VI requirements, all other applicable federal requirements and certifications will

## DCHC-MPO

be monitored under the City of Durham 5310 Grant compliance program currently under development.

### Buy America

Under the Buy America provision applicable to FTA grants, FTA funds may not be obligated unless steel, iron, and manufactured products used in FTA-funded projects are produced in the United States. Rolling stock (including train control, traction power and communication equipment) must be assembled in the United States and have a 60 percent domestic content to be considered a United States product. The DCHC MPO, in accordance with FTA regulations, requires as a condition of responsiveness, that a bidder submit with its bid a completed Buy America certificate.

### Environmental Protection

The DCHC MPO anticipates only funding projects with categorical exclusions from both the National Environmental Protection Act (NEPA) and the State Environmental Protection Act (SEPA). Therefore, there should be no further documentation necessary. However, should a project be approved that is subject to environmental regulations, the MPO will ensure that the sub-recipient meets all environmental requirements. If such a project were funded, the MPO would require the sub-recipient to submit all necessary documentation.

### Restriction on Lobbying and Code of Ethics

The MPO requires each sub-recipient to complete FTA's Certification on Lobbying prior to contract execution. All bids for equipment prepared by these sub-recipients are required to contain this certification as well. The City's contract with sub-recipients shall require the development and implementation of a written code of ethics. All staff, officers, employees, board members or agents of the sub-recipient are required to comply with the code of ethics. The City of Durham shall verify compliance with this regulation during project monitoring visits.

### Drug and Alcohol Testing

Governmental transit operators, in accordance with 49 CFR Part 655, must have a drug and alcohol testing program in place for all safety sensitive employees. Section 5310 sub-recipients that also receive funding under other FTA programs (Section 5307, 5309, or 5311) must adhere to the mandated FTA drug and alcohol testing program. Any employees funded under Section 5310 projects should be included in the established testing program.

The City of Durham will also require private and non-profit sector sub-recipients with safety sensitive employees to have a drug and alcohol testing program. The testing policies also apply to any contractor or subcontractor with safety sensitive employees. Sub-recipients without safety sensitive employees should submit their drug-free workplace policy. **Sub-recipients will be required to submit their drug and alcohol policy and/or drug-free workplace policy to DCHC MPO LPA (the Lead Planning Agency) as part of the project application process.** This procedure will be reviewed and approved by the City of Durham. The LPA will monitor the sub-recipient's drug and alcohol program proactively over the course of the sub-recipient agreement. The information that the City of Durham requires will be clearly defined in the contract documents issued by the City of Durham and a conformed copy of the contract, including the specifications, maintained by the City of Durham.

## DCHC-MPO

### Davis Bacon Wage Rates

The Davis-Bacon Act is applicable to all federally funded construction contracts in excess of \$2,000. This Act requires that each contract for the construction, alteration, or repair (including painting and decorating) of public buildings or public works within the United States shall contain a clause that no laborer or mechanic employed directly upon the site of the work shall receive less than the prevailing wage rate as determined by the U.S. Secretary of Labor. The minimum wages (including fringe benefits) are those determined by the Secretary of Labor to be prevailing for the laborers and mechanics employed on projects of a similar character in the area in which the work is to be performed. Recipients and Sub-recipients will be required to include the prevailing wage rates in contracts for construction in excess of \$2000. Additional guidance can be found in 29 CFR parts 1, 3 and 5.

### Prohibition on Exclusive School Transportation

Sub-recipients may not provide school bus transportation solely. School bus transportation is defined by FTA as transportation exclusively for school students or personnel. Sub-recipients are required to certify compliance. ***An exception will be the transportation of students with disabilities who are eligible passengers.*** Students with disabilities are permitted on regular service along with the general public (“tripper service”). The Applicant and sub-recipients understand that a violation of this agreement may require corrective measures and the imposition of penalties, including debarment from the receipt of further Federal assistance for transportation.

# Funding Application

## Section 5310 Grant: Enhanced Mobility of Seniors and Individuals with Disabilities

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### Introduction

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On October 1, 2012 the Moving Ahead for Progress in the 21st Century (MAP-21) was passed into law as the new federal transportation funding legislation. MAP-21 replaced the former law known as SAFETEA-LU, ending both the New Freedom (Section 5317 grant) and the Elderly Individuals and Individuals with Disabilities (Section 5310 grant) as distinct programs. Under Map-21, the new section 5310 consolidates activities previously funded by the New Freedom grant and the SAFETEA-LU 5310 grant. Activities previously funded under New Freedom are also eligible under the Enhanced Mobility for Seniors and Individuals with Disabilities Program (Section 5310).

