

June 25, 2014
7:00 p.m.

Council Chambers
1st 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 (7:00-7:05)

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.

- 6A. **June 11, 2014 TAC Meeting Minutes**
Attachment 6A

A copy of the June 11, 2014 TAC meeting minutes is enclosed as Attachment 6A.

TAC Action: Approve minutes of the June 11, 2014 TAC meeting.

7. **FY 2012-2018 TIP Amendment #18 – Job Access/Reverse Commute (JARC) 2014 and Chapel Hill Transit**
Attachment 7
Meg Scully, LPA Staff
Ellen Beckmann, LPA Staff

Amendment #18 to the FY 2012-2018 Transportation Improvement Program is necessary to incorporate projects from Chapel Hill Transit and 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.

ACTION ITEMS

8. Prioritization 3.0 – Point Assignment – Public Hearing (7:05-7:45)

Attachment 8, 8A, 8B, 8C, 8D

Ellen Beckmann, LPA Staff

Andy Henry, LPA Staff

Dale McKeel, LPA Staff

A memo on Prioritization 3.0 is provided as Attachment 8. The TAC approved the submission of the MPO's highway, bicycle and pedestrian, public transit, and rail projects on January 8 and February 12, 2014. Attachment 8A is the draft point assignment that was released for public comment. Attachment 8B is a full set of tables displaying the results of the application of the MPO's local ranking methodology. Attachment 8C is a report on the relative competitiveness of the MPO's projects. Attachment 8D is a compilation of public comments received as of June 19, 2014.

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.

REPORTS:

9. Report from the TAC Chair

Ellen Reckhow, TAC Chair

TAC Action: Receive Report from TAC Chair

10. Report from the TCC Chair

Mark Ahrendsen, TCC Chair

TAC Action: Receive Report from TCC Chair

11. Report from Staff

Attachment 11

Felix Nwoko, LPA Staff

TAC Action: Receive report from staff.

12. NCDOT Report

Attachment [12](#)

Wally Bowman (Joey Hopkins), Division 5 – NCDOT

Mike Mills (Pat Wilson), Division 7 – NCDOT

Rob Stone (Darius Sturdivant), Division 8 - NCDOT

Julie Bollinger, Transportation Planning Branch – NCDOT

Kelly Becker, Traffic Operations – NCDOT

TAC Action: Receive report of NCDOT

INFORMATIONAL ITEMS

13. Recent News Articles and Updates

Attachment [13](#)

Adjourn

Next meeting: August 13, 2014, 9 am, Committee Room

Dates of Upcoming Transportation-Related Meetings:

6/23/2014	NCDOT Division 7 Public Meeting on Division STI Points, Greensboro, 4-7 pm
6/24/2014	NCDOT Division 7 Public Meeting on Division STI Points, Graham, 4-7 pm
6/24/2014	NCDOT Division 5 Public Meeting on Division STI Points, Butner Town Hall, 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

www.dhcmpo.org
www.twitter.com/dhcmpo

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.

42 **Ethics Reminder**

43 Ellen Reckhow read the Ethics Reminder for TAC members and asked the board members if
44 there are any known conflicts of interest with respect of matters coming before the board and
45 requested that if there were any identified during the meeting for them to be announced.

46 **Adjustments to the Agenda**

47 Mark Ahrendsen identified the additional handouts that were provided (Triangle Transit
48 Authority Light Rail Alignment Alternative Draft and the Legislative Update).

49 **Public Comments**

50 Terry Rekeweg provided an introduction about comparing two Durham-Orange Light Rail Project
51 plans along with handouts. Terry Rekeweg stated he has traveled both routes listed on the maps and
52 found that the LPA Light Rail route with a travel time of 39 minutes was not competitive with the
53 automobile travel time of 28 minutes. The Alternative Light Rail route with a travel time of 35 minutes
54 was; however, competitive with the automobile with a travel time of 32 to 41 minutes. Terry Rekeweg
55 stated the also noticed the MPO Staff letter about the Alternative Light Rail plan was still on the Durham
56 NC website and his response letter was not. Terry Rekeweg requested to have all officials who received
57 the MPO Staff letter also receive his response letter. Mark Ahrendsen stated the board does not control
58 some of the information that is posted to the City's website. Once information is presented to Council, it
59 becomes public information and anyone can Google this information. Steve Schewel thanked Terry
60 Rekeweg for the care and attention he has given to this project. Mark Ahrendsen informed Terry
61 Rekeweg that the board has already adopted a long range transportation plan that will be used to guide
62 the decisions going forward; however, as the plan is updated it may be more appropriate to consider the
63 alternative plan then.

64 **Directives to Staff (Attachment 5)**

65 The Directives to Staff are attached for review.

66 **CONSENT AGENDA:**

67 **April 9, 2014 TAC Meeting Minutes (Attachment 6)**

68 **FY 2012-2018 TIP Amendment #17 – Chapel Hill Transit project and Other STIP Amendments**

69 A motion was made by Damon Seils and seconded by Diane Catotti to approve the consent
70 agenda. The motion carried unanimously.

71 **ACTION ITEMS:**

72 **NC Railroad Company and Triangle Transit Commuter Rail Capacity Study (Attachment 8)**

73 Patrick McDonough and Jim Kessler provided an introduction on the NC Railroad Company and
74 Triangle Transit Commuter Rail Capacity Study along with handouts. Patrick McDonough stated the
75 action for today is to receive the NCCR Commuter Rail Capacity Study presentation. Ellen Reckhow asked
76 about the origin of the data. Patrick McDonough stated the information was obtained through a
77 consultant firm that specializes in ridership forecasting which used the Triangle Regional Model, Triad
78 and Goldsboro Model; however, the information from the Triangle Regional Model was mostly used.
79 Diane Catotti asked how many tracks or lines will run through the center of Durham. Jim Kessler stated
80 the model will identify that information. Diane Catotti asked how this study relates to the existing Traffic
81 Separation Study particularly regarding grade separation in downtown Durham. Jim Kessler stated the
82 study only includes the existing infrastructure. The study does not project future plans. Diane Catotti
83 asked about completion date for the study. Jim Kessler stated the complete duration for the time line is
84 10 months. The study began two months ago and will be completed by the end of this calendar year.

85 **Prioritization 3.0 - Local Ranking Methodology (Attachment 9, 9A, 9B, 9C, 9D)**

86 Andy Henry provided an update on the Prioritization 3.0 - Local Ranking Methodology along with
87 attachments. Andy Henry stated the intent for today is to approve the methodology for ranking the TIP
88 projects and referred to attachment 9B page 8. Andy Henry stressed the importance of working the
89 Divisions to strategies when assigning points to give the project the best possibility of getting funded.

90 Alice Gordon asked if the methodology was approved by the State. Mark Ahrendsen informed the board
91 that the State has provided conditional approval on the ranking methodology; basically stating the State
92 will endorse the decision of the TAC Board with respect to the ranking methodology. The official action
93 cannot be taken by the State until the TAC makes a decision. Andy Henry notified the TAC about the
94 additional TAC evening meeting that has been scheduled for June 25, 2014 at 7:00 p.m.

95 A motion was made by Damon Seils and seconded by Bernadette Pelissier to approve the
96 ranking methodology as presented. The motion carried unanimously.

97 **REPORTS:**

98 **Report from the TAC Chair**

99 There were no reports from TAC Chair.

100 **Report from the TCC Chair**

101 Mark Ahrendsen notified everyone about various events for Bike Month. Jeff Brubaker
102 mentioned the event in Downtown Chapel Hill (140 West Franklin Street) on Friday, May 16, 2014 from
103 6 a.m. – 9 p.m. Jeff Brubaker notified everyone that registration was still open for the Navigating MAP
104 21 all day workshop in Carrboro on June 12, 2014.

105 **Report from Staff**

106 Reports are attached.

107 **Report from NCDOT**

108 Pat Wilson, Division 7, notified the TAC that the scores were released and the data is available
109 online. The public comment period began on June 3rd and Division 7 has scheduled two public outreach
110 meetings. The first meeting is scheduled for June 23rd from 4 p.m. – 7 p.m. at the Division Office in
111 Greensboro. The second meeting is scheduled for June 24th from 4 p.m. – 7 p.m. at the District Office in
112 Graham. Pat Wilson will send the link to the website to the MPO Staff to forward to the TAC.

113 **INFORMATIONAL ITEMS:**

114 Ellen Reckhow reminded everyone of the Wednesday, June 11, 2014 9:00 a.m. meeting and the
115 Wednesday, June 25, 2014 7:00 p.m. meeting.

116 **Adjournment**

117 There being no further business before the Transportation Advisory Committee, the meeting
118 was adjourned at 10:36 a.m.

42 **Ethics Reminder**

43 Ellen Reckhow read the Ethics Reminder for TAC members and asked board members if there
44 are any known conflicts of interest with respect of matters coming before the board and requested that
45 if there were any identified during the meeting for them to be announced.

46 **Adjustments to the Agenda**

47 Mark Ahrendsen identified the additional handouts that were provided with additional
48 information regarding (agenda item #7 – Prioritization 3.0) as well as correspondence regarding
49 comments about the East-End Connector project.

