

July 23, 2014
9:00 a.m.

Committee Room
2nd Floor Durham City Hall

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

CONSENT AGENDA

4. **Approval of June 18, 2014 TCC Meeting Minutes**
Attachment 4

A copy of the June 18, 2014 minutes is enclosed as Attachment 4.

TCC Action: Approve minutes of the June 18, 2014 TCC meeting.

ACTION ITEMS

5. **Prioritization 3.0 – Point Assignment**
Attachment 5A, 5B, 5C, 5D, 5E
Ellen Beckmann, LPA Staff
Dale McKeel, LPA Staff
Andy Henry, LPA Staff

The final step in Prioritization 3.0 is the adoption of the MPO's local input point assignment. There are several supporting materials provided:

- A: Memo on Prioritization 3.0
- B: The application of the MPO's Local Ranking Methodology and the draft point assignment that was released for public comment
- C: A report analyzing the Strategic Transportation Investments results
- D: Public input and comments received
- E: Results of a survey
- F: MPO staff's recommended final point assignment

TCC Action: Recommend that the TAC approve the final local input point assignment and accept or reject the donation of local input points.

6. NCDOT Feasibility and Environmental Studies**Attachment 6A****Julie Bollinger, NCDOT**

NCDOT staff will provide an update on feasibility and environmental studies for projects in the DCHC MPO.

TCC Action: Receive presentation.

7. Triangle TDM Program and Plan Update**Attachment 7A, 7B****Kathy Boyer, TJCOG**

Triangle J Council of Governments has administered the Triangle Transportation Demand Management Program since 2008 in coordination with the MPOs, NCDOT, and nine local and regional organizations.. The TDM Program is guided by a 7-Year Plan, which was developed in 2007 and adopted by the MPOs. The Triangle TDM Program partners have recently drafted a Plan Update, and TJCOG is requesting adoption of this update. This presentation will provide background, recent accomplishments, and a summary of the Plan Update.

TCC Action: Receive presentation, review proposed revisions to the Triangle TDM Plan, and provide a recommendation to the TAC.

8. TCC Bylaws**Attachment 8A, 8B, 8C****Ellen Beckmann, LPA Staff**

The revised DCHC MPO Memorandum of Understanding has been approved by all local jurisdictions, but not yet approved by NCDOT. Revisions to the TCC bylaws are necessary to reflect the new MOU.

- A: Final MOU
- B: Current TCC Bylaws
- C: Proposed Technical Committee Bylaws

MPO staff does not recommend that the TCC formally approve the new bylaws until after the MOU is fully executed by all MPO member governments.

TCC Action: Review proposed Technical Committee Bylaws

9. CTP and 2045 MTP Update**Attachment [9A, 9B](#)****Andy Henry, LPA Staff**

Tasks are being completed for the Comprehensive Transportation Plan (CTP) and the 2040 Metropolitan Transportation Plan (2040 MTP). LPA staff will provide an update on these projects.

- A: Update on CTP
- B: Update on 2045 MTP

TCC Action: Receive CTP and 2045 MTP update.

10. Designated Recipient Authority of DCHC MPO/City of Durham for Section 5307 and 5339 Funds**Attachment [10, 10A](#)****Meg Scully, LPA Staff****Felix Nwoko, LPA Staff**

FTA Region IV has requested documentation from grantee's indicating that the grantee is eligible and authorized under State and local law to request, receive, and dispense FTA funds and to execute and administer FTA funded projects. Though DCHC MPO has been a DR since 1993, there is renewed emphasis due to changes under MAP-21 and FTAs 2014 Triennial Review. The attached resolution and letter will provide the required documentation along with an opinion of counsel certifying the legal capacity to perform the functions of a DR and a letter expressing the concurrence of the Governor. The latter two documents are under development.

TCC Action: Recommend the TAC approve the resolution and letter re-affirming DCHC MPO as Designated Recipient for 5307 and 5330 funds.

REPORTS FROM STAFF:**11. Reports from Staff****Attachment [11](#)****Felix Nwoko, LPA Staff**

TCC Action: Receive report from staff

12. Report from the Chair**No attachment****Mark Ahrendsen, TCC Chair**

TCC Action: Receive report from TCC Chair

13. NCDOT Report

Attachment 13

Wally Bowman (Joey Hopkins), Division 5 – NCDOT

Mike Mills (Pat Wilson), Division 7 – NCDOT

Rob Stone (Darius Sturdivant), Division 8 – NCDOT

Julie Bollinger, Transportation Planning Branch – NCDOT

Kelly Becker, Traffic Operations – NCDOT

TCC Action: Receive report from NCDOT

INFORMATIONAL ITEMS:

14. None.

Adjourn

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MEMORANDUM

To: Technical Coordinating Committee
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: July 23, 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, four Chatham County bicycle/pedestrian projects that were requested by the county, the Town of Cary, and the MPO, and submitted by Division 8 were not scored. The TAC Chair has sent a letter requesting that these projects be added and has not received a response.

Draft 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 was 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 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.

Public Comments and Input

The DCHC MPO held a public hearing on June 25, 2014. There were no speakers. Public comments received to date are provided in an attachment.

MPO staff also developed and distributed a survey on local input points. The survey is posted here: <https://www.surveymonkey.com/s/ZF3GT2S>. The responses received to date are provided as an attachment.

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/STIDData/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 were/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

Final Recommend MPO Point Assignment

An attachment displays the MPO staff's recommended final point assignment. The TCC is asked to endorse this point assignment.

The TCC is also asked to decide whether or not to accept TARPO's proposed donation of points to the DCHC MPO for the following two projects:

Project	Cost to NCDOT	Category	Quant. Score	Donated Points	Recommendation
Buckhorn Rd., West Ten Rd. to US 70 widening 93% in BG MPO 7% in DCHC MPO	\$10,641,000	Division	11.38	7	Accept donation. Not in 2040 MTP. Orange County supports. Barely in the DCHC MPO.
NC 54, Orange Grove to Old Fayetteville widening 65% in the DCHC MPO 35% in TARPO	\$57,346,000	Regional	23.53	65	Reject donation. Not in 2040 MTP. Carrboro and Orange County do not agree on the project scope.

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.

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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.

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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.

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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
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	50	33	87.22	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	50	100	86.77	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	53.87	100	100	68.39	50	100	84.07	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	36.41	100	100	88.85	50	66	83.01	99	Second MPO Division 7 project according to NCDOT score. Presuming Division assigns 100 points, needs 99 points to stay ahead of next project.
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.
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.
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	50	33	76.29	0	Unlikely to be funded with limited Division funding.
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	41.61	100	100	84.38	50	0	76.04	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	50	100	74.04	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	50	33	73.69	100	First MPO Division 7 project according to NCDOT score. Presuming Division assigns 100 points, needs 100 points to stay ahead of next project.
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.
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	79.41	100	40	100.00	50	66	71.54	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	48.50	100	100	32.04	50	0	66.26	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
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	61.23	100	80	48.88	50	0	64.90	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	50	66	59.82	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	34.61	100	40	71.71	50	0	54.80	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	5.63	100	60	49.13	50	0	53.39	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	22.51	85	0	57.66	50	100	45.78	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.
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	26.07	44.99	83	0	89.97	50	0	44.16	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.
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	6.68	100	20	37.47	50	33	42.46	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	50	0	41.11	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.
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	5.20	100	20	38.82	50	0	39.28	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.
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.

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
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	22.85	75	40	17.74	50	0	37.83	0	Unlikely to be funded with limited Division funding.
B141347	Bike&Ped, Division Needs	SR 1670 (E. Geer St)	SR 1827 (Midland Terr)	SR 1675 (Glenn School Rd)	Construct Sidewalks and Bike Lanes	1.73	1. Construct dedicated on-road bike lane on state-maintained roadway	16.68	4.55	88	20	22.52	50	33	36.76	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.
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	4.73	93	0	47.36	50	0	33.45	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.

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

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

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

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

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

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

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

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

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

100	Assigned by Formula
0	Flexible Points
100	Total

		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 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 highway project in order to make sure that it cannot be overtaken by a lower scoring highway 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 are recommended to 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.

There is approximately \$5.0 billion of Statewide category funding available over the 10 years of the TIP. Some funding is reserved for "alternate prioritization" projects such as interstate maintenance, bridge replacements, safety, and preconstruction activities. Through the STI process, NCDOT has identified \$3.1 billion of highway and aviation projects to be funded. No freight rail projects were funded, and no other modes were eligible.

Seventy-three highway projects with a combined cost to NCDOT of \$2.886 billion are identified as funded from the Statewide category. The lowest scoring highway 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:

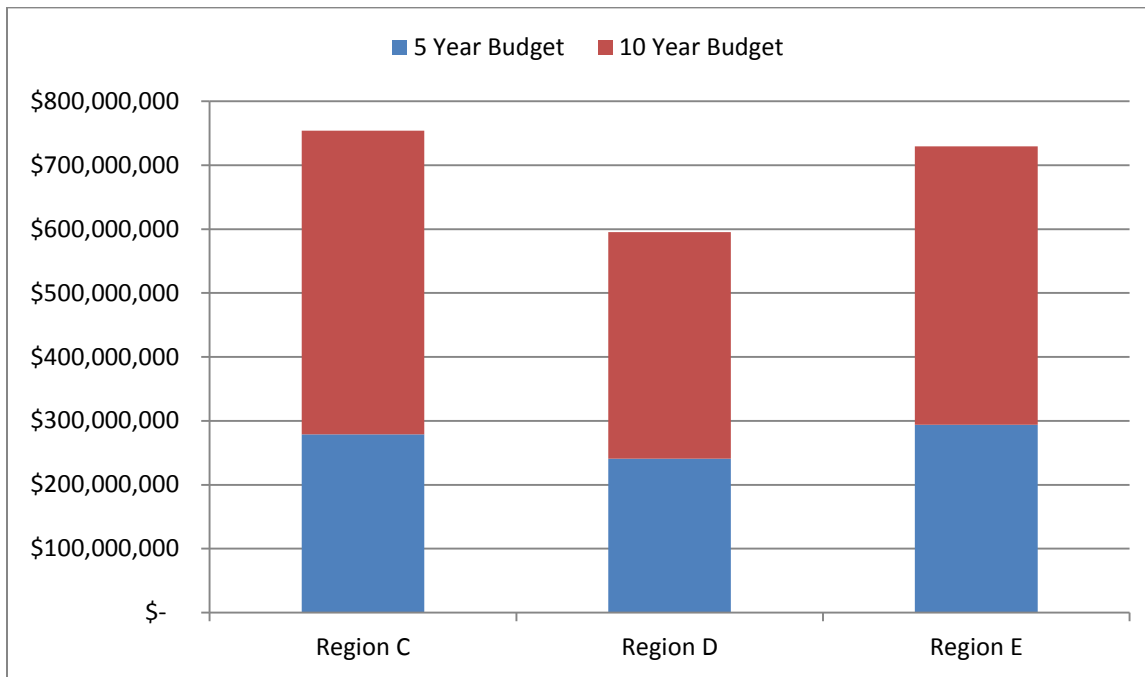
Rank	Project	Cost to NCDOT	Statewide Quant. Score	Reason Not Identified for Funding
26	I-540, I-40 to US 64 bypass widen and convert to toll facility	\$1	63.49	Requires federal action to toll a currently free route.
30	I-40, NC 147 to Wade managed lanes	\$726,570,000	61.11	Extremely high cost; Exceeds 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 \$1.526 billion available over the first five years, and a total of \$3.779 billion available over the ten year program for all Regional category projects. With estimated bridge and safety projects subtracted, this results in approximately \$1.226 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.



According to NCDOT staff, NCDOT intends to apply the “normalization” evenly across both the Regional and Division categories. NCDOT has stated that they will program 4% of Regional and Division funding to non-highway modes, and 90% to highway. The remaining 6% is flexible to be assigned to any mode. This results in \$3.4 billion for highway, \$151 million for non-highway, and \$227 million that is flexible in both the Regional and Division categories. NCDOT staff has also stated that they intend to directly compare the total scores across modes for the non-highway minimum and the flexible funding. NCDOT staff has also stated that they will program the non-highway minimum first, then the highway minimum, then the flexible funding. Since the DCHC MPO is in regions with many other urban areas and urban projects tend to score higher, it is likely that the DCHC MPO’s non-highway and highway projects will most be funded from the minimum allocations and not from the flexible allocations.

Region C - Highway

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

63. This presumes that certain very expensive projects (>\$200 million) are not funded from the Regional category.

DCHC's projects that are very likely to get funded if local input points are applied by the MPO and/or Division:

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	86	92 (formula)
10	NC 751/University roundabout	\$1,005,000	Regional	n/a	43.48	131	95 (flexible)
11	NC 54, Barbee Chapel to I-40 widening	\$9,100,000	Regional	n/a	42.63	136	98 (formula)
18	US 70, Lynn to Miami freeway	\$109,020,000	Statewide	41.21	39.99	154	0 (high cost)
25	US 15-501, I-40 to bypass freeway	\$130,644,000	Statewide	34.75	36.84	175	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:

Rank	Project	Cost to NCDOT	Category	Statewide Quant. Score	Regional Quant. Score	Total Local Input Points Needed
9	NC 55, S. Alston to Price widen to 5-lane section	\$4,009,000	Regional	n/a	45.46	Do not recommend – not in MTP
16	I-40, NC 147 to Wade managed lanes	\$726,570,000	Statewide	61.11	40.44	Do not recommend – extremely high cost
32	I-40, US 15-501 to NC 147 managed lanes	\$497,380,000	Statewide	48.76	35.24	Do not recommend – extremely high cost

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 - Highway

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 for a highway project 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. Winston-Salem has expressed interest in assigning points to several phases of this project.

There are several DCHC MPO projects that score below the Winston-Salem beltway which may be able to get funded if local input points are applied. 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)
28	I-40, I-85 to US 15-501 widening	\$76,700,000	Statewide	41.89	30.18	200	99 (flexible)

The following project also scores just below the Winston-Salem beltway and has some chance of funding. However, MPO staff does not recommend assigning Regional points to it because it is very expensive, it is very competitive in the Statewide category, and a feasibility study is underway which will better define the project and may result in a lower cost project:

Rank	Project	Cost to NCDOT	Category	Statewide Quant. Score	Regional Quant. Score	Total Input Points Needed
25	US 15-501, Ephesus Church to NC 86 capacity improvement	\$95,330,000	Statewide	44.55	32.62	Do not recommend

The following project is unlikely to be funded, but the Triangle Area RPO has approved the donation of points to the DCHC MPO for our share of the project.

Rank	Project	Cost to NCDOT	Category	Regional Quant. Score	Donated Points	Recommendation
42	NC 54, Orange Grove to Old Fayetteville widening 65% in the DCHC MPO 35% in TARPO	\$57,346,000	Regional	23.53	65	Reject donation. Not in 2040 MTP. Carrboro and Orange County do not agree on the project scope.

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

Region E - Highway

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).

Regional – Non-Highway

Due to the application of the normalization minimums, Regional non-highway projects are more limited in their funding by the total amount available across the state than the individual amounts available in each Region. For non-highway projects, the 4% minimum set-aside results in \$151 million available across the state at the Regional level, which is well below the amounts available in Region C, D, or E.

The DCHC MPO's top Regional non-highway priority is the Durham-Orange LRT project which was submitted with a requested \$455 million state match. The STI legislation states that a maximum of 10% of any Region's allocation may be used for public transit. This project is in both Region C and D so it is eligible for up to \$134 million. As a result, the funding that could potentially be assigned to this project is most limited by the 10% cap in the legislation, not the normalization minimum.

NCDOT staff has stated that the non-highway modes will directly compete with each other on the basis of their final total scores. The Durham-Orange LRT scores 26.84 out of 70 for its quantitative score and can get up to 30 additional points through local input points for a final score of 56.84. Presuming that the maximum local input points are applied, there are several aviation, rail, and public transit projects that could score higher than the Durham-Orange LRT. The following table displays the total cost of projects in these modes that could score better than the Durham-Orange LRT

	Total Cost of Projects that Score Higher than Durham-Orange LRT
Aviation	\$11,000,000
Rail	\$57,701,000
Public Transit	\$169,170
Total	\$68,870,170
Remaining	\$82,277,030

As a result, it appears likely that the Durham-Orange LRT would receive at least \$82 million. One of the rail projects that scores higher than the Durham-Orange LRT is a \$34 million project in the DCHC MPO, the extension of the East Durham siding which includes grade separation at Glover Rd. and Ellis Rd. (south-end) and closure of the Wrenn Rd. crossing. This is not a high priority of the Durham TSS. If the MPO does not assign local input points to this project, an additional \$34 million may be able to be programmed for the Durham-Orange LRT resulting in a total of \$117 million. Considering that some of the aviation, rail, and public transit projects included in the above figures may not receive local input points from both their planning organization and Division Engineer, the Durham-Orange LRT may be able to receive close to the maximum \$134 million that the STI legislation allows.

If the Durham-Orange LRT is programmed for between \$117-134 million, there would not be many non-highway funds available for other Regional non-highway projects from the 4% minimum. In addition, for the 6% flexible funding, it is likely that highway projects will likely score better than most non-highway projects. As a result, MPO staff does not recommend assigning points to many other Regional non-highway projects. MPO staff recommends assigning points to the following non-highway projects:

Project	Cost to NCDOT	Regional Quant. Score	Rec. Input Points	MPO Points per MPO Method.	Reason
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	100	99	High score with minimal effect on LRT funding
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	100	87	High score with minimal effect on LRT funding
Light rail system from UNC Hospital in Chapel Hill to Alston Avenue in downtown Durham.	\$455,157,750 (\$134,961,100 maximum allowed)	26.84	100	100	Top priority
Grade separations at Blackwell St crossing (735229N) and Mangum St crossing (735231P) in Durham	\$55,000,000	21.94	100	0	To express interest in further study
Grade separation at Ellis Road - north	\$16,411,000	21.80	100	100	To express

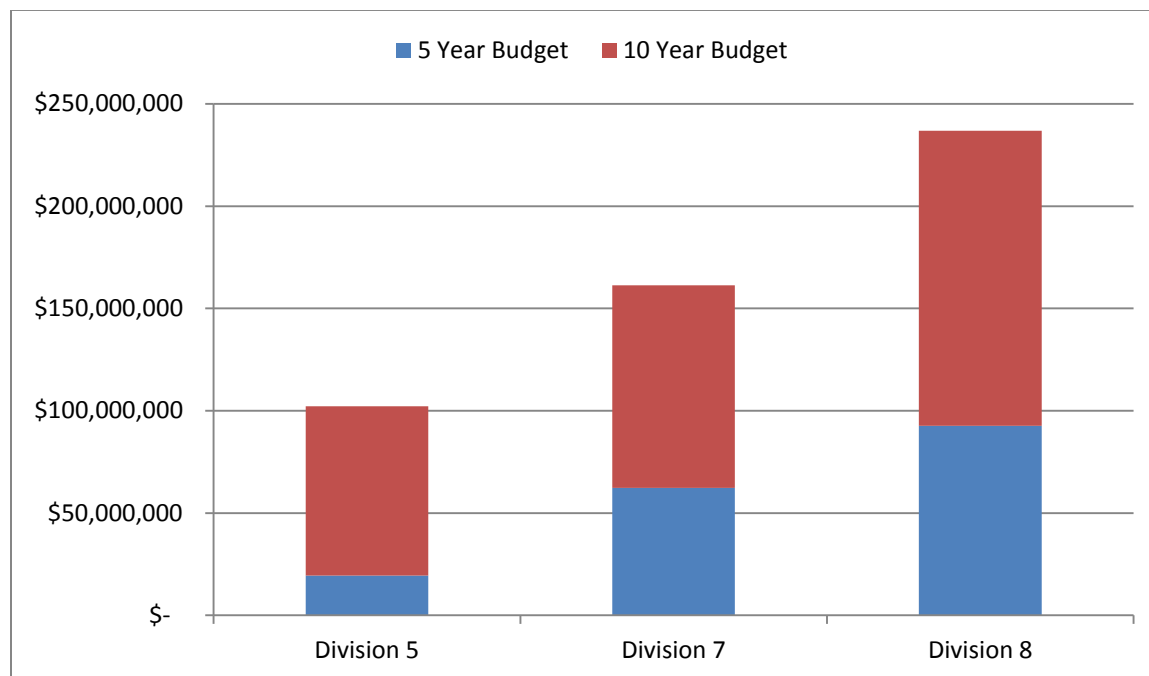
end crossing (735236Y) in Durham.					interest in further study
2 buses are needed to provide service for a new route between downtown Durham, the hospitals, and the northern Durham area of Rougemont.	\$91,670	8.99	0	100	Very unlikely to be funded due to low score.
2 expansion buses are needed to increase 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	0	85	Very unlikely to be funded due to low score.
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	0	97	Very unlikely to be funded due to low score.
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	0	91	Very unlikely to be funded due to low score.
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	0	41	Very unlikely to be funded due to low score.
Total Points for Non-Highway			500	800	

Since the total DCHC MPO points that would be assigned to non-highway projects is reduced from 800 to 500, the MPO has more points available to assign to highway projects. As a result, many highway projects are recommended to receive 100 points from the MPO resulting in fewer points needed from the Division Engineers to be competitive.