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

**This funding application addresses the Federal Transit Administration (FTA) program funded by MAP-21: Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program.**

### Background on Grant Program

#### Section 5310 – Seniors and Individuals with Disabilities

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

## Eligibility Overview: Section 5310 Grant Funds

### Eligible Applicants

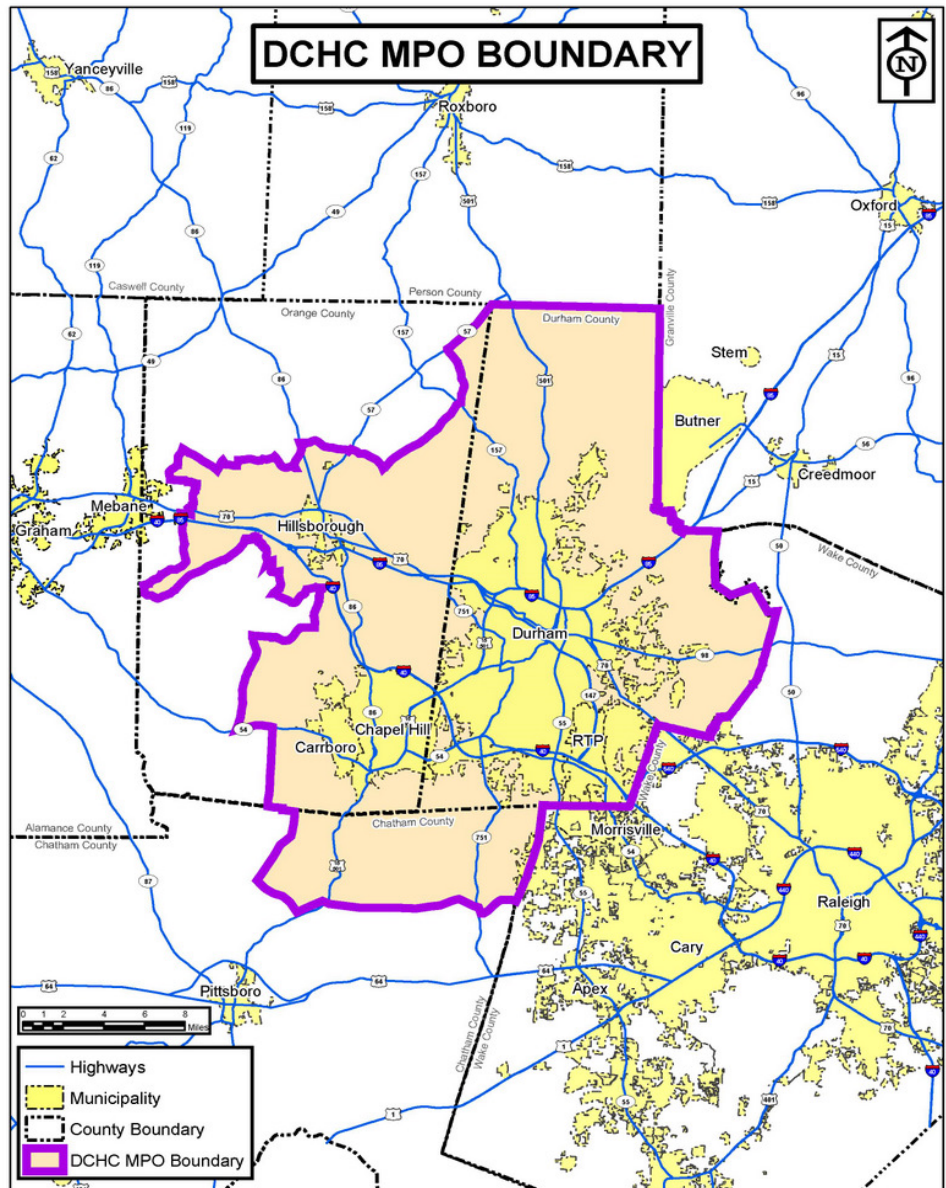
Section 5310 is a formula grant program for member jurisdictions in the Durham Chapel Hill – Carrboro Metropolitan Planning Organization (DCHC MPO). Applicants may include state or local government authorities; private non-profit organizations; and operators of public transportation services including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

### Eligible Use of Program Funds:

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

### Eligible Projects:

5310 funds may be used for the planning, capital or operating costs of services and facilities that improve mobility for seniors and persons with disabilities. Specific project eligibility is detailed later in this document under each program's description. Further, the DCHC-MPO is soliciting projects that have been derived from the adopted 2013 Coordinated Public Transportation - Human Services Transportation Plan Update (CPT-HSTP). The plan outlines a vision for improving mobility options for the disabled, aging, and low-income population living in the region. Federal funding of projects through these two programs will be utilized to meet plan goals.



# Application Requirements

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

## **PART I: Funding Request – Grants Title Page**

## **PART II: Project Narrative**

Please include the following documents:

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

## **PART III: Proposed Project Budget**

## **PART IV: Required Certifications**

1. Drug and Alcohol Testing Policy or Drug-Free Workplace Policy
2. Local Match Certification
3. ADA Accessibility Certification

## Project Application Procedures

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This Section 5310 program application is for funds to be used within the DCHC MPO service area. The initial project application consists of the program-specific requirements detailed in this package of forms and instructions. After a project application has been selected for funding, the applicant will be required to submit appropriate background Certifications and Assurances, and other documentation necessary to meet the requirements of the FTA and DCHC MPO.