50 **Public Comments**

51 There were no public comments.

52 **Directives to Staff (Attachment 5)**

53 The Directives to Staff are attached for review.

54 **CONSENT AGENDA:**

55 **May 14, 2014 TAC Meeting Minutes (Attachment 6)**

56 Minutes were deferred until next meeting.

57 **ACTION ITEMS:**

58 **Prioritization 3.0 - Local Ranking Methodology (Attachment 7, 7A, 7B)**

59 Ellen Beckmann provided an update and presented a PowerPoint presentation for the final step
60 (point assignment) of Prioritization 3.0 - along with attachments. Ellen Beckmann stated the action for
61 today is to release the draft point assignment for public comment, hold a public hearing at the June 25,
62 2014 TAC meeting, and adopt the final local input points by August 13, 2014 to meet the August 29, 2014
63 deadline for point assignment. Eric Hallman requested the scoring information in the PowerPoint
64 presentation be posted in an excel spreadsheet. Ellen Beckmann informed the board that this
65 information is on NCDOT's website as well. Ellen Reckhow suggested adding an executive summary at

66 the top of each category highlighting the top 10 projects for clarification purposes. Ellen Beckmann
67 referred to attachment 7B and provided an explanation.

68 A motion was made by Damon Seils and seconded by Alice Gordon authorizing Ellen Reckhow to
69 write a letter to NCDOT Division 8 requesting them to enter Chatham County's bike and pedestrian
70 projects for scoring. The motion carried unanimously.

71 Alice Gordon provided a letter of resolution approving the re-ordering of Orange County's
72 priority transportation projects for the Durham-Chapel Hill-Carrboro Metropolitan Planning
73 Organization's regional priority list for the 2016-2022 Transportation Improvement Program. Ellen
74 Beckmann restated the requested action. Ellen Reckhow requested the information be reformatted
75 prior to releasing the point assignment for public comment.

76 A motion was made by Damon Seils and seconded by Diane Catotti to release the draft scores
77 for public comment with the recommendation that Staff prepares a more understandable version of the
78 draft. The motion carried unanimously.

79 Mark Ahrendsen requested to add the East End Connector discussion mentioned in the
80 adjustments to the agenda to the end of the meeting. Ellen Reckhow stated the information can be
81 presented just before the reports.

82 **STP-DA and Transportation Alternatives Program (TAP) – Update to DCHC MPO Policy #3 Policy**
83 **Framework for DCHC MPO Federal Funds (Attachment 8, 8A, 8B, 8C)**

84 Ellen Beckmann provided an update on STP-DA and Transportation Alternatives Program (TAP) –
85 Update to DCHC MPO Policy #3 Policy Framework for DCHC MPO Federal Funds - along with
86 attachments. Ellen Beckmann stated the recommendation for today is for the TAC to approve the
87 updated policy. Ellen Beckmann referred to attachment 8B and 8C. Diane Catotti asked if this item can
88 be referred back to the TCC. Ellen Reckhow requested this item be reviewed by the Staff and brought
89 back to the TAC at the June 25, 2014 meeting.

90 A motion was made by Alice Gordon and seconded by Damien Seils to request that the TCC
91 include a fleet age component in the transit distribution and bring it back to the June 25th TAC meeting.
92 The motion carried unanimously.

93 **Job Access/Reverse Commute (JARC) Grant FY13 Program of Projects Approval (Attachment 9)**

94 Meg Scully provided an update on the Job Access/Reverse Commute (JARC) Grant FY13 Program
95 of Projects Approval along with an attachment. Meg Scully stated the recommendation for today is for
96 the TAC to approve the amended JARC FY2013 program of projects (reinstatement of the previously
97 cancelled DATA project to Brier Creek due to the availability of the local match).

98 A motion was made by Damien Seils and seconded by William Bell to approve the program of
99 projects. The motion carried unanimously.

100 **Job Access/Reverse Commute (JARC) Grant FY14 Program of Projects Approval (Attachment 10, 10A)**

101 Meg Scully provided an update on the Job Access/Reverse Commute (JARC) Grant FY14 Program
102 of Projects Approval along with attachments. Meg Scully stated the action for today is for the TAC to
103 approve the JARC program of projects.

104 A motion was made by William Bell and seconded by Jim Elza to approve the program of
105 projects. The motion carried unanimously.

106 **FY 2012 -2018 TIP Amendment #18 – to include Job Access/Reverse Commute (JARC) 2014 Projects in**
107 **TIP/STIP (Attachment 11)**

108 Meg Scully provided an update on the FY2012 -2018 TIP Amendment #18 – to include Job
109 Access/Reverse Commute (JARC) 2014 Projects in TIP/STIP along with an attachment. Meg Scully stated
110 the action for today is for the TAC to approve amendment #18 to the FY2012-2018 Transportation
111 Improvement Program.

112 A motion was made by Damien Seils and seconded by Mark Kleinschmidt to approve the
 113 Amendment #18 to the FY2012-2018 Transportation Improvement Program including the new
 114 attachment. The motion carried unanimously.

115 **Section 5310 Grant Management Program Management Plan and Schedule (Attachment 12, 12A, 12B)**

116 Meg Scully provided an introduction and an explanation on Section 5310 Grant Management
 117 Program Management Plan and Schedule along with attachments. Meg Scully stated the action for
 118 today is for the TAC to approve the 5310 Program Management Plan and the schedule for the call.

119 A motion was made by Damien Seils and seconded by William Bell to approve the Program
 120 Management Plan and schedule. The motion carried unanimously.

121 **Bicycle and Pedestrian Advisory Commission (BPAC) East End Connector design correspondence**

122 Mark Ahrendsen introduced Erik Landfried a representative of the Durham Bicycle and
 123 Pedestrian Advisory Commission (BPAC). Erik Landfried provided an introduction to the correspondence
 124 sent to NCDOT in reference to the safety concerns regarding the design of the East End Connector
 125 project and NCDOT's response. A motion was made by Damien Seils and seconded by Mark
 126 Kleinschmidt to refer this item to staff for further review and to report back to the TAC at a future
 127 meeting.

128 ***Fire Alarm sounded ending the meeting abruptly.***

129 **REPORTS:**

130 **Report from the TAC Chair**

131 There were no reports from TAC Chair.

132 **Report from the TCC Chair**

133 There were no reports from TCC Chair.

134 **Report from Staff**

135 Reports are attached.

**RESOLUTION TO MODIFY THE 2012-2018 TRANSPORTATION
IMPROVEMENT PROGRAM FOR THE DURHAM-CHAPEL HILL-CARRBORO
METROPOLITAN PLANNING AREA**

**AMENDMENT #18
June 25, 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 25th 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 25, 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					

					FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19
TG-4731B	Chapel Hill Transit	Preventive Maintenance, Transit Enhancement	FUZ	5307	1013	1,945	2145	2345	2545	2745	2945
			Local	L	253	486	536	586	636	686	736

MEMORANDUM

To: Transportation Advisory Committee
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: June 25, 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 posted online.

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 full results of this methodology are included as an attachment.

The TAC has released this list 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 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> and draft Division Engineer point assignments are posted on this website <https://connect.ncdot.gov/projects/planning/STIData/Forms/AllItems.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

TAC Action: Hold public hearing on the draft DCHC MPO point assignment.

DCHC MPO Draft Local Input Points - Regional**Highway**

SPOT ID	Project Category	Route	From / Cross Street	To	Project Description	Cost to NCDOT	70%	15%	15%	=
							Regional Impact Quantitative Score (Out of 70)	Draft MPO Regional Points	Draft Division Engineer Points	Draft Final Score
H140660	Regional Impact	NC-54	Farrington Road		Construct grade separation.	\$ 2,325,000	63.08	34	0	68.18
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	\$ 32,106,000	36.86	94	18	53.66
H141884	Statewide Mobility	US-501 Fordham Blvd	NC 54, NC 86 (S. Columbia Street)		Construct additional lane for northbound to eastbound entry movement.	\$ 2,175,000	35.05	89	tbd	tbd
H129685	Regional Impact	US-501 Roxboro Road	SR 1448 (Latta Road) / SR 1639 (Infinity Road)		Add lanes through intersection	\$ 2,100,000	50.21	92	0	64.01
H090531-A	Regional Impact	NC-54	SR 1110 (Barbee Chapel Road)	I-40	Widen Roadway to 6 Lanes with Bicycle, Pedestrian, and Transit Facilities (Adjacent Multiuse Path)	\$ 9,100,000	42.63	98	37	62.88
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.).	\$ 12,824,000	27.51	99	0	42.36
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.	\$ 8,276,000	27.34	100	0	42.34
H090531-E	Regional Impact	NC-54	SR 1106 (Barbee Road)	NC 55	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	\$ 46,400,000	26.52	100	0	41.52
H111097	Statewide Mobility	NC-147	East End Connector	US 15/501	Modernization, Pavement Rehabilitation, Interchange Consolidation/Upgrades, and Lighting (pending lighting study recommendations).	\$ 46,626,000	26.55	100	0	41.55
H128065	Regional Impact	NC-751 Hope Valley Road	SR 1183 (University Drive)		Construct Roundabout	\$ 1,005,000	43.48	95	34	62.83
H090010-A	Statewide Mobility	I-40	I-85	US 15/501	Add Additional Lanes.	\$ 76,700,000	30.18	99	tbd	tbd

