

June 11, 2014
9:00 a.m.

Committee Room
2nd Floor Durham City Hall

1. Roll Call

2. Ethics Reminder

It is the duty of every Board member to avoid conflicts of interest. Does any Board member have any known conflict of interest with respect to any matters coming before the Board today? If so, please identify the conflict and refrain from any participation in the particular matter involved.

3. Adjustments to the Agenda

4. Public Comments

5. Directives to Staff (Attachment 5)

CONSENT AGENDA (9:00-9:05)

6. May 14, 2014 TAC Meeting Minutes
Attachment 6

A copy of the May 14, 2014 TAC meeting minutes is enclosed as Attachment 6.

TAC Action: Approve minutes of the May 14, 2014 TAC meeting.

ACTION ITEMS

7. Prioritization 3.0 – Point Assignment (9:05-9:45)
Attachment 7, 7A, 7B

Ellen Beckmann, LPA Staff

Andy Henry, LPA Staff

Dale McKeel, LPA Staff

A memo on Prioritization 3.0 is provided as Attachment 7. 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. The application of the MPO's Local Ranking Methodology and the MPO staff's recommended draft point assignment is provided as Attachment 7A. A report on the competitiveness of the MPO's highway projects is provided as Attachment 7B.

The DCHC MPO's public comment period will run from June 16 through August 12 with a public hearing at the June 25 TAC meeting at 7 pm in Durham City Hall's Council Chambers.

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

TAC Action: Release the draft DCHC MPO point assignment for public comment.

8. **STP-DA and Transportation Alternatives Program (TAP) - Update to DCHC MPO Policy #3 Policy Framework for DCHC MPO Federal Funds (9:45-10:05)**

Attachment 8, 8A, 8B, 8C

Ellen Beckmann, LPA Staff

Dale McKeel, LPA Staff

Over the past several months, the TCC and TAC have considered programming FY 2015-2016 STP-DA and TAP funding. The TAC approved a revised DCHC MPO Policy #3 Policy Framework for DCHC MPO Federal Funds in January and approved changes to FY 2014 STP-DA funding in March. Approval of FY 2015-2016 STP-DA and TAP was delayed pending more definite project schedule and cost information. In addition, the FY 15 UPWP approved in April affected the STP-DA and TAP funding available for projects.

Attachment 8 is a memo. Attachment 8A displays a flow chart representing the application of the current STP-DA and TAP policy with the FY 2015 UPWP planning funding. Attachment 8B displays a flow chart representing the application of the recommended revised STP-DA and TAP policy. Attachment 8C is the corresponding DCHC MPO Policy #3 Policy Framework for DCHC MPO Federal Funds.

TCC Recommendation: That the TAC approve the updated DCHC MPO Policy #3 Policy Framework for DCHC MPO Federal Funds.

TAC Action: Approve the updated DCHC MPO Policy #3 Policy Framework for DCHC MPO Federal Funds.

9. **Job Access/Reverse Commute (JARC) Grant FY13 Program of Projects Approval (10:05-10:15)**

Attachment 9

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 Recommendation: That the TAC approve the amended JARC FY 2013 Program of Projects.

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

10. Job Access/Reverse Commute (JARC) Grant FY14 Program of Projects Approval (10:15-10:25)
Attachment 10, 10A
Meg Scully, LPA Staff

On April 17, 2014, the North Carolina Department of Transportation (NCDOT)/Public Transportation Division (PTD) notified MPOs indicating that PTD has 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 Recommendation: That the TAC approve the JARC FY 2014 Program of Projects

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

11. FY 2012-2018 TIP Amendment #18 – to include Job Access/Reverse Commute (JARC) 2014 projects in TIP/STIP (10:25-10:30)
Attachment 11
Meg Scully, LPA Staff
Ellen Beckmann, LPA Staff

Amendment #18 to the FY 2012-2018 Transportation Improvement Program is necessary to incorporate projects from the JARC 2014 Program of Projects into the current TIP and STIP.

TAC Action: Approve Amendment #18 to the FY 2012-2018 Transportation Improvement Program.

12. Section 5310 Grant Management Program Management Plan and Schedule (10:30-10:40)
Attachment 12, 12A, 12B
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 Recommendation: That the TAC approve the 5310 Program Management Plan.

TAC Action: Approve the 5310 Program Management Plan.

REPORTS:

13. Report from the TAC Chair

Ellen Reckhow, TAC Chair

TAC Action: Receive Report from TAC Chair

14. Report from the TCC Chair

Mark Ahrendsen, TCC Chair

TAC Action: Receive Report from TCC Chair

15. Report from Staff

Attachment [15](#)

Felix Nwoko, LPA Staff

TAC Action: Receive report from staff.

16. NCDOT Report

Attachment [16](#)

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

TAC Action: Receive report of NCDOT

INFORMATIONAL ITEMS

17. Recent News Articles and Updates

Attachment 17

18. Letter from Durham BPAC on East End Connector – April 21, 2014

Letter from NCDOT to Durham BPAC on East End Connector – May 19, 2014

Attachment 18, 18A

Adjourn

Next meeting: June 25, 2014, 7 pm, Council Chambers

Dates of Upcoming Transportation-Related Meetings:

- 6/10/2014 I-3306A (I-40 widening from I-85 to US 15-501) Public Meeting, Southern Human Services Center, 4-7 pm
- 6/12/2014 Navigating MAP-21, Carrboro Century Center, 8 am-4 pm
- 6/12/2014 I-40 Regional Partnership Annual Forum, at Joint Force Headquarters, 1636 Gold Star Drive, Raleigh, 9 am
- 6/23/2014 NCDOT Division 7 Public Meeting on Division Engineer Local Input Points, NCDOT Division Office, 1584 Yanceyville Street, Greensboro, NC 27405, 4-7 pm
- 6/24/2014 NCDOT Division 7 Public Meeting on Division Engineer Local Input Points, NCDOT District Office, 115 E. Crescent Square Drive, Graham, NC 27253 , 4-7 pm
- 6/24/2014 NCDOT Division 5 Public Meeting on Division Engineer Local Input Points, Butner Town Hall, 415 Central Avenue, Butner NC 27509, 4-7 pm
- 7/18/2014 RTA Tri-MAP Forum; at RDU Authority, 10:30 am
- 7/24/2014 NCDOT Division 8 Public Meeting on Division Engineer Local Input Points, Division 8 Traffic Services Training Room, 150 DOT Dr., Carthage, NC 28327, 4-7 pm

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TAC Directives to Staff
 Pre-12/31/12 (Pending/In Progress/On Going)
 01/01/13 – Present (Completed/Pending/In Progress)

Meeting Date	Directive	Status
3/9/11	Improve public outreach and add links to other transportation organizations to the MPO website	<u>In Progress:</u> DCHC MPO is now on Twitter. Website consultant has been selected. Website redevelopment is underway.
12/12/2012	Investigate ways to improve the development of socio-economic data for the 2045 MTP	<u>In Progress:</u> Staff is creating updated Community Viz model.
12/12/2012	Provide a report on how the Bennett Road and Mount Carmel Church Road intersection can be improved and funded	<u>In Progress:</u> Pending NCDOT cost estimate of preferred option.
2/13/2013	Provide a presentation on the Statewide Bicycle and Pedestrian Plan	<u>Completed:</u> Draft plan released. See 4/10/2013 TAC Agenda
2/13/2013	Provide a recommendation on how to add transit operators as voting members of the TAC	<u>In Progress:</u> This issue is included in the MPO MOU update.
2/13/2013	Send letter to incoming Board of Transportation members	<u>Completed:</u> LPA staff has been in contact with new members.
3/13/2013	Send a letter to Governor McCrory, Speaker Tillis, and Pro Tem Berger regarding state rail funding	<u>Completed:</u> See 4/10/2013 TAC Agenda
3/13/2013 and 4/10/2013	Send a letter to the Chatham TAC representative when Chatham County issues are on the agenda	<u>On-going:</u> LPA staff will continue to reach out to Chatham County's staff and TAC member as issues arise. LPA staff presented at Chatham BOCC on 4/15/2013.
5/8/2013	Send a letter to the legislative delegation regarding the Strategic Mobility Formula	<u>Completed:</u> See 6/12/2013 TAC Agenda.
5/8/2013 10/9/2013	Send the draft MPO Memorandum of Understanding to the member governments for review	<u>In Progress:</u> Final MOU has been sent to member governments for approval by February 2014.
10/9/2013	Send a letter to the NC Board of Transportation members regarding the Strategic Transportation Investments	<u>Completed:</u> See 11/13/2013 TAC Agenda.

All Completed Directives since 1/1/2013 are shown.

MEMORANDUM

To: Transportation Advisory Committee
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: June 11, 2014

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

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 for release for public comment.
May 28, 2014	TCC recommends local input points for release for public comment.
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. *evening meeting*
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/>. On May 27, MPO staff was informed that, due to miscommunication between the SPOT office and the Division, NCDOT Division 8 did not submit the four Chatham County bicycle/pedestrian projects that were requested by the county, the Town of Cary, and the MPO. MPO staff have requested that these projects be added, and have not received a response.

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 MPO ranking methodology assigns points to each project in order to make sure that it cannot be overtaken by a lower scoring project and presumes that the Division Engineer will assign 100 points to each project. The attached tables display the MPO scores and the TCC's proposed point assignment.

The TCC has recommended that this list be released for public comment. The public comment period will run from June 16 through August 12, and a public hearing will be held on June 25, 2014.

The MPO's methodology does not necessarily maximize the utilization of the MPO's points and does not always assign points to the most competitive projects. MPO staff recognized that there would likely be strategic reasons to adopt a final point assignment that varies from the MPO's methodology and included a description of these reasons in the MPO's methodology document. If this is done, MPO staff will fully describe the reasoning for any variance.

MPO staff has prepared a report on the relative competitiveness of the MPO's projects which is included as an attachment. This information was not produced in time for the TCC to review it, and indicates several likely recommended changes from the point assignment produced by applying the MPO methodology. The TCC will consider each project's competitiveness and any public comments on projects, and will consult with the Division Engineers before developing the final recommended point assignment.

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. MPO staff has begun discussing point assignment with the Division Engineers and this will be a major consideration in the development of the final recommended point assignment.

The Division Engineers are required to have their own ranking methodology and public input process for their point assignment. All Division Engineer methodologies are posted on NCDOT's website <https://connect.ncdot.gov/projects/planning/Pages/ResourcesMPO-RPO.aspx>. Each Division Engineer has identified a targeted distribution of their points among highway and non-highway modes, similar to the DCHC MPO's methodology.

Division 5 – 2500 Points

Regional: 1500 points to highway, 500 points to non-highway, 500 flexible points

Division: 1000 points to highway, 1000 points to non-highway, 500 flexible points

Division 7 – 2500 Points

Regional: 2000 points to highway, 500 points to non-highway

Division: 2000 points to highway, 500 points to non-highway

Division 8 – 2000 Points

Regional: 1800 points to highway, 200 flexible points

Division: 1700 points to highway, 300 flexible points

The public meetings for the Division Engineers are as follows:

Division 5

6/24/2014 NCDOT Division 5 Public Meeting on Division Engineer Local Input Points, Butner Town Hall, 415 Central Avenue, Butner NC 27509, 4-7 pm

Division 7

6/23/2014 NCDOT Division 7 Public Meeting on Division Engineer Local Input Points, NCDOT Division Office, 1584 Yanceyville Street, Greensboro, NC 27405, 4-7 pm

6/24/2014 NCDOT Division 7 Public Meeting on Division Engineer Local Input Points, NCDOT District Office, 115 E. Crescent Square Drive, Graham, NC 27253 , 4-7 pm

Division 8

7/24/2014 NCDOT Division 8 Public Meeting on Division Engineer Local Input Points, Division 8 Traffic Services Training Room, 150 DOT Dr., Carthage, NC 28327, 4-7 pm

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

TAC Action: Release the draft DCHC MPO point assignment for public comment.

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.
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

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
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
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	36.56	50.00	100.00	n/a	48.29426	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 Asappropriate.	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
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

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
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
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	21.03	25.00	50.00	n/a	26.53739	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
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.
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 funded from 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	\$ 2,100,000	N/A	50.21	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.

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
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.
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.

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
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.
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.

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
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)	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	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
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	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	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	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	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	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	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	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	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	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.
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	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	26.33	100	100	72.77	100	0	77.19	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)	Benefit/Cost	Access	Safety	Demand/Density	Speed Limit	Environmental Justice	MPO Division Score	MPO Division Points	Reason
B141112	Bike&Ped, Division Needs	NC 98 (Holloway Street)	SR 1838 (Junction Rd)	Chandler Rd	Construct sidewalks.	1.05	5. Construct Sidewalk	28.84	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	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	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	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	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	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	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	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	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	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	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	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	29.11	75	40	17.74	100	0	43.46	0	Unlikely to be funded with limited Division funding.
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	6.29	100	20	29.32	100	0	42.49	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)	Benefit/Cost	Access	Safety	Demand/Density	Speed Limit	Environmental Justice	MPO Division Score	MPO Division Points	Reason
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	5.62	88	20	22.52	100	33	41.87	0	Unlikely to be funded with limited Division funding.
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	24.19	73	40	3.00	100	0	39.52	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	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	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	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	11.57	83	0	30.30	100	0	33.88	0	Unlikely to be funded with limited Division funding.
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	18.28	50	20	3.87	100	0	28.60	0	Unlikely to be funded with limited Division funding.

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 Corridor Vehicle2Expansion	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&DRouteVeh4Expansion	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 Efland 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

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
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.