## Eligibility Overview:

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### Program Description:

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

### Eligible Agencies:

Section 5310 funds have two categories of projects. Not all sub-recipients are eligible for both categories. Reference the chart on the next page to view and then select projects your agency is eligible to receive. **Please Note:** *All organizations or business entities receiving 5310 funds must have a Data Universal Numbering System (DUNS) registration number.* This is a nine-digit identification number that provides a unique identification for business entities. Applicants that do not currently have a DUNS number can obtain one for free from Dun and Bradstreet ([www.dnb.com](http://www.dnb.com)). It takes about five weeks to receive the DUNS number after all the information is entered. **DCHC-MPO will allow organizations to apply without the DUNS number, but will not be able to disburse any grant funds until the DUNS is provided.**

Traditional 5310 Projects	Non-Traditional 5310 Projects
1) Private, non-profit organizations 2) State or local governmental authorities approved by the state to: <ol style="list-style-type: none"> <li>a. coordinate services for seniors and individuals with disabilities <b>or</b></li> <li>b. certify that there are no non-profit organizations readily available in the area to provide the service.</li> </ol>	1) Private, non-profit organizations. 2) State or local governmental authority approved by the state to coordinate services. 3) Operators of public transportation (including taxicab programs).

## Eligible Activities:

**Traditional Section 5310 Projects** At least 55% of program funds must be used on capital projects that are public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable. *Capital expenses* that are considered traditional projects include, but are not limited to:

- Vehicle rehabilitation (e.g. radios, wheelchair lifts, ramps)
- Passenger facilities (benches, shelters, and amenities)
- Intelligent transportation systems (ITS)
- Dispatch and fare collection systems
- Lease of equipment when it is more cost effective
- Transportation services under contract or lease
- Capital and operating expenses associated with contracted services
- Mobility management
- Coordination programs among public transportation providers and other human services agencies

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

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

- Expansion of paratransit service beyond the  $\frac{3}{4}$  mile required by ADA
- expansion of service hours for ADA paratransit beyond hours of fixed-route services
- incremental cost of providing same day service; incremental cost of making door-to-door service available to all ADA paratransit riders

- Enhancing service by providing escorts or assisting riders through the door of their destination
- Purchase of vehicles and equipment designed for mobility aids that exceed the dimensions/weight ratings under the ADA and labor costs of aides to help drivers with over-sized wheelchairs
- Installation of additional securement locations in public buses beyond ADA requirement feeder service to other transit services for which complementary paratransit service is not required under the ADA
- Making accessibility improvements to transit and intermodal stations not designated as key stations or renovation to an existing station
- Building accessible paths to bus stops that are currently inaccessible (curb cuts, sidewalks, pedestrian signals, or other accessible features)
- Improving signage or wayfinding technology
- Other technology improvements that enhance accessibility for those with disabilities including its
- Travel training
- Public transportation alternatives that assist seniors and individuals with disabilities with transportation.

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

### **Cost Sharing/Match Requirement:**

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

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

## Project Selection for 5310 Grants:

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

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

## Call for Projects and Application Schedule

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- 5/28/2014 TCC receives schedule/Notification of 2014 Call for Projects/PMP approval.
- 6/11/2014 TAC receives schedule/Notification of 2014 Call for Projects/PMP approval.
- 6/11/2014 Begin Advertising & Solicitation for applications
- **6/24/2014 5310 Grant Application Workshop**  
 Time: 8:30am – 10:30am  
 Location: Transportation Conference Room, 4th Floor  
 Durham City Hall  
 101 City Hall Plaza  
 Durham, NC 27701  
*Come to hear a brief presentation on the 5310 Grant application process, discuss your application with staff, and get your questions answered.*
- **8/01/2014 Application deadline: 4pm**
- 8/02/2014 Selection committee reviews and scores proposals.
- 8/27/2014 TCC action on FY2014 Program of Projects recommendations.
- 9/10/2014 TAC action on FY2014 Program of Projects recommendations.
- 9/23/2014 Funding recipients receive notification

## SCORING CRITERIA

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The following information and scoring criteria will be used to score and rate project applications for Section 5310 projects.

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

## Section 5310 Project Evaluation Score Sheet

**Project Name:** \_\_\_\_\_

**Funding Type:**    \_\_\_Capital Only    \_\_\_Operating Only    \_\_\_Capital & Operating    \_\_\_Mobility Management/Coordinated Planning

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

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

Is the proposed project a non-duplicative service or program?	Yes	No
Are eligible local matching funds identified and available?	Yes	No
Does the project provide benefits to the Durham – Chapel Hill – Carrboro urbanized area (see map on p.3)?	Yes	No
<b>5310 Criteria</b>		
Is the proposed project a “Traditional Section 5310 Project” or “Non-Traditional Section 5310 Project”? Please Select.	Trad	Non-Trad
Is the agency eligible for the project type selected?	Yes	No
Is the proposed project identified within the CPT-HSTP (a project listed within the plan)?	Yes	No
Is the proposed project targeted toward meeting the transportation needs of seniors and individuals w/ disabilities?	Yes	No

**DCHC MPO**

DURHAM - CHAPEL HILL - CARRBORO - METROPOLITAN PLANNING ORGANIZATION

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

# Application for Funding

Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities

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## PART I – Applicant Data

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Legal Name:

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DUNS Number:

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Contact Person:

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Address:

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City, State, Zip:

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Telephone:

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Fax:

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E-mail:

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Agency Type: *Check one please*