DCHC MPO Draft Local Input Points - Regional

Public Transit

SPOT ID	Project Category	System	Project Description	Cost to NCDOT	70%	15%	15%	=
					Regional Impact Quantitative Score (Out of 70)	Draft MPO Regional Points	Draft Division Engineer Points	Draft Final Score
T130026	Regional Impact	Triangle Transit	2 buses are needed to provide service for a new route between downtown Durham, the hospitals, and the northern Durham area of Rougemont.	\$91,670	8.99	100	100	38.99
T130028	Regional Impact	Triangle Transit	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.	\$94,420	11.25	85	85	36.75
T130024	Regional Impact	Triangle Transit	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.	\$91,760	7.88	97	97	36.98
T130025	Regional Impact	Triangle Transit	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.	\$91,670	7.35	91	91	34.65
T130034	Regional Impact	Triangle Transit	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.	\$145,879	8.94	41	41	21.24
T130030	Regional Impact	Triangle Transit	This is for a Neighborhood Transit Center (NTC) in Southwest Durham to work in conjunction with the Patterson Place Park and Ride.	\$66,000	41.04	87	87	67.14
T130027	Regional Impact	Triangle Transit	This is for a Neighborhood Transit Center (NTC) in Southern Durham to work in conjunction with the Southpoint Park and Ride.	\$66,000	41.37	99	99	71.07
T130035	Regional Impact	Triangle Transit	Light rail system from UNC Hospital in Chapel Hill to Alston Avenue in downtown Durham.	\$455,157,750	26.84	100	tbd	tbd

DCHC MPO Draft Local Input Points - Regional

Rail						70%	15%	15%	=
SPOT ID	STI Tier	City(ies)/ Town(s)	Rail Line	Project Description	Cost to NCDOT	Regional Impact Quantitative Score (Out of 70)	MPO Regional Points	Draft Division Engineer Points	Draft Final Score
R140014	Statewide Mobility	Durham	NS H line	Grade separation at Ellis Road - north end crossing (735236Y) in Durham.	\$16,411,000	21.80	100	0	36.80
R141797	Statewide Mobility	Durham	NS H line	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).	\$34,255,000	28.34	0	100	43.34

DCHC MPO Draft Local Input Points - Division**Highway**

SPOT ID	Project Category	Route	From / Cross Street	To	Project Description	Cost to NCDOT	50%	25%	25%	=
							Division Needs Quantitative Score (Out of 50)	Draft MPO Division Points	Draft Division Engineer Points	Draft Final Score
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	\$ 5,299,000	23.67	100	tbd	tbd
H141304	Division Needs	- Woodcroft Pkwy Ext	Garrett Rd	Hope Valley Rd	Construct new alignment.	\$ 2,219,000	29.81	100	100	79.81
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.	\$ 4,446,000	20.77	97	tbd	tbd
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.	\$ 21,509,000	22.86	100	100	72.86
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.	\$ 775,000	34.84	92	tbd	tbd
H090655	Division Needs	SR-1780 Estes Drive	SR 1772 (Greensboro Street)		SR 1780 (Estes Drive)/SR 1772 (Greensboro Street) Construct Roundabout.	\$ 775,000	35.34	98	tbd	tbd
H128065	Regional Impact	NC-751 Hope Valley Road	SR 1183 (University Drive)		Construct Roundabout	\$ 1,005,000	35.03	97	0	59.28

DCHC MPO Draft Local Input Points - Division**Public Transit**

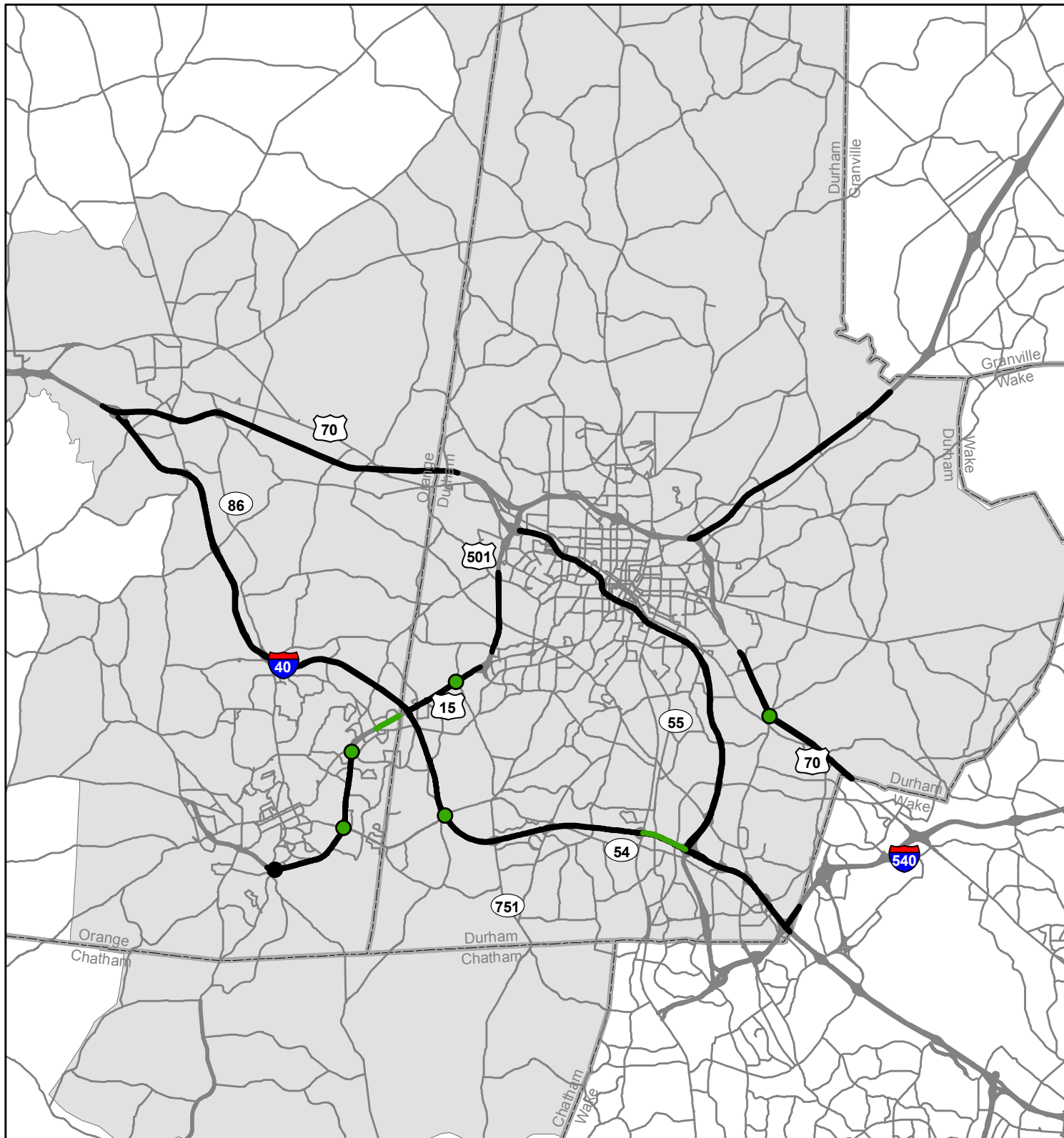
SPOT ID	Project Category	System	Project Description	Cost to NCDOT	50%	25%	25%	=
					Division Needs Quantitative Score (Out of 50)	Draft MPO Division Points	Draft Division Engineer Points	Draft Final Score
T130045	Division Needs	Chapel Hill Transit	Extend local bus service from Friday Center to serve demand in 54 corridor to I-40 or beyond.	\$48,296	20.82	100	tbd	tbd
T130046	Division Needs	Chapel Hill Transit	Extend local bus service from Friday Center to serve demand in 54 corridor to I-40 or beyond.	\$48,296	20.82	77	tbd	tbd
T130043	Division Needs	Chapel Hill Transit	Expand CL&D route and service hours. Extend service from Chapel Hill to connect with DATA and Triangle Transit at New Hope Commons.	\$46,929	15.04	100	tbd	tbd
T130044	Division Needs	Chapel Hill Transit	Expand CL&D route and service hours. Extend service from Chapel Hill to connect with DATA and Triangle Transit at New Hope Commons.	\$46,929	15.04	100	tbd	tbd
T130009	Division Needs	Chapel Hill Transit	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.	\$79,596	14.36	56	tbd	tbd
T130001	Division Needs	Durham Area Transit Authority	This is for a Neighborhood Transit Center (NTC) located in The Village to work in conjunction with routes 2b, 3, 16a, and 16b.	\$66,000	32.22	100	100	82.22
T130002	Division Needs	Durham Area Transit Authority	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.	\$66,000.00	31.98	0	100	56.98

DCHC MPO Draft Local Input Points - Division**Rail**

						50%	25%	25%	=
SPOT ID	Project Category	City(ies)/ Town(s)	Rail Line	Project Description	Cost to NCDOT	Division Needs Quantitative Score (Out of 50)	Draft MPO Division Points	Draft Division Engineer Points	Draft Final Score
R141802	Division Needs	Hillsborough	NS H line	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.	\$8,000,000	18.97	100	tbd	tbd

DCHC MPO Draft Local Input Points - Division**Bicycle and Pedestrian**

SPOT ID	Project Category	Route	From / Cross Street	To	Project Description	Cost to NCDOT (Federal Funds Only Eligible)	50%	25%	25%	=
							Division Needs Quantitative Score (Out of 50)	Draft MPO Division Points	Draft Division Engineer Points	Draft Final Score
B141277	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	\$488,200	40.43	92	92	86.43
B141247	Division Needs	Raynor Street	Miami Blvd	Hardee St	Construct sidewalks on one side of local street.	\$300,250	38.38	95	95	85.88
B141096	Division Needs	Bryant Bridge Trail	NC 55	Kelly Bryant Bridge	Construct shared use path.	\$1,234,750	31.82	97	97	80.32
B140787	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.	\$1,779,045	34.01	99	tbd	tbd
B140778	Division Needs	US 15-501 (Fordham Blvd)	Cleland Drive	Willow Drive	Upgrade existing off-road path and construct new section of sidepath.	\$446,488	34.22	100	tbd	tbd