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
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 an 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

		MPO Regional Points	Methodology Minimum Points	Region C	Region D	Region E	MPO Division Points	Methodology Minimum Points	Division 5	Division 7	Division 8
Highway	Assigned by Formula	806	800	623	183	0	397	300	200	197	0
	Flexible Points	194		95	99	0	287		97	190	0
Bike Ped	Assigned by Formula						284	200	284	0	0
	Flexible Points						199		0	199	0
Transit-Expansion	Assigned by Formula	100	200	100	0	0	433	500	0	433	0
	Flexible Points	314		126	188	0	0		0	0	0
Transit-Facilities	Assigned by Formula	186	200	186	0	0	100	500	100	0	0
	Flexible Points	0		0	0	0	0		0	0	0
Transit-Fixed Guideway	Assigned by Formula	100	100	100		0	0	0	0	0	0
	Flexible Points	0		0	0	0	0		0	0	0
Rail-Track and Structure	Assigned by Formula	0	0	0	0	0	0	0	0	0	0
	Flexible Points	100		100	0	0	0		0	0	0
Rail-Facilities	Assigned by Formula						100	100	0	100	0
	Flexible Points						0		0	0	0
Total		1800	1100	1330	470	0	1800	1100	681	1119	0

DCHC MPO Analysis of Strategic Transportation Investments Results

This document describes the relative competitiveness of the DCHC MPO's highway projects in Prioritization 3.0. The analysis is based on NCDOT's estimated costs and the estimated amount of funding in each category and Region or Division. In almost all cases, projects will need input points from both the Division Engineer and the MPO in order to be funded from the Regional and Division categories. The Prioritization 3.0 process gives equal weight to the Division Engineer and MPO's input points at both the Regional and Division categories.

Statewide: 100% Quantitative Score

Regional: 70% Quantitative Score + 15% Division Engineer Input Points + 15% MPO Input Points

Division: 50% Quantitative Score + 25% Division Engineer Input Points + 25% MPO Input Points

The Division Engineer and the MPO can both assign up to 100 points to each project. These points are then weighted by the percentages above to result in the number of points added to the project's final score. Thus 100 MPO points for a Regional project results in +15 points to the project's final score. The "Total Input Points Needed" column in the tables below is out of a possible 200 points that could be assigned by the MPO and the Division Engineer.

The number of points assigned per following the MPO's ranking methodology is noted in the tables below. The methodology assigns by formula a certain number of points in each category to the highest scoring projects using the MPO score. Additional points are then assigned to competitive projects based on the NCDOT quantitative score using the flexible points. The MPO ranking methodology assigns points to each project in order to make sure that it cannot be overtaken by a lower scoring project and presumes that the Division Engineer will assign 100 points to each project.

The MPO's methodology does not maximize the utilization of the MPO's points and does not always assign points to the most competitive projects. MPO staff recognized that there would likely be strategic reasons to adopt a point assignment that varies from the MPO's methodology and included a description of this in the MPO's methodology document. If this is done, MPO staff will fully describe the reasoning for any variance. This document describes many variances from the MPO's methodology that will be considered by the TCC in its recommended final point assignment. Consultation with the Division Engineers will also be a major factor in the TCC's recommended final point assignment.

Statewide Category

The Statewide category is based 100% on the NCDOT-developed quantitative score. NCDOT has identified which projects it will recommend for funding in the draft STIP. While the MPO does not assign any input points to these projects, the MPO has the authority to accept or not accept these projects through a decision whether or not to include them in the MPO's TIP.

NCDOT has identified 73 projects with a combined cost to NCDOT of \$2.886 billion that could be funded from the Statewide category. The lowest scoring project identified for funding in the state had a 44.21 quantitative score. Some projects scoring higher than this were not identified for funding due to a variety of reasons such as the 10% corridor cap in the legislation (“No more than ten percent (10%) of the funds projected to be allocated to the Statewide Strategic Mobility category over any five-year period may be assigned to any contiguous project or group of projects in the same corridor within a Highway Division or within adjoining Highway Divisions”), federal or state laws prohibiting the project, or extremely high costs.

DCHC MPO's projects that could be funded from the Statewide category with approval by the MPO:

Rank	Project	Cost to NCDOT	Statewide Quant. Score	Proposed Schedule
15	I-40 at NC 54 interchange improvement	\$1,160,000	70.35	R/W FY 22 Construction FY 23
23	US 15-501, E. Lakeview to Sage superstreet	\$2,052,000	67.47	Construction FY 24
24	US 15-501 at NC 54 (Raleigh Rd.) interchange improvement	\$1,160,000	66.02	R/W FY 23 Construction FY 24
61	US 15-501 at Ephesus Church Rd. intersection improvement	\$2,170,000	50.92	R/W FY 23 Construction FY 24
69	I-40, NC 147 to NC 55 westbound auxiliary lane	\$15,469,000	49.78	R/W FY 20 Construction FY 21
73	US 15-501 at Garrett Rd. upgrade to interchange	\$23,870,000	47.21	R/W FY 23 Construction FY 24
80	US 70 at Miami upgrade to interchange	\$25,104,000	45.59	R/W FY 22 Construction FY 24

The following projects scored well enough to be considered for Statewide funding, but were not identified as fully funded within the 10 year work program:

Rank	Project	Cost to NCDOT	Statewide Quant. Score	Reason Not Identified for Funding
26	I-540, I-40 to US 64 bypass widen and convert to toll facility	\$1	63.49	Requires federal action to toll a currently free route.

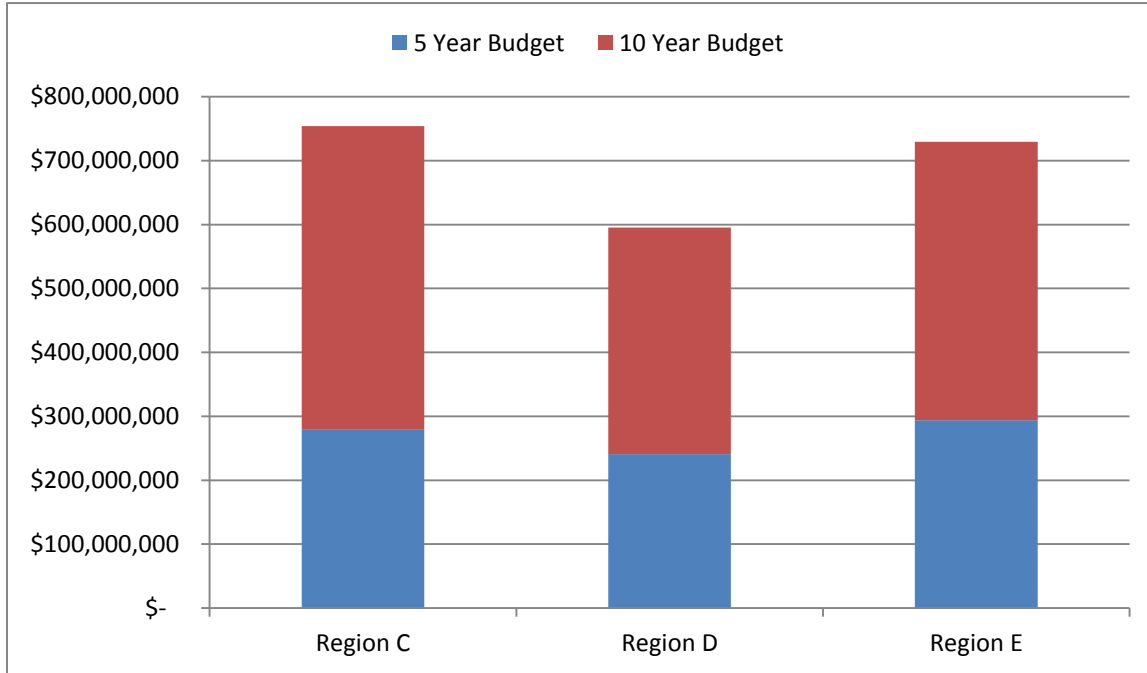
30	I-40, NC 147 to Wade managed lanes	\$726,570,000	61.11	Extremely high cost; Exceeds corridor cap R/W FY 24 Construction Beyond FY 25
74	I-40, NC 147 to US 15-501 managed lanes	\$497,380,000	48.76	Extremely high cost; Exceeds corridor cap R/W FY 24 Construction Beyond FY 25
85	US 15-501, Ephesus Church to NC 86 capacity improvements	\$95,330,000	44.55	R/W FY 24 Construction Beyond FY 25

Any project programmed in the last three years of the FY 16-25 TIP will be subject to re-prioritization during the next TIP development cycle. The first five years of the TIP will be considered set and not subject to re-prioritization. This affects any project not scheduled before FY 23 including many of the DCHC MPO's Statewide projects identified for funding in the table above.

FY 16-25 TIP	5 Year Work Program						Developmental Work Program						
FY 18-27 TIP		5 Year Work Program						Developmental Work Program					
	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	
	Schedule set by FY 16-25 TIP							Subject to re-prioritization in FY 18-27 TIP			FY 18-27 TIP Only		

Regional Category

Regional category funds are distributed by the proportionate population share of the Regions. There is approximately \$1.227 billion available over the first five years, and a total of \$3.256 billion available over the ten year program for all Regional category projects.



Region C

There is approximately \$279 million available over the first five years, and a total of \$754 million available over the ten year program for all Regional projects in Region C (Divisions 5+6). Based on the cumulative cost of projects and presuming that the majority of the funding is programmed for highway projects, the total score needed to be funded in the ten year program for a highway project is around 62. This presumes that certain very expensive projects (>\$200 million) are not funded from the Regional category.

The top 30 projects are very likely to get funded if local input points are applied by the MPO and/or Division. Of the top 30 projects: 20 CAMPO, 7 DCHC MPO, 4 Fayetteville MPO (1 shared project).
DCHC’s projects:

Rank	Project	Cost to NCDOT	Category	Statewide Quant. Score	Regional Quant. Score	Total Input Points Needed	MPO Points per MPO Method.
1	NC 54/Farrington Rd. grade separation	\$2,325,000	Regional	n/a	63.08	0	34 (formula)

4	US 501/Latta/Infinity intersection	\$2,100,000	Regional	n/a	50.21	80	92 (formula)
9	NC 55, S. Alston to Price widen to 5-lane section	\$4,009,000	Regional	n/a	45.46	110	0 (not in MTP)
10	NC 751/University roundabout	\$1,005,000	Regional	n/a	43.48	124	95 (flexible)
11	NC 54, Barbee Chapel to I-40 widening	\$9,100,000	Regional	n/a	42.63	130	98 (formula)
18	US 70, Lynn to Miami freeway	\$109,020,000	Statewide	41.21	39.99	146	0 (high cost)
25	US 15-501, I-40 to bypass freeway	\$130,644,000	Statewide	34.75	36.84	168	0 (high cost)

Two are high cost Statewide projects that cascade down to Regional.

The following are high scoring projects that staff do not want funded (or are impossible to be funded) from the Regional Category due to extremely high costs:

Rank	Project	Cost to NCDOT	Category	Statewide Quant. Score	Regional Quant. Score	Total Local Input Points Needed
16	I-40, NC 147 to Wade managed lanes	\$726,570,000	Statewide	61.11	40.44	Do not recommend
32	I-40, US 15-501 to NC 147 managed lanes	\$497,380,000	Statewide	48.76	35.24	Do not recommend

The following projects may be able to get funded if local input points are applied, especially if CAMPO and/or DCHC did not apply points to cascading Statewide projects (note that one of these is a cascading project). CAMPO has stated that their default will be to not assign points to cascading projects but they may make exceptions to this on a case-by-case basis. These would likely need 200 input points to be competitive:

Rank	Project	Cost to NCDOT	Category	Statewide Quant. Score	Regional Quant. Score	Total Input Points Needed	MPO Points per MPO Method.
43	US 70, Miami to NDP freeway	\$91,347,000	Statewide	32.42	31.91	200	0 (high cost)
47	NC 54, NC 751 to Fayetteville widening	\$21,600,000	Regional	n/a	30.46	200	0 (competitiveness)

Less likely, but may warrant consideration. These would likely need 200 input points to be competitive:

Rank	Project	Cost to NCDOT	Category	Statewide Quant. Score	Regional Quant. Score	Total Input Points Needed	MPO Points per MPO Method.
59	US 501, Duke to Goodwin widening	\$28,500,000	Regional	n/a	27.91	200	0 (competitiveness)
61	Durham Citywide Signal System	\$12,824,000	Regional	n/a	27.51	200	99 (formula)
62	NC 751, S. Roxboro to NC 54 widening	\$8,276,000	Regional	n/a	27.34	200	100 (formula)

Projects to which our methodology assigns points but are not very competitive:

Rank	Project	Cost to NCDOT	Category	Statewide Quant. Score	Regional Quant. Score	Total Input Points Needed	MPO Points per MPO Method.
68	NC 147, EEC to US 15-501 modernization	\$46,626,000	Statewide	29.97	26.55	200	100 (formula)
69	NC 54, Barbee to NC 55 widening	\$46,400,000	Regional	n/a	26.52	200	100 (formula)

Region D

There is approximately \$241 million available over the first five years, and a total of \$595 million available over the ten year program for all Regional projects in Region D (Divisions 7+9). Based on the cumulative cost of projects and presuming that the majority of the funding is programmed for highway projects, the total score needed to be funded is around 65.

Top 12 projects are very likely to get funded if local input points are applied by the MPO and/or Division. Of the top 12 projects: 3 Greensboro MPO, 1 BGMPO, 1 PTRPO, 1 DCHC MPO, 6 W-SMPO. DCHC's project:

Rank	Project	Cost to NCDOT	Category	Statewide Quant. Score	Regional Quant. Score	Total Input Points Needed	MPO Points per MPO Method.
6	NC 54, Burning Tree to Barbee Chapel superstreet and interchange	\$32,106,000	Regional	n/a	36.86	188	94 (formula)

There are 13 segments of the Winston-Salem beltway that are Statewide projects that cascade down to Regional with a total cost of \$1.2 billion. These projects all score around 35 quantitative points. Four

phases of the beltway are more than \$100 million. DCHC MPO staff is unsure if Winston-Salem will desire to fund this expensive project from the Regional category and which phases may be most realistic to program in the TIP. This decision will impact the likelihood of other projects being funded in Region D.