Operator of Public Transit

Non-profit organization

State or local government agency

Other (please describe) \_\_\_\_\_

# Project Description

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**Title:**

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**Brief Description:**

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**Funding Program:**

5310 Traditional Project \_\_\_      5310 Non-traditional Project \_\_\_

**Project Type:** Capital Only \_\_\_      Capital & Operating \_\_\_

Operating Only \_\_\_      Mobility Mgt./Coordinated Planning \_\_\_

**New or continuing project?**    \_\_\_ New    \_\_\_ Continuing

**Service (days/hours):**

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

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**Estimated daily riders** Weekday: \_\_\_\_\_ Weekend: \_\_\_\_\_

## PART II – Narrative

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### Project Need/Goals and Objectives

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

### Implementation Plan

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

### Project Budget

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

### Partnerships, Collaboration, and Outreach

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

### Program Effectiveness and Performance Indicators

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

### Innovation

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

## PART III – Project Budget

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### Project Funding

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

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

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

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

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

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

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

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

## Project Funding & Local Match

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

### B. Local Match Funding Source(s):

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

Describe: \_\_\_\_\_

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## **PART IV – Required Certifications or Policies** (please attach to application)

1. Drug and Alcohol Testing Policy or Drug-Free Workplace Policy
2. Local Match Certification
3. ADA Accessibility Certification

## MEMORANDUM

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

**From:** DCHC MPO Lead Planning Agency

**Date:** May 14, 2014

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

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This memorandum provides a summary status of tasks for projects in the FY 2013-2014 Unified Planning Work Program.

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

### ***FY 2013-2014 Unified Planning Work Program (UPWP) – Projects***

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

- ✓ Draft CTP Vision - December 2012
- CTP Deficiency Analysis & Needs Assessment – July 2014
- Alternative Analysis – January 2015
- Draft CTP to Local Jurisdictions - April 2015
- MPO Adopt CTP – June 2015
- NCDOT BOT – September 2015
- Final CTP documentation and distribution – October 2015

#### **MPO Community Viz. Scenarios Planning and Visualization -2.0**

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

#### **Update of the MPO Public Involvement Policy (PIP)**

- ✓ Reconcile MPO Public Involvement Policy with MAP-21 – December 2013
- Update of the MPO Public Involvement to reflect MAP-21 and new MOU – Waiting on rule from FHWA
- Public Comment period of the Draft MAP -21 compliant PIP – Waiting on rule from FHWA
- TAC adopted of the MAP-21 compliant PIP – Waiting on rule from FHWA

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

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

**SE Data Update – Employment /Housing/Population Verification**

- ✓ Setup of Employment Analyst Web tool using INFO-USA data - July/August 2013
- ✓ Complete local planner use of Employment Analyst - December 2013
- ✓ 2013 Base Year Employment Verification – March 2014
- ✓ Update of Certificate of Occupancy from 2010-2013 – March 2014
- Development of Draft 2013 Base Year Employment & Dwelling Unit by TAZ – April-June 2014
- ✓ Development of county guide totals for 2013 – March 2014
- Local Review/concurrence and endorsement of 2013 guide totals – May 2014
- TRM Service Bureau review of 2013 SE Data – April to June 2014
- 2013 SE Data ready for use in TRM validation/calibration – July 2014

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

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

**GIS Online (AGOL)/Data Management**

- ✓ Development of GIS online Administration - Complete
- ✓ ArcGIS Online portal –interactive GIS – March 2014
- ✓ AGOL for Employment Analyst - Complete
- ✓ AGOL for MPO Data Management and Surveillance of Change - ongoing
- ✓ AGOL for network viewing ad editing –April 2014
- AGOL integration with the DCHCMPO Website – June 2014
- Portal for public interactive mapping –On going

**MPO Congestion Management Process CMP**

- ✓ Data tabulation (ADT, Travel Time, Bike/Pedestrian, Level of Service – LOS, Crash, etc.) – March 2014
- ✓ Data Analysis – March/April 2014
- MPO Mobility Report Card – July 2014
- MPO CMP State of System Report – June 2014
- Congestion monitoring – Continuously – On going

**MPO Website Update**

- ✓ Contract Negotiation – complete
- ✓ Contract Execution – February 29, 2014
- ✓ Notice to Proceed – March 14, 2014
- ✓ Website Design Kick Off – March 20, 2014
- ✓ Concept/Design/Web Engineering – April 28, 2014
- Information Architecture and Content Management Migration
- Mapping integration
- Content Editor & System Administration Training
- Quality Assurance & Technology Transfer
- Launch Stage
- Post Launch Services

## **Triangle Regional Model Update**

### **Prioritization 3.0/STI/ FY 2016-22 TIP**

- ✓ Modify and update MPO FY-2014-20 highway prioritization – complete
- ✓ Preparation and submission of transit projects – complete.
- ✓ TAC approves highway and bike/pedestrian projects to be submitted for SPOT-3 – complete
- ✓ TCC recommends to TAC rail projects to be submitted for SPOT-3 – January 22, 2014 - complete
- ✓ TAC recommends rail projects to be submitted for SPOT-3 – February 12, 2014
- ✓ LPA develops local ranking methodology – March - April 2014
- ✓ TCC makes recommendation on local ranking methodology – March 26 and April 23, 2014
- ✓ TAC approves local ranking methodology – May 14, 2014
- MPO applies local ranking methodology (points) – May 14-28, 2014
- TAC releases MPO assigned points for local input/public comments – June 11, 2014
- TAC holds public hearing – June 25, 2014
- LPA addresses public comments and makes draft recommendation on local points
- Approval of points – August 13, 2014
- Submission of points to NCDOT – August 29, 2014