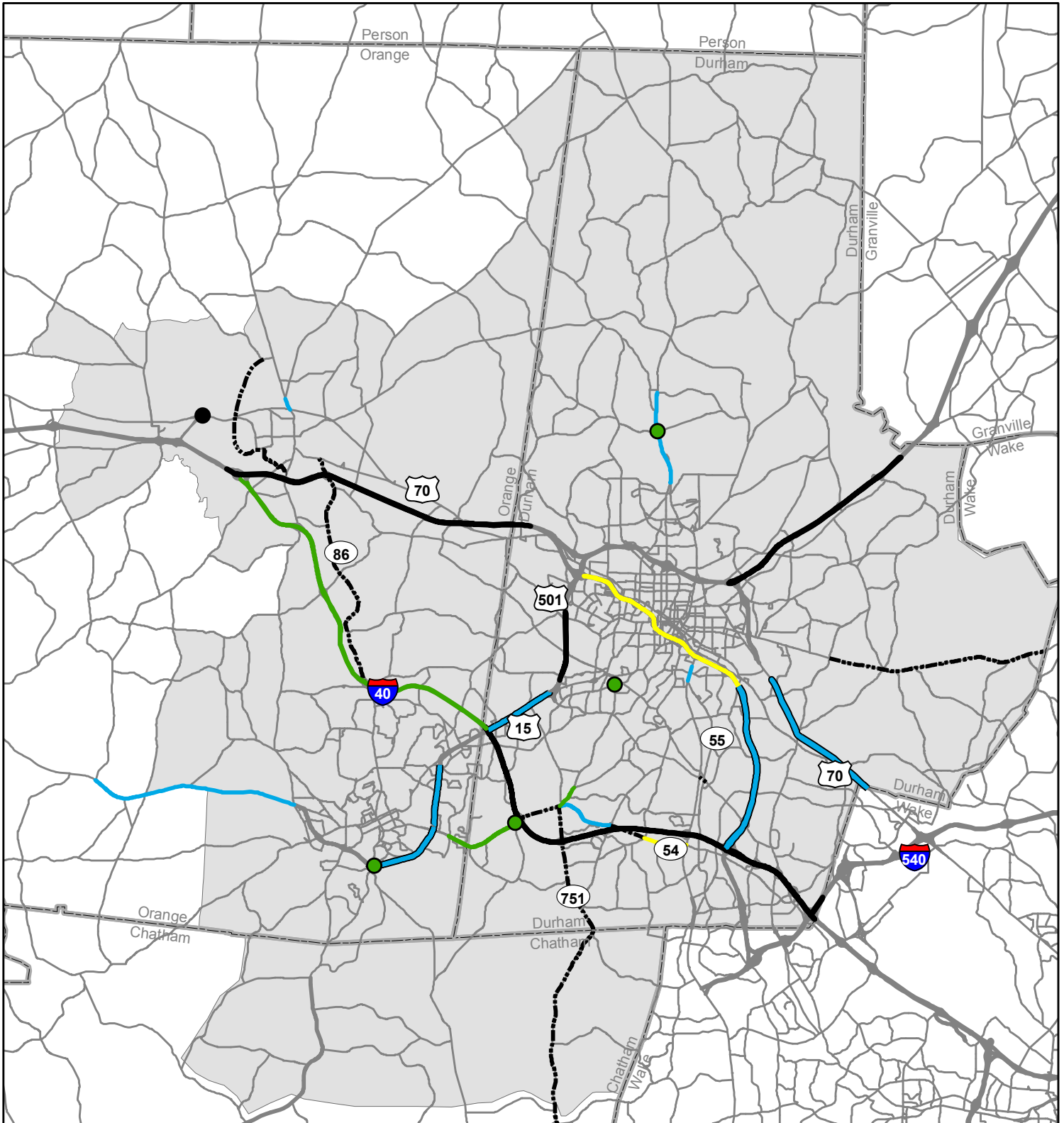


Highway Prioritization - Statewide Funding Status

- Identified for full funding
- Not identified for full funding
- Identified for full funding
- Not identified for full funding

■ DCHC MPO Boundary

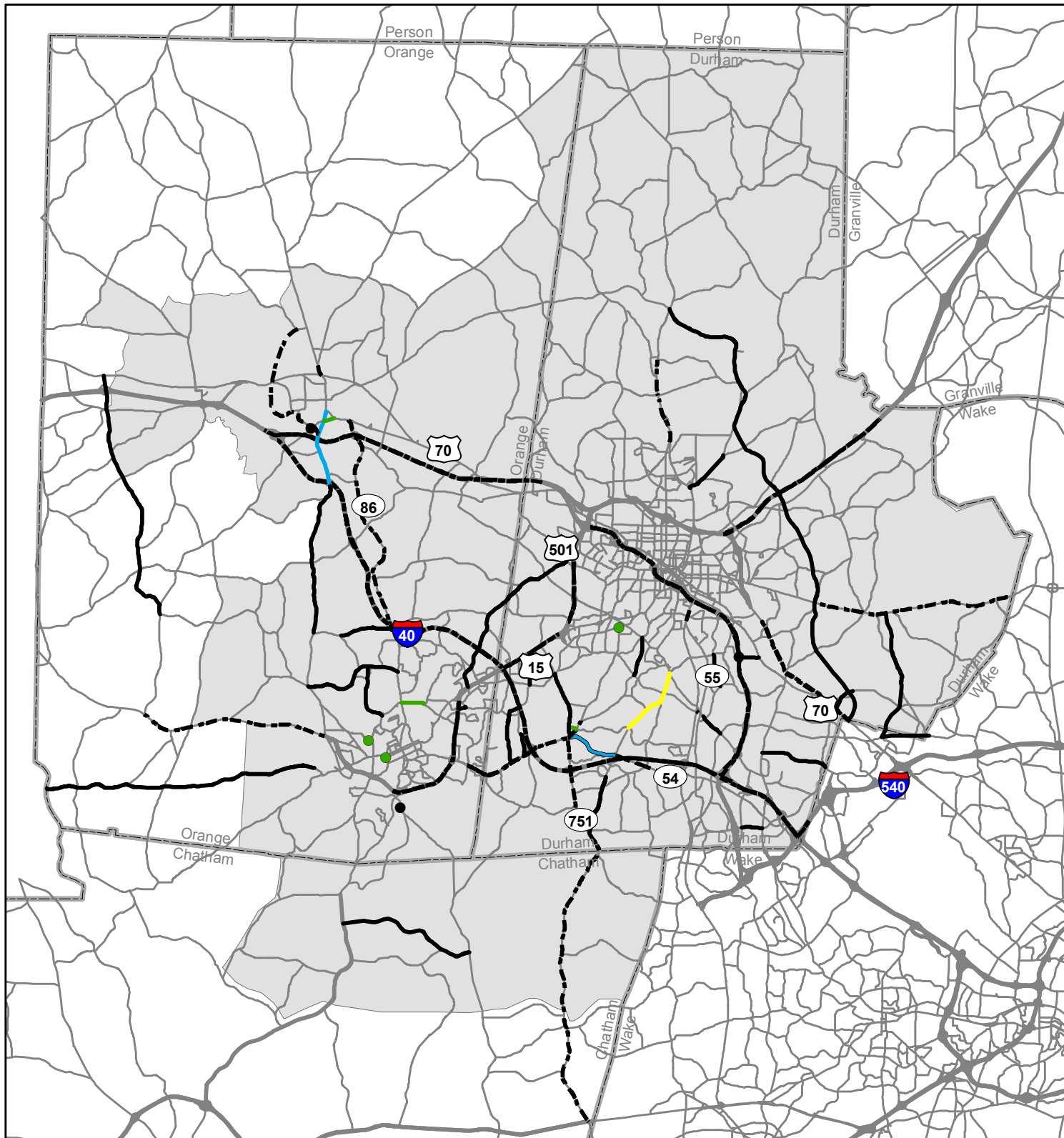
Regional Category



Highway Prioritization - Regional Funding Status

- Identified for MPO Regional Points
- Regional projects - not competitive
- DCHC MPO Boundary
- Identified for MPO Regional Points - competitive
- Cascade down statewide projects - competitive
- Other regional projects - competitive
- Identified for MPO Regional Points - not competitive
- Cascade down statewide projects - not competitive or not recommended
- Regional projects - not competitive

Division Category



Highway Prioritization - Division Funding Status

- Identified for MPO Division Points
- Division projects - other competitive projects
- Division projects - not competitive
- DCHC MPO Boundary
- Identified for MPO Division Points - competitive
- Cascade down regional projects - competitive
- Other division projects - competitive
- Identified for MPO Division Points - not competitive
- Division projects - not competitive
- - - Cascading projects - not recommended