If cascading projects, including the Winston-Salem beltway, are excluded, the following DCHC MPO projects may be able to get funded if local input points are applied (note that three of these are cascading projects). DCHC MPO staff does not believe that any MPO or RPO in Division 7 has a default policy to exclude cascading projects similar to CAMPO's policy. These would likely need 200 local input points to be competitive:

Rank	Project	Cost to NCDOT	Category	Statewide Quant. Score	Regional Quant. Score	Total Input Points Needed	MPO Points per MPO Method.
20	US 15-501/NC 54/NC 86 interchange improvement	\$2,175,000	Statewide	39.94	35.05	200	89 (formula)
25	US 15-501, Ephesus Church to NC 86 capacity improvement	\$95,330,000	Statewide	44.55	32.62	200	0 (high cost)
28	I-40, I-85 to US 15-501 widening	\$76,700,000	Statewide	41.89	30.18	200	99 (flexible)
39	NC 86, US 70 bypass to NC 57 widening	\$10,353,000	Regional	n/a	24.16	200	0 (competitiveness)
42	NC 54, Orange Grove to Old Fayetteville widening	\$57,346,000	Regional	n/a	23.53	200	0 (not in MTP)

There are no projects that our methodology assigns points to that are not in the above tables for Region D.

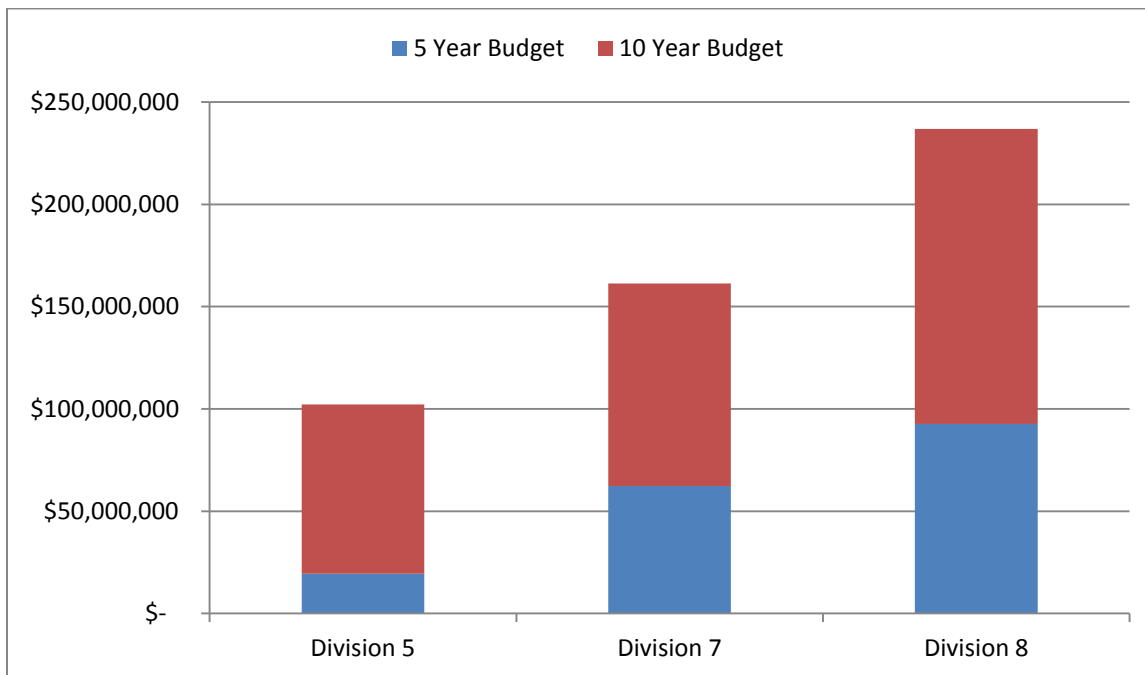
Region E

There is approximately \$294 million available over the first five years, and a total of \$730 million available over the ten year program for all Regional projects in Region E (Divisions 8+10). There are no projects in the DCHC MPO in Region E that are likely to get Regional funding. This region stretches from Chatham County to Mecklenburg County (Charlotte).

Division Category

There is approximately \$1.013 billion available over the first five years, and \$2.707 billion available over the ten year program for all Division category projects.

Division category funds are distributed equally to each NCDOT Division. Bridge replacement, safety, STPDA, and TAP must be included in the Division funds per the STI legislation. Section 5307 transit funds used for expansion purposes must also be included in the Division funds. NCDOT's estimated programmable budgets exclude bridge replacement, safety, STPDA, and TAP funds, but do not exclude Section 5307 transit funds. Thus the actual programmable budgets may be less.



Division 5

There is approximately \$19 million available over the first five years, and a total of \$102 million available over the ten year program for all Division 5 projects. This figure excludes bridge, safety, STPDA, and TAP funds which are all subject to STI according to the legislation. However, it does not exclude Section 5307 transit funds. MPO staff understands that any Section 5307 funds used for expansion purposes would be subject to the STI legislation. As result, there is likely to be less funding actually available than these figures. Based on the cumulative cost of projects and presuming that the majority of the funding is programmed for highway projects, the total score needed to be funded in the ten year program for a highway project is around 74. This presumes that there is no cascading of Statewide or Regional projects for CAMPO or DCHC MPO. CAMPO has stated that their default will be to not assign points to cascading projects but they may make exceptions to this on a case-by-case basis.

The top 10 projects have some chance of being funded. In reality, less than these ten will likely get funded due to Section 5307 funding and non-highway funding. Of these 10: 9 are in CAMPO, 1 in DCHC MPO, and 1 in KTRPO (1 shared project). DCHC's project:

Rank	Project	Cost to NCDOT	Category	Division Quant. Score	Total Input Points Needed	MPO Points per MPO Method.
3	Woodcroft Parkway extension NC 751 to Garrett	\$2,219,000	Division	29.81	177	100 (formula)

The following are DCHC's next highest ranking projects. Due to the small amount of Division funding, these are unlikely to be funded but could be considered.

Rank	Project	Cost to NCDOT	Category	Division Quant. Score	Total Input Points Needed	MPO Points per MPO Method.
13	Fayetteville Road, Woodcroft to Riddle widening	\$21,509,000	Division	22.86	200	100 (formula)
14	Northern Durham Parkway, I-85 to Old Oxford new location	\$29,700,000	Division	22.40	200	0 (competitiveness)

Our methodology allows for Division points to be assigned to cascading Statewide or Regional projects that are less than \$5 million. There is one project that is recommended for points. This project has a good chance of being funded from the Regional category, so reassignment of these points will be considered.

Rank	Project	Cost to NCDOT	Category	Regional Quant. Score	Division Quant. Score	Total Input Points Needed	MPO Points per MPO Method.
	NC 751/University roundabout	\$1,005,000	Regional	43.48	35.03	156	97 (flexible)

One other cascading Regional project may warrant consideration for points. However, it exceeds the \$5 million limit set in the MPO's methodology for cascading projects. This project is questionable for being funded at the Regional level thus assigning points at the Division level may be a good back-up strategy.

Rank	Project	Cost to NCDOT	Category	Regional Quant. Score	Division Quant. Score	Total Input Points Needed	MPO Points per MPO Method.
	NC 54, NC 751 to Fayetteville widening	\$21,600,000	Regional	30.46	25.34	200	0 (exceeds \$5 million)

Division 7

There is approximately \$62 million available over the first five years, and a total of \$161 million available over the ten year program for all Division 7 projects. This figure excludes bridge, safety, STPDA, and TAP funds which are all subject to STI according to the legislation. However, it does not exclude Section 5307 transit funds. MPO staff understands that any Section 5307 funds used for expansion purposes would be subject to the STI legislation. As result, there is likely to be less funding actually available than these figures. Based on the cumulative cost of projects and presuming that the majority of the funding is programmed for highway projects, the total score needed to be funded in the ten year program for a highway project is around 66. This presumes that there is no cascading of Statewide or Regional projects for any MPO or RPO. The other MPOs and RPOs in Division 7 do not have the same no cascading policy as CAMPO. This presumption likely will not hold true for Division 7.

The top 20 projects have some chance of being funded. In reality, less than these 20 will likely get funded due to Section 5307 funding and non-highway funding. Of these 20: 13 are in Greensboro MPO, 5 in DCHC MPO, and 2 in BGMPO. DCHC's projects:

Rank	Project	Cost to NCDOT	Category	Division Quant. Score	Total Input Points Needed	MPO Points per MPO Method.
5	Estes/Greensboro roundabout	\$775,000	Division	35.34	122	97 (formula)
6	Franklin/E. Main/Merritt Mill/Brewer roundabout	\$775,000	Division	34.84	125	92 (flexible)
7	Orange Grove Road Extension	\$5,299,000	Division	23.67	169	100 (formula)
8	S. Churton Street, I-40 to Eno River widening	\$26,240,000	Division	22.35	175	0 (competitiveness)
9	Estes Drive, NC 86 to Caswell modernization	\$4,446,000	Division	20.77	181	97 (formula)

The above five projects should not be affected by potentially cascading projects. Almost all of the potentially cascading Statewide and Regional projects scoring higher appear to score well enough at the Regional level to likely get funded from that category if the MPO/RPO/Division Engineer applies points to those projects.

The following are DCHC's next highest ranking projects. Due to the small amount of Division funding, these are unlikely to be funded but could be considered.

Rank	Project	Cost to NCDOT	Category	Division Quant. Score	Total Input Points Needed	MPO Points per MPO Method.
23	Mt. Carmel Church/Bennett roundabout	\$775,000	Division	14.76	200	0 (competitiveness)
26	Erwin, US 15-501 to NC 751 modernization	\$23,598,000	Division	13.84	Not recommended	0 (competitiveness)

The Erwin Road project is 40% in Division 5 and this project is very uncompetitive for the limited amount of Division 5 funding so MPO staff do not recommend considering this project for points.

There are no projects that our methodology assigns points to that are not in the above tables for Division 7.

Division 8

There is approximately \$92 million available over the first five years, and a total of \$236 million available over the ten year program for all Division 8 projects. This figure excludes bridge, safety, STPDA, and TAP funds which are all subject to STI according to the legislation. There are only very small portions of MPOs that receive STPDA and TAP in Division 8 and thus there is comparably more funding available in this Division.

There are no highway projects in the DCHC MPO in Division 8 that are likely to get Division funding.

MEMORANDUM

To: Transportation Advisory Committee
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: June 11, 2014

Subject: **STP-DA and Transportation Alternatives Program – Update to DCHC MPO Policy #3 – Policy Framework for DCHC MPO Federal Funds**

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 – Update to DCHC MPO Policy #3 Policy Framework for DCHC MPO Federal Funds

The TAC adopted a policy for programming STP-DA and TAP funding in FY 2015 and 2016 at the January 2014 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 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.

During this time, the FY 2014-2015 UPWP was adopted which 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 adopted policy, including these planning funds, would have a significant impact on the amount of funding remaining for capital and construction projects. The TCC and a TCC subcommittee met several times to discuss how to address this.

Attachment 8A displays the application of our current STPDA and TAP policy with updated STPDA planning funds. Attachment 8B displays the TCC recommendation on how to modify our policy. In summary, the changes include:

- 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) based 33% on the vehicle revenue miles, 33% on the vehicle revenue hours, and 34% 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.

These modifications would be able to accommodate the FY 14 UPWP planning funds. However, with the new policies some jurisdictions may reconsider the amount of funding they choose to use on planning activities. Amendments to the UPWP will be considered if jurisdictions desire to make changes.

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, the highest scoring project is Carrboro's Morgan Creek Greenway, then the Chapel Hill portion of the Old Durham-Chapel Hill Road project, then Durham's Morreene Road Bicycle/Pedestrian project. Final cost and schedule information is still being developed for these projects. It is likely that the Morgan Creek Greenway will be fully funded and full or partial funding will be recommended for the Chapel Hill portion of the Old Durham-Chapel Hill Road project.

The TCC recommends these changes to the policy for several reasons. The new policy provides more of a direct incentive for each jurisdiction to consider the trade-offs between using these funds for planning activities versus capital projects. By requiring that planning activities be funded from the same category as capital projects (Local Discretionary), using funds for planning will directly affect the local government. Previously, by funding planning activities at the "top" of the funding formula, all jurisdictions were affected by one jurisdiction's planning funding. Furthermore, all of the MPO's member governments now have access to STPDA funding for planning or capital projects including all counties and transit agencies. In addition, the change to the policy results in the equal treatment of all of the MPO's transit operators and bases the allocation of funding to transit agencies on operational statistics. The change to the policy also ensures that the MPO is fully utilizing STPDA funding that was programmed in the UPWP but not expended.

Other Option Considered for Transit Sub-allocation

The TCC considered several other options for modifications to the policy. The TCC's recommendation included a request to share one of the options considered for the Transit sub-allocation with the TAC for information. The following page displays one of the other options also considered.

This option distributes the transit funding based on the calculated average annual replacement needs for each system. This formula assumes an equal bus, LTV, and van lifespan for all systems. This is not always accurate as the different systems operate their buses very differently. Mileage, passenger loads, highway/surface street driving, express/local route types, etc. also play a role in determining a vehicle's lifespan. Using this approach would yield an average of 17% of each system's annual vehicle replacement costs being provided with STP-DA funds. There are other sources of funding such as FTA Section 5307, CMAQ, and FTA Section 5309 also used for replacement needs.

TCC Recommendation

The TCC recommends that the TAC approve the changes to the STPDA and TAP policy as described in Attachment 8B. The TCC will bring forward a recommendation for specific projects, schedules, and funding amounts in FY 2015-2016 at a future meeting.