Division Category

There is approximately \$1.526 billion available over the first five years, and a total of \$3.779 billion available over the ten year program for all Division category projects. With estimated bridge, safety, and MPO-programmed STPDA and TAP projects subtracted, this results in approximately \$1.013 billion available over the first five years, and a total of \$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.



According to NCDOT staff, NCDOT intends to apply the “normalization” evenly across both the Regional and Division categories. NCDOT has stated that they will program 4% of Regional and Division funding to non-highway modes, and 90% to highway. The remaining 6% is flexible to be assigned to any mode. This results in \$3.4 billion for highway, \$151 million for non-highway, and \$227 million that is flexible in both the Regional and Division categories. NCDOT staff has also stated that they intend to directly compare the total scores across modes for the non-highway minimum and the flexible funding. NCDOT staff has also stated that they will program the non-highway minimum first, then the highway minimum, then the flexible funding. Since the DCHC MPO is in divisions with many other urban areas and urban projects tend to score higher, it is likely that the DCHC MPO's non-highway and highway projects will most be funded from the minimum allocations and not from the flexible allocations.

Division 5 - Highway

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 77. This presumes that there is very limited 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: 8 are in CAMPO, 2 in DCHC MPO, and 1 in KTRPO (1 shared project). One of DCHC's projects is a cascading Regional project that 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. DCHC's projects:

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	190	100 (formula)
7	NC 54, NC 751 to Fayetteville widening	\$21,600,000	Regional	25.34	200	0 (exceeds \$5 million)

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

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 MPO staff does not recommend assigning this project Division points.

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	168	97 (flexible)

Division 7 - Highway

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 16 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. 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	140	97 (formula)
6	Franklin/E. Main/Merritt Mill/Brewer roundabout	\$775,000	Division	34.84	142	92 (flexible)
7	US 15-501/NC 54/NC 86 interchange improvement	\$2,175,000	Statewide	27.19	172	0 (likely to be funded from Regional)
8	Orange Grove Road Extension	\$5,299,000	Division	23.67	186	100 (formula)
9	S. Churton Street, I-40 to Eno River widening	\$26,240,000	Division	22.35	192	0 (competitiveness)

The US 15-501/NC 54/NC 86 interchange project is on the border of being funded from the Regional category. Assigning Division points may help assure that this project is funded.

The following projects score well enough that they may be competitive for funding with local input points, but are not recommended.

Project	Cost to NCDOT	Category	Division Quant. Score	Total Input Points Needed
Estes Drive, NC 86 to Caswell modernization	\$4,446,000	Division	20.77	Do not recommend – funded with CMAQ
US 15-501, Ephesus Church to NC 86 capacity improvements	\$95,330,000	Statewide	26.34	Do not recommend – very expensive
I-40, I-85 to US 15-501 widening	\$76,700,000	Statewide	23.59	Do not recommend – very expensive
NC 86, US 70 Bypass to north of NC 57 widening	\$10,353,000	Regional	19.46	Do not recommend – exceeds \$5 million and unlikely

The Town of Chapel Hill has \$2.3 million of CMAQ and local funding for a project to build bicycle/pedestrian/transit improvements on Estes Drive from NC 86 to Caswell Drive. This project also scores well enough to be funded from STI. While this CMAQ project may not be as extensive as the \$4.4 million project in STI, it clearly would include much of the improvements and it would not make sense to apply MPO points to this project if it will be completed using CMAQ. In addition, if it were funded from STI, it would likely be programmed on a much more delayed timeline than the CMAQ project. For these reasons, it is not recommended for the MPO's Division points.

The following is DCHC's next highest ranking project. Due to the small amount of Division funding, this is 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)

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

The following project is unlikely to be funded, but the Triangle Area RPO has approved the donation of points to the DCHC MPO for our share of the project.

Project	Cost to NCDOT	Category	Regional Quant. Score	Donated Points	Recommendation

Buckhorn Rd., West Ten Rd. to US 70 widening 93% in BG MPO 7% in DCHC MPO	\$10,641,000	Division	11.38	7	Accept donation. Not in 2040 MTP. Orange County supports. Barely in the DCHC MPO.
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Division 8 - Highway

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.

Division – Non-Highway

Due to the application of the normalization minimums, Division non-highway projects are more limited in their funding by the total amount available across the state than the individual amounts available in each Division. For non-highway projects, the 4% minimum set-aside results in \$151 million available across the state at the Division level. NCDOT staff has stated that the non-highway modes will directly compete with each other on the basis of their final total scores.

The table below displays the total cost (to NCDOT) of the non-highway projects with quantitative scores between certain values. The cumulative cost of these projects is shown in the bottom row. No cascading was assumed for Aviation projects since many of the projects that are categorized as Statewide or Regional score well in the Regional category and would more likely be funded there. No cascading was assumed for Public Transit Regional projects since it seems unlikely that many planning organizations or Division Engineers will assign Division points to cascading projects from Regional transit systems.

Non-Highway Mode	Division Quantitative Score					
	>40	40 >35	35 >30	30 >27	27 >25	25 >23
Aviation (no cascade)	\$1,989,000	\$30,887,812	\$13,336,200	\$18,548,954	\$12,577,428	\$3,816,000
Rail	\$0	\$0	\$25,347,500	\$6,500,000	\$0	\$0
Public Transit (no cascade)	\$0	\$8,000	\$1,067,190	\$332,000	\$10,000	\$2,000
Bike/Ped	\$2,462,472	\$6,848,387	\$20,671,253	\$30,592,905	\$19,300,403	\$40,197,969
Ferry	\$0	\$12,000,000	\$0	\$24,000,000	\$1,725,000	\$1,725,000
Total	\$4,451,472	\$49,744,199	\$60,422,143	\$79,973,859	\$33,612,831	\$45,740,969

Cumulative	\$4,451,472	\$54,195,671	\$114,617,814	\$194,591,673	\$228,204,504	\$273,945,473
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The \$151 million minimum appears likely to be able to fund all projects with quantitative scores above 30 and may even be able to fund some projects with scores below 30. The exact threshold depends on how many planning organizations and Division Engineers assign local input points to non-highway projects.

In looking at the DCHC MPO's non-highway Division quantitative scores, 12 bike/ped projects and 2 public transit projects score above 30. Since the bike/ped projects have higher costs than the public transit projects, MPO staff recommends assigning most points to the highest scoring bike/ped projects. As a default, the MPO will assign 100 points to these projects. However, it may be feasible to assign less than 100 points to projects and maintain their competitiveness with confirmation of the Division Engineer's assignment of points. The Hillsborough Train Station is recommended for local input points even though it scores below a 30 quantitative score. This project is the highest cost Division non-highway project at \$8 million. With 100 local input points from the DCHC MPO and Division 7, it might be competitive.

Project	Cost to NCDOT	Division Quant. Score	Rec. Input Points	MPO Points per MPO Method.
LaSalle Street sidewalks	\$488,200	40.43	100	92
Raynor Street sidewalks	\$300,250	38.38	100	95
NC 54 sidewalks	\$331,250	36.99	100	0
US 501 Bypass (Duke St.) sidewalks	\$1,607,250	34.80	100	0
US 15-501 (Fordham Blvd) sidepath	\$446,488	34.22	100	100
Campus to Campus Connector	\$1,779,045	34.01	89	99
Finley Golf Course Rd. sidepath	\$2,831,336	33.68	100	0
S. Greensboro St. sidewalks	\$896,566	33.17	100	0
Morgan Creek Greenway Phase 2, 3, and 4	\$2,279,310	33.02	100	0
Byrant Bridge Trail	\$1,234,750	31.82	100	97
NC 157 (Guess Rd.) sidewalks	\$503,600	30.85	0	0
NC 55 sidewalks	\$565,400	30.41	0	0
DATA - 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	0	100
DATA - 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	31.98	0	0
CHT - Extend local bus service from Friday Center to serve demand in 54 corridor to I-40 or beyond.	\$48,296	20.82	0	100
CHT - Extend local bus service from Friday Center to serve demand in 54 corridor to I-40 or beyond.	\$48,296	20.82	0	77

CHT - 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	0	100
CHT - 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	0	100
CHT - 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	0	56
Hillsborough Train Station	\$8,000,000	18.97	100	100
Total Points for Non-Highway			1,089	1,116

A total of 1,089 Division points are recommended for non-highway projects. Additional points for high scoring projects could be justified. However, the points would need to be taken from competitive highway projects.

For the 6% flexible funding, it appears likely that very little, if any, of this funding would be programmed in Division 5 and 7 due to many highly competitive highway and non-highway projects and the limited Division funding available.

Public Comments Received on Draft MPO Point Assignment

July 14, 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

From: Rkitchin <rkitchin@aol.com>
Sent: Wednesday, June 18, 2014 12:18 PM
To: Beckmann, Ellen
Cc: jimcarrollnc@gmail.com
Subject:priorities for DOT/transportation projects

Hello Ms. Beckmann,
Please accept my request for top priority for the projects relieving traffic congestion near Farrington Road and Route 54. I know the developer for the two seven-story towers to be built on the (current) Baptist Church site has promised more than \$1.1 million in improvements to that intersection while he is building the first tower, but there are other publicly funded improvements that have been suggested:

- 1) entry ramp to I40 East from Farrington Road heading north
- 2) overpasses on 54.

Thanks for your help,
Rosemarie Kitchin

rkitchin@aol.com
Rosemarie Kitchin
6702 Glen Forest Drive
Chapel Hill, NC 27517
919.768.0749 home
919.724.3723 mobile

From: DSLlongman@aol.com
To: ellen.beckmann@DurhamNC.gov
CC: gkneeb@aol.com, vanderws@me.com, Barbara.Ann.Paradise@gmail.com, sadams5@nc.rr.com,
carol.ann.conway@gmail.com
Sent: 7/11/2014 10:18:12 A.M. Eastern Daylight Time
Subj: Accidents at Bennett and Mt. Carmel church Rd.

Ms. Beckmann:

I am President of Hunt's Reserve Homeowners' Association. I represent 36 residential lots near the end of Bayberry Rd. The vast majority of us use the Bennett Mt.. Carmel Church intersection at least twice a day if not more.

In the years I have lived here, I have personally witnessed 3 accidents at this intersection-fortunately none fatal. I didn't take pictures, but I am sure they must be a matter of record. I am also sure there may have been many more accidents I didn't personally witness.

It is clearly a dangerous intersection with people proceeding West bound around a very limited sight curve frequently at or above the 45 mph speed limit. The limited sight of both those on Mt. Carmel Church Rd AND those emerging from Bennett is a formula for problems.

I would point out , that in addition to accidents you might consider near misses. There have been plenty of those as some of the skid marks on the road can attest. A high speed approach west bound on Mt. Carmel Church combined with the Bennett intersection AND frequently backed up traffic from 15-501 intersection mean speed is dangerous.

The situation is becoming even more problematic with increased numbers of people turning left on Bennett from Mt. Carmel Church Road. If Obey Creek is approved this will increase considerably.

I urge your consideration of a traffic circle at the intersection and warning lights further down Mt. Carmel Church Rd. to slow people down for the round about.

Douglas Longman
President , HRHOA
DSLlongman@aol.com
919-969-8167

From: "gkneeb@aol.com" <gkneeb@aol.com>
Date: July 12, 2014 at 5:13:51 PM EDT
To: <strategicplanning@ncdot.gov>, <ellen.beckmann@DurhamNC.gov>
Cc: <dbonk@townofchapelhill.org>, <cnedwards@ncdot.gov>, <ed.harrison@mindspring.com>, <gordon.alice@gmail.com>
Subject: Public comments: Strategic Transportation Improvement points allocation methodology AND Mt. Carmel Church/Bennett intersection in Chapel Hill
Members of the TAC and NCDOT:

Thank you for affording the opportunity for public comment on North Carolina's new Strategic Transportation Investment program, including support for specific projects under consideration for funding and scheduling.

I applaud the state for taking a more strategic and objective approach to funding projects and am pleased to see that this approach will allow completion of more projects; however, I am concerned about the program's emphasis on traffic flow and cost/benefit over safety which is demonstrated in the scoring methodology for District projects:

Data portion (50%) broken down as follows:

- Congestion: 20%
- Cost/benefit: 20%
- Safety: 10%

The emphasis on traffic flow and cost over safety is also reflected in the Prioritization 3.0 Project Summary form which fails to provide sufficient existing conditions and crash/safety-related information to allow NCDOT decision-makers to identify those intersections and stretches of roadway which should be given highest priority for funding and scheduling to address dangerous conditions and safety concerns in a timely manner.

Take for example, the intersection of Mt. Carmel Church /Bennett Road in southern Chapel Hill (Project 111056) – a project I strongly support for immediate funding.

The Mt. Carmel Church/Bennett intersection is the site of frequent, severe accidents each year despite NCDOT's implementation of traffic calming and safety improvement measures over the past five years.

In a nutshell, a description of conditions at this intersection would read as follows:

Problems at this intersection are largely related to two specific factors:

- Location on a blind curve and downhill slope
- High rate of speed (average speeds 57 mph in 35 mph zone)

Accidents have included a number of rolled or partially rolled vehicles.

A.M. Peak hour traffic, when school is in session, is beginning to back up close to the intersection, increasing safety concerns.

NCDOT Division engineers have already implemented other measures (flashing signal lights, double, reflective Stop signage, regular trimming of shrubbery) but accidents and near-misses continue. The intersection serves as the main neighborhood egress for hundreds of families but is treacherous for both auto and bike/pedestrian traffic.

Comparison of this description with the Project Data page (Page #3) of the "NCDOT Prioritization 3.0 Summary" shows the need for additional information in the "Existing Conditions" table. For instance:

Line #	Existing conditions Existing cross-section	
1	Speed limit:	35 mph
Add new row	Average travel speed:	57 mph (NCDOT traffic study)
6 – 9	Terrain, Lane/Shoulder Width, Curb & Gutter	
Add new row	Other	Blind curve, reduced sight lines (% ?); downhill slope
10 – 15	Capacity and volume	
Add new row	Future growth considerations	Provide information from S15-501 corridor study, anticipated future development at Obey Creek....
16 – 20	Crash data (Density, Frequency, Severity)	Does %/ranking/averaged data accurately represent # and type of accidents? (See picture attached)
Add new row	Traffic calming, safety improvements already implemented?	Attempts to improve safety helpful but accidents continue - flashing warning lights, - trimming shrubbery to improve visibility - placement of double, reflective stop signs
26 Correct data	Actual congested speed	0; <i>School year morning traffic backs up to intersection. Further backup will increase dangerous conditions due to blind curve</i>

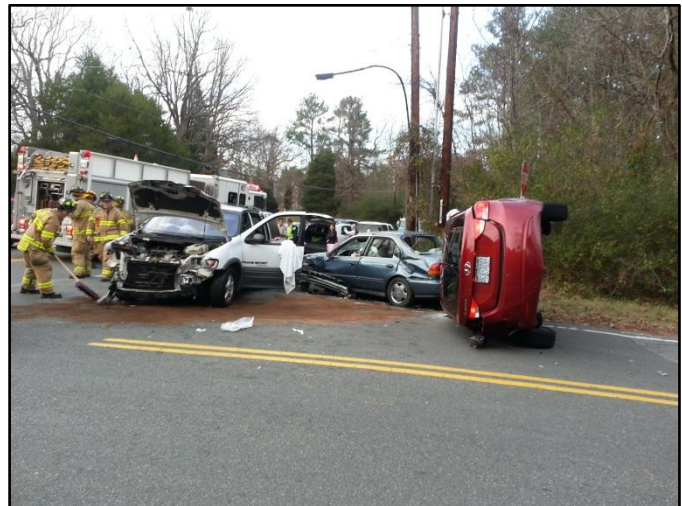
In addition, safety benefits should be included in the Project Benefits table:

Line #	Project Cross Section	
1	Speed limit	35 mph
New line	Average travel speed	35 mph
16 – 20	Crash data	1)Reduce accidents, near misses at Mt. Carmel Church/Bennett 2)Provide safe neighborhood egress for 300 families

	<p>Improve bike/ pedestrian safety, access to transit stop 3) Reduce traffic speeds and improve safety at other neighborhood entrances (Lombard, Mallard Court)</p>
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Allowing Division engineers and local transportation organizations to determine 50% of the points is a good start but, clearly, emphasis on traffic flow and cost over safety in assigning “data” points may delay improvements to truly dangerous intersections, like Mt. Carmel Church/Bennett, while congested intersections that produce frequent fender benders are given higher priority.

Moving forward, I urge you to make changes to the program to give additional weight and priority to safety issues and include the information necessary to provide decision-makers with a full picture.



Sincerely,

Jeanne Brown
 104 Beechridge Court
 Chapel Hill, NC

Dear Ellen, Felix, Andy, and Mark,

After reviewing the funded projects at the statewide level and the draft prioritization point allocations for the regional and division level, we do not have any major comments or recommendations at this time. We do have an idea below for your consideration.

One idea would be to consider applying regional priority points to either all or a portion of the remainder of the US 70 freeway conversion east of the future East End Connector in eastern Durham County. The conversion of US 70 to a freeway between the Connector and I-540 in Wake County is a long-standing priority of RTA, and is frequently discussed as part of the Triangle Core Freeway Network concept during I-40 Partnership meetings.

This suggestion is to consider applying regional prioritization points with the goal of advancing funding for all or part of the US 70 freeway conversion:

A) The entire freeway conversion, from East End Connector to future Miami Blvd interchange to Wake County line/future N. Durham Parkway/Aviation freeway extension, or

B) The western portion of the freeway conversion, from East End Connector to future Miami Blvd interchange, or

C) The eastern portion of the freeway conversion, from future Miami Blvd interchange to Wake County line/future N. Durham Parkway/Aviation freeway extension

Some reasons to consider applying priority points to all or part of this project would be:

- US 70 freeway conversion has been part of DCHC MPO plan for many years
- US 70 / Miami Blvd interchange is now funded at Statewide level in DCHC MPO region
- US 70 / T W Alexander Drive interchange apparently has a good possibility of funding at Regional level in CAMPO region
- US 70 / Brier Creek Pkwy interchange is now funded at Statewide level in CAMPO region
- An upgraded US 70 will leverage new connectivity benefits from the East End Connector project which begins later this year
- Funding all or part of the project may enable the environmental process for the corridor to commence sooner, and in concert with the Miami Blvd environmental review
- Upgrading all or part of US 70 may make the future creation of managed lanes on I-40 less disruptive regionally by having a viable parallel corridor in place

There is an additional reason to consider applying regional prioritization points for this project: while the project may be fundable again in two years under STI, there are no guarantees about future funding levels, and there are also no guarantees that the formula and criteria will remain unchanged.

We are not as well versed in the intricacies of the STI prioritization process, and it is not 100% clear to us whether or not the project can be funded, either in whole (A) or in part (B or C), even if prioritization points were added by the MPO and/or the Division Engineer. In addition, given the number of projects that could potentially be funded in this funding region, and the fact that multiple MPOs and RPOs are assigning priority points for those various projects, we understand that there will be tradeoffs as to which projects to prioritize and the relative benefits of each – this idea to consider does not focus on those tradeoffs.

We offer this idea to consider given the potential opportunity to advance this regional priority project and in light of the reasons listed above.

Please let me know if you have any questions.