## **MAP-21 Performance Measurement**

**Contract Number:** C202436 **Route:** US-70, SR-1322  
**Physical Division:** 5 **County:** Durham  
**Administrative Division:** 5 **TIP Number:** B-3638, R-5164F  
**Length:** 1.233 miles **Federal Aid Number:** BRSTP-70B(2)  
**Resident Engineer:** Alan W. Shapiro, PE **RE Phone Number:** (919)220-4680  
**Location Description:** BRIDGE OVER CAMPUS DR AND APPROACHES ON US-70 BUS AND US-70 BUS (MAIN ST) FROM NINTH ST TO BUCHANAN ST.  
**Type of Work:** GRADING, DRAINAGE, PAVING, SIGNALS AND STRUCTURE.  
**Contractor Name:** DEVERE CONSTRUCTION COMPANY, INC  
**Contract Amount:** \$1,969,734.20 **Cost Overrun/Underrun:** 1.05%  
**Availability Date:** 7/30/2012 **Letting Date:** 6/19/2012  
**Completion Date:** 3/18/2014 **Work Began:** 9/17/2012  
**Revised Completion Date:** 3/25/2014 **Estimated Completion:** 9/21/2014  
**Last Estimate Thru:** 3/31/2014 **Scheduled Progress:** 100%  
**Last Estimate Paid:** 4/3/2014 **Actual Progress:** 99.82%

**Contract Number:** C202507 **Route:** I-540  
**Physical Division:** 5 **County:** Durham  
**Administrative Division:** 15 **TIP Number:** R-2635, U-4763B  
**Length:** 18.8 miles **Federal Aid Number:** TIFIA-540(2)  
**Resident Engineer:** George C. Gibson, PE **RE Phone Number:** (919)836-4873  
**Location Description:** NC-540 FROM NC-55 NEAR APEX TO NC-54 NEAR RTP AND NC-147 FROM I-40 TO NC-540.  
**Type of Work:** DESIGN-BUILD LANDSCAPING.  
**Contractor Name:** SOUTHERN GARDEN, INC.  
**Contract Amount:** \$4,800,000.00 **Cost Overrun/Underrun:**  
**Availability Date:** 8/15/2011 **Letting Date:** 4/21/2011  
**Completion Date:** 7/1/2015 **Work Began:** 8/15/2011  
**Revised Completion Date:** **Estimated Completion:**  
**Last Estimate Thru:** **Scheduled Progress:**  
**Last Estimate Paid:** **Actual Progress:**

**Contract Number:** C202875 **Route:** I-540  
**Physical Division:** 5 **County:** Durham  
**Administrative Division:** 5 **TIP Number:** I-5307, I-5310  
**Length:** 17.133 miles **Federal Aid Number:** IM-0540(23)  
**Resident Engineer:** Michelle H. Gaddy, PE **RE Phone Number:** (919)840-0914  
**Location Description:** I-540 FROM I-40 OVERPASS TO TRIANGLE TOWN BLVD, AND TRIANGLE TOWN BLVD FROM I-540 TO NEW ASPHALT PAVEMENT JOINT.  
**Type of Work:** MILLING, RESURFACING, SHOULDER RECONST, AND STR REHAB.  
**Contractor Name:** FSC II LLC DBA FRED SMITH COMPANY  
**Contract Amount:** \$8,384,157.45 **Cost Overrun/Underrun:** -4%  
**Availability Date:** 2/27/2012 **Letting Date:** 1/17/2012  
**Completion Date:** 11/15/2012 **Work Began:** 2/27/2012  
**Revised Completion Date:** 4/4/2013 **Estimated Completion:** 4/15/2014  
**Last Estimate Thru:** 3/22/2014 **Scheduled Progress:** 100%  
**Last Estimate Paid:** 3/27/2014 **Actual Progress:** 98.56%

**Contract Number:** C203128 **Route:** SR-1978  
**Physical Division:** 5 **County:** Durham  
**Administrative Division:** 5 **TIP Number:** U-4716, U-4716A, U-4716B, U-4716C  
**Length:** 4.203 miles **Federal Aid Number:** FRA-FR-HSR-0006-10-01-00  
**Resident Engineer:** Michelle H. Gaddy, PE **RE Phone Number:** (919)840-0914  
**Location Description:** CLEGG PASSING SIDING & HOPSON RD GRADE SEPARATION AND CLOSING OF AT-GRADE RR CROSSINGS.  
**Type of Work:** GRADING, DRAINAGE, PAVING, STRUCTURE & TRACKBED.  
**Contractor Name:** FSC II LLC DBA FRED SMITH COMPANY  
**Contract Amount:** \$10,900,447.15 **Cost Overrun/Underrun:** 20.17%  
**Availability Date:** 12/31/2012 **Letting Date:** 11/20/2012  
**Completion Date:** 12/28/2015 **Work Began:** 1/30/2013  
**Revised Completion Date:** 10/21/2016 **Estimated Completion:** 12/28/2015  
**Last Estimate Thru:** 4/7/2014 **Scheduled Progress:** 88%  
**Last Estimate Paid:** 4/16/2014 **Actual Progress:** 59.05%