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 CorridorVehicle2Expansion	7	Expansion Vehicle	Expansion-Fixed Route New Route	Division Needs	Extend local bus service from Friday Center to serve demand in 54 corridor to I-40 or beyond.	\$482,957	\$48,296	\$48,296	\$386,366	n/a	20.82	51.16	78	1.03	1.8	39.94	100.00	8.00	100	n/a	61.63	0	not eligible	77	Presuming Division assigns 100 points, needs 77 points to stay ahead of next project.
T130043	Chapel Hill FY17 CL&DRouteVeh3Expansion	7	Expansion Vehicle	Expansion-Fixed Route Headway Reduction	Division Needs	Expand CL&D route and service hours. Extend service from Chapel Hill to connect with DATA and Triangle Transit at New Hope Commons.	\$469,289	\$46,929	\$46,929	\$375,431	n/a	15.04	28.2	78	1.03	0.96	39.94	100.00	12.86	100	n/a	56.33	0	not eligible	100	Presuming Division assigns 100 points, needs 100 points to stay ahead of next project.
T130044	Chapel Hill FY17 CL&Route Veh4Expansion	7	Expansion Vehicle	Expansion-Fixed Route Headway Reduction	Division Needs	Expand CL&D route and service hours. Extend service from Chapel Hill to connect with DATA and Triangle Transit at New Hope Commons.	\$469,289	\$46,929	\$46,929	\$375,431	n/a	15.04	28.2	78	1.03	0.96	39.94	100.00	12.86	100	n/a	56.33	0	not eligible	100	Presuming Division assigns 100 points, needs 100 points to stay ahead of next project.
T130009	Chapel Hill FY20 MLK CorridorVeh2Expansion	7	Expansion Vehicle	Expansion-Fixed Route Headway Reduction	Division Needs	An additional bus (1) will be introduced along the Martin Luther King Jr. - South Columbia - 15/501 corridor (NU Route). Improvements will include headway reduction and amenity improvements along the corridor. Transportation projections for significantly increased travel demand identified in the Metropolitan Transportation Plan (MTP) 2040 require a substantial increase in capacity in the Martin Luther King Jr. Boulevard corridor.	\$795,962	\$79,596	\$79,596	\$636,770	n/a	14.36	25.42	78	1.03	1.47	39.94	100.00	12.29	100	n/a	55.60	0	not eligible	56	Presuming Division assigns 100 points, needs 95 points to stay ahead of next project. Limited by points remaining.
T130011	Chapel Hill FY20 MLK CorridorVeh4Expansion	7	Expansion Vehicle	Expansion-Fixed Route Headway Reduction	Division Needs	An additional bus (1) will be introduced along the Martin Luther King Jr. - South Columbia - 15/501 corridor (NS Route). Improvements will include headway reduction and amenity improvements along the corridor. Transportation projections for significantly increased travel demand identified in the Metropolitan Transportation Plan (MTP) 2040 require a substantial increase in capacity in the Martin Luther King Jr. Boulevard corridor.	\$795,962	\$79,596	\$79,596	\$636,770	n/a	12.73	18.93	78	1.03	1.1	39.94	100.00	12.82	100	n/a	54.02	0	not eligible	0	Not as competitive as facilities projects.
T130041	Chapel Hill FY17 CL&D RouteVeh1Expansion	7	Expansion Vehicle	Expansion-Fixed Route Headway Reduction	Division Needs	Expand CL&D route and service hours. Extend service from Chapel Hill to connect with DATA and Triangle Transit at New Hope Commons.	\$469,289	\$46,929	\$46,929	\$375,431	n/a	10.67	10.83	78	1.03	0.37	39.94	100.00	12.86	100	n/a	51.96	0	not eligible	0	Not as competitive as facilities projects.
T130042	Chapel Hill FY17 CL&D RouteVeh2Expansion	7	Expansion Vehicle	Expansion-Fixed Route Headway Reduction	Division Needs	Expand CL&D route and service hours. Extend service from Chapel Hill to connect with DATA and Triangle Transit at New Hope Commons.	\$469,289	\$46,929	\$46,929	\$375,431	n/a	10.67	10.83	78	1.03	0.37	39.94	100.00	12.86	100	n/a	51.96	0	not eligible	0	Not as competitive as facilities projects.
T130012	Chapel Hill FY19 Pitts EXP Expansion Vehicle	7	Expansion Vehicle	Expansion-Fixed Route Headway Reduction	Division Needs	Increase frequency of the existing Pittsboro express route to 30 minutes during the peak commute.	\$496,627	\$49,663	\$49,663	\$397,301	n/a	8.97	4.08	78	1.03	0.15	39.94	100.00	11.31	100	n/a	50.10	0	not eligible	0	Not as competitive as facilities projects.
T130006	Chapel Hill FY19 J Route Expansion Vehicle	7	Expansion Vehicle	Expansion-Fixed Route Headway Reduction	Division Needs	This project will add additional peak hour service on the J Chapel Hill Transit Route (Carrboro, downtown Chapel Hill and Jones Ferry Rd) in response to ridership growth, resulting in headway reduction.	\$732,000	\$73,200	\$73,200	\$585,600	n/a	8.22	1.11	78	1.03	0.06	39.94	100.00	10.93	100	n/a	49.32	0	not eligible	0	Not as competitive as facilities projects.
T130040	Chapel Hill FY16 Route J Vehicle Expansion	7	Expansion Vehicle	Expansion-Fixed Route Headway Reduction	Division Needs	This project will add additional peak hour service on the J Chapel Hill Transit Route (Carrboro, downtown Chapel Hill, and Jones Ferry Rd) in response to ridership growth, resulting in headway reduction.	\$732,000	\$73,200	\$73,200	\$585,600	n/a	8.11	0.67	78	1.03	0.02	39.94	100.00	10.93	100	n/a	49.21	0	not eligible	0	Not as competitive as facilities projects.
T130015	Hillsborough FY16 MebaneVehicleExpansion	7	Expansion Vehicle	Expansion-Fixed Route New Route	Division Needs	Request one, 25-foot, 18+ passenger light transit vehicle (LTV) for new fixed-route service from Mebane to 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 a 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 a Enhanced Bus Shelter for South Square, near the intersection of University Dr and Westgate Dr. As listed in cost estimates provided by the NCDOT, this stop will provide seating as well as protection from the elements for riders. Enhanced shelters contain an expanded ADA landing pad for front and rear entry, full size shelter with lighting and system map, bench, and trashcan. There are 170 boardings and 170 alightings at this stop.	\$65,600	\$6,560	\$6,560	\$52,480	n/a	32.41	340	13.01	34.68	0.33	0	32.41	36	90	n/a	71.99	0	not eligible	0	Low state match requested does not justify the assignment of points.
T130068	Durham Cty FY16 Northgate Shelter	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a Type 3-Sheltered Stop. As listed in cost estimates provided by the NCDOT, this stop will provide seating as well as protection from the elements for riders. As of 2013, this shelter would get 72 boardings daily and 193 alightings.	\$43,700	\$4,370	\$4,370	\$34,960	n/a	32.53	265	15.4	34.68	0.33	0	32.53	3	82	n/a	65.63	0	not eligible	0	Low state match requested does not justify the assignment of points.
T130007	Chapel Hill FY19 UNC Hosp. Manning Dr. Bus Shelter	7	Facility	Facilities-Bus Shelter	Division Needs	Install new block length bus shelter at Manning Drive / UNC Hospital.	\$80,000	\$8,000	\$8,000	\$64,000	n/a	37.03	2394	109.23	39.94	0.33	0	37.03	8	0	n/a	37.82	0	not eligible	0	Low state match requested does not justify the assignment of points.
T130037	Chapel Hill FY16 UNC campus Bus Shelter	7	Facility	Facilities-Bus Shelter	Division Needs	Install new bus shelter at bus stop 3233 on Manning Dr that serves routes A,CCX,CM,N AND RU.	\$11,000	\$1,100	\$1,100	\$8,800	n/a	34.75	164	54.42	39.94	0.33	0	34.75	8	0	n/a	35.59	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141603	Durham: Main St at Iredell	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at W Main Street at Iredell St. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	33.25	237	29.74	34.68	0.33	0	33.25	12	0	n/a	34.43	0	not eligible	0	Low state match requested does not justify the assignment of points.
T130002	Durham FY19 NorthDurhamBusShelter	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a Neighborhood Transit Center (NTC) in Northern Durham to work in conjunction with routes 4 and 9, serving Durham, Duke, the hospitals, and providing connections to Durham Station and Amtrak.	\$660,000	\$66,000	\$66,000	\$528,000	n/a	31.98	622	2.84	33.35	1.66	0	31.98	22	0	n/a	34.16	0	not eligible	0	Not as competitive. Not a high local system priority.
T141558	Durham: E Main St at Queen St 6506	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at E Main St at Queen St (stop no. 6506). The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	33.39	259	32.5	34.68	0.33	0	33.39	4	0	n/a	33.77	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141602	Durham: W Main St at Corcoran St	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at W Main at Corcoran St. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	32.55	126	15.81	34.68	0.33	0	32.55	12	0	n/a	33.73	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141597	Durham: E Main St at Mangum St Outbound	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at East Main St. and Mangum St.-Outbound. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	33.01	199	24.97	34.68	0.33	0	33.01	7	0	n/a	33.71	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141577	Durham: Trent Dr at Erwin Rd	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Trent Dr at Erwin Rd. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	33.06	207	25.98	34.68	0.33	0	33.06	4	0	n/a	33.41	0	not eligible	0	Low state match requested does not justify the assignment of points.

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

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

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
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

Point Assignment by Mode

		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.