Joe

Joe Milazzo II, PE
Executive Director
Regional Transportation Alliance
w 919.664-7065
m 919.389-9285
joe@letsgetmoving.org
[@RTATriangle](#)

From: Richard Andrews <andrews298@gmail.com>
Date: July 13, 2014 at 4:40:47 PM EDT
To: <ellen.beckmann@DurhamNC.gov>, <strategicplanning@ncdot.gov>
Cc: Hannah Andrews <Hannah_W_Andrews@bellsouth.net>
Subject: Improvement of Mt. Carmel Church/Bennett Road intersection (H11056), NCDOT Division 7

I am writing on behalf of my wife and myself to express our strongest support for the proposed project to improve the intersection of Mt. Carmel Church and Bennett Roads (H11056). We live at 298 Azalea Drive, at the corner of Bennett Road just one short block from this intersection, and we experience the risks of this intersection daily. By virtue of our location, we also are often the first persons to call 911 when serious collisions happen there: we hear the impact, and pick up the phone and call it in before even going out to try to be of assistance. As the data will document for you, serious accidents happen more frequently at this intersection than at any other intersection in the Chapel Hill area; and they are indeed often serious, including cars that have flipped over or on their side or hit poles or other seriously dangerous outcomes.

The fundamental problem with this intersection is that traffic from the Azalea neighborhood (a sizable population) enters Mt. Carmel from Bennett Road on the inside of a somewhat blind curve, into northbound traffic on Mt. Carmel Church Road which has just come down a long hill in rural driving conditions and suddenly at this curve enters a built-up suburban area. I have driven this myself to try to understand the conditions facing northbound drivers on Mt. Carmel Church, and can confirm that even though the speed limit is posted at 35 mph, if one is driving less than 35 mph at the top of the hill and does not actively apply the brakes going downhill, the car will reach a speed of over 50 mph going into the curve approaching Bennett Road; and with a rural straightaway going down the hill, it is entirely too easy for drivers not to recognize the significant change of conditions and risks they are suddenly approaching.

This danger has increased significantly with the increasing development that has taken place in recent years farther down Mt. Carmel and Farrington Roads, making this road a far more heavily traveled commuter thoroughfare than in the past, with at some times of day very few breaks in the traffic.

An additional hazard is that increasing numbers of northbound cars on Mt. Carmel are now turning left onto Bennett Road to reach new shopping destinations in that direction (Southern Village, Wal-Mart on 15-501 South), thus creating an additional hazard on the blind curve if northbound cars following them are not anticipating left-turning vehicles ahead of them, and do not have room to slow down or swerve around them.

Paradoxically, however, sometimes the only way even to turn right from Bennett onto Mt. Carmel Church northbound is if a northbound car on Mt Carmel Church Road does stop to turn left onto Bennett Road westbound, thus blocking other oncoming cars long enough for a driver from Bennett to enter turning right. As noted above, however, this also increases the risk of rear-end collisions on Mt. Carmel northbound, and does nothing to reduce the risks for cars trying to cross Mt. Carmel Church going westbound on Bennett Road, or most scary of all, trying to turn

left from Bennett Road onto southbound Mt. Carmel Church Road across oncoming traffic in both directions.

Finally, for all these reasons this intersection is also seriously dangerous to pedestrians. There is a city bus stop just one long block west of this intersection on 15-501, which is actively used by some residents of the Azalea Drive neighborhood including at least one who is visually impaired, yet there is no signalization or other protection for pedestrians whatsoever at the Mt. Carmel Church-Bennett Road intersection, and it is seriously scary to try to cross at any time when commuter or other traffic is strong.

In short, this is a seriously and constantly hazardous intersection, and fully deserves your top priority for immediate improvements. I am confident that we speak for many neighbors in addition to ourselves in asking for your approval of this project for top-priority and immediate funding.

Sincerely,

Richard and Hannah Andrews
 298 Azalea Drive, Chapel Hill, NC 27517
 919-929-2988
andrews298@gmail.com
hannah_w_andrews@bellsouth.net

From: John or Yvonne Schmidt <schmidj@nc.rr.com>
Date: July 13, 2014 at 11:02:07 PM EDT
To: <strategicplanning@ncdot.gov>, <ellen.beckmann@DurhamNC.gov>
Subject: H111056 Roundabout at intersection of Mt. Carmel Church Road and Bennett Road (Chapel Hill)

I am writing in support of the proposed installation of a roundabout at the intersection of Mt. Carmel Church and Bennett Road (H111056).

I have lived in many areas of the US, and this is **the single most dangerous intersection that I have ever encountered.** When making a left turn from Bennett to Mt. Carmel Church Rd. heading south and east, the road as presently configured is **exceedingly** dangerous.

Mt. Carmel Church road curves sharply before the intersection and there is minimum sight distance to the point where oncoming cars are hidden by the curve. In addition the cars coming downhill on Mt. Carmel Church gain speed and invariably are going 45-55 mph despite the posted speed limit of 35 mph. The result is very little time to see an oncoming car. There have been numerous serious accidents at the intersection as a result. People will be killed unless something is done about the problem. The proposed roundabout (H111056) is a good solution, and I urge you to give this project a high priority for expedited completion.

John E. Schmidt
 1417 Gray Bluff Trail
 Chapel Hill, NC 27517

Phone: 919-968-0322

From: Alan Hoyle <alan@alanhoyle.com>
Date: July 14, 2014 at 5:53:11 PM EDT
To: <ellen.beckmann@durhamnc.gov>
Subject: bike to/from Durham from Chapel Hill

Ms. Beckmann,

I live in Orange County just outside of Chapel Hill (my property is adjacent to the town line). One thing that never seems to come up is a safe bike route between Chapel Hill and Durham.

I bike to/from campus at UNC almost every day, and my wife works at Duke. She would like to be able to bike to work safely, but doesn't feel safe on any of the route options we have.

The options accessible from the northern edge of Chapel Hill: Erwin, Whitfield, Mount Sinai, and 15-501 all lack bicycle accommodations. The recent work on Whitfield actually made the trip there worse: While they added a very narrow shoulder, they made it unridable by adding rumble strips.

While I suspect only 15-501 and Erwin are within your purview, I thought it should be part of the discussion.

Thanks, alan

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



CHATHAM COUNTY COMMISSIONERS

Walter Petty, Chair
Brian Bock, Vice Chair

Mike Cross
Pam Stewart
Jim Elza

COUNTY MANAGER

Charlie Horne

P. O. Box 1809, Pittsboro, NC 27312-1809 • Phone: (919) 542-8200

June 27, 2014

DCHC-MPO LPA Staff
City of Durham Transportation Department
101 City Hall Plaza
Durham, NC 27701

DCHC-MPO LPA Staff,

The Chatham County Board of Commissioners met Monday, June 16th 2014 to discuss the Strategic Transportation Investment local input scores for those projects within Chatham County. DCHC-MPO has not assigned points to any Chatham County projects. Our Board is requesting that the MPO consider assigning local input points to the transit project identified as the "T130012 Chapel Hill FY19 Pittsboro Express Expansion Vehicle" project. Chatham planning staff has confirmed support of this point assignment with Chapel Hill Transit, as this project is considered a high priority for their agency.

In light of the growth in our County and the in the spirit of regionalism, our Board unanimously supports this project and we respectfully request the MPO consider assigning local input points to the Chapel Hill FY19 Pittsboro Express Expansion Vehicle project.

Your time and attention is appreciated.

Sincerely,

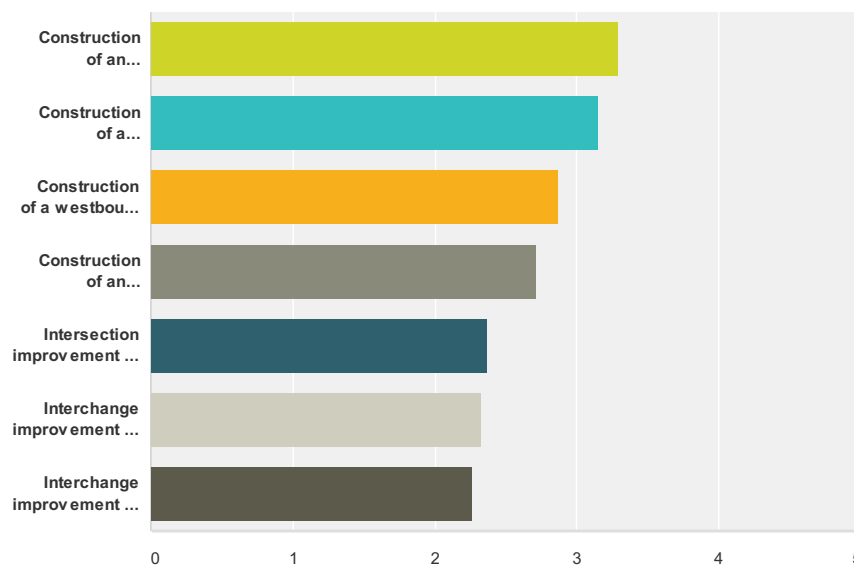
Walter Petty, Chair
Chatham County Board of Commissioners

WP/hkp

CC: Jim Elza, Chatham County DCHC-MPO TAC Representative
Charlie Horne, Chatham County Manager
Jason Sullivan, AICP, Planning Director
Hillary Pace, Planner II
Mila Vega, Transit Service Planner, Chapel Hill Transit
Rob Stone, PE, NCDOT Division 8 Engineer
Mike Mills, PE, NCDOT Division 7 Engineer

Q1 Only Interstate and major US and NC highway routes, freight railroad, and commercial airports are eligible for funding from the Statewide category. Statewide projects are selected for funding based on quantitative criteria only. NCDOT has identified seven highway projects for Statewide funding in the DCHC MPO. No freight railroad projects were identified for funding, and no commercial airports are within the MPO boundary. The map below displays all of the highway projects that were eligible for Statewide funding. The seven projects identified for funding are shown in green. A superstreet is a restricted crossing intersection with U-turns (ex. US 15-501 Fordham Blvd. at Erwin Rd./Europa Dr. in Chapel Hill) Do you support the future construction of these projects?

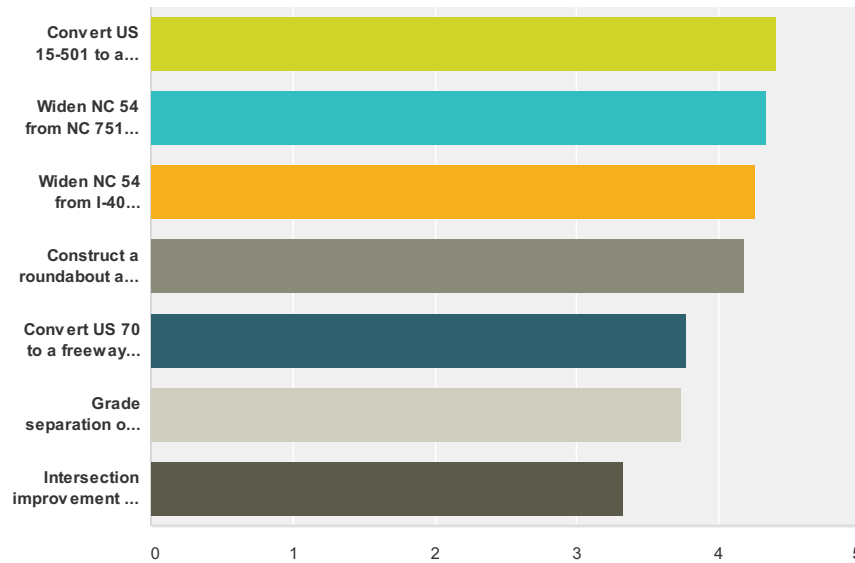
Answered: 260 Skipped: 12



	Strongly Support	Support	Do Not Support	Strongly Do Not Support	Do Not Know	Total	Average Rating
Construction of an interchange on US 70 at Miami Blvd. in Durham	11.07% 28	30.83% 78	14.62% 37	5.14% 13	38.34% 97	253	3.29
Construction of a superstreet on US 15-501 from E. Lakeview Dr. to Sage Rd. in Chapel Hill	16.00% 40	22.40% 56	21.20% 53	11.60% 29	28.80% 72	250	3.15
Construction of a westbound lane on I-40 between the NC 147 (Durham Freeway) and NC 55 interchanges in Durham County	18.73% 47	32.27% 81	17.53% 44	6.37% 16	25.10% 63	251	2.87
Construction of an interchange at US 15-501 and Garrett Rd. in Durham	23.69% 59	31.73% 79	14.86% 37	9.64% 24	20.08% 50	249	2.71
Intersection improvement at US 15-501 (Fordham Blvd.) and Ephesus Church Rd. in Chapel Hill	29.48% 74	40.64% 102	9.56% 24	4.38% 11	15.94% 40	251	2.37
Interchange improvement at US 15-501 (Fordham Blvd.) and NC 54 (Raleigh Rd.) in Chapel Hill	29.48% 74	39.84% 100	13.15% 33	3.19% 8	14.34% 36	251	2.33
Interchange improvement at I-40 and NC 54 in Durham	36.90% 93	33.33% 84	11.51% 29	3.17% 8	15.08% 38	252	2.26

Q2 Seven highway projects in Durham County are competitive for Regional category funding. Please rank the following highway projects in Durham County in order of importance (1 being the most important). Grade separation is building an overpass/underpass where two roads currently meet at a intersection.

Answered: 191 Skipped: 81



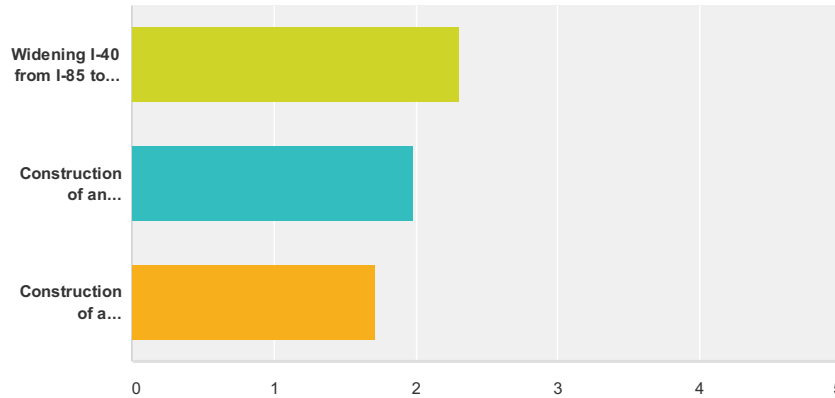
	1	2	3	4	5	6	7	Total	Average Ranking
Convert US 15-501 to a freeway from I-40 to US 15-501 Bypass	25.79% 49	18.42% 35	9.47% 18	8.95% 17	10.53% 20	7.37% 14	19.47% 37	190	4.40
Widen NC 54 from NC 751 (Hope Valley Rd.) to Fayetteville Rd.	15.18% 29	17.80% 34	16.23% 31	15.71% 30	14.14% 27	12.57% 24	8.38% 16	191	4.33
Widen NC 54 from I-40 interchange to Barbee Chapel Rd.	11.52% 22	18.85% 36	18.85% 36	17.80% 34	13.09% 25	7.85% 15	12.04% 23	191	4.26
Construct a roundabout at NC 751 (Hope Valley Rd.) and University Dr.	22.51% 43	10.99% 21	9.95% 19	15.71% 30	12.04% 23	16.75% 32	12.04% 23	191	4.18
Convert US 70 to a freeway from Lynn Rd. to Miami Blvd.	8.90% 17	13.61% 26	12.57% 24	16.75% 32	17.28% 33	20.94% 40	9.95% 19	191	3.77
Grade separation of Farrington Road and NC 54	10.47% 20	9.42% 18	18.32% 35	15.18% 29	16.23% 31	13.09% 25	17.28% 33	191	3.74
Intersection improvement at US 501 (Roxboro Rd.) and Infinity Rd./Latta Rd.	5.76% 11	10.99% 21	14.66% 28	9.95% 19	16.75% 32	21.47% 41	20.42% 39	191	3.33

Q3 Please use the space below to explain any of your answers or to note if you do not support any of the above projects.

Answered: 55 Skipped: 217

Q4 Three highway projects in Orange County are competitive for funding from the Regional category. Please rank the following highway projects in Orange County in order of importance (1 being the most important). A superstreet is a restricted crossing intersection with U-turns (ex. US 15-501 Fordham Blvd. at Erwin Rd./Europa Dr. in Chapel Hill)

Answered: 175 Skipped: 97



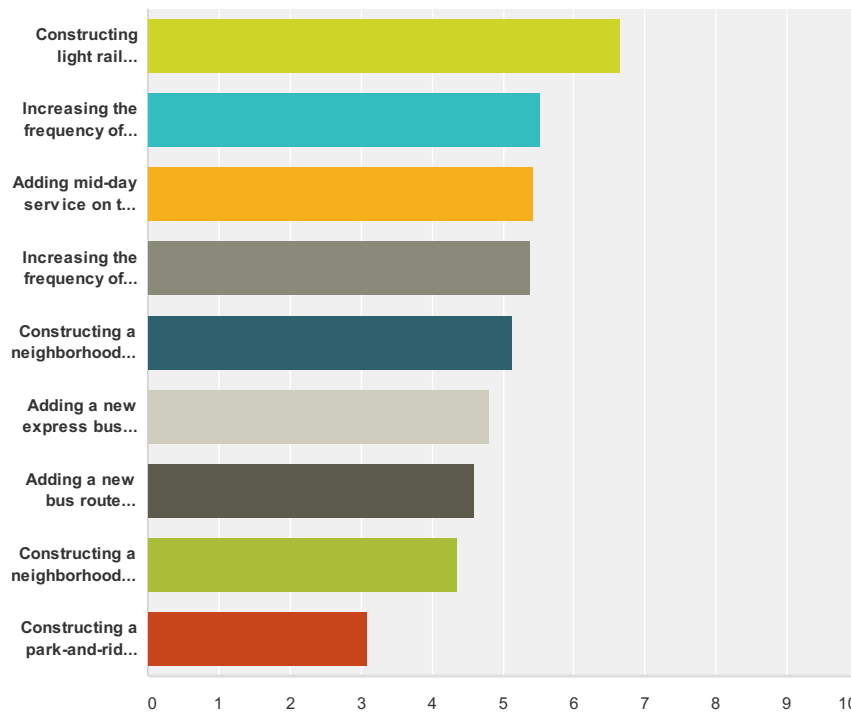
	1	2	3	Total	Average Ranking
Widening I-40 from I-85 to US 15-501	52.00% 91	27.43% 48	20.57% 36	175	2.31
Construction of an additional lane on US 15-501 for the northbound to eastbound ramp movement at the NC 54/NC 86 (S. Columbia St.) interchange	26.86% 47	44.00% 77	29.14% 51	175	1.98
Construction of a superstreet on NC 54 from Burning Tree Dr. to Barbee Chapel Rd.	21.14% 37	28.57% 50	50.29% 88	175	1.71

Q5 Please use the space below to explain any of your answers or to note if you do not support any of the above projects.

Answered: 42 Skipped: 230

Q6 Triangle Transit is eligible to receive Regional category funding for bus or rail projects that provide service between cities and counties. Please rank the following Triangle Transit projects in order of importance (1 being the most important). A Neighborhood Transit Center is a community level multi-modal transit facility that will serve as a safe and accessible transfer point for various bus routes and transit agencies, provide passenger waiting areas, and offer customer information.