**Contract Number:** C203273 **Route:**  
**Physical Division:** 5 **County:** Durham  
**Administrative Division:** 5 **TIP Number:**  
**Length:** 1.189 miles **Federal Aid Number:**



**Availability Date:** 3/10/2014  
**Completion Date:** 6/6/2014  
**Revised Completion Date:**  
**Last Estimate Thru:** 4/30/2014  
**Last Estimate Paid:** 5/5/2014

**Letting Date:** 2/12/2014  
**Work Began:** 3/31/2014  
**Estimated Completion:** 5/23/2014  
**Scheduled Progress:** 26%  
**Actual Progress:** 50.64%

<u>Let (B)</u>	<u>TIP Sub</u> <u>No.</u>	<u>Div</u>	<u>County</u>	<u>Let Type</u>	<u>Description</u>	<u>Con Est</u>	<u>ROW Est</u>	<u>STATUS</u>
04/14	U-4726HL	5	DURHAM	NON - DOT LET (Local)	DURHAM - SIDEWALK ON BARBEE STREET BETWEEN THE EXISTING SIDEWALK AT PEARSONTOWN ELEMENTARY SCHOOL AND ORINDO DRIVE; ANDSIDEWALK IN FORMER FAYETTEVILLE STREET RIGHT OF WAY TO CONNECT THE DURHAM AREA TRANSIT AUTHORITY (DATA) ADMINISTRATIVEOFFICES WITH GEER STREET			
09/14	C-4928	5	DURHAM	NON - DOT LET (Congestion Mitigation)	DURHAM - MORREENE ROAD FROM NEAL ROAD TO ERWIN ROAD	\$1,990,000		
09/14	C-5178	5	DURHAM	NON - DOT LET (Congestion Mitigation)	DURHAM - CAMPUS WALK AVENUE, MORREENE ROAD TO LASALLE STREET AND LASALLE STREET, KANGAROO DRIVE TO ERWIN ROAD CONSTRUCTSIDEWALKS	\$336,000		
09/14	U-0071	5	DURHAM	Raleigh Letting (LET)	DURHAM - EAST END CONNECTOR FROM NORTH OF NC 98 TO NC 147 (BUCK DEAN FREEWAY)	\$140,700,000	\$24,950,000	
09/14	U-4724	5	DURHAM	NON - DOT LET (Bicycle and Pedestrian)	DURHAM - CORNWALLIS RD FROM SOUTH ROXBORO RD TO UNIVERSITY DR	\$2,156,000		
01/15	EB-4707B	5	DURHAM	Division Design Raleigh Let (DDRL)	DURHAM/CHAPEL HILL - SR 2220 (OLD DURHAM CHAPEL HILL ROAD) FROM SR 1113 (POPE ROAD) TO SR 1116 (GARRETT ROAD)	\$5,150,000		
01/15	EB-5514	5	DURHAM	NON - DOT LET (Bicycle and Pedestrian)	UNIVERSITY DRIVE (SR 2220, NC 751, SR 1183) FROM SR 2220 OLD CHAPEL HILL ROAD) TO SR 1158 (WEST CORNWALLIS ROAD)	\$1,025,000		
04/15	U-3308	5	DURHAM	Raleigh Letting (LET)	DURHAM - NC 55 (ALSTON AVENUE) FROM NC 147 (I. L. "BUCK" DEAN FREEWAY) TO NORTH OF US 70 BUSINESS - NC 98 (HOLLOWAY STREET)	\$30,900,000	\$3,869,000	
04/15	W-5205N	5	DURHAM	Division POC Let (DPOC)	US 15/501 (UNIVERSITY DRIVE) AT SUMMIT STREET/FORESTWOOD DRIVE			
06/15	EB-4411D	5	DURHAM	NON - DOT LET (Bicycle and Pedestrian)	DIVISION 5 - BARBEE CHAPEL ROAD AND STAGE COARD ROAD PAVED SHOULDERS IN DURHAM COUNTY			
09/14	Small Constr.	5	DURHAM	Division POC Let (DPOC)	Barbee Rd at Herndon Rd - RBT	\$630,000	\$150,000	Need Utility Agrmt. with City
10/14	SS-4905BI	5	DURHAM	Division POC Let (DPOC)	SR 1004 (Old Oxford Road) at SR 1648 (Danube Lane)	\$375,000	\$44,000	R/W 40%, Utility Eng. 50%
02/15	SS-4905BM	5	DURHAM	Division POC Let (DPOC)	Carver St. (SR 1407) at Broad St./Kenan Rd. - Mini-Roundabout	\$320,000	\$33,000	PE - 55%, CIW in summer
07/14	EB-4411D	5	DURHAM	Division POC Let (DPOC)	Paved Shoulders on Barbee Chapel Rd, Farrington Rd, & Stagecoach Rd w/ left-turn lane at Farrington Mill Rd.	\$1,400,000	\$30,000	PE - 75%, no r/w needed
	SS 4906BP 43696.1.1 43696.3.1	5	DURHAM	Division annual needs contract	Upgrade SR 1327 (Gregson St) at Club Blvd replace existing ped heads, add flashing yellow arrows, remove concrete island in NW quadrant, cut back islands on north and west legs Revised Scope to (1) SR 1327 (Gregson St) at Peabody Install traffic signal (2) SR 1327 (Gregson St) between I-85 NB off ramp and Entrnace to Northgate Mall	\$36,000	N/A	Signal work is complete at Gregson and Club. Contractor to start concrete work in May at Mall Entrance Plans received for Gregson and Peabody. Sent to contractor (Poles will take a time to order)