Other Option for Transit Sub-allocation Considered but Not Recommended by the TCC

Transit \$ 2,446,285

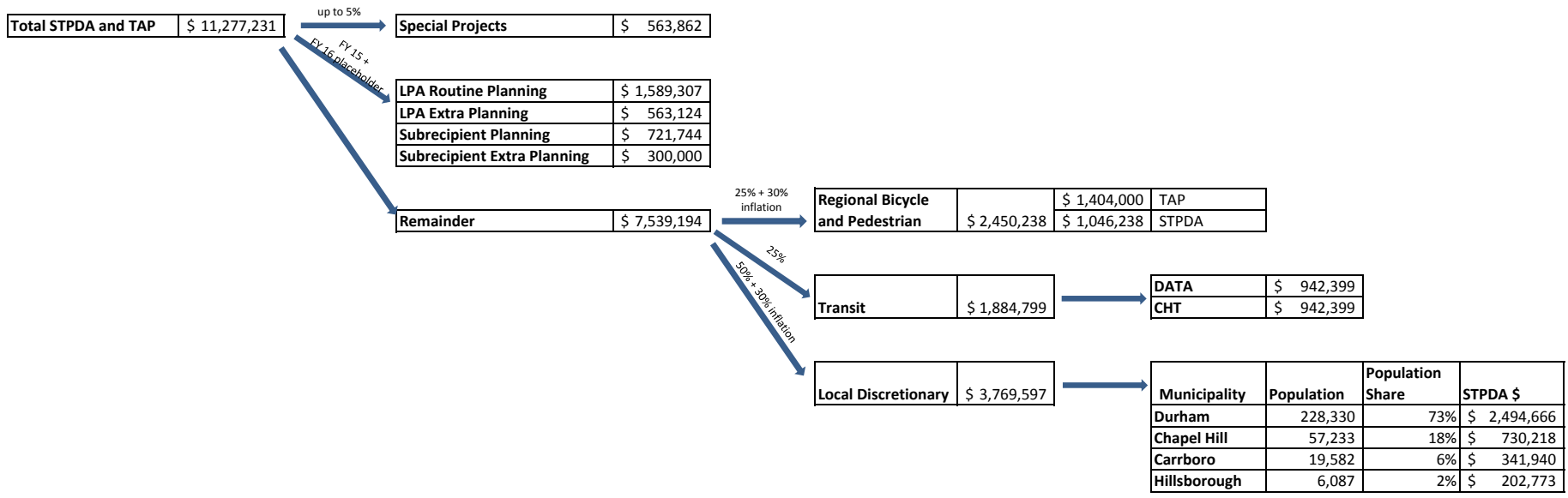
Assume TTA Demand Response costs are proportionate to DCHC/CAMPO STPDA

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

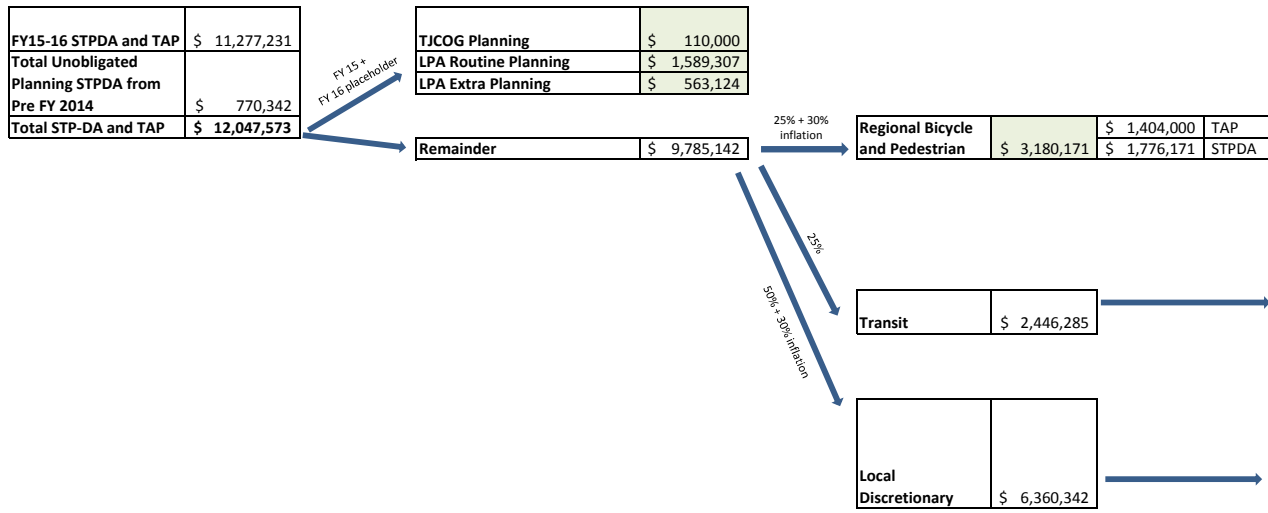
	Replacement Needs (Urbanized Area Only Vehicles)								2 Years of Replacement Needs				
	Peak Buses + 20% Spares	Average Bus Cost	Bus Useful Life	Demand Response LTVs	Average LTV Cost	Demand Response Vans	Average Van Cost	LTV or Van Useful Life	Average Annual Replacement Costs	2 Years of Average Replacement Costs	%	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%

Current STP-DA/TAP Distribution Policy - Approved January 8, 2014



Total STPDA Programmed	\$ 10,438,671
Total TAP Programmed	\$ 1,404,000
Total	\$ 11,842,671

Recommended STP-DA/TAP Distribution Policy



OPT uses 2013 data due to inaccurate 2012 data.

	33% Vehicle Revenue Miles					33% Vehicle Revenue Hours					34% Unlinked Trips					STP-DA
	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%	\$ 482,338
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%	\$ 1,117,550
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%	\$ 824,131
OPT				125,832	2%				6,238	1%				29,992	0%	\$ 22,267

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

POLICY FRAMEWORK FOR DCHC MPO FEDERAL FUNDS - DRAFT

Under federal legislation, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) is responsible for programming and maintaining the seven-year Transportation Improvement Program (TIP), coordinating updates of the State Transportation Improvement Program (STIP) and selecting projects to receive funds from four federal funding programs:

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

Under MAP-21, DCHC MPO is required to document the process used for programming these funds. The “Policy Framework for the DCHC MPO’s Federal Funds” provides policy direction and guidelines for the recommendation and selection of projects to receive DCHC MPO funds. In addition to more general policy direction, this Policy Framework contains specific information for DCHC MPO’s project selection process for programming DCHC MPO funds, as part of the development of the TIP. This policy focuses and provides guidance for programming DCHC MPO funds and support implementation and tracking of projects established in the MPO’s Metropolitan Transportation Plan.

Transportation Improvement Plan (TIP)

The TIP contains the transportation project list developed and approved through the MPO’s decision-making process. The TIP is focused on the development and implementation of projects that are part of or directly support key local and state transportation policies and plans, including designated projects in the 2040 MTP. Under federal law, the TIP must be a four-year program of projects that is updated at least every two years. At a minimum, federal and state legislation requires a TIP to contain all of the transportation projects requesting federal transportation funding under Titles 23 CFR (highways) and 49 CFR (transit) in the United States Code, as well as all the non-federally funded, significant projects. The TIP will therefore include:

- Projects using federal funds managed by the DCHC MPO (STP-DA, TAP, CMAQ, and FTA);
- Projects using federal and state funds managed by NCDOT;
- Projects of significance, regardless of funding source, required to be included in the air quality analysis and conformity determination of the TIP;
- Projects carried forward from the previous TIP funding, with funds not yet obligated.

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

DCHC MPO Funds - Eligibility Requirements

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

- STP-DA funds are the most flexible of DCHC funds and can be used for a variety of transportation projects, transit projects, and planning activities.
- TAP funds may 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. No roadway capacity improvement projects are eligible for TAP funds.
- CMAQ funds are available for specific categories of transportation projects and programs that improve air quality by increasing the efficiency of existing transportation facilities or reducing travel demand on those facilities. General purpose roadway projects are not eligible.
- FTA funds may be used *only* for transit related projects serving the DCHC's federal urbanized area.

DCHC MPO Funds - STP-DA and TAP Funding Policy

The following three step process has been developed for allocating STP-DA and TAP funding.

Step 1 - Distribution guidance

The MPO funds identified are distributed through a partially competitive and partially non-competitive process. This process is based on the requirements of current transportation legislation, with additional guidance provided by the *2040 MTP*, the MPO's long-range metropolitan transportation plan and other local comprehensive plans.

The process begins with the calculation of our "expected" annual STP-DA and TAP funds available. It is calculated by combining our annual allocation over the 2 year period with any prior year uncommitted balance. The uncommitted balance shall include any

unexpended STP-DA that had been programmed for planning activities in prior year's Unified Planning Work Programs.

The total expected STP-DA and TAP funds available is initially reduced by the following items:

1. *Staff and Routine Planning for MPO-wide Planning Activities* - funding level varies depending on LPA needs, subject to UPWP approval
2. *Extra Planning for the Lead Planning Agency* - funding level varies depending on LPA needs, subject to UPWP approval

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

1. 25% to *Transit* (distributed to transit agencies by a formula)
2. 25% to *Regional Bicycle and Pedestrian* (competitive – for projects of regional scale and importance). All TAP funding will be programmed for projects in this category. The total funding will be inflated by 30% to result in an over-programming of funding. The over-programming will help ensure funding is obligated even if projects fall behind schedule.
3. 50% to *Local Discretionary* (distributed to participating members by a formula). The total funding will be inflated by 30% to result in an over-programming of funding. The over-programming will help ensure funding is obligated even if projects fall behind schedule.

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

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

Extra Planning for the Lead Planning Agency – This category is for special emphasis projects performed by the LPA. This category is for planning projects that will enhance transportation planning in the MPO but are not required. All of the projects that have been approved are for MPO-wide activities. The specific funding amount will be approved through the annual UPWP.

Transit – All MPO transit agencies are eligible to receive funds. The funding will be distributed through a formula that is based 33% on the proportionate share of vehicle revenue hours for the system in the DCHC MPO’s urbanized area, 33% on the proportionate share of vehicle revenue miles for the system in the DCHC MPO’s urbanized area, and 34% on the proportionate share of unlinked trips for the system in the DCHC MPO’s urbanized area.

Regional Bicycle and Pedestrian – There is no distribution formula for funding within this category. All TAP funds will be programmed to projects in this category. As required, a competitive process will be used to select projects.

Local Discretionary – All municipal and county MPO member agencies are eligible to receive funds. \$500,000 of funding per programmed year will be distributed proportionately to all municipalities and counties based on the proportionate population share within the DCHC MPO’s urbanized area. County populations will only include the unincorporated portions of the county. In addition, there is a guaranteed \$70,000 minimum for each municipality per programmed year and then the remainder is distributed only to the municipalities proportionate to the municipal populations.

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

All funding of specific projects within each category must be presented to the TAC for approval and must be included in the MPO’s adopted TIP. There is no sub-allocation of funding directly to member governments.

These categories are approved annually with the UPWP process:

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

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

Projects funded through the three other categories will be approved prior to the beginning of FY 2015. Amendments can be made in the interim as needed:

Transit – Transit agencies will submit projects to the LPA. The TCC will make a recommendation and the TAC will approve the projects.

Regional Bicycle and Pedestrian – Members will submit requests to the LPA. Projects

will be evaluated based on the following screening criteria and scoring methodology. The TCC will make a recommendation and the TAC will approve the projects. The following serves to satisfy the requirement that all TAP funding be selected through a competitive process.

Screening Criteria

- Projects must anticipate a minimum of \$1,000,000 (federal) funding for construction. Design and right-of-way phases can request less than \$1,000,000 (federal) if the construction phase is expected to exceed \$1,000,000 (federal);
- Only the next imminent project phase should be requested (i.e. construction funding should only be requested once design and right-of-way is complete);
- Projects must be part of the adopted bicycle and pedestrian Regional Routes as listed in the current Metropolitan Transportation Plan or they must be bicycle and pedestrian routes greater than 1 mile in length that span multiple municipalities.

Scoring Methodology

- 40% Project readiness – priority will be given to projects that are ready to be constructed or are ready to move to the next phase of project development:
 - 100 points - Construction funding requested - right-of-way and design complete
 - 50 points - Right-of-way funding requested – design complete
 - 25 points - Planning requested
- 30% Safety
 - Variable score from 0-100 points based on the relative number of bike/ped crashes on the facility or parallel facility.
- 15% Spans multiple jurisdictions
 - 100 points – spans more than two local jurisdictions
 - 50 points – spans more than one local jurisdiction
- 15% Density
 - Variable score from 0-100 points based on the relative population and employment density of a 0.5 mile buffer of the corridor.

Local Discretionary – Each municipality and county will submit new or continued projects for this category to the LPA. The TCC will make a recommendation and the TAC will approve the projects. The TAC will approve with the expectation that this category offers municipalities and counties flexibility in funding projects that reflect their own priorities and needs. Any local discretionary STP-DA funding used for planning activities must also be included in the Unified Planning Work Program.

DCHC-MPO Funds – STP-DA Project Approval Process

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

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

- Public transit;
- Bicycle and pedestrian facilities;
- Transportation System Management, Transportation Demand Management, Intelligent Transportation Systems;
- Scenic and environmental enhancements;
- Planning studies that support the implementation or development of the adopted and future versions of DCHC’s Metropolitan Transportation Plan and air quality programs.

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

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

1. Staff and Routine Planning for MPO-wide Planning Activities includes:
 - a. New and existing LPA staff positions;
 - b. Activities that are required to be completed such as air quality planning, congestion mitigation planning, modeling, etc.
2. Extra Planning for the Lead Planning Agency includes:
 - a. LPA planning activities that are optional such as special emphasis projects.
3. Transit includes:
 - a. Durham Area Transit Authority, Chapel Hill Transit, Triangle Transit, and Orange Public Transit projects that comply with the adopted funding policy.
4. Regional bicycle and pedestrian projects includes:
 - a. Projects of regional scale and importance that span or connect multiple jurisdictions.
 - b. Minimum project size of \$1,000,000 (federal)

5. Local Discretionary –This is the most flexible category. Projects can include:
 - a. Large bicycle and pedestrian projects;
 - b. Scenic and environmental enhancements to highway TIP projects;
 - c. Transit projects;
 - d. Planning projects.