Answered: 184 Skipped: 88



	1	2	3	4	5	6	7	8	9	Total	Average Ranking
Constructing light rail transit from UNC Hospital in Chapel Hill to Alston Avenue in Durham	50.00% 92	9.24% 17	5.98% 11	5.98% 11	1.63% 3	5.98% 11	2.17% 4	5.98% 11	13.04% 24	184	6.65
Increasing the frequency of the express bus route between Durham and Raleigh (Route DRX) to every 15 minutes during peak hours	7.61% 14	15.76% 29	18.48% 34	11.96% 22	16.85% 31	7.61% 14	7.07% 13	7.07% 13	7.61% 14	184	5.53
Adding mid-day service on the express bus route between Chapel Hill and Raleigh (Route CRX)	10.87% 20	16.85% 31	11.96% 22	10.87% 20	10.87% 20	13.04% 24	10.87% 20	8.15% 15	6.52% 12	184	5.43
Increasing the frequency of the bus route between Durham, Durham Technical Community College, and Research Triangle Park (Route 700) to every 15 minutes during peak hours	4.89% 9	11.41% 21	17.93% 33	18.48% 34	14.13% 26	13.04% 24	9.24% 17	5.43% 10	5.43% 10	184	5.39
Constructing a neighborhood transit center in southern Durham at the Southpoint park-and-ride lot	7.07% 13	13.04% 24	13.04% 24	10.87% 20	19.02% 35	6.52% 12	14.13% 26	9.78% 18	6.52% 12	184	5.14
Adding a new express bus route between Mebane, Hillsborough, and Durham	11.41% 21	10.33% 19	5.98% 11	11.96% 22	14.13% 26	9.24% 17	10.87% 20	14.67% 27	11.41% 21	184	4.80
Adding a new bus route between downtown Durham, the hospitals, northern Durham, and Rougemont	5.98% 11	7.61% 14	9.24% 17	12.50% 23	10.87% 20	19.02% 35	14.67% 27	10.87% 20	9.24% 17	184	4.60
Constructing a neighborhood transit center in southwest Durham at the Patterson Place park-and-ride lot	1.09% 2	11.41% 21	13.04% 24	9.78% 18	7.07% 13	14.13% 26	14.67% 27	21.20% 39	7.61% 14	184	4.37

Transportation Priorities

TCC 7/23/2014 Attachment 5E

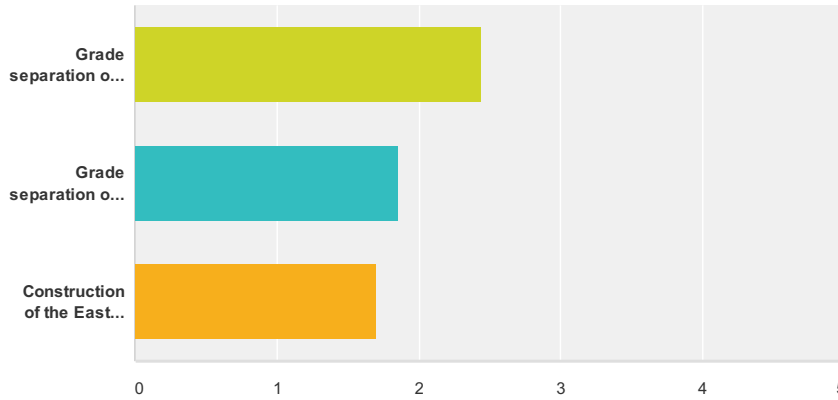
Constructing a park-and-ride lot in Rougemont	1.09%	4.35%	4.35%	7.61%	5.43%	11.41%	16.30%	16.85%	32.61%		
	2	8	8	14	10	21	30	31	60	184	3.09

Q7 Please use the space below to explain any of your answers or to note if you do not support any of the above projects.

Answered: 43 Skipped: 229

Q8 Railroad track improvements are also eligible for Regional category funding. Please rank the following railroad projects in order of importance (1 being the most important). Grade separation is building an overpass/underpass at a railroad crossing of a street.

Answered: 125 Skipped: 147



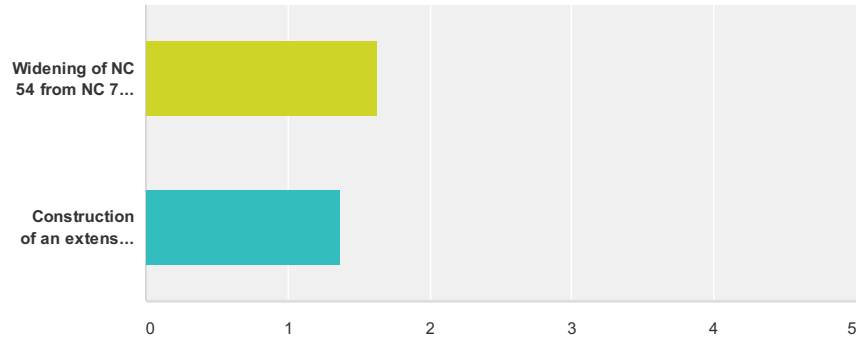
	1	2	3	Total	Average Ranking
Grade separation of the railroad and Blackwell St. and Mangum St. in downtown Durham	64.00% 80	16.00% 20	20.00% 25	125	2.44
Grade separation of the railroad and Ellis Rd. (north-end crossing near Angier Avenue intersection) in Durham	17.60% 22	50.40% 63	32.00% 40	125	1.86
Construction of the East Durham siding track which includes grade separation of Glover Road, closure of the crossing of Wrenn Rd., and grade separation of Ellis Rd. (south-end crossing near Bethesda area)	18.40% 23	33.60% 42	48.00% 60	125	1.70

Q9 Please use the space below to explain any of your answers or to note if you do not support any of the above projects.

Answered: 34 Skipped: 238

Q10 Two highway projects in Durham County are competitive for funding from the Division category. Please rank the following highway projects in Durham County in order of importance (1 being the most important).

Answered: 156 Skipped: 116



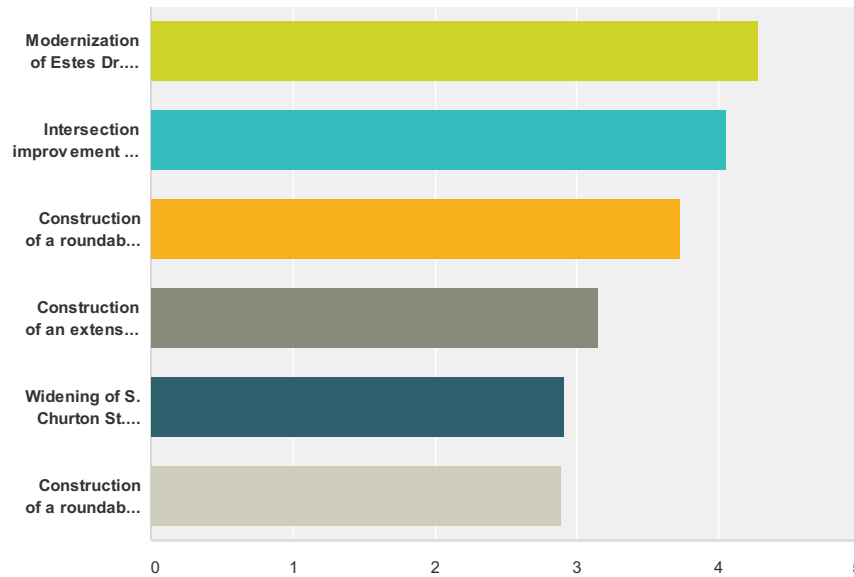
	1	2	Total	Average Ranking
Widening of NC 54 from NC 751 (Hope Valley Rd.) to Fayetteville Rd.	63.46% 99	36.54% 57	156	1.63
Construction of an extension of Woodcroft Parkway from NC 751 (Hope Valley Rd.) to Garrett Rd.	36.54% 57	63.46% 99	156	1.37

Q11 Please use the space below to explain any of your answers or to note if you do not support any of the above projects.

Answered: 33 Skipped: 239

Q12 Six highway projects in Orange County are competitive for funding from the Division category. Please rank the following highway projects in Orange County in order of importance (1 being the most important).

Answered: 158 Skipped: 114



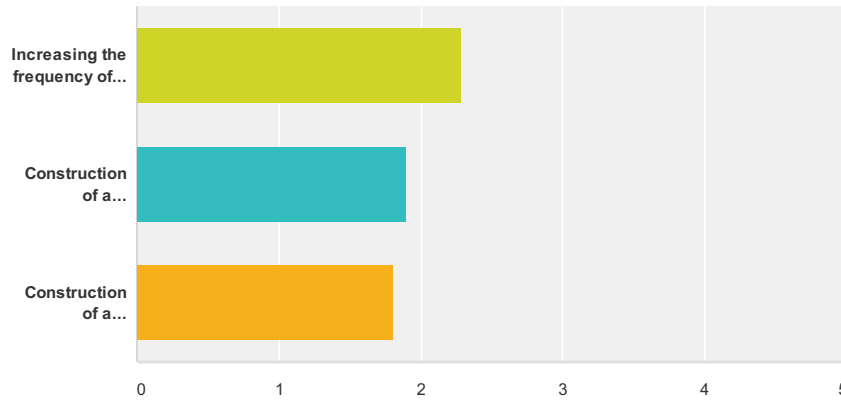
	1	2	3	4	5	6	Total	Average Ranking
Modernization of Estes Dr. from NC 86 to Caswell Rd. in Chapel Hill (widen lanes to 12 feet, add bicycle lanes, and sidewalks)	31.01% 49	20.89% 33	20.25% 32	10.76% 17	7.59% 12	9.49% 15	158	4.28
Intersection improvement at Frankln St./E. Main St./Merritt Mill Rd./Brewer Ln. in Carrboro and Chapel Hill	21.52% 34	20.25% 32	22.78% 36	18.99% 30	10.13% 16	6.33% 10	158	4.05
Construction of a roundabout at Estes Dr. and Greensboro St. in Carrboro	15.19% 24	23.42% 37	17.72% 28	17.72% 28	14.56% 23	11.39% 18	158	3.73
Construction of an extension of Orange Grove Rd. from S. Churton St. to US 70A/NC 86 in Hillsborough (near future rail station site)	10.83% 17	14.01% 22	15.29% 24	19.11% 30	21.02% 33	19.75% 31	157	3.15
Widening of S. Churton St. from I-40 to the Eno River in Hillsborough	15.19% 24	9.49% 15	9.49% 15	12.66% 20	22.78% 36	30.38% 48	158	2.91
Construction of a roundabout at Mt. Carmel Church Rd. and Bennett Rd. in Chapel Hill/southern Orange County.	6.33% 10	12.03% 19	14.56% 23	20.89% 33	24.05% 38	22.15% 35	158	2.89

Q13 Please use the space below to explain any of your answers or to note if you do not support any of the above projects.

Answered: 32 Skipped: 240

Q14 Please rank the following Durham Area Transit Authority projects in order of importance (1 being the most important). A Neighborhood Transit Center is a community level multi-modal transit facility that will serve as a safe and accessible transfer point for various bus routes and transit agencies, provide passenger waiting areas, and offer customer information.

Answered: 128 Skipped: 144



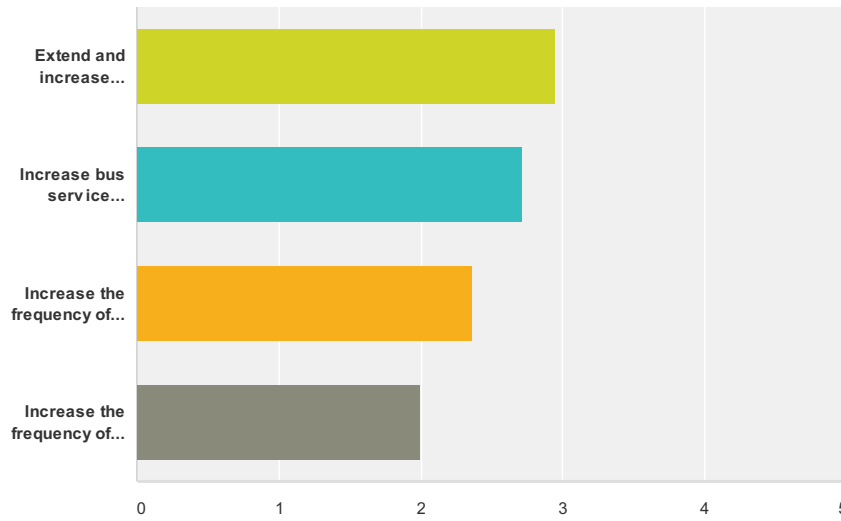
	1	2	3	Total	Average Ranking
Increasing the frequency of Route 4 to every 15 minutes (serves Duke Regional Hospital, Roxboro Rd. shopping centers, Durham Center for Senior Life, downtown Durham)	51.56% 66	25.78% 33	22.66% 29	128	2.29
Construction of a Neighborhood Transit Center in northern Durham.	26.56% 34	36.72% 47	36.72% 47	128	1.90
Construction of a Neighborhood Transit Center at The Village Shopping Center (Holloway St. and Miami Blvd.).	21.88% 28	37.50% 48	40.63% 52	128	1.81

Q15 Please use the space below to explain any of your answers or to note if you do not support any of the above projects.

Answered: 23 Skipped: 249

Q16 Please rank the following Chapel Hill Transit projects in order of importance (1 being the most important).

Answered: 108 Skipped: 164



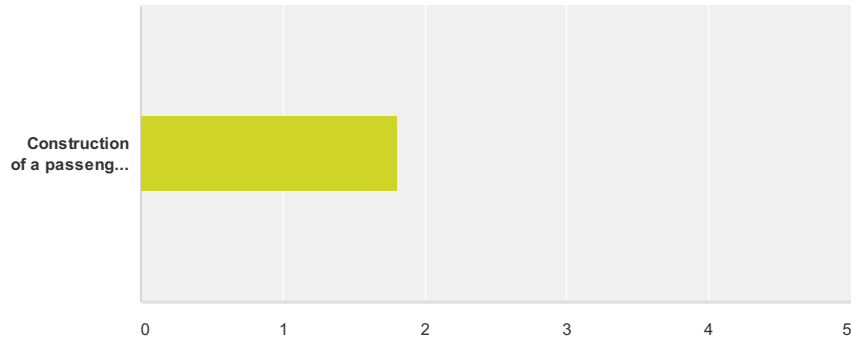
	1	2	3	4	Total	Average Ranking
Extend and increase service on the CL Route (Colony Lake/Sage Rd./UNC Hospitals) and D Route (Culbreth Rd./Franklin St./Eastowne) including connecting to DATA and Triangle Transit at New Hope Commons	43.52% 47	21.30% 23	20.37% 22	14.81% 16	108	2.94
Increase bus service frequency on the FCX Route (Friday Center Express), S Route (South Campus/NC 54 East Park and Ride Lot), and V Route (Southern Village/Meadowmont) along the NC 54 corridor.	27.78% 30	30.56% 33	26.85% 29	14.81% 16	108	2.71
Increase the frequency of the NU route (PR Lot/UNC Hospitals) along Martin Luther King Jr. Blvd. and S. Columbia St.	16.67% 18	27.78% 30	30.56% 33	25.00% 27	108	2.36
Increase the frequency of the PX Route (Pittsboro Express) along US 15-501	12.04% 13	20.37% 22	22.22% 24	45.37% 49	108	1.99

Q17 Please use the space below to explain any of your answers or to note if you do not support any of the above projects.

Answered: 26 Skipped: 246

Q18 There is one railroad project that is being considered for Division category funding. Please indicate your support for this project.

Answered: 185 Skipped: 87



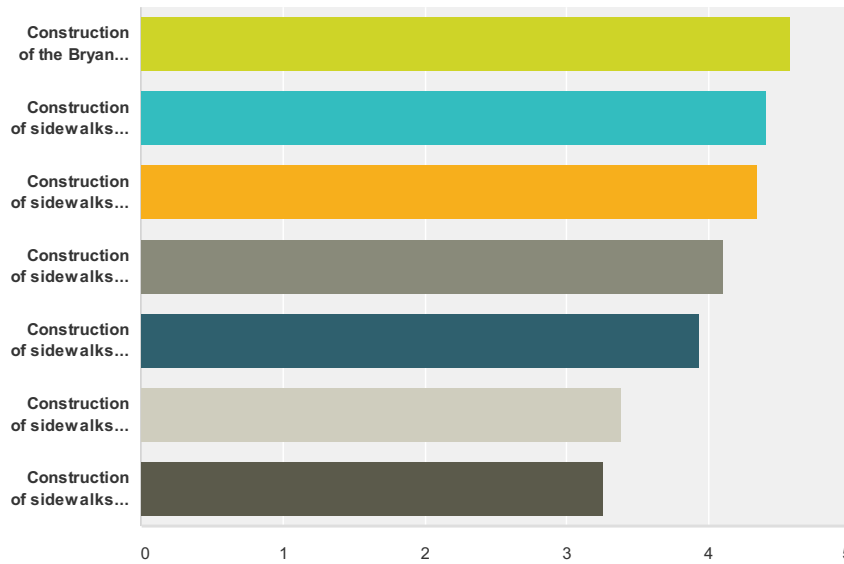
	Strongly Support	Support	Do Not Support	Strongly Do Not Support	Do Not Know	Total	Average Rating
Construction of a passenger rail station in Hillsborough for Amtrak service.	52.43% 97	30.27% 56	7.57% 14	3.78% 7	5.95% 11	185	1.81

Q19 Please use the space below to explain any of your answers or to note if you do not support any of the above projects.

Answered: 12 Skipped: 260

Q20 Seven bicycle and pedestrian projects in Durham County are competitive for Division category funding. Please rank the following projects in order of importance (1 being the most important).

Answered: 130 Skipped: 142



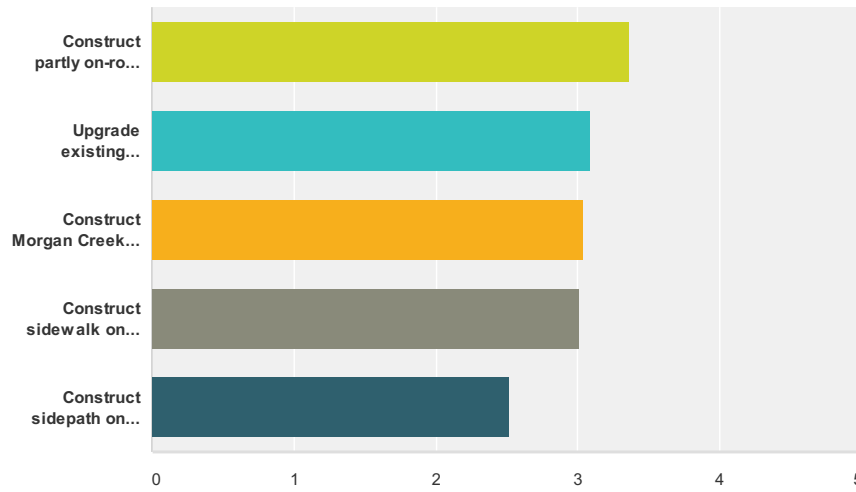
	1	2	3	4	5	6	7	Total	Average Ranking
Construction of the Bryant Bridge Trail between NC 55 and the R. Kelly Bryant Pedestrian Bridge over NC 147 in Durham	23.08% 30	23.08% 30	12.31% 16	6.15% 8	11.54% 15	12.31% 16	11.54% 15	130	4.57
Construction of sidewalks on the east-side of N. Duke St. between Murray Ave. and N. Roxboro Rd. in Durham	16.15% 21	18.46% 24	20.00% 26	9.23% 12	14.62% 19	14.62% 19	6.92% 9	130	4.41
Construction of sidewalks on both sides of LaSalle St. between Kangaroo Dr. and Hillsborough Rd. and on one side between Hillsborough Rd. and Sprunt Ave. in Durham	20.00% 26	16.92% 22	13.85% 18	13.85% 18	11.54% 15	9.23% 12	14.62% 19	130	4.34
Construction of sidewalks on the south-side of NC 54 between NC 55 and the limits of Research Triangle Park in Durham	22.31% 29	13.08% 17	12.31% 16	8.46% 11	11.54% 15	13.08% 17	19.23% 25	130	4.10
Construction of sidewalks on both sides of NC 157 (Guess Rd.) from Hillcrest Dr. to W. Carver St. in Durham	10.00% 13	12.31% 16	13.85% 18	23.08% 30	17.69% 23	12.31% 16	10.77% 14	130	3.94
Construction of sidewalks on the east-side of NC 55 from Riddle Rd. to Cecil St. in Durham	5.38% 7	9.23% 12	12.31% 16	20.77% 27	15.38% 20	17.69% 23	19.23% 25	130	3.38
Construction of sidewalks on one side of Raynor St. between Miami Blvd. and Hardee St. in Durham	3.08% 4	6.92% 9	15.38% 20	18.46% 24	17.69% 23	20.77% 27	17.69% 23	130	3.26

Q21 Please use the space below to explain any of your answers or to note if you do not support any of the above projects.

Answered: 35 Skipped: 237

Q22 Five bicycle and pedestrian projects in Orange County are competitive for Division category funding. Please rank the following projects in order of importance (1 being the most important).