<u>Let (B)</u>	<u>TIP Sub</u> <u>No.</u>	<u>Div</u>	<u>County</u>	<u>Let Type</u>	<u>Description</u>	<u>Con Est</u>	<u>ROW Est</u>	<u>STATUS</u>
	SS 4905BR 43781.1.1 43781.3.1	5	DURHAM	Division annual needs contract	Upgrade NC 55 (Alston Ave) at NC 147 NB Off Ramp/Gann St with flashing yellow arrows for NBLT onto Gann St and SBLT from NC 55 onto NC 147 SB on ramp	\$13,600	N/A	100% Complete waiting for final inspection
	SS 4905BT 43783.1.1 43783.3.1	5	DURHAM	Division annual needs contract	Upgrade traffic signal to flashing yellow arrow on EB Club Blvd and Duke St. Install pedestrian accommodations on all legs of the intersection. Scope changed to add US 15-501 Bus (Roxboro St) at Pettigrew St At US 15-501 Bus/Pettigrew - reivise traffic signal to include over height Preempt, LED Blankout sign and metal poles and mast arms	\$36,000	N/A	100% Complete waiting for final inspection Waiting for plans for Roxboro and Pettigrew
	Developer 36249.3312	5		Developer	Signal upgrade/modifications as part of BCBS TIA requirements	\$5,000 review cost	N/A	Plans not yet reviewed

**NCDOT DIV 7 ACTIVE PROJECTS LOCATED IN DCHCMPO**

TCC 5/28/2014 Attachment 12

TIP/WBS #	Description	Let Date	Completion Date	Contractor	Status	Cost	Comments
I-5312	Mill & Resurface I-85 from east of I-40 to the Durham County Line.	10/15/2013	9/1/2014	Carolina Sunrock, LLC	Begin construction June 2014	\$4,300,000	TIP
U-0624 C203175 34762.3.4	Widening , Grading, Drainage, Paving & Signals on NC 86 (S. Columbia St.) From SR -1906 (Purefoy Rd) to SR 1902 (Manning Dr) in <b>Chapel Hill</b> .	10/16/2012	12/28/2014	Triangle Grading & Paving, Inc.	77%Complete 74% Schedule	\$4,565,147	TIP
U-2803 C203028 34860.3.1	Widening of SR 1919 (Smith Level Road) from Rock Haven Road to Bridge # 88 over Morgan Creek in <b>Carrboro</b> .	12/18/2012	5/14/2015	Yates Construction, Inc.	36% Complete 62% Schedule	\$4,946,197	TIP
U-3306 C202266 34913.3.ST1	Grading, Drainage, Paving, Signals, Curb, and Gutter and Retaining Walls on SR 1733 (Weaver Dairy Road) From NC 86 to Old Sterling Road in <b>Chapel Hill</b> .	7/20/2010	Anticipated 5/15/14 due to extra work, Partial acceptance pending.	Yates Construction, Inc.	100% Complete 100% Schedule	\$9,584,886	ARRA / TIP
W-5318 C203193	Geometric Improvement, Paved Shoulders, Resurfacing and Rumble Strips on NC 86 from NC 57 to Caswell Co. line.	2/19/2013	12/15//13	Carolina Sunrock, LLC	100% Complete 100% Schedule. Pending RTE inspection.	\$4,750,000	High Hazard Safety
W-5207E 45337.3.FD5	Installation of a roundabout on SR 1734 (Erwin Rd.) and SR 1791 (Mt. Moriah Rd.) near <b>Chapel Hill</b>	10/17/2013	2/5/2015	Triangle Grading & Paving, Inc.	Construction started 3/31/14	\$640,000	High Hazard Safety
EB-4411E 36333.3.FD5	Install 2 ft. paved shoulders (including resurfacing) along both sides of NC 86 between Whitfield Rd. and US 70 Business in Orange County	2/20/2014	TBD	Carolina Sunrock, LLC	Construction Spring 2014	\$500,000	Bike/Ped enhancement

**NCDOT DIV 7 FUTURE PROJECTS LOCATED IN DCHCMPO**

TIP/WBS #	Description	Let Date	Completion Date	Status	Cost	Comments
ER-2971G 3607.3.13	Construct sidewalks on SR 1900 (Mason Farm Road) from US 15/501 (Fordham Blvd.) to Highland Woods Road in <b>Chapel Hill</b> .	TBD	Fall 2014	Town acquiring R/W - Easement from UNC	\$30,000	Division Enhancement; MA w/TOCH, LGA
W-5207I 45337.1.9	Funds for preliminary engineering on SR 1005 (Jones Ferry Road) and Davie Street) in <b>Carrboro</b>	Late 2014	TBD	Finalizing plans for R/W.	\$50,000	High Hazard Safety