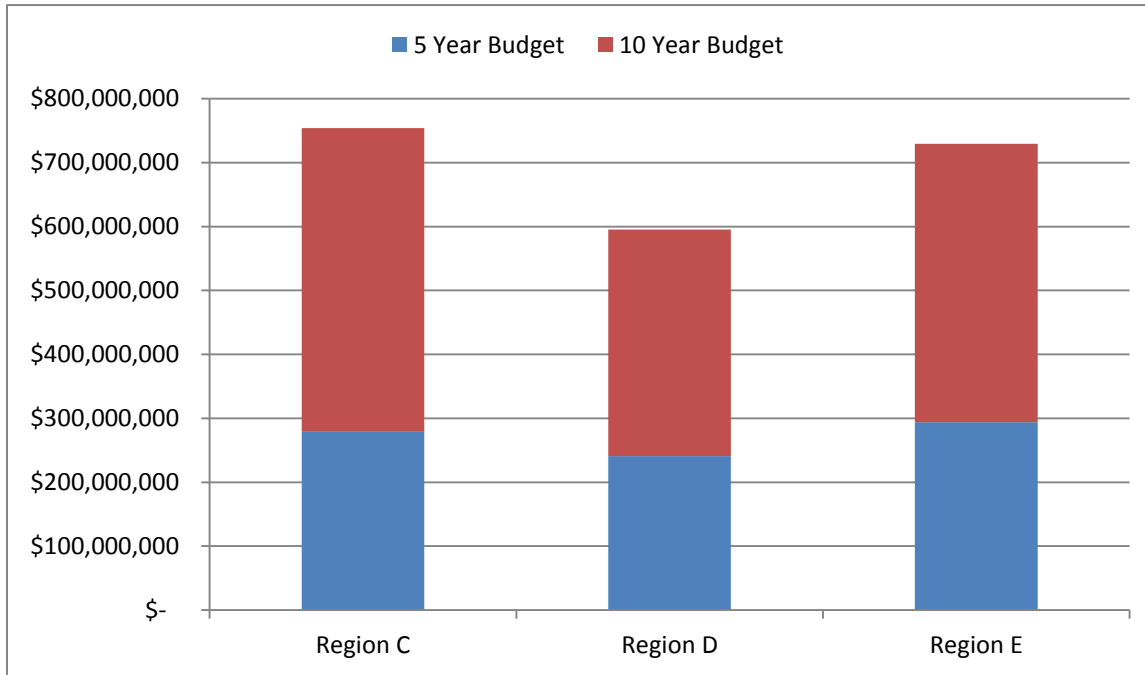
30	I-40, NC 147 to Wade managed lanes	\$726,570,000	61.11	Extremely high cost; Exceeds corridor cap R/W FY 24 Construction Beyond FY 25
74	I-40, NC 147 to US 15-501 managed lanes	\$497,380,000	48.76	Extremely high cost; Exceeds corridor cap R/W FY 24 Construction Beyond FY 25
85	US 15-501, Ephesus Church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

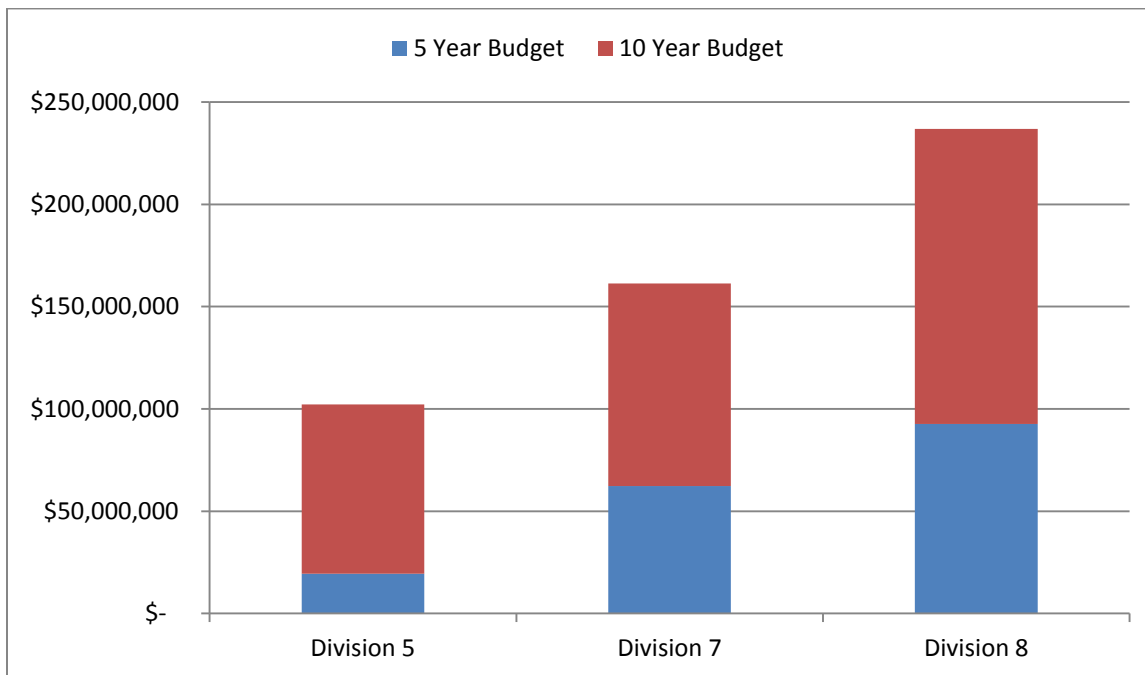
Region E

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.

Public Comments Received on Draft MPO Point Assignment

June 19, 2014

From: Corrina.Page <corrina22@gmail.com>

Sent: Tuesday, June 17, 2014 3:35 PM

To: Beckmann, Ellen

Subject:Fwd: PAC3 | FW: Requesting Comments on Transportation Priorities in
Durham, Orange, and Chatham Counties

Ellen, sidewalks to all schools is my priority.

Thanks

sent on the go

ORANGE COUNTY BOARD OF COUNTY COMMISSIONERS**A RESOLUTION APPROVING THE RECONFIGURATION OF ORANGE COUNTY'S PRIORITY TRANSPORTATION PROJECTS FOR THE DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION (DCHC MPO) REGIONAL PRIORITY LIST FOR THE 2016 – 2022 TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, the North Carolina Board of Transportation (BOT), every two years, prepares a Statewide Transportation Improvement Program (STIP) that identifies transportation projects to be implemented over the next seven years with State and Federal funding; and

WHEREAS, the North Carolina BOT solicits input for identifying transportation projects of local and regional importance to be included in the FY 2016-2022 STIP; and

WHEREAS, the DCHC MPO Transportation Advisory Committee is charged with the development of a regional priority list and Metropolitan Transportation Improvement Program (MTIP); and

WHEREAS, Orange County is a member jurisdiction of the DCHC MPO; and

WHEREAS, Orange County gives priority to identified safety needs on existing roads and bridges, to transportation projects that encourage alternatives to automobile travel, to projects that minimize adverse impacts on the natural environment and cultural sites, and to those projects that foster economic development in the County's designated Economic Development Districts; and

WHEREAS, Orange County strongly encourages the North Carolina Department of Transportation (NCDOT) to design all highway projects, where appropriate, to accommodate bicycle and pedestrian traffic to provide alternative means of transportation that may result in reduced automobile traffic and related air and water impacts; and

WHEREAS, Orange County encourages the NCDOT to design all new or replacement bridges with sufficient clearance to allow wildlife to cross safely under them, and to allow pedestrian passage along any existing or planned trail-system connectors; and

WHEREAS, Orange County previously outlined its transportation needs within the DCHC MPO planning area on November 19, 2013; and

WHEREAS, Orange County has reconfigured its transportation project priorities in ranked order by mode within the DCHC MPO planning area in an attachment to this resolution;

NOW, THEREFORE, BE IT RESOLVED by the Orange County Board of Commissioners that the Board endorses the following prioritized list of transportation projects by mode in the DCHC MPO planning area to supersede the transportation project priority list for the DCHC MPO planning area previously approved by the Orange County Board of Commissioners on November 19, 2013, for consideration in the FY 2016-2022 DCHC MPO regional priority list and MTIP.

Highway Projects:

- 1 Orange Grove Road Extension: Extend Orange Grove Road (SR 1006) from the east side of South Churton Street (SR 1009) to U.S. 70 Business.

This project was submitted and scored as a reprioritized highway project to be considered for inclusion in the DCHC MPO regional priority list and MTIP as well as the 2016-2022 STIP.

- 2 South Churton Street (Old NC 86) Improvements: Widen South Churton Street (SR 1009) from I-40 to U.S. 70 Business to multiple lanes with congestion management, limited access, bicycle and pedestrian, and aesthetic improvements.

This project was submitted and scored as a reprioritized highway project to be considered for inclusion in the DCHC MPO regional priority list and MTIP as well as the 2016-2022 STIP.

- 3 NC 86 Improvements North of Hillsborough: Widen NC 86 from U.S. 70 Bypass to north of NC 57 to four (4) lanes with intersection improvements at U.S. 70 Bypass and NC 57.

This project was submitted and scored as a reprioritized highway project to be considered for inclusion in the DCHC MPO regional priority list and MTIP as well as the 2016-2022 STIP.

- 4 U.S. 70 East/I-85 Connector: Modify the I-85 Connector (SR 1239) interchange at U.S. 70 to provide access from all directions.

This project was submitted and scored as a reprioritized highway project to be considered for inclusion in the DCHC MPO regional priority list and MTIP as well as the 2016-2022 STIP.

- 5 Eno Mountain Road/Mayo Street at Orange Grove Road: Realign the intersection of Eno Mountain Road (SR 1148) and Mayo Street (SR 1192) with Orange Grove Road (SR 1006) and make safety improvements.

This project was submitted and scored as a reprioritized highway project for consideration of inclusion in the DCHC MPO regional priority list and MTIP as well as the 2016-2022 STIP.

- 6 Homestead Road Bike Lanes and Sidewalks: Improve Homestead Road (SR 1777) from Old NC 86 (SR 1009) to NC 86 to include bicycle lanes and sidewalks in sections of the corridor where they do not exist.