Answered: 137 Skipped: 135



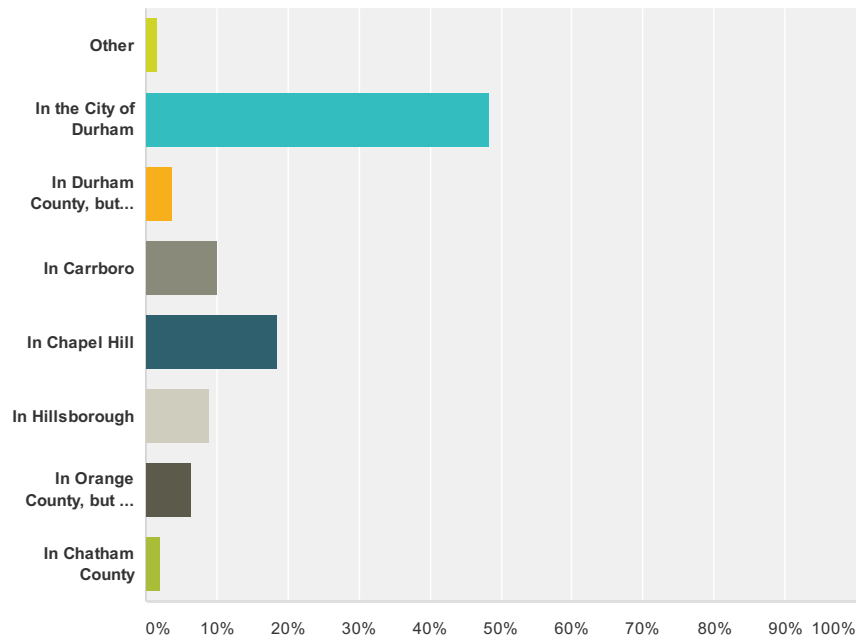
	1	2	3	4	5	Total	Average Ranking
Construct partly on-road and partly trail Campus to Campus Connector route from Merritt Mill Rd. to the Carolina North Campus in Carboro and Chapel Hill	27.01% 37	23.36% 32	22.63% 31	13.14% 18	13.87% 19	137	3.36
Upgrade existing off-road path and construct new section of path along US 15-501 (Fordham Blvd.) between Cleland Dr. and Willow Dr. in Chapel Hill	19.85% 27	23.53% 32	13.97% 19	30.88% 42	11.76% 16	136	3.09
Construct Morgan Creek Greenway Phase 2 from University Lake to end of Phase 1 and construct a trail spur to BPW Club Rd. in Carboro	21.17% 29	20.44% 28	19.71% 27	18.25% 25	20.44% 28	137	3.04
Construct sidewalk on west-side of S. Greensboro St. from Old Pittsboro Rd. to NC 54 in Carboro	21.90% 30	16.79% 23	22.63% 31	17.52% 24	21.17% 29	137	3.01
Construct sidepath on Finley Golf Course Road from US 15-501/NC 54 (Fordham Blvd.) to NC 54 in Chapel Hill	10.22% 14	16.06% 22	21.17% 29	20.44% 28	32.12% 44	137	2.52

Q23 Please use the space below to explain any of your answers or to note if you do not support any of the above projects.

Answered: 23 Skipped: 249

Q24 Please tell us where you currently live.

Answered: 188 Skipped: 84



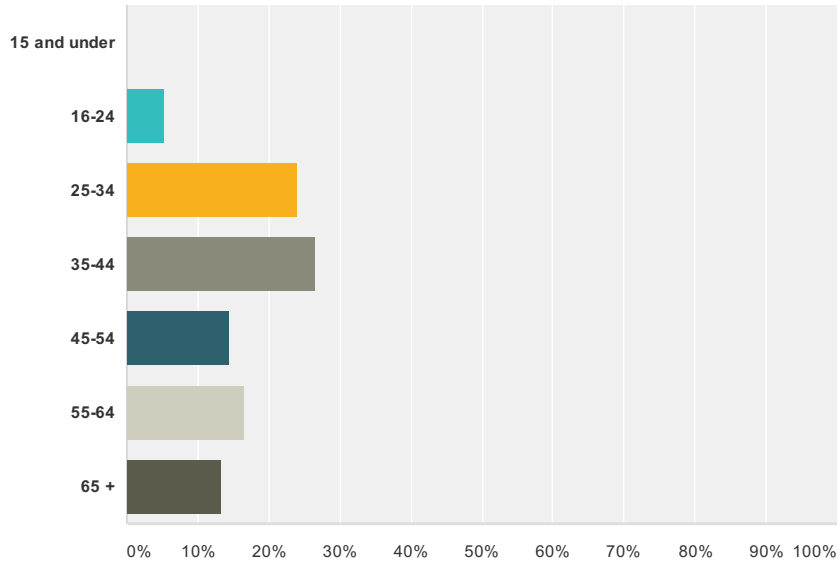
Answer Choices	Responses
Other	1.60% 3
In the City of Durham	48.40% 91
In Durham County, but outside the City of Durham	3.72% 7
In Carrboro	10.11% 19
In Chapel Hill	18.62% 35
In Hillsborough	9.04% 17
In Orange County, but not in Chapel Hill, Carrboro or Hillsborough	6.38% 12
In Chatham County	2.13% 4
Total	188

Q25 What is your zip code?

Answered: 188 Skipped: 84

Q26 Please identify your age group:

Answered: 188 Skipped: 84



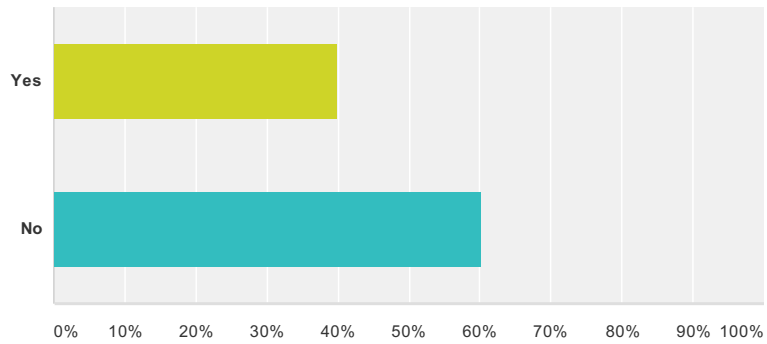
Answer Choices	Responses
15 and under	0.00% 0
16-24	5.32% 10
25-34	23.94% 45
35-44	26.60% 50
45-54	14.36% 27
55-64	16.49% 31
65 +	13.30% 25
Total	188

Q27 Please describe your race/ethnicity.

Answered: 188 Skipped: 84

Q28 If you would like to receive notices about upcoming opportunities to become involved with transportation in your community, please choose "Yes" below. If yes, please provide your email address.

Answered: 168 Skipped: 104



Answer Choices	Responses
Yes	39.88% 67
No	60.12% 101
Total	168

Recommended DCHC MPO Local Input Points - Regional

Division Engineer points match MPO points to demonstrate what the final score could be. Division Engineer points are uncertain.

Highway							70%	15%	15%	=	
SPOT ID	Project Category	Route	From / Cross Street	To	Project Description	Cost to NCDOT	Regional Impact Quantitative Score (Out of 70)	MPO Regional Points	Division Engineer Points	Final Score	Want a 63 in Durham and a 65 in Orange. Shaded if it wouldn't score this well even with 100 points or if not recommended for points.
H140660	Regional Impact	NC-54	Farrington Road		Construct grade separation.	\$ 2,325,000	63.08	25	0	66.83	
H129685	Regional Impact	US-501 Roxboro Road	SR 1448 (Latta Road) / SR 1639 (Infinity Road)		Add lanes through intersection	\$ 2,100,000	50.21	75	11	63.11	
H128065	Regional Impact	NC-751 Hope Valley Road	SR 1183 (University Drive)		Construct Roundabout	\$ 1,005,000	43.48	100	31	63.13	
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	100	36	63.03	
H129638-A	Statewide Mobility	US-70	Lynn Road	Miami Blvd	Upgrade Roadway to Freeway	\$ 109,020,000	39.99	100	54	63.09	Expensive Statewide project.
H090366	Statewide Mobility	US-15 , US-501	I-40	US 15/501	I-40 to US 15/501 Bypass in Durham. Major Corridor Upgrade	\$ 130,644,000	36.84	100	75	63.09	Expensive Statewide project.
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	100	88	65.06	
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	100	100	65.05	
H129638-B	Statewide Mobility	US-70	Miami Blvd	Proposed Northern Durham Parkway	Upgrade Roadway to Freeway.	\$ 91,347,000	31.91	100	100	61.91	If points are applied to phase A, it would be likely to be funded. Environmental study on entire length may be done at the same time, which would likely take some time to complete. This project may score better in the Statewide category next time.
H090531-C	Regional Impact	NC-54	NC 751	SR 1118 (Fayetteville Road)	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	\$ 21,600,000	30.46	100	100	60.46	Unlikely
H090010-A	Statewide Mobility	I-40	I-85	US 15/501	Add Additional Lanes.	\$ 76,700,000	30.18	100	100	60.18	Unlikely
H129645	Regional Impact	US-501 Roxboro Road	US 501 Bypass (Duke Street)	SR 1640 (Goodwin Road)	Widen to Six Lanes	\$ 28,500,000	27.91	100	100	57.91	Very unlikely
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	100	100	57.51	Very unlikely
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	100	57.34	Very unlikely

H111143-A	Statewide Mobility	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.	\$ 95,330,000	32.62	0	0	32.62	Several other US 15-501 projects are funded from Statewide. A feasibility study is underway which will better define the project and may lower the cost. This project scores well in the Statewide category. May be able to wait to see if it gets funded from the Statewide category next time while the study is underway.
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	0	0	26.52	More likely to get phase C funded in this TIP. Environmental study on entire length would be done at the same time. Suggest waiting to see if this segment scores better next time.
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 .	\$ 10,353,000	24.16	0	0	24.16	Very unlikely
H140374	Regional Impact	NC-54	SR 1006 (Orange Grove Rd)	SR 1937/1107 (Old Fayetteville Rd)	Widen to a four-lane boulevard	\$ 57,346,000	23.53	0	0	23.53	Very unlikely. Not in MTP. May get points donated by TARPO.

Public Transit

SPOT ID	Project Category	System	Project Description	Cost to NCDOT	70% Regional Impact Quantitative Score (Out of 70)	15% MPO Regional Points	15% Division Engineer Points	= Final Score	
T141614	Regional Impact	Triangle Transit	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.	\$6,560	42.94	0	0	42.94	Too low cost to justify the assignment of points.
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	100	100	71.37	High score but low cost.
T141609	Regional Impact	Triangle Transit	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.	\$6,560	41.19	0	0	41.19	Too low cost to justify the assignment of points.
T141610	Regional Impact	Triangle Transit	This is for a Enhanced Bus Shelter near the intersection of North Roxboro Rd and Latta Rd. As listed in cost estimates provided by the NCDOT, this stop will provide seating as well as protection from the elements for riders. Enhanced shelters contain an expanded ADA landing pad for front and rear entry, full size shelter with lighting and system map, bench, trash can, and bicycle rack. The shelter ... Use SpotID: T141610 on Connect Site for additional info.	\$6,560	41.13	0	0	41.13	Too low cost to justify the assignment of points.
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	100	100	71.04	High score but low cost.
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	100	56.84	Top priority
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	0	0	11.25	Very unlikely
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	0	0	8.99	Very unlikely
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	0	0	8.94	Very unlikely
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	0	0	7.88	Very unlikely

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	0	0	7.35	Very unlikely
T141613	Regional Impact	Triangle Transit	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	\$35,000	0.91	0	0	0.91	Very unlikely

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	Division Engineer Points	Final Score	
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	0	28.34	Do not assign points due to low priority and because the quantitative score is higher than the DO LRT.
R140012	Statewide Mobility	Durham	NS H line	Grade separations at Blackwell St crossing (735229N) and Mangum St crossing (735231P) in Durham	\$55,000,000	21.94	100	100	51.94	Assign points to indicate interest in beginning to study this project. Cost was lowered from \$136M
R140014	Statewide Mobility	Durham	NS H line	Grade separation at Ellis Road - north end crossing (735236Y) in Durham.	\$16,411,000	21.80	100	100	51.80	Assigning points as it is a high priority in the Durham TSS.

1800

Proposed DCHC MPO Local Input Points - Division

Division Engineer points match MPO points to demonstrate what the final score could be. Division Engineer points are uncertain.

SPOT ID	Project Category	Route	From / Cross Street	To	Project Description	Cost to NCDOT	50%	25%	25%	=	Final Score	Want a 77 in Durham and a 70 in Orange. Shaded if it wouldn't score this well even with 100 points or if not recommended for points.
							Division Needs Quantitative Score (Out of 50)	MPO Division Points	Division Engineer Points			
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	70	70	70.34		
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	71	71	70.34		
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	27.19	86	86	70.19		
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	93	93	70.17		
H090200	Division Needs	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.	\$ 26,240,000	22.35	96	96	70.35		
H141304	Division Needs	- Woodcroft Pkwy Ext	Garrett Rd	Hope Valley Rd	Construct new alignment.	\$ 2,219,000	29.81	95	95	77.31		
H090531-C	Regional Impact	NC-54	NC 751	SR 1118 (Fayetteville Road)	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	\$ 21,600,000	25.34	100	100	75.34		
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.	\$ 775,000	14.76	100	100	64.76		
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	0	0	22.86	Very unlikely	
H111143-A	Statewide Mobility	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.	\$ 95,330,000	26.34	0	0	26.34	Expensive Statewide project	
H090010-A	Statewide Mobility	I-40	I-85	US 15/501	Add Additional Lanes.	\$ 76,700,000	23.59	0	0	23.59	Expensive Statewide project	
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 .	\$ 10,353,000	19.46	0	0	19.46	Unlikely.	

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	0	0	20.77	CMAQ funded project
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Public Transit

SPOT ID	Project Category	System	Project Description	Cost to NCDOT	50%	25%	25%	=	All Division Transit-Expansion projects over a 14 quantitative score listed. All Division Transit-Facilities with at least \$35,000 state match are listed.
					Division Needs Quantitative Score (Out of 50)	MPO Division Points	Division Engineer Points	Final Score	
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	0	0	32.22	High score but low cost compared to competitive bike/ped projects.
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	31.98	0	0	31.98	High score but low cost compared to competitive bike/ped projects.
T130048	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	22.12	0	0	22.12	Very unlikely
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	0	0	20.82	Very unlikely
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	0	0	20.82	Very unlikely
T130069	Division Needs	Durham Area Transit Authority	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.	\$97,253	16.6	0	0	16.60	Very unlikely
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	0	0	15.04	Very unlikely
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	0	0	15.04	Very unlikely
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	0	0	14.36	Very unlikely
T130012	Division Needs	Chapel Hill Transit	Increase frequency of the existing Pittsboro express route to 30 minutes during the peak commute.	\$49,663	8.97	0	0	8.97	Very unlikely


Rail

SPOT ID	Project Category	City(ies)/ Town(s)	Rail Line	Project Description	Cost to NCDOT	50%	25%	25%	=	
						Division Needs Quantitative Score (Out of 50)	MPO Division Points	Division Engineer Points	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	100	68.97	Most expensive non-highway Division project.

Bicycle and Pedestrian

SPOT ID	Project Category	Route	From / Cross Street	To	Project Description	Cost to NCDOT (Federal Funds Only Eligible)	50%	25%	25%	=	All Bike-Ped projects with over a 30 quantitative score listed. Need approximately a 80 score to be funded.
							Division Needs Quantitative Score (Out of 50)	MPO Division Points	Division Engineer Points	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	100	100	90.43	May be able to lower recommended points with confirmation of Division Engineer point assignment.
B141247	Division Needs	Raynor Street	Miami Blvd	Hardee St	Construct sidewalks on one side of local street.	\$300,250	38.38	100	100	88.38	May be able to lower recommended points with confirmation of Division Engineer point assignment.
B141102	Division Needs	NC 54	NC 55	RTP limits	Construct sidewalk on southside to fill in existings gaps..	\$331,250	36.99	100	100	86.99	May be able to lower recommended points with confirmation of Division Engineer point assignment.
B140719	Division Needs	US 501 Bypass (N Duke Street)	Murray Ave	N Roxboro Rd	Construct sidewalks on east side to fill in existing gaps.	\$1,607,250	34.80	100	0	59.80	
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	100	84.22	May be able to lower recommended points with confirmation of Division Engineer point assignment.
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	89	0	56.26	Lower priority of Town of Chapel Hill due to delay in development of Carolina North.
B141103	Division Needs	Finley Golf Course Road	US 15-501/NC 54	NC 54	Construct sidepath on one side or bicycle lanes.	\$2,831,336	33.68	100	0	58.68	
B141116	Division Needs	SR 1919 (S Greensboro Street)	Old Pittsboro Rd	NC 54	Construct sidewalk on west side.	\$896,566	33.17	100	0	58.17	Paritally funded with STPDA
B140627	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.	\$2,279,310	33.02	100	100	83.02	Paritally funded with STPDA/TAP. May be able to lower recommended points with confirmation of Division Engineer point assignment.
B141096	Division Needs	Bryant Bridge Trail	NC 55	Kelly Bryant Bridge	Construct shared use path.	\$1,234,750	31.82	100	100	81.82	May be able to lower recommended points with confirmation of Division Engineer point assignment.
B141113	Division Needs	NC 157 (Guess Road)	Hillcrest St	W Carver St	Construct sidewalks on both sides of Guess Rd. to fill in sidewalk gaps.	\$503,600	30.85	0	0	30.85	Lowest score
B141100	Division Needs	NC 55	Riddle Rd	Cecil St	Construct sidewalks on east side to fill in missing gaps.	\$565,400	30.41	0	0	30.41	Lowest score

1800



Active Feasibility Studies in the DCHC MPO Area

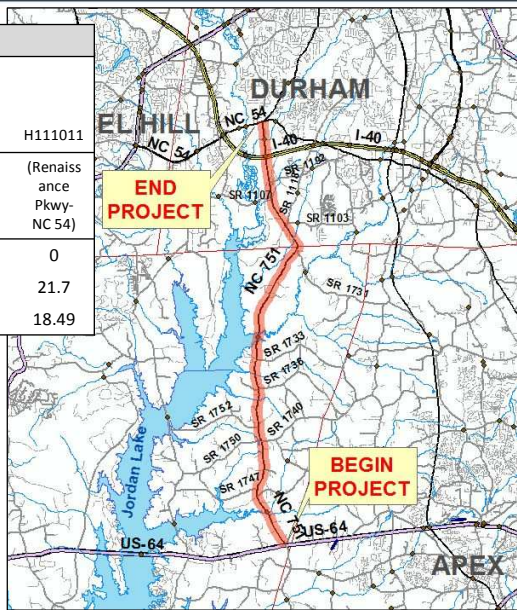
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P3.0 (ABBREVIATED) PROJECT SUMMARY			
PROJECT CATEGORY:	Regional Impact		
STATUS:	Submitted		
SPOT ID:	H090555-A	H090555-B	H111011
SCORES (by Section):	(US 64- O'Kelly Chapel Rd.)	(O'Kelly Chapel Rd.- Renaissance Pkwy)	(Renaissance Pkwy- NC 54)
Statewide Mobility :	0	0	0
Regional Impact:	17.57	17.3	21.7
Division Needs:	12.89	14.63	18.49

FS-1008B
 NC 751 from US 64 in Chatham County to North of SR 1118 (Fayetteville Road) in Durham County. Widen to Multilanes with Bike Lanes.

Traffic Forecast – Complete
Study Completion – 6/2015



2

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P3.0 (ABBREVIATED) PROJECT SUMMARY

PROJECT CATEGORY:	Statewide Mobility	
STATUS:	Submitted	
SPOT ID:	H111013	H111131
SCORES (by Section):	(Wade Ave.- NC 147)	(NC 147- US 15/501)
Statewide Mobility:	61.11	48.76
Regional Impact:	40.44	35.24
Division Needs:	28.58	26.52

FS-1205A
 I-40 from US 15-501 in Durham to SR 1728 (Wade Avenue) in Wake County. Construct managed Lanes Evaluate to I-85 in study.