DCHC MPO Funds – CMAQ Funding

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

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

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

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

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

Travel demand management - Funding for the TDM will be shared equally by CAMPO. The MPO's share of TDM will be provided using CMAQ funds. TDM offers very high air quality benefits and competes very favorably for CMAQ funding. CMAQ funds have been approved

for FY 2013 through 2017 for TDM.

Project Tracking System

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

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

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

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

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

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

Policies - Obligations & Monitoring

A. Obligation Monitoring of STP-DA, TAP, and CMAQ Funds

Each phase of a project with STP-DA, TAP, and/or CMAQ funds is allowed a one-year grace period beyond the allocation year. If project funds remain un-obligated by the end of this grace period, funds are at risk of being removed from the project. The MPO staff will provide regular reports to both the TCC and the TAC of those projects with STP-DA, TAP, and/or CMAQ funds that are approaching this milestone. These reports will include information on the age of the funds, the phases programmed, and the length of time passed beyond the estimated obligation date (i.e., months “past due”).

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

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

B. Expenditure Monitoring of STP-DA, TAP, and CMAQ Funds

A decision on the need to develop policies and procedures for monitoring the expenditures of STP-DA and TAP will be instituted at a future date. LPA staff is currently working to

develop a CMAQ project evaluation analysis policy. This policy will monitor CMAQ projects to evaluate whether or not they have met their intended objectives and will also be used in decisions for future CMAQ funding.

C. *Obligation and Expenditure Monitoring of FTA Funds*

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

1. Each transit agency receiving funding will submit an application to FTA via the Transportation Electronic Award Management (TEAM) system within 45 days of TAC's authorization. The application is used to obligate Section 5307 funding for approved project (s) *(The application will be assigned a 10-digit application number beginning with NC-90-XXXX-XX)*
 - a. Any time there is an application amendment; updated copies must be sent to DCHC.
2. Each transit agency must forward a copy of the approved application and certificate of award/grant agreement to DCHC within 30 days of receipt of FTA documents.
3. The mandatory reports and applicable due dates are as follows:
 - 1st Quarter - due Feb. 15th;*
 - 2nd Quarter - due May 15th;*
 - 3rd Quarter - due Aug. 15th;*
 - 4th Quarter - due Nov. 15th*
 - a. **Narrative reports** - Each transit agency must forward a copy of their quarterly narrative reports to DCHC according to the deadlines dictated above. *(The standard FTA narrative report includes complete project information, the Federal Financial Report (SF-425) and a Milestone/Project Progress report.*
 - b. **UPWP Detail Composite Report** - Each transit agency/participating member government must complete the detailed composite expense report in the standard UPWP task format according to the deadlines dictated above.

c. **Project Funds/Status** - Each transit agency will forward a “print-screen” copy of the Project Funds/Status – Project funding tab only to DCHC according to the deadlines dictated above. (This report will give details on obligations, disbursements, de-obligation & refunds over the life of the project.)

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

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

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

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

New and “Returned” funds are defined as follows:

1. **New funds** are defined as additional funds to the MPO/UZA from the reauthorization of federal legislation or other sources.
2. **Returned funds** may originate from several sources: un-committed funds remaining from each project category, unused funds from completed projects, unused funds remaining from cancelled projects, or funds “returned” from projects due to a variety of reasons (such as an indefinite delay to a project, a change in priorities, or the receipt of other funding sources).

The TCC and TAC will approve the following:

- Some categories of STP-DA and TAP funds will be over-programmed by 30% in anticipation that projects may fall behind schedule, be canceled or delayed, or receive other funding. These projects should already be approved by the TAC and be included in the TIP.
- Cost over-runs will be considered on a case-by-case basis by the TCC and TAC. If the MPO's unobligated balance can accommodate the request and the funding is necessary for the project to move forward, the LPA staff will recommend approval of the request.
- A MPO-wide CMAQ contingency list will be retained based on originally submitted proposals that met the program requirements during the current competitive selection process, but were otherwise unable to be funded due to funding availability.

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

Adopted by TAC on January 8, 2014 TAC

Draft presented to the TAC on June 11, 2014

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	Pierre.Osei-Owusu@durhamnc.gov	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	ccole@townofchapelhill.org	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	ccole@townofchapelhill.org	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	Pierre.Osei-Owusu@durhamnc.gov	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	Maricia.brown@durhamnc.gov	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
Totals										\$ 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 - 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 / Type of Agency	Location of Service	Description of the Service	Project Type	Total Cost	Federal Share	% Federal	Point of Contact
6/11/14	Chapel Hill Transit/Public Transit	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 6900 Millhouse Rd, Chapel Hill, NC 27516
6/11/14	Durham Area Transit Authority/Public Transit	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, 101 City Hall Plaza, Durham NC, 27701
6/11/14	Chapel Hill Transit/Public Transit	CHT HS/Rogers Road	Continuation of extension service hours on two routes that connect downtown/UNC to north Chapel Hill and east Chapel Hill.	Operating	\$ 70,390	\$35,195	50%	Brian Litchfield 919-969-4908 6900 Millhouse Rd, Chapel Hill, NC 27516
6/11/14	Triangle Transit/Public 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	\$ 470,736	\$235,368	50%	Erik Landfried, 919-485-7508, PO Box 13787, RTP, NC, 27709
6/11/14	DURHAM MPO/Government	DCHC MPO-wide	Administration of the JARC program in FY2014	Admin.	\$ 66,591	\$66,591	100%	Meg Scully, 919-560-36409, 101 City Hall Plaza, Durham, NC, 27701

Totals:	\$ 1,266,559	\$ 666,575
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**RESOLUTION TO MODIFY THE 2012-2018 TRANSPORTATION
IMPROVEMENT PROGRAM FOR THE DURHAM-CHAPEL HILL-CARRBORO
METROPOLITAN PLANNING AREA**

**AMENDMENT #18
June 11, 2014**

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

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) is a staged multiple year listing of all federally funded transportation projects scheduled for implementation within the Durham-Chapel Hill-Carrboro Metropolitan Planning Area which have been selected from a priority list of projects; and

WHEREAS, the document provides the mechanism for official endorsement of the program of projects by the Transportation Advisory Committee (TAC); and

WHEREAS, the inclusion of the TIP in the transportation planning process was first mandated by regulations issued jointly by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and no project within the planning area will be approved for funding by these federal agencies unless it appears in the officially adopted TIP; and

WHEREAS, the procedures for developing the MTIP have been modified in accordance with certain provisions of the SAFETEA-LU Federal Transportation Act and guidance provided by the State; and

WHEREAS, projects listed in the MTIP are also included in the State TIP (STIP) and balanced against anticipated revenues as identified in the STIP; and

WHEREAS, the North Carolina Department of Transportation and the Transportation Advisory Committee have determined it to be in the best interest of the Urban Area to amend the FY 2012-2018 Metropolitan Transportation Improvement Program as described in the attached sheets; and

WHEREAS, there has been no change in the MTIP project schedule or project design concept and scope with regard to the air quality conformity finding made by the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee on May 8, 2013; and

WHEREAS, the DCHC MPO certifies that this MTIP amendment is consistent with the intent of the DCHC MPO 2040 Metropolitan Transportation Plan (MTP); and

BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee hereby amends the FY 2012-2018 Metropolitan Transportation Improvement Program of the Durham-Chapel Hill-Carrboro Urban Area, as approved by the TAC on September 14, 2011, and as described in the "Attachments to Resolution for Amendment #18 to DCHC 2012-2018 MTIP" provided here on this, the 11th day of June, 2014.

Ellen Reckhow, TAC Chair

Durham County, North Carolina

I certify that Ellen Reckhow personally appeared before me this day acknowledging to me that she signed the forgoing document.

Date: June 11, 2014

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

Attachment to Resolution for Amendment #18 to DCHC 2012-2018 MTIP

Modifications

TIP	Transit Partner	DESCRIPTION	Funding Source	FUND	FY13 (000)	FY14 (000)	FY15 (000)	FY16 (000)	FY17 (000)	FY18 (000)	FY19 (000)
TM-5132	Chapel Hill Transit	Operating Assistance for Chapel Hill Pittsboro Express (PX Route)	JARC	5316		\$99					
			Local	L		\$99					
TM-5306	Chapel Hill Transit	Operating Assistance for CHT extension of service hours HS/Rogers Road	JARC	5316		\$72					
			Local	L		\$72					
TM-5307	City of Durham	City of Durham planning and program administration of 5316 JARC Projects	JARC	5316		\$90					

Amendments

TIP	Transit Partner	DESCRIPTION	match	FUND	FY13 (000)	FY14 (000)	FY15 (000)	FY16 (000)	FY17 (000)	FY18 (000)	FY19 (000)
TM-5310	Durham Area Transit Authority	Expanded Service to Brier Creek	JARC	5316		\$231					
			Local	L		\$231					
TM-5311	Triangle Transit	Sunday Routes (400, 700, & 800)	JARC	5316		\$235					
			Local	L		\$235					

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 21st 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). It takes about five weeks to receive the DUNS number after all the information is entered.

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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"> a. coordinate services for seniors and individuals with disabilities or b. certify that there are no non-profit organizations readily available in the area to provide the service. 	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;

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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

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- ADA or CAA¹ 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.

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.

¹ CAA is the Clean Air Act of 1990

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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

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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

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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

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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

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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:

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- (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:

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- 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

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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

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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.).

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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

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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;

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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

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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.

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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

Introduction

On October 1, 2012 the Moving Ahead for Progress in the 21st Century (MAP-21) was passed into law as the new federal transportation funding legislation. MAP-21 replaced the former 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

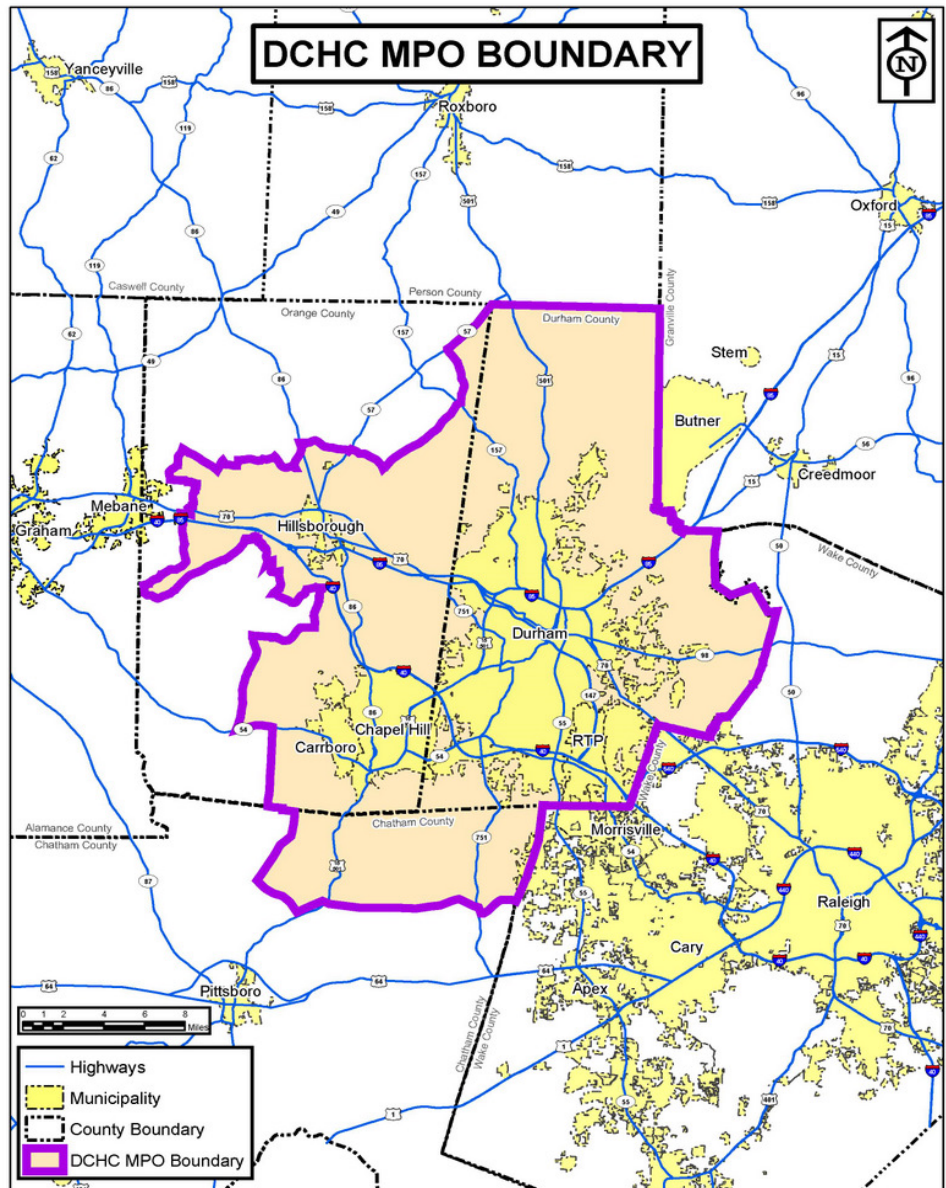
Section 5310 is a formula grant program for member jurisdictions in the Durham Chapel Hill – Carrboro Metropolitan Planning Organization (DCHC MPO). Applicants may include state or local government authorities; private non-profit organizations; and operators of public transportation services including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

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

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:

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). 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"> a. coordinate services for seniors and individuals with disabilities or b. certify that there are no non-profit organizations readily available in the area to provide the service. 	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:

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

- 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

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
5310 Criteria		
Is the proposed project a “Traditional Section 5310 Project” or “Non-Traditional Section 5310 Project”? Please Select.	Trad	Non-Trad
Is the agency eligible for the project type selected?	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