This project was submitted and scored as a reprioritized highway project for consideration of inclusion in the DCHC MPO regional priority list and MTIP as well as the 2016-2022 STIP.

- 7 I-40 Widening: Widen I-40 from four (4) lanes to six (6) lanes from the I-40/I-85 interchange to the Durham County line.

This project was submitted and scored as a reprioritized highway project for consideration of inclusion in the DCHC MPO regional priority list and MTIP as well as the 2016-2022 STIP.

- 8 I-85 Widening: Widen I-85 from four (4) lanes to six (6) lanes from the I-40/I-85 interchange to the Durham County line.

This project was submitted and scored as a reprioritized highway project for consideration of inclusion in the DCHC MPO regional priority list and MTIP as well as the 2016-2022 STIP.

- 9 Eubanks Road Bike Lanes: Construct bicycle lanes on Eubanks Road (SR 1727) from Old NC 86 (SR 1009) to NC 86.

This project was submitted and scored as a highway project for consideration of inclusion in the DCHC MPO regional priority list and MTIP as well as the 2016-2022 STIP.

Bike/Pedestrian Projects:

- 1 Mt. Carmel Church Road Bike/Pedestrian Improvements: Construct bike lanes and sidewalks from US 15/501 to Bennett Road.

This project was submitted and scored as a new bike/ped project for consideration of inclusion in the DCHC MPO regional priority list and MTIP as well as the 2016-2022 STIP. In order for the project to be funded, the County must commit to providing the required 20% local match and agree to locally administer the project.

- 2 Mt. Carmel Church Road Bike Lanes: Construct bike lanes from Bennett Road to the Chatham County line.

This project was submitted and scored as a new bike project for consideration of inclusion in the DCHC MPO regional priority list and MTIP as well as the 2016-2022 STIP. In order for the project to be funded, the County must commit to providing the required 20% local match and agree to locally administer the project.

- 3 Orange High School Road/Harold Latta Road Sidewalk Improvements: Construct a sidewalk along the west side of Orange High School Road from Harold Latta Road to U.S. 70, construct a sidewalk along the south side of Harold Latta Road from Cloverfield Drive to Orange Grove Road, install high visibility crosswalks and in-road signage at school entrances and exits on Orange Grove Road, and construct a sidewalk along entrance roads to CW Stanford Middle School.

This project was submitted and scored as a new pedestrian project for consideration of inclusion in the DCHC MPO regional priority list and MTIP as well as the 2016-2022 STIP. The project was submitted as a Safe Routes to School (SRTS)-eligible project; however, if it is not funded as an SRTS project, the County will be required to commit a 20% local match and must locally administer the project.

- 4 Orange Grove Road/I-40 Pedestrian Bridge: Construct a pedestrian bridge over I-40 alongside Orange Grove Road (SR 1006), construct a sidewalk along the north side of Orange Grove Road (SR 1006) from the pedestrian bridge to Timbers Drive, construct sidewalks along both sides of New Grady Brown School Road with a midblock crossing, and construct a sidewalk along one side of Oakdale Drive from Cheshire Drive to Orange Grove Road.

This project was submitted and scored as a new pedestrian project for consideration of inclusion in the DCHC MPO regional priority list and MTIP as well as the 2016-2022 STIP. The project was submitted as a Safe Routes to School (SRTS)-eligible project; however, if it is not funded as an SRTS project, the County will be required to commit a 20% local match and must locally administer the project.

- 5 Dairyland Road Paved Shoulders: Widen Dairyland Road (SR 1004/1113/1177) from Union Grove Church Road (SR 1111) to Orange Grove Road (SR 1006) to include four (4)-foot paved shoulders.

This project was submitted and scored as a new bike project for consideration of inclusion in the DCHC MPO regional priority list and MTIP as well as the 2016-2022 STIP. In order for the project to be funded, the County must commit to providing the required 20% local match and agree to locally administer the project.

- 6 Trail Connection from English Hill Lane to Buttonwood Drive: Construct a multi-use path connecting English Hill Lane to Buttonwood Drive.

This project was submitted and scored as a new pedestrian project for consideration of inclusion in the DCHC MPO regional priority list and MTIP as well as the 2016-2022 STIP. The project was submitted as a Safe Routes to School (SRTS)-eligible project; however, if it is not

funded as an SRTS project, the County will be required to commit a 20% local match and must locally administer the project.

- 7 Trail Connection from Patriot's Pointe to Timbers Drive: Construct a multi-use path connecting the southwest corner of Patriots Pointe to Timbers Drive to shorten walking distances for pedestrians.

This project was submitted and scored as a new pedestrian project for consideration of inclusion in the DCHC MPO regional priority list and MTIP as well as the 2016-2022 STIP. The project was submitted and scored as a Safe Routes to School (SRTS)-eligible project; however, if it is not funded as an SRTS project, the County will be required to commit a 20% local match and agree to locally administer the project.

Transit Projects:

Request/purchase three (3), 25-foot, 18-passenger light transit vehicles to accommodate bus service expansion as recommended in the Orange County Bus and Rail Investment Plan (OCBRIP) and the draft Five-Year Orange County Bus Service Expansion Program currently under development.

- 1 Expansion Vehicle #1 for FY 2016: This project was submitted and scored as a transit project for consideration of inclusion in the DCHC MPO regional priority list and MTIP as well as the 2016-2022 STIP.
- 2 Expansion Vehicle #2 for FY 2016: This project was submitted and scored as a transit project for consideration of inclusion in the DCHC MPO regional priority list and MTIP as well as the 2016-2022 STIP.
- 3 Expansion Vehicle #3 for FY 2017: This project was submitted and scored as a transit project for consideration of inclusion in the DCHC MPO regional priority list and MTIP as well as the 2016-2022 STIP.

Rail Project:

- 1 Hillsborough Train Station: Construct a train station in Hillsborough and implement AMTRAK service.

This project was submitted and scored as a new rail project by Triangle Transit for consideration of inclusion in the DCHC MPO regional priority list and MTIP as well as the 2016-2022 STIP.

Upon motion of Commissioner Gordon, seconded by Commissioner Price, the foregoing resolution was adopted this the 3rd day of June, 2014.

I, Donna Baker, Clerk to the Board of Commissioners for the County of Orange, North Carolina, **DO HEREBY CERTIFY** that the foregoing is a true copy of so much of the proceedings of said Board at a meeting held on June 3, 2014, as relates in any way to the adoption of the foregoing and that said proceedings are recorded in the minutes of said Board.

WITNESS my hand and the seal of said County, this 3 day of June, 2014.

Donna Baker
Clerk to the Board of Commissioners

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 6/25/2014 Attachment 12
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 6/25/2014 Attachment 12

TIP/WBS #	Description	Let Date	Completion Date	Contractor	Status	Cost	Comments
I-5312	Mill & Resurface I-85 from east of I-40 to the Durham County Line.	10/15/2013	9/8/2014	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	6/25/2014 Attachment 12 \$640,000	High Hazard Safety
EB-4411E 36333.3.FD5	Install 2 ft. paved shoulders (including resurfacing) along both sides of NC 86 between Whitfield Rd. and US 70 Business in Orange County	2/20/2014, 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 Cobbleridge 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	

Road Worrier: Trains becoming better option for middle-distance journeys

The News and Observer Road Worrier By Bruce Siceloff June 9, 2014

RALEIGH — Washington, D.C., is 262 miles from Raleigh. What's the best way to get there?

That depends on how much money, time and unpleasantness you can afford.

A few Fridays ago, a trio of Washington Post writers raced by train, plane and automobile from Washington to the Holiday Inn in downtown Raleigh. Then they competed to see who could make her chosen travel mode sound most appealing.

The plane was declared fastest and the car cheapest (but, hmm, only if you pretend that gasoline is your only expense). And both trips sounded horrible.

The low-stress winner, hands down, was the [Amtrak Carolinian](#) – described by writer Andrea Sachs as “a softly rocking cradle.”

The comparisons are worth thinking about as North Carolina moves ahead with long-planned programs to make train travel faster, more reliable and more convenient – in other words, more competitive with cars for shorter trips and with airplanes for longer trips.

A trip between Raleigh and Washington is at just the middle distance where travelers still have good reasons to choose either of the three – car, train, plane. (And to this list some would add inter-city bus service, a discount-priced option lately on the upswing.)

But think about this: Train service in North Carolina has improved over the past decade and is on schedule to get better still. Nobody can say that about car or air travel.

Amtrak makes three daily round-trip runs now between Raleigh and Charlotte, with seven stops en route. Two more trains will be added to the daily schedule in the next few years.

The Raleigh-Charlotte journey is an hour faster today than it was 20 years ago, and that makes it almost as fast as driving. This year the state Department of Transportation is straightening curves and building bridges at train-car crossings in Morrisville and at Research Triangle Park – safety improvements that also will trim another couple of minutes from every train trip from now on.

Travelers of all persuasions will recognize something of themselves in the Post's travel stories.

Before writer Becky Krystal boards her flight at Reagan National, she endures 25 minutes packed on a hot airport bus that takes passengers from gate to plane. She has “barely room to breathe, let alone whip out my Kindle.” But she's pleased to arrive at the Holiday Inn just 3 hours 41 minutes after leaving her D.C. apartment (round-trip cost including bus and taxi: \$232).

'Stopping and cursing'

Writer Zofia Smardz is stressing out by the time she backs her car out of the alley behind her house – a seven-minute chore she refuses to count as part of her trip time. Her drive down Interstate 95 through Virginia is peppered with “a lot of braking and downshifting and stuttering and stopping and ... cursing.” That sounds like a typical I-95 jaunt.