Traffic Forecast – Late Summer 2014
Completion – 4/2015

3

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P3.0 (ABBREVIATED) PROJECT SUMMARY

PROJECT CATEGORY:	Statewide Mobility	
STATUS:	Submitted	
SPOT ID:	H110997 (Widen rdwy to 6 Ins and rehab)	
SCORES:	(I-40-East End Connector)	
Statewide Mobility:	31.73	
Regional Impact:	27.24	
Division Needs:	21.52	

FS-1205C
 NC 147 from I-40 to East End Connector. Add managed lanes and rehabilitate pavement.

Traffic Forecast – Complete
Completion – 4/2015

4

North Carolina DEPARTMENT OF TRANSPORTATION ncdot.gov

P3.0 (ABBREVIATED) PROJECT SUMMARY

PROJECT CATEGORY:	Statewide Mobility	
STATUS:	Submitted	
SPOT ID:	H128071 (Construct express toll lanes.)	H111014 (Convert to tolled facility and widen to 8 ins.)
SCORES (by Section):	(NC 54-US 1)	(I-40-US 64 Byp.)
Statewide Mobility:	37.1	63.49
Regional Impact:	27.59	49.77
Division Needs:	21.13	38.98

FS-1305A
I-540 from NC 54 to US 64 (Knightdale Bypass). Add managed lanes.
Traffic Forecast – End of June 2014
Completion – 3/2016

5

North Carolina DEPARTMENT OF TRANSPORTATION ncdot.gov

P3.0 (ABBREVIATED) PROJECT SUMMARY

PROJECT CATEG.:	Statewide Mobility			
STATUS:	Submitted			
SPOT ID:	H111143-A (Upgrade to Superstreet w/ multi-modal accomod.)	H111143-B (Upgrade to Superstreet.)	H111143-C (Improve intersection.)	H141884 (Improve interchange.)
SCORES (by Section):	(Ephesus Church Rd.-NC 86 (Columbia St.))	(East Lakeview Dr.-Sage Rd.)	(Ephesus Church Rd.)	NC 54, NC 86 (Columbia St.)
Statewide Mobil.:	44.55	67.47	50.92	39.94
Regional Impact:	32.62	63.72	42.81	35.03
Division Needs:	26.34	45.84	34.39	27.19

U-5304
US 15-501 from NC 86 to I-40. Widening and upgrade to superstreets.
Traffic Forecast – January 2015
Completion – 2/2016

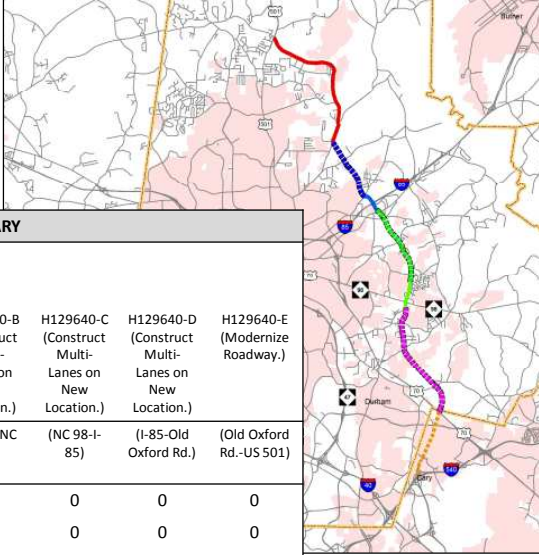
DCHC MPO allocated Regional Points: 89

6

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U-4721
 New Route – Northern Durham Parkway from I-540 to US 501 (N. Roxboro Road)

Traffic Forecast – Complete 2013
 Study Completed – January 2014




P3.0 (ABBREVIATED) PROJECT SUMMARY

PROJECT CATEG.:	Division Needs				
STATUS:	Submitted				
SPOT ID:	H129640-A (Widen to Six Lanes, Part on New Location.)	H129640-B (Construct Multi-Lanes on New Location.)	H129640-C (Construct Multi-Lanes on New Location.)	H129640-D (Construct Multi-Lanes on New Location.)	H129640-E (Modernize Roadway.)
SCORES (by Section):	(I-540 in Wake Co.-US 70)	(US 70-NC 98)	(NC 98-I-85)	(I-85-Old Oxford Rd.)	(Old Oxford Rd.-US 501)
Statewide Mobil.:	0	0	0	0	0
Regional Impact:	0	0	0	0	0
Division Needs:	21.09	21.04	21.04	22.4	7.12

7

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DCHC MPO allocated Regional Points: (A) 98, (E) 100

U-5324A, B, C, D & E (FS-1005C)
 NC 54 from I-40 to NC 55 in Durham. Widen to multi-lanes with Transit accommodations, bike lanes and sidewalks.

Traffic Forecast – Complete 2011
 Study Completed – July 2012

P3.0 (ABBREVIATED) PROJECT SUMMARY

PROJECT CATEG.:	Regional Impact				
STATUS:	Submitted				
SPOT ID:	H090531-A (Adjacent Multiuse Path)	H090531-B	H090531-C	H090531-D	H090531-E
SCORES (by Section):	(Barbee Chapel Rd.-I-40)	(I-40-NC 751)	(NC 751-Fayetteville Rd.)	(Fayetteville Rd.-Barbee Rd.)	(Barbee Rd.-NC 55)
Statewide Mobil.:	0	0	0	0	0
Regional Impact:	42.63	25.70	30.46	24.63	26.52
Division Needs:	34.23	21.18	25.34	20.61	22.35

8

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Active Environmental Studies in the DCHC MPO Area

9

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I-3306A
 I-40 from I-85 in Orange County to the Durham County line. Add additional lanes.

Traffic Forecast – Complete
Current Activities – CP 1 & 2 meetings upcoming
Document Date – CE: 8/2017
R/W & Let Date – R/W: 11/2017; LET: 7/2019

P3.0 (ABBREVIATED) PROJECT SUMMARY	
PROJECT CATEGORY:	Statewide Mobility
STATUS:	Submitted
SPOT ID:	H090010-A
SCORES:	
Statewide Mobility:	41.89
Regional Impact:	30.18
Division Needs:	23.59

10

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U-5518A, B & C (Wake Co.)
US 70 (Glenwood Ave.) from West of SR 3067 (T.W. Alexander Dr.) to I-540 in Raleigh. Upgrade roadway and adding interchanges at Briar Creek Pkwy and T.W. Alexander Dr.

Traffic Forecast – Complete
Current Activities – Consultant preparing functional design; Document being developed. CP 1 and public meeting upcoming
Document Date – EA: 7/2017
R/W & Let Date – R/W: 7/2019; LET: 7/2020 (for the Briar Creek Interchange only, other Post Year)

P3.0 (ABBREVIATED) PROJECT SUMMARY			
PROJECT CATEG.:	Statewide Mobility		
STATUS:	Submitted		
SPOT ID:	H128081-A (Upgrade Arterial to Freeway.)	H128081-B (Upgrade exist. at-grade intersection to interchange.)	H128081-C (Upgrade exist. at-grade intersection to interchange.)
SCORES (by Section):	(West of T.W. Alexander Dr.-I-540)	(T.W. Alexander Dr.)	(Briar Creek Pkwy)
Statewide Mobil.:	62.85	41.79	74.73
Regional Impact:	57.27	42.27	64.11
Division Needs:	39.47	27.15	44.29

VICINITY MAP
US 70 (GLENWOOD AVENUE) FROM WEST OF SR 3067 (T.W. ALEXANDER DRIVE) TO I-540 IN RALEIGH
WAKE COUNTY
STIP PROJECT U-5518
Date: OCTOBER 2012

County: Wake State: NC
Dist: 8 Time: 1:45:00
Mile: 43612.11
Date: OCTOBER 2012

Figure 1

11

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U-5516
US 501 / Latta Road / Infinity Road intersection improvement. Add lanes through Intersection.

Traffic Forecast – Complete
Current Activities – Functional design underway for Document; development to begin in Nov.
Document Date – PCE: 8/2015
R/W & Let Date – R/W: 8/2016; LET: 8/2017

P3.0 (ABBREVIATED) PROJECT SUMMARY	
PROJECT CATEGORY:	Regional Impact
STATUS:	Submitted
SPOT ID:	H129685
SCORES:	
Statewide Mobility:	0
Regional Impact:	50.21
Division Needs:	39.66


VICINITY MAP
US 501 (BROOKS ROAD) / SR 1448 (LATTA ROAD) / SR 1970 (INFINITY ROAD) INTERSECTION IN DURHAM
DURHAM COUNTY
STIP PROJECT U-5516
Date: OCTOBER 2012

County: DURHAM State: NC
Dist: 8 Time: 1:01:10
Mile: 43810.11
Date: OCTOBER 2012

Figure 1

12

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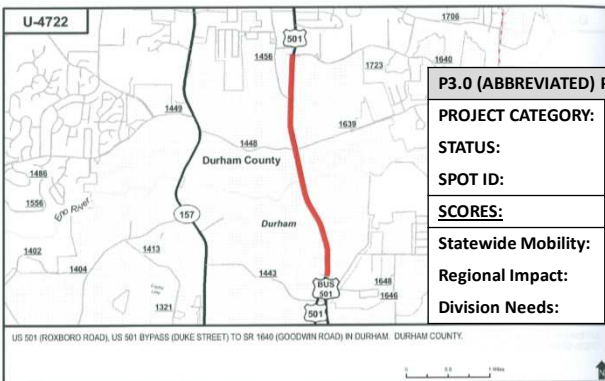
I-5707
 Widening I-40 between NC-147 and NC-55 for a west bound auxiliary lane.

Traffic Forecast – Not complete
Current Activities – Preparing to scope with Consultant
Document Date – 2016
R/W & Let Date – R/W: 2020; LET: 2021

P3.0 (ABBREVIATED) PROJECT SUMMARY	
PROJECT CATEGORY:	Statewide Mobility
STATUS:	Submitted
SPOT ID:	H140722
SCORES:	
Statewide Mobility:	49.78
Regional Impact:	40.33
Division Needs:	30.24

13

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U-4722
 US 501 (Roxboro Road) from US 501 Bypass (Duke Street) to SR 1640 (Goodwin Road) in Durham. Widen to Six Lanes with a median.

Traffic Forecast – Not complete
Current Activities – Start of studies
Document Date – EA: 10/2017; FONSI: 5/2019
R/W & Let Date – R/W: 11/2019; LET: 7/2023

P3.0 (ABBREVIATED) PROJECT SUMMARY	
PROJECT CATEGORY:	Regional Impact
STATUS:	Submitted
SPOT ID:	H129645
SCORES:	
Statewide Mobility:	0
Regional Impact:	27.91
Division Needs:	22.37

14

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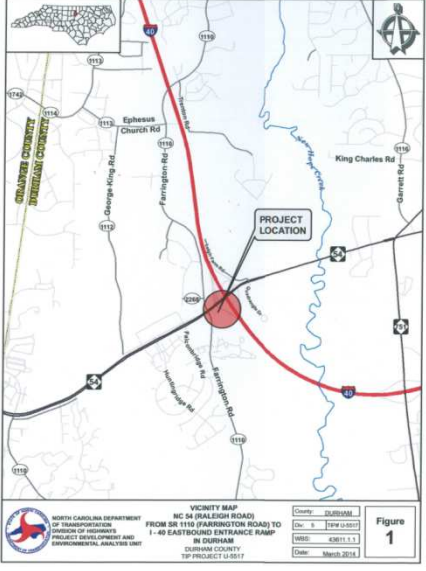
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P3.0 (ABBREVIATED) PROJECT SUMMARY	
PROJECT CATEGORY:	
STATUS:	NOT SUBMITTED/
SPOT ID:	NOT SCORED
SCORES:	
Statewide Mobility:	
Regional Impact:	
Division Needs:	

U-5517
 NC 54 from SR 1110 (Farrington Rd) to I-40 eastbound entrance ramp in Durham. Construct Slip Ramp.

Traffic Forecast – Complete
Current Activities – Project was underway.
 Decided to drop because traffic analysis did not show benefit of proposed improvements.

Document Date – PCE: 12/2014
R/W & Let Date – R/W: 9/2015;
 LET: 9/2016



VICINITY MAP
 NC 54 (RALEIGH ROAD)
 FROM SR 1110 (FARRINGTON ROAD) TO
 I-40 EASTBOUND ENTRANCE RAMP
 IN DURHAM
 DURHAM COUNTY
 TP PROJECT U-5517

County: DURHAM
 Ch: 6
 Date: 4/2011 1.1
 Date: March 2014

Figure 1

15


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Projects in Right-of-Way/Let Stage in the DCHC MPO Area

U-0071
 East End Connector, NC 147 (Durham Freeway) to North of NC 98 in Durham. Multi-lane divided, part on new location.

Let Date – 10/2014



U-3308
 NC 55 (Alston Avenue), NC 147 (Durham Freeway) to US 70 Business-NC 98 (Holloway Street) in Durham. Widen to four lane divided facility and replace Norfolk Southern Railroad bridges.

Let Date – 4/2015

16

For more information please contact

Derrick Lewis, P.E., Feasibility Studies Unit Head

Feasibility Studies

919-707-4663

dlewis@ncdot.gov



Eric Midkiff, P.E., Central Region Section Head
Project Development and Environmental Analysis Branch

919-707-6030

Emidkiff@ncdot.gov



Mike Stanley, P.E., Central Region Manager
Program Development Branch, STIP Unit

919-707-4642

mtstanley@ncdot.gov

Triangle 7-Year TDM Plan: Table of Activities

Performance Area 1: Planning

Strategy	Activity Number and Description	Responsible Parties (a Lead may be specified)
1.1 Expand Funding Opportunities	<p>1.1.a Pursue new funding opportunities. Through regularly scanning prospective grant and other prospective funding sources, funding opportunities will be identified to attract new financial resources to support TDM efforts in the region. Planning staff will regularly monitor the Federal Register for new solicitations. Additionally, staff will network with federal contacts at FHWA, FTA, and EPA for TDM funding leads. Funding sources may include, but are not limited to, local funding, CMAQ, STPDA, etc. Funding applications will be developed and submitted for those opportunities deemed most promising by the Oversight Committee. (See Section 2.1 for more information on call for projects process.)</p>	TJCOG and Oversight Committee (lead), MPOs, TTA, LSPs
1.2 TDM-Supportive Policies	<p>1.2.a Continue to support implementation of local government-adopted TDM policies, such as the Chapel Hill Transportation Management Plan Program. The voluntary Durham Commute Trip Reduction Program is another example of a local government policy or program.</p>	TJCOG, LSPs
1.2 TDM-Supportive Policies	<p>1.2.b Identify peer geographic areas to study/benchmark. Identify national models of best practices of TDM implementation and initiate ongoing collaboration with other TDM programs in the nation that have similar industries, travel characteristics, demographics, or growth patterns. These “sister” cities or regions could have valuable insights into issues such as coordinating TDM with transportation plans and managing land use to support TDM. Develop relationships with sister regions to share information. This Activity will help the Triangle TDM program stay abreast of best practices in TDM public policy and foster a culture of collaboration with other regions.</p>	TJCOG
1.2 TDM-Supportive Policies	<p>1.2.c Compile research and reports on TDM-supportive policies that could be appropriate to the Triangle. Develop, maintain, and make available a compilation of resources from the Internet, TDM listservs, sister regions, local partners, and other sources on public policies that influence the success of TDM strategies, such as local government development ordinances, housing policies, and parking management practices. Research topics will be decided as part of the TJCOG annual Work Plan.</p>	TJCOG
1.2 TDM-Supportive Policies	<p>1.2.d Produce original topical reports, fact sheets, case studies, etc. Research and provide information on specific TDM-supportive public policies that describes a) policies that have been adopted by Triangle hotspots and/or b) how local governments could implement new TDM-supportive public policies.</p>	TJCOG
1.2 TDM-Supportive Policies	<p>1.2.e Provide ongoing educational opportunities on specific TDM-supportive policies and how they could be implemented locally. Ongoing outreach will be tailored to the target audiences. For example, the program could hold lunch-n-learns for local planners, webinars and regional forums with guest presenters from peer communities, etc.</p>	TJCOG

1.2 TDM-Supportive Policies	1.2.f Provide technical assistance on TDM-supportive public policies upon request to Triangle TDM stakeholders. Respond appropriately to Triangle TDM stakeholders who request assistance with public policies and plans to better support TDM. Assistance that would involve a substantial time commitment (e.g., >10 hours) will involve Oversight Committee review/approval (via annual Work Plan approval or ad-hoc request).	TJCOG
1.3 Regional TDM Coordination	1.3.a Coordinate the Triangle TDM Oversight Committee. The Triangle TDM Oversight Committee meets regularly to address issues of regional importance as they pertain to TDM and commute alternatives and serves as the selection committee for the annual Request for Proposals and other contractual work undertaken by the Program.	TJCOG
1.3 Regional TDM Coordination	1.3.b Serve on technical advisory committees for major transportation projects and studies. TDM should be integrated into all aspects of major transportation projects, from planning to construction mitigation to marketing new transportation services.	TJCOG, TTA
1.4 Long-range Planning Support	1.4.a Prepare white paper for long-range TDM strategies. The white paper will provide the basis for TDM strategies within the Regional Transportation Plans.	TJCOG, MPOs
1.4 Long-range Planning Support	1.4.b Advocate for HOV lanes. As corridors are reviewed for major transportation improvements, such as managed lanes, truck-only lanes, widening, and HOV lanes, TDM Service Providers must have a voice. There are major policy implications to TDM programs that are affected by these investments.	NCDOT, MPOs
1.4 Long-range Planning Support	1.4.c Opportunity to tie TDM Program funding to provision of local growth policies. This Activity is not a priority for the Triangle TDM Program at present.	n/a

Performance Area 2: Program Administration

Strategy	Activity Number and Description	Responsible Parties (a Lead may be specified)
2.1 Triangle TDM Program Administration	2.1.a Administer State contracts and grants. The State will contract with one administrator (TJCOG) for all Triangle region grants. This administrator will then allocate funding based on call for projects. A portion of this funding will be set aside for ongoing regional program activities.	TJCOG
2.1 Triangle TDM Program Administration	2.1.b Serve as an ombudsman for TDM partners. TJCOG serves as a coordinator and regional ombudsman among Service Providers, TDM stakeholders, and funding organizations regarding the status of contracts, new grant opportunities, and program funding. As ombudsman, TJCOG represents the interests of the TDM Service Providers, investigating and addressing any reported complaints.	TJCOG
2.1 Triangle TDM Program Administration	2.1.c Coordinate grant application process. TJCOG will issue the annual request for proposals for the Triangle TDM Program. TDM Service Providers submit applications for funding to TJCOG, which forwards them for review to the Triangle TDM Oversight Committee. Once projects have been selected, TJCOG will conduct an orientation for grantees on reporting requirements, invoicing procedures, and other important information for grantees.	TJCOG