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

Application for Funding

Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities

PART I – Applicant Data

Legal Name:

DUNS Number:

Contact Person:

Address:

City, State, Zip:

Telephone:

Fax:

E-mail:

Agency Type: *Check one please*

Operator of Public Transit

Non-profit organization

State or local government agency

Other (please describe) _____

Project Description

Title:

Brief Description:

Funding Program:

5310 Traditional Project ___ 5310 Non-traditional Project ___

Project Type: Capital Only ___ Capital & Operating ___
Operating Only ___ Mobility Mgt./Coordinated Planning ___

New or continuing project? ___ New ___ Continuing

Service (days/hours):

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

Estimated daily riders Weekday: _____ Weekend: _____

PART II – Narrative

Project Need/Goals and Objectives

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

Implementation Plan

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

Project Budget

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

Partnerships, Collaboration, and Outreach

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

Program Effectiveness and Performance Indicators

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

Innovation

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

PART III – Project Budget

Project Funding

Please fill in the areas below that are relevant for the project type 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):

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

Describe: _____

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: June 11, 2014

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

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:** 20.42%
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: 5/7/2014 **Scheduled Progress:** 88%
Last Estimate Paid: 5/16/2014 **Actual Progress:** 62.91%

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

Let (B)	TIP Sub No.	Div	County	Let Type	Description	Con Est	ROW Est	Status
07/14	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-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	\$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	C-4928	5	DURHAM	NON - DOT LET (Congestion Mitigation)	DURHAM - MORREENE ROAD FROM NEAL ROAD TO ERWIN ROAD	\$1,990,000		
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-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		
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		
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			
09/15	C-5182	5	DURHAM	NON - DOT LET (Congestion Mitigation)	DURHAM - HOPE VALLEY ROAD CONSTRUCT SIDEWALKS AND BIKE LANES BETWEEN MARTIN LUTHER KING, JR. BOULEVARD PARKWAY AND US 15-501 BUSINESS	\$1,252,000	\$134,000	
09/15	C-5183A	5	DURHAM	NON - DOT LET (Congestion Mitigation)	DURHAM - CONSTRUCT SIDEWALKS	\$972,000		
09/15	C-5183B	5	DURHAM	NON - DOT LET (Congestion Mitigation)	DURHAM - CONSTRUCT SIDEWALKS	\$1,254,000		
09/15	EB-4707A	5	DURHAM	Division Design Raleigh Let (DDRL)	DURHAM/CHAPEL HILL FROM US 15/501 IN ORANGE COUNTY TO SR 1113 (POPE ROAD) IN DURHAM COUNTY BICYCLE, PEDESTRIAN AND TRANSIT IMPROVEMENTS	\$2,950,000	\$2,650,000	
11/15	U-5516	5	DURHAM	Raleigh Letting (LET)	FROM US 501 (ROXBORO ROAD) TO SR 1448 (LATTA ROAD) / SR 1639 (INFINITY ROAD) IN DURHAM	\$2,100,000	\$2,000,000	
08/16	I-5331	5	DURHAM	Division POC Let (DPOC)	INTERSTATE PREVENTATIVE MAINTENANCE (IMPM) I-85 FROM NORTH OF MP 183 TO THE GRANVILLE COUNTY LINE	\$250,000		
09/16	U-5517	5	DURHAM	Raleigh Letting (LET)	NC 54 FROM SR 1110 (FARRINGTON ROAD) TO I-40 EASTBOUND ENTRANCE RAMP IN DURHAM	\$1,300,000	\$300,000	
03/17	I-5334	5	DURHAM	Division Design Raleigh Let (DDRL)	I-85 FROM SOUTH OF US 15-501 TO NORTH OF US 70	\$3,000,000		
06/17	B-4943	5	DURHAM	Raleigh Letting (LET)	RELPLACE BRIDGE 20 OVER DIAL CREEK ON SR 1616	\$700,000	\$92,000	
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, 60% TAC 6/11/2014 Attachment 16
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 July
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 at Mall Entrance Plans received for Gregson and Peabody. Sent to contractor (Poles will take a time to order)
	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 - revise 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 c N/A	Plans not yet reviewed

NCDOT DIV 7 ACTIVE PROJECTS LOCATED IN DCHCMPO

TAC 6/11/2014 Attachment 16

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	9/8/2014	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 Chapel Hill .	10/16/2012	1/1/2015	Triangle Grading & Paving, Inc.	78% Complete 81% 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 Carrboro .	12/18/2012	5/14/2015	Yates Construction, Inc.	36% Complete 64% Schedule	\$4,946,197	TIP, Utility conflicts cleared May 11
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 Chapel Hill .	7/20/2010	Estimated 6/6/14 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	Accepted 12/30/13	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 Chapel Hill	10/17/2013	2/5/2015	Triangle Grading & Paving, Inc.	Construction started 3/31/14 , 8% Complete 9% Schedule	\$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, Available 5/12/14	9/12/2014	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 Chapel Hill .	Pending coordination with Town of CH	Pending coordination with Town of CH	Town acquired R/W. Final design under review.	\$30,000	Division Enhancement; MA w/TOCH, LGA
W-5207I 45337.1.9 45337.3.9	SR 1005 (Jones Ferry Road) and Davie Street in Carrboro. Sidewalks, intersection improvements, traffic signal, median on Jones Ferry with bike lanes.	11/1/2014	Fall 2015	R/W plans comp 6/1/14. Availability in Spring 2015.	\$50,000 PE \$600,000 CON	High Hazard Safety, Need more PE

W-5207E 45337.3.FD5	Installation of a roundabout on SR 1734 (Erwin Rd.) and SR 1791 (Mt. Moriah Rd.) near Chapel Hill	10/17/2013	2/5/2015	Triangle Grading & Paving, Inc.	Construction started 3/31/14, 8% Complete 9% Schedule	6/11/2014 Attachment 16 \$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, Available 5/12/14	9/12/2014	Carolina Sunrock, LLC	Construction Spring 2014	\$500,000	Bike/Ped enhancement
SS-4907AZ 43987.1.FR1 43987.3.1	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. West side improvements - funds pending	Pending coordination with Town of Hillsborough and SHPO	Pending coordination with Town of Hillsborough and SHPO	Additional funds approved for PE?	Plans are being reviewed by District, Coordinate with Town's streetscape project. Administration of project to be determined	\$3,000 PE \$37,600 CON	Spot Safety-State (ADA curb ramp). Combine with Small Construction on westside of NC86
SS -4907V 42423.1 42423.2 42423.3	Realign intersection of SR 1005 (Old Greensboro Rd.) @ SR 1951 (White Cross Rd.)	Pending results fom re-design and scope	Pending results fom re-design and scope	Need Public Workshop	Alternate Design in progress. Need construction estimate.	\$33,000 PE \$15,000 ROW \$150,000 CON	Spot Safety-State

DIV 7 LOCAL GOVERNMENT ADMINISTERED PROJECTS IN DCHCMPO

TIP/WBS #	Description	Let/Start Date	Completion Date	Status	Cost	Comments
C-5184 46243.3.1	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 Hillsborough	Summer 2014	TBD	Design in progress, R/W authorization pending	\$450,000 CON	CMAQ \$360,000 Fed \$90,000 Local
EB-4707A (Orange) 38664.3.FD1	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 EB-4707B (Durham)	EB-4707A(C Hill) FFY15 EB-4707B(D5DRL) FFY15	TBD	Design in progress, R/W -FFY 2015	\$2,950,000 CON	Enhancement - Bike and Ped., STP-DA
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 Carrboro	6/31/14	TBD	Design in progress	\$316,610 PE \$468,000 CON	STP-DA; MA w/TOC
SR-5000S 40922.1.18	Education, encouragement, evaluation, and neighborhood outreach for Carrboro Elementary School			Completed	\$12,865	Safe Routes to Schools; MA w/TOC
SR-5001AR 40924.3.43	Construct 320' of 5' sidewalk on Culbreth Road between Cobbleidge Rd. in Chapel Hill and Rossburn Rd. in Chapel Hill	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 Carrboro	6/7/12	11/26/12	Construction complete; Final review complete, closeout pending	\$221,399	STP-DA; MA w/TOC
U-4726DD 36268.1.25 36268.3.F25	Construct sidewalk on Rogers Road from Homestead Road to Meadow Run Ct. in Carrboro	Summer 2014	4/30/14	Design underway	\$102,278 PE \$469,175 CON	STP-DA; MA w/TOC
U-4726DE 36268.1.26 36268.3.26	Construct Bolin Creek Multi-use Path from Homestead Road to Chapel Hill High School in Carrboro (replaces EL-4994)	TBD	TBD	Design underway	\$130,486 PE \$737,500 CON	STP-DA; MA w/TOC
U-4726DF 36268.1.27 36268.3.27	Bicycle detection at Signalized Intersections in Carrboro	3/31/14	TBD	R/W certification pending	\$18,525 PE \$30,000 CON	STP-DA; MA w/TOC
U-4726IF 36268.1.21 36268.3.21	Design and install stairs from the sidewalk on the north side of Franklin St. to the Bolin Creek Trail in Chapel Hill	TBD	TBD	Supplemental agreement to remove construction; Town to pay for construction	\$25,000 PE \$115,000 CON	STP-DA; MA w/TOCH

DIV 7 LOCAL GOVERNMENT ADMINISTERED PROJECTS IN DCHCMPO
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TIP/WBS #	Description	Let/Start Date	Completion Date	Status	Cost	Comments
U-4726IG 36268.3.24	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 Chapel Hill	9/12/12	11/1/2013, Anticipated 6/1/14	95% Complete	\$1,492,500 CON	STP-DA; MA w/TOCH

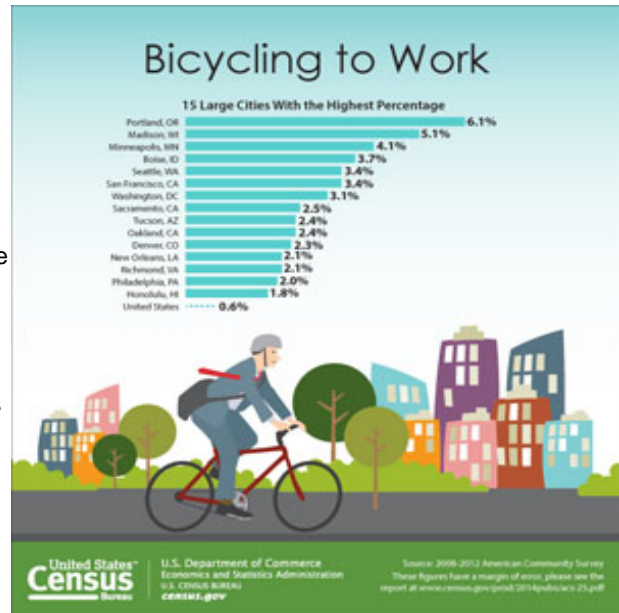
NCDOT DIVISION 8 - TIP PROJECTS IN DCHCMPO							
TIP/WBS # or Contract #	Description	Let Date	Completion Date	Status	Cost	Contractor	Comments
W-5208G/ 4 5338.3.7	SR-1717 (Jack Bennett Rd), Chatham Co. Realign horizontal curve	July 2014		ROW acquisition complete	Est. Cost \$803,000		Project letting has been delayed from April to July 2014 due to delays with relocating utilities.
C-5176	American Tobacco Trail (Chatham Co.) - New Hope Church Road Trail Head Park & Ride Lot. Accomodations for 100 spaces including parking for Horse Trailers, Restroom facilities, picnic area and public art.	Jan 2014	June 30, 2015	Town of Cary has applied for Division Enhancement Funds to supplement the cost of the project.	Orig Est. Cost \$1.2M		Final project cost estimate came in higher than original cost estimate.
DIVISION 8 RESURFACING PROJECTS							
TIP/WBS # or Contract #	Description	Let Date	Completion Date	Status	Cost	Contractor	Comments
C203521	SR 1816 Edwards Ridge Road from end of State maintenance to SR 1008 Mt. Carmel Church Road (0.64 mi).	March 2014	November 2014	No Report	Est. Cost \$73,000	S.T. Wooten	
C203521	SR 1727 Whippoorwill Lane from SR 1008 Mt. Caramel Road to SR 1726 Old Farrington Road (0.73 mi).	March 2014	November 2014	No Report	Est. Cost \$104,400	S.T. Wooten	

Biking to Work Increases 60 Percent Over Last Decade, Census Bureau Reports

US Census Bureau Public Information Office FOR IMMEDIATE RELEASE: MAY 8, 2014

Many U.S. cities are seeing an increase in bicycle commuters, according to a U.S. Census Bureau report released today. Nationwide, the number of people who traveled to work by bike increased roughly 60 percent over the last decade, from about 488,000 in 2000 to about 786,000 during the 2008-2012 period. This is the largest percentage increase of all commuting modes tracked by the 2000 Census and the 2008-2012 American Community Survey.

Today the Census Bureau also released a new commuting edition of the interactive map Census Explorer, which gives Web visitors easy click-and-zoom access to commuting statistics for every neighborhood in the U.S. It also shows how commuting has changed since 1990 at the neighborhood, county and state level — including how long it takes to get to work, commutes longer than an hour, and number of bikers. This edition of Census Explorer uses statistics from the American Community Survey, the best national source of commuting statistics down to the neighborhood level.



"In recent years, many communities have taken steps to support more transportation options, such as bicycling and walking," said Brian McKenzie, a Census Bureau sociologist and the report's author. "For example, many cities have invested in bike share programs, bike lanes and more pedestrian-friendly streets."

While bicyclists still account for just 0.6 percent of all commuters, some of the nation's largest cities have more than doubled their rates since 2000. Portland, Ore., had the highest bicycle-commuting rate at 6.1 percent, up from 1.8 percent in 2000. In Minneapolis, the rate increased from 1.9 percent to 4.1 percent.