W-5207E 45337.3.FD5	Installation of a roundabout on SR 1734 (Erwin Rd.) and SR 1791 (Mt. Moriah Rd.) near <b>Chapel Hill</b>	10/17/2013	2/5/2015	Triangle Grading & Paving, Inc.	Construction started 3/31/14	OC 5/28/2014 Attachment 12 \$640,000	High Hazard Safety
EB-4411E 36333.3.FD5	Install 2 ft. paved shoulders (including resurfacing) along both sides of NC 86 between Whitfield Rd. and US 70 Business in Orange County	2/20/2014	TBD	Carolina Sunrock, LLC	Construction Spring 2014	\$500,000	Bike/Ped enhancement
SS-4907AZ 43987.1.FR1	NC 86 (Churton Street) at SR 1150/SR 1002 (King Street), and NC 86 (Churton Street) at Margaret Street. Initial construction funds are needed for traffic signal and curb ramp revisions.	TBD	TBD		Plans are being review by District, Coordinate with Town's streetscape project	\$37,600	Spot Safety-State
SS -4907V 42423.3 42423.1	Realign intersection of SR 1005 (Old Greensboro Rd.) @ SR 1951 (White Cross Rd.)	6/15/2014	TBD	Need Public Workshop	Alternate Design in progress	\$198,000	Spot Safety-State

## DIV 7 LOCAL GOVERNMENT ADMINISTERED PROJECTS IN DCHCMPO

TIP/WBS #	Description	Let/Start Date	Completion Date	Status	Cost	Comments
C-5184 46234.3.1	Riverwalk Trail Phase III - Construct a paved off-road trail along Eno River connecting River Park, Gold Park and the Occoneechee Mountain State Natural Area and construct sidewalk to provide pedestrian and bicycle connections to the Greenway in <b>Hillsborough</b>	Summer 2014	TBD	Design in progress, R/W authorization pending	\$610,000	CMAQ
EB-4707A (Orange) EB-4707B (Durham)	Bicycle improvements(Bikeway and signals) on Durham/ Chapel Hill (SR 1838/SR 2220)from SR 1116 (Garrett Road) in Durham County to US 15-501 in Orange County	9/30/2014 (D5DRL)	TBD	Design in progress, R/W -1/1/14	\$4,900,000	Enhancement - Bike and Ped.
EL-4828 / 40245.1.1 40245.3.1	Design & construction of multi-use pedestrian /bicycle path along Morgan Creek from Smith Level Road to the Weatherhill Pointe neighborhood & construct a multi-use pedestrian /bicycle path along Morgan Creek from Smith Level road west to the Berryhill Neighborhood in <b>Carrboro</b>	6/31/14	TBD	Design in progress	\$480,000	STP-DA; MA w/TOC
SR-5000S 40922.1.18	Education, encouragement, evaluation, and neighborhood outreach for Carrboro Elementary School			Program underway	\$12,865	Safe Routes to Schools; MA w/TOC
SR-5001AR	Construct 320' of 5' sidewalk on Culbreth Road between Cobbleridge Rd. in Chapel Hill and Rossburn Rd. in <b>Chapel Hill</b>	4/12/12	9/30/13	Construction complete; Final closeout pending	\$50,000 SRTS/\$108,000 STPDA	SRTS/STP-DA; MA w/TOCH
U-4726DC 36268.3.4	Wilson Park Multi-Use Path in <b>Carrboro</b>	6/7/12	11/26/12	Construction complete; Final review complete, closeout pending	\$129,431	STP-DA; MA w/TOC
U-4726DD	Construct sidewalk on Rogers Road from Homestead Road to Meadow Run Ct. in <b>Carrboro</b>	Summer 2014	4/30/14	Design underway	\$428,960	STP-DA; MA w/TOC
U-4726DE (replaces EL- 4994)	Construct Bolin Creek Multi-use Path from Homestead Road to Chapel Hill High School in <b>Carrboro</b>	TBD	TBD	Design underway	\$590,000	STP-DA; MA w/TOC
U-4726DF	Bicycle detection at Signalized Intersections in <b>Carrboro</b>	3/31/14	TBD	R/W certification pending	\$36,000	STP-DA; MA w/TOC
U-4726IF	Design and install stairs from the sidewalk on the north side of Franklin St. to the Bolin Creek Trail in <b>Chapel Hill</b>	TBD	TBD	Supplemental agreement to remove construction; Town to pay for construction	\$20,000 PE	STP-DA; MA w/TOCH
U-4726IG	Morgan Creek Trail Phase 2 - Construct 10' wide greenway from existing Fan Branch Trail near Culbreth Rd. and US 15/501 to Phase 1 in <b>Chapel Hill</b>	9/12/12	11/1/2013, Anticipated 6/1/14	95% Complete	\$1,310,000 / additional funds \$1,000,000 8/12	STP-DA; MA w/TOCH

<b>DIV 7 LOCAL GOVERNMENT ADMINISTERED PROJECTS IN DCHCMPO</b>						
<b>TIP/WBS #</b>	<b>Description</b>	<b>Let/Start Date</b>	<b>Completion Date</b>	<b>Status</b>	<b>Cost</b>	<b>Comments</b>