2.1 Triangle TDM Program Administration	<p>2.1.d Submit Quarterly Reports to TJCOG with detailed data on the metrics relevant to the Activities in Service Provider Work Plans. TJCOG is providing Service Providers more specific guidance on the exact metrics to be tracked and reported for specific strategies. Detailed Quarterly Reports are essential for TJCOG to be able to implement Activity 2.2.a, Calculate and report program impacts.</p>	TTA, LSPs
2.1 Triangle TDM Program Administration	<p>2.1.e Review proposed annual Work Plans and Quarterly Reports. TJCOG reviews proposed Work Plans and Quarterly Reports as they are received from the Service Provider to ensure that work is proceeding according to plan. TJCOG works with individual grantees to resolve issues and obtain Oversight Committee approval for deviations from proposed annual Work Plans.</p>	TJCOG
2.2 Triangle TDM Program Monitoring & Evaluation	<p>2.2.a Calculate and report program impacts. Program impacts (e.g., reduced VMT, trips, and emissions) should be calculated and reported annually. Data for program impact calculations come from Quarterly Reports and other studies and information that grantees should maintain and provide to TJCOG upon request after the end of the fiscal year. TJCOG provides these calculations to funders and other entities to demonstrate programmatic benefits.</p>	TJCOG
2.2 Triangle TDM Program Monitoring & Evaluation	<p>2.2.b Survey Triangle commuters regularly. On a regular (e.g., biennial) basis, conduct a survey of employee and student commuters in each hotspot to determine changes in commute profiles to assist with calculation of program impacts and to gain insight into services they use or desire to use. Steps to be coordinated among TJCOG, Service Providers, and contractors include developing the survey instrument, determining the survey population, and stating parameters for analysis and reporting. Service Providers will beta test the survey, interface with employers and academic institutions to disseminate the survey links, help answer questions about the survey, and determine which institutions within their hotspots will receive detailed reports (as budget allows). Service Providers should share hotspot commuter surveys with local planning and transportation departments as appropriate. "Baseline" surveys of employers interested in TDM services that were not included with the hotspot surveys may also be conducted.</p>	TJCOG (lead), TTA, LSPs
2.2 Triangle TDM Program Monitoring & Evaluation	<p>2.2.c Track program participation. Programs cannot achieve results unless individuals participate in them. TJCOG will specify measurements that should be collected (at a minimum) by grantees to determine the success of TDM programs. These metrics should be tracked for each service the Service Provider provides or promotes. If the service or campaign is regional, consider ways to determine which activities resulted in new registrants/participants.</p>	TJCOG, TTA, LSPs
2.2 Triangle TDM Program Monitoring & Evaluation	<p>2.2.d Track program awareness. Program awareness is best measured through surveys of <u>all</u> commuters in a given hotspot or who work for a given employer (so that the findings for respondents are more generalizable to the population). Surveys of users of particular services could be used to help understand awareness of OTHER TDM services and programs on the part of those who already alt-commute. However, data from user surveys cannot be used to characterize awareness of TDM programs on the part of the larger population, since TDM service users are more likely to be aware of TDM programs and services.</p>	TJCOG, TTA, LSPs

2.2 Triangle TDM Program Monitoring & Evaluation	<p>2.2.e Track customer satisfaction for TDM-related services and programs. Customer satisfaction should be measured with user surveys and other tools) and tracked to ensure that the highest level of service is being provided to the public.</p>	TTA, LSPs
2.2 Triangle TDM Program Monitoring & Evaluation	<p>2.2.f Evaluate effectiveness of marketing & outreach activities. Some programs, campaigns, audiences, or modes may require more outreach effort than others to bring about desirable changes in commuter behaviors. Service Providers should track and use all available data to evaluate the effectiveness of their marketing and outreach activities. These data and evaluations should also be used to strategically design and execute any new or updated campaigns and services ("formative evaluation"). Information describing marketing and outreach activities conducted and their effectiveness should be summarized in grantees' Quarterly Reports.</p>	TTA, LSPs
2.2 Triangle TDM Program Monitoring & Evaluation	<p>2.2.g Analyze the influences of exogenous factors on the Triangle TDM Program and its services. Exogenous factors, such as changes in travel costs or employment shifts, may influence the success and impacts of the Triangle TDM Program. Analyzing these factors (preferably in a quantitative fashion) increases the confidence with which we can report the impacts of our services and enables the Program to better anticipate changing conditions that could influence participation in TDM services.</p>	TJCOG
2.3 Build the Triangle TDM Program	<p>2.3.a Conduct biennial organizational and programmatic reviews. Biennial reviews should be conducted to 1) assess hotspots, 2) evaluate achievement of Plan Activities & program goals, and 3) update the TDM Plan. (These reviews could be conducted in years when commuter surveys are not being conducted to even out staff effort.) Grantee reporting templates and supporting program guidance and policy documents should also be reviewed.</p>	TJCOG and Oversight Committee (lead), MPOs, TTA, LSPs
2.3 Build the Triangle TDM Program	<p>2.3.b Identify potential new Service Providers for Triangle hotspots. Hotspots identified by the Triangle TDM Program are often best served by a local Service Provider that has direct, established relationships with employers and commuters in the hotspot as well as with regional services.</p>	TJCOG, TTA
2.3 Build the Triangle TDM Program	<p>2.3.c Develop processes for training and orienting new Service Providers. Newly identified Service Providers will need some assistance in navigating TDM program procedures and getting their programs started. New Service Providers may also need guidance on expectations for participating in the grant program and GoPartners.</p>	TJCOG (lead), TTA, LSPs
2.3 Build the Triangle TDM Program	<p>2.3.d Provide assistance, outreach materials, and support to new Service Providers. All Partners should coordinate to help new TDM Service Providers get established to improve delivery of TDM services.</p>	TJCOG (lead), TTA, LSPs

2.3 Build the Triangle TDM Program	<p>2.3.e Research TDM policies and connect with other successful TDM programs to inform possible future enhancements to local and regional services, marketing, and outreach in the Triangle.</p> <p>Local and regional Service Providers may compile and develop resources to help inform their Services & Operations, Marketing & Branding, and Outreach programming. Any documents obtained or developed should be contributed to the TJCOG online library once it becomes available (see Activity 1.2.c). Service Providers may also develop relationships with their peers in other TDM programs. This Activity will help the Triangle TDM program stay abreast of best practices in TDM and foster a culture of collaboration with other programs.</p>	TTA, LSPs
2.3 Build the Triangle TDM Program	<p>2.3.f Publicize continuing education opportunities to Triangle TDM staff, including training about regional products and services.</p> <p>Help ensure that TDM staff are aware of continuing education opportunities relevant to TDM. See the Conferences and Memberships Policy.</p>	TJCOG, TTA
2.3 Build the Triangle TDM Program	<p>2.3.g Participate in professional development and continuing education opportunities.</p> <p>Staff are encouraged to apply for professional development and continuing education opportunities relevant to TDM (e.g. trainings, certifications, conferences) in accordance with the Conference and Memberships Policy.</p>	TJCOG, TTA, LSPs
2.3 Build the Triangle TDM Program	<p>2.3.h Seek opportunities to share lessons learned with the TDM professional community.</p> <p>Service Provider staff are encouraged to submit proposals to present at professional development and continuing education opportunities relevant to TDM (e.g., conferences, webinars) in accordance with the Conference and Memberships Policy. Service Provider staff are also encouraged to also share best practices and innovative approaches to TDM programming with their local colleagues; GoPartner meetings are one possible forum.</p>	TJCOG, TTA, LSPs

Performance Area 3: Services and Operations

Strategy	Activity Number and Description	Responsible Parties (a Lead may be specified)
3.1 Ridematch Service Enhancements	<p>3.1.a Operate and maintain the ridematch database and 485-RIDE.</p> <p>A database of ridematch registrants is an important source of program data. Ensure the database is up to date (it can be purged e.g. every 6 months); however, past versions of the database need to be archived and available upon request for program evaluation purposes.</p>	TTA
3.1 Ridematch Service Enhancements	<p>3.1.b Ridematching tool enhancements.</p> <p>Enhance ridematch functionality, e.g., by integrating or developing tools that can track participation and incentives, providing text messaging capability, etc.</p>	TTA
3.1 Ridematch Service Enhancements	<p>3.1.c SchoolPool Ridematching.</p> <p>Ensure that the database and corresponding forms are set up to accommodate SchoolPool matches. More information on a detailed SchoolPool program is included in the Outreach section. (This Activity is not currently a priority for the Program.)</p>	TTA

3.1 Ridematch Service Enhancements	3.1.d Create closed matching pools. Closed matching pools will assist with outreach for individual large employers or business parks and for carpool pilot programs, including the Emergency Preparedness Ridematching pilot programs.	TTA
3.1 Ridematch Service Enhancements	3.1.e Evaluate ridematching tools. To support tracking ridematching and other alternative commute program, evaluate database and online software tools as needed and as they become available.	TTA
3.1 Ridematch Service Enhancements	3.1.f Assess the value of a SchoolPool application on the GoTriangle website. If determined to be favorable, this task will require the interaction with the Website Development element to architect online access to the SchoolPool database. (This Activity is not currently a priority for the Program.)	TTA
3.2 Travel/Trip Planning Service	3.2.a Operate and maintain trip planning software applications, including answering customer service calls to 485-RIDE.	TTA
3.2 Travel/Trip Planning Service	3.2.b Enhance TDM technology tools in use by the Triangle TDM Program. As TDM technology tools improve, enhance them to be better integrated, accessible, and functional for customers. Potential enhancements might include (depending on cost and responsiveness/ability on the part of the technology provider): facilitating multi-modal trip planning; providing special event customer information and ridematching; integrating real-time transit information with scheduled information; and integrating real-time traffic information with transit, ridesharing, and biking information.	TTA, LSPs
3.2 Travel/Trip Planning Service	3.2.c Explore public-private shuttles. Public-private shuttles can help improve connections among TDM services and transportation modes, which could help expand usage. Vanpool ridership and wait lists could be used to demonstrate demand for new shuttle/transit routes.	TTA, LSPs
3.2 Travel/Trip Planning Service	3.2.d Research fare-free transit policies. This is a topic of interest to the TDM Program that should be discussed periodically by transit agencies.	TTA
3.3 GoTriangle.org Website Enhancements	3.3.a Maintain regional website content and functionality on an ongoing basis. Services/Operations and Administration staff will review and update GoTriangle.org website regularly to ensure content accuracy and full website functionality. LSPs also have pages to maintain.	TTA (lead), LSPs
3.3 GoTriangle.org Website Enhancements	3.3.b Evaluate, plan, and execute enhancements to GoTriangle.org. TTA staff and stakeholders should regularly evaluate the effectiveness of GoTriangle.org from both the administrative and user sides and recommend enhancements. Periodically, focus groups should be convened to evaluate user experiences. Program evaluation data needs should also be considered. The enhancements identified can be implemented as time and resources allow.	TTA
3.4 Vanpool Program	3.4.a Continue support for vanpool group formation. Interface with Marketing and Outreach staff to ensure a seamless transition once a vanpool has been "sold" to a new vanpool group. Provide first-class customer service to drivers and riders to ensure satisfaction and promote vanpool group retention.	TTA
3.4 Vanpool Program	3.4.b Facilitate automated pre-tax payment collection. This includes allowing employees to make electronic payments through their payroll to TTA for vanpool fees.	TTA

3.4 Vanpool Program	3.4.c Explore automated reporting systems. Explore the use of an online reporting system where vanpool users can sign up for, pay for, and manage their trips automatically. This will improve ease-of-use for participants and save TTA staff time to manage the vanpool program (automated invoice generation, users updating data, etc.).	TTA
3.4 Vanpool Program	3.4.d Explore new pricing structures and subsidies for vanpool programs. Explore offering reduced and flat fare pricing as a means to increase vanpool formation and ridership. Explore reallocating a larger percentage of 5307 funds that the vanpool program generates back into the vanpool program to increase amount of funding for the program.	TTA, LSPs (if applicable)
3.5 Emergency Ride Home Program Enhancements	3.5.a Maintain ERH operations, including payment processing and contracts administration. This task involves close communication with taxi services and car rental providers to monitor operations and resolve any customer complaints.	TTA
3.5 Emergency Ride Home Program Enhancements	3.5.b Support and market ERH services to existing and prospective patron companies. Track customer satisfaction and work with Marketing and Branding as well as Outreach staff to promote retention of ERH patron companies.	TTA (lead), LSPs
3.5 Emergency Ride Home Program Enhancements	3.5.c Assess ERH service enhancement strategies. Assess whether ERH clients perceive difficulties in accessing ERH service and whether incentives improve drivers' responses to ERH service calls.	TTA
3.6 Telework Program	3.6.a Refresh and conduct telework training workshops. These workshops, identifying lessons learned and relating operational guidelines, will provide information on overcoming management resistance, how to write a management proposal, how to develop telework programs for non-profit and public sector employers, technology considerations, and cost / benefit analyses of telework. The workshops will also serve as a tool to provide emergency preparedness outreach.	TTA
3.6 Telework Program	3.6.b Deliver ongoing GoTriangle telework consulting services. TTA will continue to deliver technical assistance upon request or through unsolicited follow-up with existing GoTriangle telework client companies.	TTA
3.6 Telework Program	3.6.c Support development and tracking of two telework pilot programs. Working in collaboration with Planning staff, two pilot programs will be conducted to evaluate options for enhancing the GoTriangle Telework program. The pilots should assess better ways to help be a resource to develop, implement, evaluate or gain information on telework.	TTA
3.6 Telework Program	3.6.d Publish telework e-newsletter. A newsletter targeting GoTriangle Telework partners, (client companies, and the public) could provide specific tips and stories for teleworkers.	TTA
3.6 Telework Program	3.6.e Solicit GoTriangle telework sponsorships. Seek private-sector partners willing to commit to an ongoing investment of financial resources to GoTriangle Telework in future years.	TTA

Performance Area 4: Marketing and Branding

Strategy	Activity Number and Description	Responsible Parties (a Lead may be specified)
4.1 TDM Branding	4.1.a Solicit the involvement of the TDM community in publicizing the regional TDM brand.	TJCOG, TTA
4.1 TDM Branding	4.1.b Develop and update a Brand Development Plan. Service Providers who are responsible for (or who decide to create) brands should develop and periodically update Brand Development Plans that keep the brand fresh and explain how it is to be used.	TTA, LSPs (if applicable)
4.2 Focused Marketing	4.2.a Develop and implement detailed campaign- and program-specific marketing plans. Each campaign and program should have a marketing plan developed well in advance of its execution/deployment. Track metrics to measure the success of marketing efforts from the beginning of the program. For example, a special webpage could be used for the campaign that is tracked separately.	TTA, LSPs (if applicable)
4.2 Focused Marketing	4.2.b Develop and conduct annual regional “try it” marketing campaign(s). Conduct annual campaigns to increase awareness and participation in TDM programs. Track participation and program retention rates (people who stick with the new habit). Adapt the programs in response to employer and participant feedback.	TTA (lead), LSPs
4.2 Focused Marketing	4.2.c General marketing support. Update the most recent knowledge of area target markets, demographics and relevant messaging used to reach target audiences. Have staff and talent available to offer marketing, communications, and media relations questions.	TTA, LSPs (if applicable)
4.2 Focused Marketing	4.2.d Develop marketing campaigns that increase public awareness of TDM programs and their benefits. Deliver a unified message and a single reference point for commuters to find detailed information (i.e., GoTriangle.org). Develop a marketing plan that identifies the messages, action steps for the participant to take, and media outlets for publicity.	TTA, LSPs (if applicable)
4.2 Focused Marketing	4.2.e Develop and administer a recognition program for employers and developers. Develop a recognition program (e.g., Best Workplaces for Commuters) that stimulates corporate implementation of measures that promote alternative commuting. Administer the program and conduct a regular recognition event that publicizes their achievements.	TJCOG (lead), TTA, LSPs
4.2 Focused Marketing	4.2.f Develop and disseminate TDM outreach materials using the findings (benefits and impacts to the region) from TDM Program Annual Reports and other sources of information about the success of the TDM Program. Highlight the collective efforts of the Triangle TDM programs as a whole and the localized organizations that contribute to its success. Demonstrate the effectiveness of TDM in terms of measures salient to the public and to decision makers: household transportation expenditures, infrastructure capacity and lifespan, air quality, reduced fuel consumption, increased mobility and economic opportunity, etc.	TJCOG, TTA, LSPs
4.2 Focused Marketing	4.2.g Develop and disseminate outreach materials in multiple languages. Ensure that non-English speaking populations also receive TDM outreach.	TTA

4.2 Focused Marketing	4.2.h Conduct commuter awards ceremony. A regional awards ceremony helps promote alternative mode utilization and stimulates competition among participants, leading to higher achievement in implementation of TDM practices.	TTA
4.2 Focused Marketing	4.2.i Seek out partnership opportunities for local campaigns. For each campaign, GoTriangle will attempt to leverage local resources to offset costs and/or staff resources.	TTA, LSPs
4.2 Focused Marketing	4.2.j Regional Bike to Work Month. Continue to promote cycling as a commute mode and educate commuters on how to bike commute safely.	TTA, LSPs
4.2 Focused Marketing	4.2.k Develop educational materials for technology users. Develop materials appropriate to each TDM technology tool and audience to educate users on how to download, install, and use them properly and effectively. Outreach materials should be consistently branded to ensure the user associates the tool with the Triangle TDM program (i.e., GoTriangle).	TTA, LSPs (depends on the app/tool)
4.3 Media Relations	4.3.a Support contacts with Triangle-area news media. Service Provider staff will maintain contacts with Triangle area news media, provide information as requested, and serve as subject matter experts on TDM issues.	TTA (lead), LSPs
4.3 Media Relations	4.3.b Seek placements in traditional media (TV, print, radio) for current events and/or feature stories. Current events stories report on a timely event or development affecting commuters, such as a planned special event, a new construction mitigation measure, or announcement of a new commuter benefit (e.g., passage of tax incentive legislation). Feature stories pertain to interesting but not time-sensitive stories about commuting life in Triangle, such as a "day in the life" story. Document any publicity (archive it on GoTriangle Google site and submit a copy with Quarterly Reports).	TTA, LSPs
4.3 Media Relations	4.3.c Promote TDM through social media (e.g., Facebook, Twitter, YouTube, blogs, etc.). Social media are increasingly important to reaching many key target audiences, building awareness of programs, showing how they can be used, and demonstrating that everyday people use them to get around comfortably and efficiently.	TTA, LSPs
4.4 GoTriangle TDM Financial Incentives	4.4.a Develop regional commute tracking and rewards-based program. Develop a points-based accrual campaign that encourages the repeat usage of alternative modes. The program will be online to ensure it is easy to manage internally as well as promote and participate in externally. Rewards would reinforce local business relationships with corporate sponsors and gift cards. The program would be administered regionally and promoted locally.	TTA, LSPs
4.4 GoTriangle TDM Financial Incentives	4.4.b Develop and track incentive programs in pilot areas. Incentive programs will be deployed locally, in close coordination with Services/Operations staff, to test the feasibility of applying incentive programs regionwide. Metrics will be tracked to help evaluate the effectiveness of the program.	TTA
4.4 GoTriangle TDM Financial Incentives	4.4.c Fund regional reward/incentive based program for alternative commuters. Ensure there are funds to operate the regional incentive system and provide awards.	TTA

4.5 Information and Outreach Materials on TDM Successes and Benefits	4.5.a Develop components and information for outreach materials demonstrating the successes, quantitative impacts, and general benefits of the Triangle TDM Program. Triangle TDM Annual Reports are a good source of information on quantitative impacts. Infographics are one way this information might be presented intelligibly.	TJCOG, TTA
4.5 Information and Outreach Materials on TDM Successes and Benefits	4.5.b Develop components and information for outreach materials showcasing TDM best practices, innovations, and benefits from other metro areas. The Triangle TDM Program can learn from the experiences of other metro areas (see Strategies 1.2.c and 2.3.e). Infographics are one way this information might be presented intelligibly.	TJCOG, TTA
4.5 Information and Outreach Materials on TDM Successes and Benefits	4.5.c Develop and customize outreach materials for government decision makers. Using the information and components from Activities 4.5.a and 4.5.b, assemble outreach materials for government bodies that communicate the value of TDM for reaching community goals (e.g., reducing traffic, maintaining quality of life, attracting a diverse and qualified workforce).	TTA, LSPs
4.5 Information and Outreach Materials on TDM Successes and Benefits	4.5.d Develop and customize outreach materials for business decision makers. Using the information and components from Activities 4.5.a and 4.5.b, assemble outreach materials for business entities that communicate the value of TDM for reaching business goals (e.g., attracting a diverse and qualified workforce, employee wellbeing).	TTA, LSPs

Performance Area 5: Outreach

Strategy	Activity Number and Description	Responsible Parties (a Lead may be specified)
5.1 Regional Outreach	5.1.a Coordinate regional program with local programs. Regional TDM programs must be sensitive to the desire to have local programs that address the specific needs and unique characteristics of local activity centers. A well thought-out strategy to regional program implementation that supports local programs, as appropriate, will be critical. GoTriangle Partners meetings provide an important mechanism for this coordination to occur. These meetings should be recorded and summaries provided to GoTriangle Partners so that discussions, decisions, and rationales are documented.	TTA
5.1 Regional Outreach	5.1.b Maintain relations with existing employer clients. To promote client retention, Service Provider staff will regularly check in and follow up with employers in their hotspots.	TTA, LSPs
5.1 Regional Outreach	5.1.c Conduct individualized employer outreach to targeted employers. A "Top 20" list of large metro area employers not in targeted areas will be established. These employers should have TDM Programs on paper that could be better utilized by their employees. Survey their employees to identify what programs they are aware of and what they would like as well as identify which employees are most likely to use them.	TTA