The report also looks at the number of people who walk to work. After steadily decreasing since 1980, the percent of people who walk to work has stabilized since 2000. In 1980, 5.6 percent of workers walked to work, and that rate declined to 2.9 percent by 2000. However, in the 2008-2012 period, the rate of walkers remained statistically unchanged from 2000. Among larger cities, Boston had the highest rate of walking to work at 15.1 percent.

The report, "Modes Less Traveled — Bicycling and Walking to Work in the United States: 2008-2012," highlights the trends and socio-economic and geographic differences between motorized and nonmotorized commutes. This report — the Census Bureau's first focusing only on biking and walking to work — is one of many that examines specific aspects of commuting, including workplace location, working from home, long commutes and specific travel modes.

Biking to Work Highlights

- The West had the highest rate of biking to work at 1.1 percent, and the South had the lowest rate at 0.3 percent.
- Among large cities, Portland, Ore., had the highest bicycle-commuting rate at 6.1 percent.
- The median commute time for those who bike to work was about 19.3 minutes.
- Men were more likely to bike to work than women were. The rate of bicycle commuting for men was more than double that of women, 0.8 percent compared with 0.3 percent.

- Those with a graduate or professional degree or higher and those with less than a high school degree had the highest rates of biking to work, at 0.9 and 0.7 percent, respectively
- 1.5 percent of those with an income of \$10,000 or less commuted to work by bicycle, the highest rate of bicycle commuting by any income category.
- African-Americans had the lowest rate of biking to work at 0.3 percent, compared with some other race or two or more races who had the highest rate at 0.8 percent.

Walking to Work Highlights

- The Northeast showed the highest rate of walking to work at 4.7 percent of workers. Several of the places with high rates were "college towns," including Ithaca, N.Y., where about 42.4 percent walked to work. The South had the lowest rate at 1.8 percent. Among large cities, Boston was one of the highest walking-to-work cities at 15.1 percent.
- Workers living in core cities walked to work at a rate of 4.3 percent, compared with 2.4 percent for workers in suburbs.
- The median commute time for those who walk to work was 11.5 minutes, and they left their home at later hours than other modes.
- Men walked to work at a rate of 2.9 percent compared with 2.8 percent for women.
- Those with less than a high school degree had the highest rate of walking to work at 3.7 percent, followed by those with graduate or professional degrees at 2.7 percent.
- 8.2 percent of those with an income of \$10,000 or less walked to work, the highest rate of walking to work by any income category.
- Asians and workers of some other race or two or more races had the highest rate of walking to work at 4.0 and 4.2, respectively.

About the American Community Survey

The figures in this release come from data collected from questions in the Census Bureau's 2008-2012 American Community Survey. The questions asked include:

- How did this person usually get to work last week? If this person usually used more than one method of transportation during the trip, mark (X) the box of the one used for most of the distance.
- How many people, including this person, usually rode to work in the car, truck, or van last week?.
- What time did this person usually leave home to go to work last week?
- How many minutes did it usually take this person to get from home to work last week?.

Organizations use the statistics from this question to design programs that ease traffic problems, reduce congestion and promote carpooling. In addition, police and fire departments use the statistics to plan for emergency services in areas where many people work. The American Community Survey provides local statistics on a variety of topics for even the smallest communities.

Ever since Thomas Jefferson directed the first census in 1790, the census has collected detailed characteristics about our nation's people. Questions about jobs and the economy were added 20 years later under James Madison, who said such information would allow Congress to "adapt the public measures to the particular circumstances of the community," and over the decades allow America "an opportunity of marking the progress of the society."

NCDOT tries to compare road and rail spending

The News and Observer Road Worrier By BRUCE SICELOFF May 19, 2014

RALEIGH - The state Department of Transportation's "data-driven" ratings of 3,100 projects, released last week, do more than just reckon which road improvements would deliver the most benefit for North Carolina's money.

The new scores also mark DOT's first try at setting up a fair competition across all modes of transportation. Ferries and buses, sidewalks and trains, runways and toll roads will contend with bridges and highways for the same tax dollars.

This may sound sensible, but it isn't simple. The scores are objective, based on things that can be measured in numbers. But are they fair? That depends on what DOT decides to measure.

The new scores are not the last word. When local officials add their input this fall on regional and DOT division projects, they'll have the power to move some of their pet projects higher on the list. And DOT is expected to revise its scoring criteria before it rates projects again in 2016.

For now, let's look at a pair of apparent losers in the early ratings.

The proposed \$650 million, seven-mile Mid-Currituck Bridge from the mainland to the northern Outer Banks did not score high enough to earn a likely place on DOT's construction calendar.

This Turnpike Authority project would cut 37 miles and as much as two hours from the drive for tourists who come mostly from northern states to Corolla. Vacationing families would pay tolls as high as \$25 per trip - a price that might seem like a bargain in mid-July - to cover part of the project cost.

The bridge would relieve traffic jams that clog an existing bridge farther south, and U.S. 158 through mainland Currituck County, from May to late September. But in its congestion ratings for this and other bridge and highway projects across the state, DOT figured average traffic counts for the whole year.

On average, U.S. 158 isn't so busy.

"The traffic thins out over those remaining seven months that aren't part of the heavy tourist season," Transportation Secretary Tony Tata said in an interview. "That degrades the score for Mid-Currituck."

Also, Tata said, DOT elected not to give points for another claimed benefit: the new bridge would provide another hurricane evacuation route. The top safety ratings go to projects that are likely to reduce crashes.

"Should we provide safety points for something large-scale like a hurricane?" Tata said. "We're not convinced we should."

The Mid-Currituck Bridge probably won't get built unless its backers find a way to reduce the cost to the state. Or unless DOT decides to make favorable changes in its scoring criteria.

Transit is another area where DOT will consider tweaking its evaluations.

The Triangle's proposed \$1.8 billion light-rail line from Durham to Chapel Hill earned a mediocre score in the new ratings. The project scored barely above zero for congestion relief - because DOT figures the trains would not do much to shorten the travel time for folks who drive their cars between Durham and Chapel Hill.

As with the Outer Banks toll bridge, these DOT ratings don't play to the strengths of the light-rail proposal. They don't reflect some of the reasons Triangle commuters crowd onto Triangle Transit's express buses now.

"How about the human being who benefits from being on transit?" said David King, Triangle Transit's general manager. "Who uses that travel time productively, who doesn't get the stress from driving, doesn't have to pay for the parking space - who is healthy because he is walking more, and doesn't add to the air quality problems of the region?"

"All those benefits, which are hard to quantify, how do you get them into the mix?" King said.

The Strategic Transportation Investments law, enacted last year by the legislature and Gov. Pat McCrory, empowers DOT to adjust its scoring criteria in the future. Legislators told DOT to reserve at least 90 percent of the construction money for roads and bridges, and at least 4 percent for other projects. That leaves 6 percent in the middle, which could go either way.

Mecklenburg County is starting construction this year on its second state-supported light rail line. Tata noted that the Federal Transit Administration has authorized Triangle Transit to start the engineering work on the Durham-Chapel Hill line, and Wake County leaders also are beginning to consider rail options.

DOT officials will keep this in mind as they prepare to receive public feedback this summer on the first round of ratings.

"Transit is something we're looking hard at," Tata said. "Of course with Orange and Durham having that FTA approval to move forward - and whatever happens in Wake - we're looking at how we're going to address that under the current law."

Looking back toward the Outer Banks, Tata noted the underlying goal of the new transportation funding law: to promote economic development across the state. Perhaps the Mid-Currituck Bridge, designed with tourism in mind, will earn a second look.

"The important thing is, is it good for tourists?" Tata said. "We certainly want to invite those visitors to our coastline."

Engineers to rework intersection plan

The Herald-Sun By Ray Gronberg May. 26, 2014 @ 07:19 PM

DURHAM — Plans to rebuild the intersection of Fayetteville Street, Riddle Road and Buxton Street will go on hold for a bit to give engineers time to rework their blueprints, officials told the City Council.

The move responds to a recent decision by the N.C. Department of Transportation that went back on the state agency's previous willingness to allow the city to place drainage controls in the Fayetteville Street right of way.

Engineers will rework the plan to eliminate them, which will likely mean the city doesn't need to buy as much land for the project.

That's music to the ears of some City Council members who balked last month at the cost of one of the land acquisitions, which was clocking in around the \$1 million an acre mark.

It's "good to hear that you're looking ... at ways to reduce the cost," Councilman Steve Schewel told city Transportation Director Mark Ahrendsen.

The pending redesign will consume about \$53,928 in additional engineering costs. Council members indicated they will approve the contract change early next month.

Ahrendsen attended Thursday's council work session to brief members on the history of the \$5.3 million intersection realignment, which is part of a larger effort using city funds to widen a two-lane stretch of Fayetteville Street from Buxton Street south to Barbee Road.

Officials conceived the widening about 15 years ago after studying south Durham's infrastructure needs in light of developments like The Streets at Southpoint mall.

A good bit of the work they envisioned, including the widening of Fayetteville Road from the mall north to Woodcroft Parkway, has already been done, Ahrendsen said.

The Buxton/Riddle/Fayetteville area needs special attention because Buxton and Riddle join the main highway about 100 feet apart, rather than at the single intersection the realignment will create.

The existing offset of the side streets “provided a very short left turn lane [on Fayetteville] shared between southbound and northbound vehicles, to where it was very confusing [because] they are sharing the same space going in opposite directions,” Ahrendsen said.

City officials have been buying land for the project over the past couple of years. The deal that drew council objections last month envisioned paying \$275,000 for 0.29 acres on the southeast corner of Fayetteville and Riddle.

Administrators acknowledged they were paying a premium for the land to compensate its owner for the loss of parking spaces that now serve a small convenience store.

Public Works Department emails suggest at least one other landowner with property the city needs has also been holding out for a better deal.

The council’s cost objections have sparked worry from some residents that the council might abandon the project. That in turn triggered a meeting and tour of the area among them, Schewel and Councilman Eddie Davis.

Schewel said the tour had highlighted the problem with the turn lane. “Hopefully [the redesign] will come back with a reasonable cost for a good project,” he said.

Mayor Bill Bell -- who lives in south Durham and commutes to an office in the UDI Community Development Corp. complex near the intersection of Fayetteville and the Martin Luther King Jr. Parkway -- said the larger project also is needed.

“I drive that every day and can’t wait until we get that widening,” Bell said. “When you see the traffic on there, you see how much Durham is growing.”

Ahrendsen’s figures indicate the two-lane portion of Fayetteville between Buxton Street and Woodcroft Parkway is operating at anywhere from 107 percent to 136 percent of its rated capacity.

New crossing signal helps protect pedestrians from turning vehicles

WRAL.com Posted May 29, 2014 @ 3:57 p.m.

Raleigh, N.C. — Drivers are supposed to yield to pedestrians in crosswalks, but it doesn’t always happen. Now, Raleigh engineers have found a way to tweak the signals to protect pedestrians.

Transportation engineers say a new kind of crossing signal, called Leading Pedestrian Interval, can make a big difference. It gives pedestrians a few extra seconds of a walk signal before a traffic signal turns green. This gives pedestrians time to walk at least halfway through the crosswalk before vehicles start turning through the crosswalk.

Kimberly Kimble says she frequents downtown and feels pretty safe -- but always stays on her toes.

"Some of the drivers don't pay attention to pedestrians," Kimble said. "They'll just turn into the crosswalk without looking to see if there are any pedestrians."

City transportation engineer Jed Niffenegger says Fayetteville Street is a good place to start with the new signals.

"We rarely use them," Niffenegger said. "We only use them in locations where pedestrian volume is very high."

The new crossing signals along the rest of Fayetteville Street should be activated in the next week or so.

"The pedestrian volume is almost as heavy as the vehicular, so the leading pedestrian interval made sense," Niffenegger said.

Kimble says she hopes drivers take notice.

The city's crosswalk signals are also getting an upgrade to help the visually impaired.

Crews are replacing the chirping signals with ones that use an audible message that tell walkers when it's safe to cross.

Those changes will happen over the summer.

NC Senate budget includes transportation tax increases

The Road Worrier Posted by Bruce Sicheloff on May 29, 2014

RALEIGH — Senate Republican leaders want to hike the maximum highway use tax the state can collect on vehicle sales from businesses that buy trucks, and from other North Carolinians who buy recreational vehicles.

Their budget proposal released Wednesday would not change the 3 percent tax rate set for vehicle sales since 1989, and there would be no change in the taxes collected on most car and truck sales.

But it would raise the cap – the maximum tax that can be charged for commercial vehicles (now \$1,000) and recreational vehicles (now \$1,500). Both caps would rise to \$2,000 in January and \$3,000 in July 2015. That would be enough to generate an additional \$11 million in annual state revenues.

"We're opposed to that," said Bob Glaser, president of the N.C. Automobile Dealers Association.

Farmers and businesses would suffer when the highway use tax they pay when they buy heavy commercial trucks is tripled, from \$1,000 to \$3,000, he said. And he worried that North Carolina truck dealers will lose sales.

"It just drives the sale out of the state," Glaser said. "You're going to buy the truck where the lowest tax is."

Taxes on vehicle sales actually will remain lower in North Carolina than in most neighboring states. Several study groups, looking for options to improve the state Department of Transportation's flagging revenue prospects over the coming decade, have recommended a 1 point increase in the highway use tax rate.

Virginia recently approved a phased increase that will lift its vehicle sales tax rate from 3 percent to 4.15 percent by 2017. North Carolina's highway use tax brings in nearly \$600 million a year, so a proposed 1 point tax rate increase would be worth about \$200 million.

North Carolina's gas tax, higher than in neighboring states, would remain capped at 37.5 cents a gallon in the proposed Senate budget.