She shells out just \$60 to \$65 for the 524-mile round trip. But if her newspaper joins other employers who match the [Internal Revenue Service mileage rate](#) of 56 cents, Smardz would be in line for an expense-reimbursement check of \$293.44. (Her one-way drive time to Raleigh: 4 hours 26 minutes).

Amtrak trains sometimes are slowed by freight-yard congestion in Virginia, but Sachs finds the Carolinian only a few minutes off its scheduled run of 5 hours 47 minutes.

Sachs chats with fellow train passengers, buys coffee in the cafe car and rhapsodizes about the scenery: "Fields with bales of hay rolled up like sushi." She clocks her total journey at 7 hours, with a round-trip cost of \$122.80. (Read the three Post stories online at wapo.st/SHRuG8.)

"I love the train," Sachs said Monday by phone. "You see part of Virginia and North Carolina that you can't see on the highway. I would have gotten more reading done if I hadn't spent so much time looking out the window."

There are plans – but as yet, not enough money – for improvements that would cut 90 minutes from the train travel time between Raleigh and Washington.

The state DOT has won federal funding to finish the environmental work and much of the design for a short-cut track that would carry trains as fast as 110 mph between Raleigh and Richmond. More work is planned or underway farther north, adding tracks to relieve rail congestion in northern Virginia. Paul Worley, the state Rail Division director, said planners are looking for financing options that could help pay the full build-out cost – estimated at \$3.8 billion.

Relaxed but lengthy

Worley's DOT Rail Division predecessor, Pat Simmons, made plenty of those Washington trips before he retired. He appreciated the different virtues of cars, trains and planes.

"In aviation, there are several commuter hops daily between Raleigh and Washington, and that was good when you had a one-day turnaround" for a business trip to the capital, Simmons said.

"The driving experience was white-knuckle," he said, "and sometimes you saw nothing but brake lights from Washington to Richmond.

"The folks who rode the train enjoyed the experience. It was relaxed – but it was lengthy, and you had to meet the train schedule," Simmons said.

These days, Simmons has time to find his own low-stress path between the two capital cities.

He starts out on a series of two-lane country roads that take him from Raleigh to northern Virginia. Then he picks up I-66 to finish the ride into Washington on his BMW motorcycle.

Bill clears way for highway ramp meters

WRAL.com @ NCCapitol By Mark Binker Posted June 11, 2014 @ 12:05 p.m.

RALEIGH, N.C. — Drivers around Raleigh could see ramp meters controlling the flow of traffic onto highways if a bill that cleared the Senate Transportation Committee on Wednesday is signed into law.

[House Bill 1025](#), which must clear the full Senate before returning the House, would make ignoring a ramp meter, which looks something like a traffic light, an infraction.

The state Department of Transportation [is already eying several locations around Raleigh](#) as places where they believe ramp meters could ease traffic flow at busy highway interchanges. But current law would treat ignoring a ramp meter the same as running a traffic light, a serious violation that brings with it insurance points and hefty fines.

"We do not believe the risk of running a ramp meter is anywhere near the risk of running an intersection," Kevin Lacy, an engineer with DOT, told the committee.

Changing the violation to an infraction would allow tests with the new systems, which are used in other states, to go forward.

Lacy said that four locations on the northern part of Interstate 540 in Wake County were the first places in line for ramp meters. The city of Raleigh has also asked the state to look at other interchanges on Interstate 440. Charlotte city officials have asked DOT to look at highway interchanges in Mecklenburg County.

Other portions of the measure, which binds together more than a dozen smaller transportation-related issues, would allow the department to advertise on the side of trucks that provide motorist assistance – a program that might net between \$1 million and \$2 million – and would repeal the legislative mandate for an annual report by DOT that details the number of crashes caused by drivers turning right on red. A DOT official said that the report details only one or two accidents every year, so is not very useful.

The measure passed on a voice vote and is headed to the Senate floor.

Durham parking meters may soon accept credit cards

WRAL.com @ NCCapitol By Tara Jeffries Posted June 18, 2014 @ 2:43 p.m.

RALEIGH, N.C. — Durham residents will soon be able to use their credit cards at parking meters under a bill passed Wednesday by the state Senate.

Similar parking machines are installed in Raleigh.

The machines would offer a convenient payment method for credit card users who park on Durham's streets.

"It's a fairly straightforward local bill," said sponsor Sen. Mike Woodard, D-Durham. "It would allow the city of Durham to offer the various methods of payment for on-street parking, including machines where you can use your credit card."

The bill cleared the chamber without controversy and will be sent back to the House. As a local bill, it does not need the governor's signature to become law.

Senators propose 12-cent per gal gas tax increase

WRAL.com By JOAN LOWY, Associated Press Posted June 18, 2014 @ 11:53 a.m

WASHINGTON — Two senators are proposing to raise federal gasoline and diesel taxes for the first time in more than two decades as Congress struggles with how to pay for highway and transit programs.

Senators Chris Murphy, a Connecticut Democrat, and Bob Corker, a Tennessee Republican, pitched their plan Wednesday as a bipartisan solution to replenish the federal Highway Trust Fund. That fund is forecast to go broke in late August.

The plan would raise the 18.4 cents a gallon federal gas tax and 24.4 cents a gallon diesel tax by 12 cents each over the next two years, and then index the taxes to keep pace with inflation.

The plan calls for offsetting the tax increases with other taxes cuts, possibly including extending federal tax breaks that expired this year.

Murphy, Corker Call for 12-Cent Gas Tax Boost for Highway Bill

From Jessica Monahan, Associate Legislative Director, National Association of Counties June 18, 2014

Article By Humberto Sanchez

(Bill Clark/CQ Roll Call)

Sens. Christopher S. Murphy, D-Conn., and Bob Corker, R-Tenn., are proposing a 12-cent increase in the gas tax to pay for a renewal of highway and transit programs, which could run out of funding by the end of the month.

"Reaction on the Democratic side has been positive," said Murphy, who noted he spoke with Senate Majority Leader Harry Reid, D-Nev., and Senate Finance Chairman Ron Wyden, D-Ore., about the plan.

"I think on our side of the aisle we recognize that it's time to stop talking theoretically and start talking really in practical terms," Murphy said, adding that bipartisan support is key to getting the plan through the chamber.

But it's unclear if a substantial number of the Republican Conference will embrace the idea.

"We will see," Corker said when asked how his GOP colleagues would react.

One big GOP selling point was that the tax increase would not violate the Americans for Tax Reform pledge if it is paired with a provision making some popular tax breaks that are typically part of the tax extenders package permanent.

According to Corker, the list of tax breaks includes: the research and development tax credit; Section 179 expensing, a tax break encouraging small businesses to buy business equipment; the deduction of state and local sale taxes; the deduction of up to \$250 in classroom expenses that teachers paid for out of their own pocket; a subsidy for mass transit and benefits given for land donated for conservation purposes.

"If you just took those, we do them each year, but you make them permanent; I don't think there is anybody that disputes making those permanent, by the way, that alone would generate \$189 billion in savings over the next 10 years," Corker said. "So if the Finance Committee chose to link this . . . with that . . . you would not be violating the pledge."

The 12-cent increase would raise \$164 billion over 10 years, Corker said.

Using the tax break extension to offset a gas tax increase would, however, take away the ability to use those same tax breaks to buy down tax rates as part of a future tax reform package.

The White House has threatened to veto permanent tax cut extensions, but it's not clear if they would oppose them if paired with a gas tax hike.

The White House has not backed a gas tax hike previously and has instead proposed using short term revenue from corporate tax reform to pay for the highway bill.

The two senators hope to build support for the plan over the summer, particularly with the Finance Committee, which will draft the funding plan for the highway bill, and the Environment and Public Works Committee, which oversees transportation policy.

"We haven't introduced it as formal legislation yet because we acknowledge that ultimately this is going to be passed as part of a package coming out of the Finance Committee and EPW Committee," Murphy said.

They don't expect any action until after the elections. In the meantime, they believe Congress will pass a short-term patch to keep transportation programs funded through the end of the year.

"The same thing will happen this summer that's happened the last [few] times," Corker said. "That is, that some gimmick will be created to make it look like its being paid for when its actually not."

Along with raising the federal gasoline and diesel taxes by six cents in each of the next two years for a total of 12 cents, the plan would also index the gas tax to inflation, using the Consumer Price Index to ensure that it remains viable into the future.

The plan would raise enough to provide enough funding to offset current MAP-21 spending levels over the next 10 years and replace all of the buying power the federal gas tax has lost since it was last raised in 1993.

"This modest increase will pay dividends in the long run and I encourage my colleagues to get behind this bipartisan proposal," Murphy said.

Both Murphy and Corker said they didn't support a possible House plan to use reforming the postal service to fund the highway bill.

"I think it's a gimmick," Murphy said. "The point of our proposal is to try to solve this problem for the long-term." "Only in Washington would you take money from one insolvent enterprise to fund another insolvent enterprise," Corker said.

The senators' bipartisan proposal was criticized by the conservative Club for Growth.

"This is a \$164 billion dollar tax increase, plain and simple. A gas tax hike would be both bad policy and terribly anti-growth," said Club for Growth President Chris Chocola. "It's not an example of political courage to avoid reforming a broken system. Instead of standing up to the special interests who feast on the chronically bankrupt Highway Trust Fund year after year, Senator Corker and Senator Murphy have essentially decided that throwing more money into a black hole is a good path forward. It's not. Rather than perpetuate this failed system, Congress should devolve highway funding to the states and let them fund their own infrastructure needs."