The Senate budget also would:

- * Increase from \$150 to \$250 the highway use tax cap paid by people moving their cars to North Carolina from other states, generating an additional \$3.2 million a year.
- * Reflect improved projections for a 4 percent increase in gas and other transportation tax collections.
- * Eliminate a motor fuel tax refund for taxi cabs starting Jan. 1, worth \$185,121 per year.
- * Add \$350,000 to pay for Division of Motor Vehicles Medical Review Board hearings and case reviews conducted by private physicians under contract with DMV.
- * Cut \$6.7 million from DOT's transit, rail, ferry, bike-pedestrian and aviation branches, and make more cuts in several administrative areas – to increase funding for construction, road maintenance and pavement preservation.
- * Give the Division of Motor Vehicles more funds to produce a new-format driver's license, to make other technology and customer service improvements, and to start allowing some drivers to renew their driver's licenses online.

Road Worrier: Sharrows send a wordless message to cyclists and drivers

The Road Worrier Posted by Bruce Sicheloff on June 2, 2014

RALEIGH — Don't be ashamed if you have not deciphered the sharrow, yet.

The sharrow (short for shared-lane arrow) is still a fairly new symbol of Raleigh's effort to encourage peaceful coexistence between car drivers and bike riders. It's a white-paint pavement marking that depicts a bicycle beneath twin chevrons that look like an Army corporal's stripes.

For Raleigh cyclists and automobilists who have noticed these stenciled symbols, the sharrow sends a mix of messages.

"I think it does remind motorists that bikes are going to be using these streets," said Kirk Port, 53, of Raleigh, a competitive cyclist who rides more than 200 miles a week.

And it provides guidance for cyclists, too. If the sharrow is painted near the right-hand side of the lane, that's supposed to be a smart place to ride your bike. There should be room for cars to pass safely on the cyclist's left, and little danger on the cyclist's right.

And when the marking is in the center of the lane, that's a suggestion for bike riders to travel near the center. This can cause consternation for impatient drivers, but there are plenty of situations where it's safer for everybody.

Joe Burgess, 34, likes it when sharrows encourage cyclists to move a bit to the left. They're more likely to be noticed by drivers pulling out from driveways and side streets, he said.

Take Clark Street or Hargett Street, where the sharrows are in the center. Both streets have parked cars on the right, so the cyclist needs to avoid getting whacked by a suddenly opened door. The travel lane is so narrow that there's no

room for cars to pass bikes easily. And traffic speeds often are slow enough for bikes to keep pace with cars, anyway.

"For the most part, sharrows are pretty good," Burgess said. "They help educate you where to ride. You want to ride farther to the left so drivers can see you."

'Really helpful'

Raleigh had just four miles of bike lanes in 2010 when Jennifer Baldwin started work as the city's bicycle and pedestrian coordinator. The first sharrows showed up on Northclift Drive in 2011. Now the city has 28 miles of sharrows and bike lanes.

"Sharrows are really helpful when there's not enough space to provide a dedicated bike lane, so we use them to guide cyclists where to ride in the lane," Baldwin said. The double chevrons also serve as directional arrows, a reminder for experienced bikers that they should ride with traffic on the right-hand side of the street.

"They also provide good marketing for drivers, to remind them they should expect to see cyclists," Baldwin said.

Baldwin is overseeing the city's plan to double the miles of streets with sharrows or bike lanes by the end of 2015. A few stretches will have "buffered" bike lanes, separated from automobile traffic by diagonal hash marks.

Dedicated bike lanes, usually 5 feet wide, offer some security for inexperienced cyclists who might not feel safe riding in traffic on busy streets.

But experienced cyclists disagree about whether bike lanes are a good idea.

"The bike lanes on Avent Ferry Road are always full of debris, so I would rather not use them," Port said. "I would not ride in them because I don't want to risk puncturing my tires."

Burgess has the same concern.

"The bike lanes on Peace Street, it's supper-skinny and it's full of debris," Burgess said. "It's really kind of ridiculous to ride that far to the right, where you're inches from the curb and there are storm drains."

Cars are barred from bike lanes on most streets, but city ordinances are not entirely consistent.

Signs on Ridge Road tell drivers they can park their cars in the bike lane during certain hours. Parking also is allowed in the Anderson Street bike lanes, Baldwin said, even though there are no signs that mention this.

Baldwin and local cyclists say it's hard to know whether drivers take heed from the sharrow's wordless message. Lassiter Mill Road was well marked with sharrows on May 2, 2013, when a local cyclist was killed by a driver who turned left in front of him.

'A waste of paint'

Cheryl J. Marcus, 59, notices sharrows when she travels Orange County and Chapel Hill roads on her bike and in her car.

"I don't think drivers pay any attention to them," Marcus said. "It doesn't make them any more aware of bicycles. For the most part, drivers appear to believe that you are in their space and they have first rights to it – as opposed to believing cyclists have an equal right to be on the road."

Gertrude Kappel, a long-time cyclist, sticks to the sidewalk when she rides on Lake Boone Trail – even though it now has stretches of sharrows and bike lanes.

“It is a scary place to ride,” Kappel said. “Painting sharrows on the street does not relieve my fear at all. Until most drivers and bike riders understand the meaning of sharrows and buy in, I think it is a waste of paint.”

Our sidewalk deficiency

The Herald-Sun Opinion Page Jun. 03, 2014 @ 05:29 PM

During the City Council’s budget hearing Monday night, Councilman Eugene Brown responded to pleas for more action on city sidewalks with a concurring opinion.

“We are sidewalk-poor in Durham,” Brown said. “There’s a deficiency here.”

Brown’s observations are often right on the mark. Seldom could that be truer than in this instance.

Durham is interlaced with streets with no sidewalks – and too often sidewalks that do exist are in disrepair. A far too frequent sight is a pedestrian inches away from the asphalt on which cars are speeding past.

It is not for lack of a plan. It is, unfortunately, for lack of progress.

The city’s 2006 Durham Walks! Pedestrian Plan outlined ambitious goals, including to “increase the number of pedestrian facilities, including sidewalks, trails, crosswalks, and pedestrian safety improvements at intersections.”

Carrying out that plan has been slow.

The plan listed, for example, 19 top-priority projects for new sidewalk construction. And it set a benchmark to complete six of the 19 by 2010.

As of Tuesday, the city’s online interactive map of the plan’s projects had this to say about 13 of the 19: “No progress.” The others ranged from “funded, no design” to “funded and designed.”

Sidewalks and other pedestrian improvements are about more than safety -- although that certainly should be an overriding concern. Urban planners and public health experts will readily tell you a city’s “walkability” reduces traffic congestion and improves overall citizen health.

“When streets are designed only for cars, they deny people the opportunity to choose more active ways to get around, such as walking or biking,” notes the National Complete Streets Coalition.

The health impacts of “street designs that favor the automobile over walking and bicycling” are clear, the coalition says. “One study found that, on a daily basis, each additional hour spent driving is associated with a 9 percent increase in the likelihood of obesity, while each additional kilometer walked is associated with a five percent reduction in this likelihood.”

To be fair, Durham is far from alone. America’s love affair with the automobile, which burgeoned after World War II, led to decades of emphasis on highways that saw the pedestrian as an afterthought – or an impediment. New developments and new construction in Durham favor a more complete approach --

projects such as the newest segment of Martin Luther King Boulevard include ample bike paths and wide sidewalks.

But all those decades of neglect have left us with at least 200 miles of streets with no sidewalks, and that's a challenging gap.

The focus of Monday's citizen complaints about sidewalks was sidewalk repair. But the debate served as a reminder that it will take considerable will and wallet to make sidewalks and bike lanes measure up to what a city with our ambitions should expect.

Or perhaps we don't expect it. Absent public clamor for more and better sidewalks, the council and city administration might understandably conclude there are plenty of other places citizens want them to spend tax dollars.



Durham Bicycle & Pedestrian Advisory Commission

Durham Department of Transportation • 101 City Hall Plaza • Durham, NC 27701

April 21, 2014

J. W. Bowman, PE
 Division Engineer - Division 5
 North Carolina Department of Transportation
 2612 N. Duke Street
 Durham, NC 27704

Dear Mr. Bowman:

The Durham Bicycle and Pedestrian Advisory Commission (BPAC) is an advisory board appointed by the Durham City Council and the Durham County Commissioners. The purpose of BPAC is to advise on bicycle and pedestrian issues.

For several years BPAC has been reviewing plans and attending meetings for the East End Connector project (TIP # U-0071). On May 18, 2010, BPAC endorsed the bicycle and pedestrian mitigation measures recommended by the East End Connector Ad Hoc Committee. We acknowledge and appreciate that sidewalks, bike lanes, and other bicycle and pedestrian features have been added to many of the streets that are affected by the project.

However, BPAC continues to have serious pedestrian safety concerns and requests the following changes to the design of the East End Connector project. Items 1 and 2 were among the mitigation measures requested by BPAC and the Ad Hoc Committee in 2010. Incorporating these measures will improve pedestrian safety and help to demonstrate NCDOT's commitment to the adopted Complete Streets Policy.

1. Provide marked crosswalks, pedestrian crossing equipment, and streetlights at the Pleasant Drive/US 70 intersection, with connecting sidewalks to the intersection. This will be the only signalized intersection for over a mile in either direction, and thus the only place that pedestrians will be able to cross US 70. Since the project will necessitate the closing of a well-utilized bus stop at Lynn Rd, it is likely that much of that bus stop activity will shift to the Pleasant Drive/US 70 intersection. Bus riders who live north of US 70 will need to cross US 70 to board the bus and return home at night.

BPAC is aware that for many years there was hesitancy by NCDOT to providing marked crosswalks and pedestrian crossing equipment at intersections on US 15-501 in Durham. Unfortunately, there were well-publicized crashes involving pedestrians along US 15-501 before the pedestrian equipment was finally installed. BPAC urges NCDOT to recognize that the pedestrian equipment should be installed as an integral part of the project.

2. Provide a complete sidewalk on one side of Muldee Street to provide pedestrian access between employers on Muldee Street and bus routes on Holloway Street (NC 98). The current design plans show sidewalk being built in front of existing businesses on Muldee Street and along a new section of Muldee Street between Southerland St. and Hoover Rd. But between these two areas there is a gap where no sidewalk is being built. There needs to be a complete sidewalk along Muldee Street so that pedestrians will not have to walk in the roadway.

3. At the intersection of Miami Blvd. and Holloway St., provide a pedestrian refuge island on the northwest corner similar to what is being provided on the southeast corner. This is a skewed intersection and the pedestrian refuge island will reduce the pedestrian crossing distance and improve visibility of pedestrians to motorists. There is a great deal of pedestrian activity at this intersection. If a pedestrian refuge island is being added to one corner of an intersection, BPAC believes the same improvement should be made to the opposite corner of the same intersection.

Thank you for your attention to these requests. We look forward to receiving your response.

Sincerely,



Erik Landfried
BPAC Chair

cc: Durham City Council
Durham County Board of Commissioners
Transportation Advisory Committee, DCHC MPO
Mark Ahrendsen, Director, City of Durham Department of Transportation
Leza Mundt, NCDOT Project Development
Lauren Blackburn, Director, NCDOT Bicycle and Pedestrian Division



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY
GOVERNOR

ANTHONY TATA
SECRETARY

May 19, 2014

Erik Landfried
Chairman, Durham Bicycle and Pedestrian Advisory Commission
101 City Hall Plaza
Durham, North Carolina 27701

Subject: Response to Durham Bicycle and Pedestrian Advisory Committee

Dear Mr. Landfried:

Thank you for your letter dated April 21, 2014 regarding the East End Connector project. Your letter contained three inquiries. The responses to your requests are provided below, numbered in accordance with your letter.

1. The current plan for the US 70/Pleasant Road intersection replaces existing sidewalks along US 70 and Pleasant Road. Sidewalk will be included on the curb and gutter side of Pleasant Road and Lynn Road.

I am certain you will agree that pedestrian accommodation must balance access and safety. We have carefully considered pedestrian facilities such as crosswalks and pedestrian signals at this intersection and have concluded that we cannot support the installation of facilities that encourage pedestrians to cross US 70 at this location due to:

- the heavy through volumes (over 33,000 ADT now, increasing to over 72,000 in the design year),
- future plans calling for US 70 to be upgraded to a freeway,
- the wide roadway (six to seven lanes) a pedestrian must cross, requiring a long pedestrian phase.
- the performance of the intersection (currently at LOS E; LOS F in the design year), which would be further degraded by a pedestrian phase, and
- the intersection's proximity to the East End Connector exit ramp onto US 70, located less than one-half mile to the north, introducing high speed vehicles onto US 70.

We understand that transit service is provided in the Pleasant Drive area and encourage DATA to evaluate other route options that can serve transit users in the area without requiring its patrons to cross US 70.

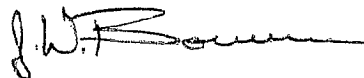
Erik Landfried
May 19, 2014
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2. Sidewalks and bike lanes are provided on Muldee Street from Hoover Road to Southerland Street. New sidewalk is also provided behind new curb and gutter on the east side of Muldee Street in front of the Carolina Freight Carriers property. Existing sidewalk along the east side of Muldee Street will be replaced. However, a jurisdictional stream subject to the Neuse River buffer rules is located adjacent to a portion of Muldee Street. To minimize impacts to the stream and its regulatory buffer, we have not included curb and gutter in this portion of Muldee Street. The typical section includes 10' of pavement, up to the guardrail, on the south side of the Muldee Street and a 4' shoulder on the north side. These shoulders provide adequate accommodation for cyclists and pedestrians.

3. The Department will evaluate the addition of the proposed refuge island with the appropriate internal units. If the island is determined to be a feasible addition to the plans, the Department will coordinate its addition with the appropriate entities within the City of Durham.

Thank you for your interest in this project. If you have additional questions, please contact me at 919-220-4600.

Sincerely,



J. W. Bowman, P.E.
Division Engineer

cc: Durham City Council
Durham County Board of Commissioners
✓ Transportation Advisory Committee, DCHC MPO
Mark Ahrendson
Leza Mundt
Lauren Blackburn