5.1 Regional Outreach	5.1.d Assist with vanpool group formation. Working primarily through employers and local TDM providers, regional outreach staff will act as technical experts to assist with recruiting vanpool drivers and forming vanpool groups to keep pace with van acquisition and vanpool group turnover.	TTA, LSPs
5.1 Regional Outreach	5.1.e Empower local Service Providers with regional marketing expertise, products, and services. Regional Outreach staff will provide technical and outreach support, as needed, in efforts to market regional products and services, including providing collaterals, accompanying partner personnel on outreach visits, and conducting follow up as requested.	TTA
5.1 Regional Outreach	5.1.f Reorganize regional outreach staff in response to changing conditions. TTA staff will focus outreach efforts in target areas that lack local staff resources. Once local staff resources have been established, TTA outreach staff can focus more effort on specialty- or mode-based outreach. (e.g. telework, vanpools, pre-tax, etc.) and large employers outside of targeted areas.	TJCOG, TTA, LSPs
5.1 Regional Outreach	5.1.g Develop a regional Employee Transportation Coordinator network. Regional Outreach staff will create online and/or in-person forums for Employee Transportation Coordinators to share ideas on how to implement TDM programs at their sites. Conduct at least 3 forums per year.	TTA
5.1 Regional Outreach	5.1.h Develop one employer case study per quarter. Case studies are an effective tool for outreach and education. TTA will leverage staff resources directed towards evaluation and tracking of employer outreach activities to develop brief employer case studies, to be used by all regional TDM partners.	TTA
5.2 Local Outreach	5.2.a Increase marketing, promotion, and outreach to target areas. Outreach staff will be accountable for maintaining regular contact and communication with their local commuters, providing services to employers/departments, collaborating on projects, supporting partner activities, and tracking and reporting progress.	TTA, LSPs
5.2 Local Outreach	5.2.b Develop local Employee Transportation Coordinator networks. Local Service Provider staff will create online and/or in-person forums for Employee Transportation Coordinators to share ideas on how to implement TDM programs at their sites.	LSPs
5.2 Local Outreach	5.2.c Conduct individualized employer outreach to targeted employers. A "Top Five" list of large target area employers for each targeted area will be established. These employers should have TDM Programs on paper that could be better utilized by their employees. Survey their employees to identify what programs they are aware of and what they would like as well as identify which employees are most likely to use them.	TTA, LSPs
5.2 Local Outreach	5.2.d Set up Commuter Stores. Whether an online store or an actual store that commuter can come into to access transportation information, these tools are extremely effective in getting messages to commuters. Serving as one stop shops for transportation resources the stores or even kiosks can be integrated into chamber, municipal or improvement district lobbies and/or websites.	TTA (lead), TJCOG, LSPs

5.2 Local Outreach	5.2.e Encourage property managers and new development sites to incorporate parking management and TDM-friendly site features. Site features and management practices could include bike racks and showers, pedestrian entrances, parking management (e.g., transportation allowances instead of paid parking spaces, preferential parking for carpools and vanpools), and carsharing programs.	TTA, LSPs
5.3 Special Events Outreach	5.3.a Provide TDM information for special events. Work with event venues and organizers to communicate with patrons about travel alternatives when attending large traffic-generating events.	LSPs (lead), TTA
5.4 SchoolPool Outreach	5.4.a Conduct outreach to schools. Similar to employer outreach, a "Top 40" list of metro area school prospects will be established to guide SchoolPool outreach efforts. SchoolPool outreach will be conducted to leverage specific events in the school year, including school registration, commencement of classes, and International Walk Your Kid to School Day. (This Activity is not a priority for the Program at present.)	n/a
5.4 SchoolPool Outreach	5.4.b Develop SchoolPool pilot program. Develop SchoolPool pilot program. Develop a pilot program to provide technical services to three regional schools (can also be administered locally if there is a willing implementer). The pilot program should include transportation surveys, ridematching and site analysis, resulting in transportation and marketing program that will eventually be turned over to the school to administer. Once the pilot program is found successful, develop SchoolPool handbook and expand services to all schools. (This Activity is not a priority for the Program at present.)	n/a
5.4 SchoolPool Outreach	5.4.c Safe Routes to School. The safe routes program should be integrated into any SchoolPool program. (This Activity is not a priority for the Program at present.)	n/a
5.5 Emergency Preparedness Outreach	5.5.a Create two pilot programs for Emergency Preparedness Ridematching. Working with Services/Operations and Program Administration as well as Planning staff, Outreach staff will develop and deliver an outreach campaign aimed at encouraging targeted employers to register at least 50% of their employees into a carpool database for use in the case of emergencies. Emergencies can be interpreted broadly, including inclement weather, severe congestion, high gasoline prices, or other conditions that create a hardship for the employer due to inability of employees to arrive for work. The first tier of employers that will be contacted are government and military organizations, followed by public service companies; electric, fuel, and transportation providers; and, finally, the Triangle region's largest employers. Connect marketing messages with current events related to extreme weather conditions and the war on terrorism.	TTA
5.6 University Student Outreach	5.6.a Ensure students of driving age are 1) aware of and 2) encouraged to use TDM services, particularly those students who commute during peak hours.	TTA, LSPs

Designating Hotspots

Background

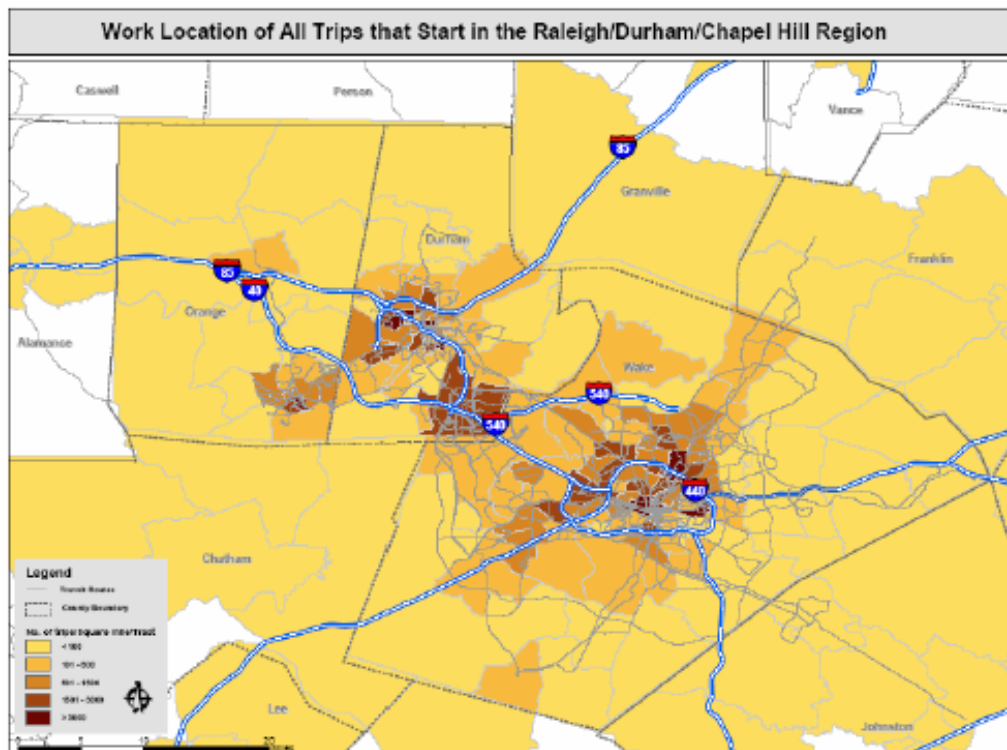
The 7-Year Triangle TDM Plan developed in 2007 used the following general methodology in designating hotspots (referred to in the Plan as “work clusters”) for the purposes of prioritizing investments in TDM activities: 1) identifying areas of high work-commute trip density and 2) identifying areas with the best opportunities for TDM services. The Plan used the 2000 Census Transportation Planning Package to conduct these analyses and targeted the following types of work locations in the Triangle:

1. Central Urban Areas (e.g., Raleigh CBD, Durham CBD, Chapel Hill-Carrboro CBD)
2. Institutions of Higher Learning (e.g., University of North Carolina at Chapel Hill, Duke University, North Carolina Central University, and North Carolina State University)
3. Research Triangle Park
4. Non-centralized work locations (e.g., hospital districts, I-440 Northern Corridor/North Raleigh)

Figure 1 shows trip densities to work from the 2007 7-Year Plan. The scale is represented as the following per square mile:

- 0–100
- 101–500
- 501–1500
- 1501–3,000
- >3,000

Figure 1. Work Location Commute Trip Density in 7-Year Plan



Revisiting Hotspot Designations

In order to determine if additional areas might be appropriate priorities for TDM investments, the Triangle TDM Program has defined “hotspots” for the Triangle region based on newer data and revised criteria. Note that one or more of these criteria may apply to a hotspot. However, it should be noted that annual funding priorities are to be determined by the Oversight Committee.

1. Concentrated geographic areas with work trip densities of greater than 3,000 per square mile per TAZ.
2. Geographic areas that may fall below the 3,000 trips/square mile threshold, but where there are significant policies and services supportive of TDM.
3. Corridors with high commute trips with conditions supportive of a TDM effort already in place.
4. Institutions of higher learning where the combined student and employee population exceeds 15,000.
5. Multi-site single employer institutions with a demonstrated commitment to alternative modes of commuting.

The following sections further describe the above criteria.

Geographic Hotspots

The Triangle region has grown significantly since the initial creation of the hotspot maps for the 2007 Plan. In order to accurately and efficiently target TDM outreach, and as part of the 7-Year TDM Plan revision process, TJCOG staff revisited the original maps and developed a process for updating the hotspot boundaries.

Trip counts used to determine work location density come from the Triangle Regional Transportation Model run from February 2012. These trip counts include the total daily sum of all home-based work-trip attractions for both motorized and non-motorized trips. Home-based work trips are those that occur between a person's home and place of employment for the purpose of working, so the attraction for this type of trip would be the place of work. The sum of all daily trip attractions is divided by the area in square miles of the attractions' TAZ to determine trip density for each TAZ.

Figure 2 shows trip densities to work as reflected in the Regional Transportation Model for Orange, Durham, Wake, and western Johnston counties. Although it is unclear whether a defined threshold was established in the 7-Year Plan, the highest threshold listed in the 2007 work cluster maps was >3,000 trips per square mile per census tract. Following this example, TJCOG used >3,000 trips per square mile per TAZ to identify geographic hotspots.

In addition to the hotspots identified in the 2007 Plan, which still meet the new methodology/definition for high density at greater than 3,000 work trips per square mile per TAZ, other areas of high work-trip density have emerged. These areas have been categorized into central business districts (CBDs), highway corridors with high concentrations of retail, and areas of concentrated office development.

Central Business Districts: Examples of *new* or *emerging* CBDs with an opportunity to reducing commute VMT could include Cary, Wake Forest, Zebulon, Knightdale, and Apex. Note that this is not an exhaustive list; other CBDs with concentrations of commute trips >3,000 per square mile per TAZ may also be considered for funding.

Highway Corridors: In order for highway corridors to be considered for funding, the area must demonstrate a concerted effort to address travel. Specifically, the US 15/501 corridor (which aligns with the Durham/Orange Light Rail Transit planning effort), the Blue Ridge Road corridor, and the New Bern Avenue corridor all have demonstrated support for TDM activities.

Concentrated Office Development: Areas such as Perimeter Park in Morrisville and Weston Parkway in Cary include concentrated office space that would benefit from TDM services. Note that these two office developments are examples; other concentrations of office development may also be considered for funding.

In addition, some areas are emerging (and will continue to emerge) as hotspots even though they fall below the 3,000 trips per square mile per TAZ threshold. These areas may have strong supportive TDM policies or services in place.

Institutional Hotspots (Higher Learning)

Institutions of higher learning with large student and employee populations create an ideal situation for TDM services. Because of the high concentrations of commute trips to a single campus as well as a consolidated method of disseminating information (i.e. a unique captive audience), it is important to distinguish them as separate hotspots even though they may fall within another geographic hotspot location. Institutions of higher learning also provide their own TDM services to their students and employees, which may include free or reduced transit options, closed carpool or vanpool matching, and bike/ped infrastructure.

The Triangle TDM program has prioritized institutions of higher learning with a combined student and employee population of greater than 15,000. The following institutions currently meet that criterion:

- University of North Carolina – Chapel Hill
- Duke University
- North Carolina Central University
- North Carolina State University
- Wake Technical Community College
- Durham Technical Community College

Multi-Site Single Employers

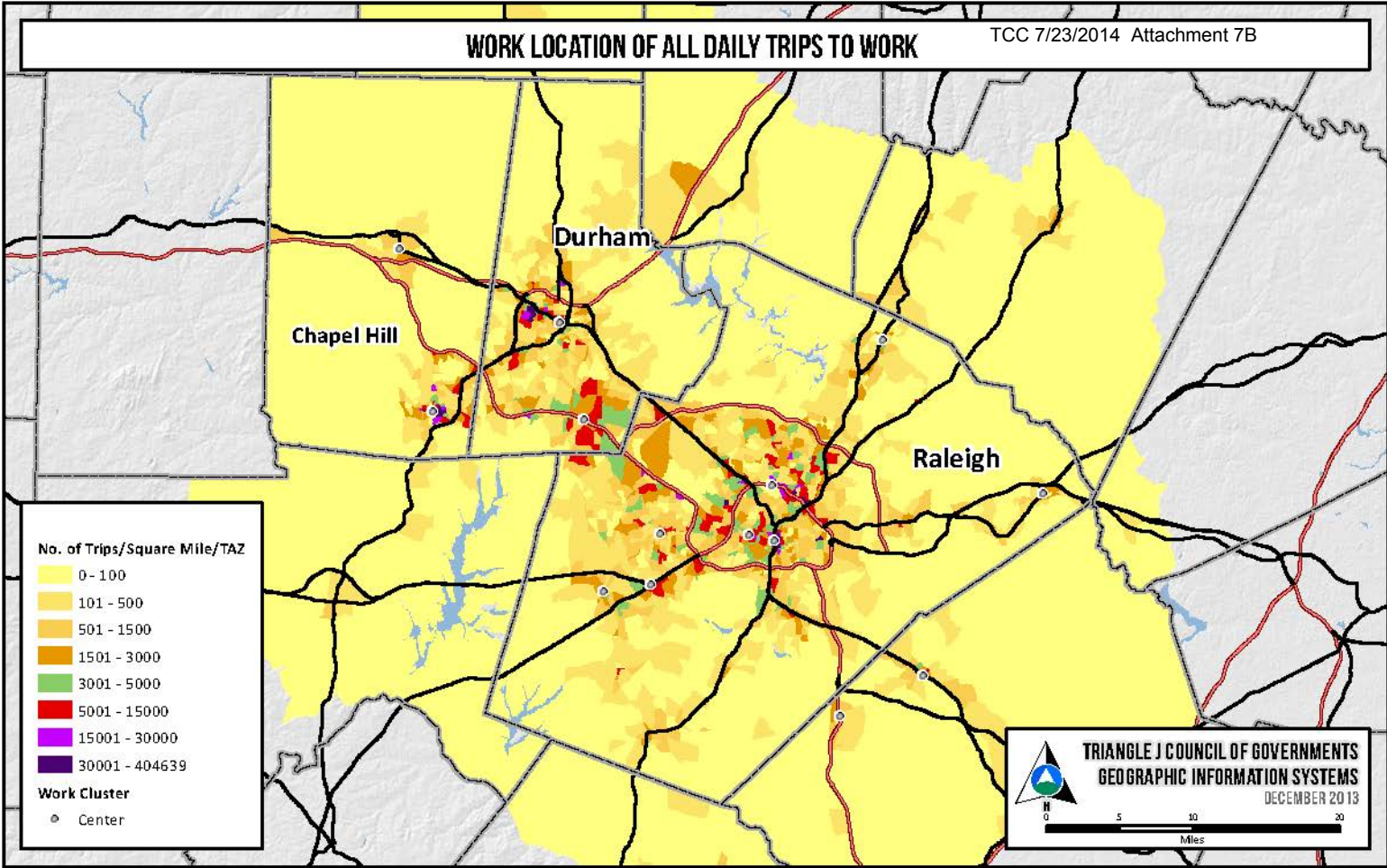
Similar to institutions of higher learning, large multi-site employers may also have a demonstrated need for and commitment to alternative modes of commuting. For example, Wake Med and Rex Healthcare have multiple locations. Each location may not create a high concentration of work commute trips on its own, but if that one employer develops a TDM program across their worksites, their impacts may be significant. Other institutions may also meet this criterion as well.

Outreach Outside of Designated Hotspots

The Triangle as a whole contains many large employers that may not fall within a designated hotspot. Triangle Transit has historically filled the role of providing these employers with services such as Emergency Ride Home, rideshare matching, regional transit options, and individualized marketing. It is expected that this regional outreach beyond the designated hotspots will continue as these services have provided substantial impacts in terms of reduced emissions and vehicle miles traveled (see Triangle TDM Program Annual Reports).

WORK LOCATION OF ALL DAILY TRIPS TO WORK

TCC 7/23/2014 Attachment 7B



Collaboration Among Service Providers

There are many instances of overlapping and adjacent hotspots in the Triangle Region. This requires a high level of cooperation and collaboration among Service Providers. It is expected that one Service Provider primarily serves the employers within a specified hotspot.

The City of Raleigh Central Business District, for example, is a defined geography that has historically been served by one Service Provider. However, many employers within and adjacent to that specific hotspot also benefit from TDM services provided by Triangle Transit. Both Service Providers collaborate with each other as well as other Raleigh employees, such as the City of Raleigh bike/ped coordinator. In another example, the Town of Chapel Hill, the University of North Carolina at Chapel Hill, and the Town of Carrboro hotspots overlap. All three Service Providers collaborate in order to best reduce congestion and emissions in the area.

Situations may arise where an employer moves from one geographic hotspot to another. In this case, it is expected that the previous Service Provider will reach out to transition the employer to the new Service Provider.

Another important point of collaboration is on a regional level. The regional program currently provided by Triangle Transit is a unifying brand (GoTriangle) that is cross-promoted by all Service Providers. Service Providers in individual hotspots may call on the regional Service Provider to promote regional TDM services at local events. Conversely, it is the responsibility of the local Service Provider to communicate event schedules, promotional needs, etc. to the regional Service Provider.

**DURHAM-CHAPEL HILL-CARRBORO
METROPOLITAN PLANNING ORGANIZATION**

**MEMORANDUM OF UNDERSTANDING
FOR
COOPERATIVE, COMPREHENSIVE, AND CONTINUING
TRANSPORTATION PLANNING**

Between

THE GOVERNOR OF THE STATE OF NORTH CAROLINA,
CITY OF DURHAM, TOWN OF CHAPEL HILL, TOWN OF CARRBORO
TOWN OF HILLSBOROUGH, COUNTY OF DURHAM,
COUNTY OF ORANGE, COUNTY OF CHATHAM, TRIANGLE TRANSIT, AND
THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

in cooperation with

THE UNITED STATES DEPARTMENT OF TRANSPORTATION

March 12, 2014

WITNESSETH THAT

WHEREAS, Section 134(a) of Title 23 United States Codes states:

Policy – It is in the national interest—

- (1) to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within and between States and urbanized areas, while minimizing transportation-related fuel consumption and air pollution through metropolitan and statewide transportation planning processes identified in this chapter; and
- (2) to encourage the continued improvement and evolution of the metropolitan and statewide transportation planning processes by metropolitan planning organizations, State departments of transportation, and public transit operators as guided by the planning factors identified in subsection (h) and section 135(d).

WHEREAS, Section 134(c) of Title 23 United States Codes states:

General Requirements.—

- (1) Development of long-range plans and Transportation Improvement Programs (TIPs).— To accomplish the objectives in subsection (a), metropolitan planning organizations designated under subsection (d), in cooperation with the State and

public transportation operators, shall develop long-range transportation plans and transportation improvement programs through a performance-driven, outcome-based approach to planning for metropolitan areas of the State.

(2) Contents.— The plans and TIPs for each metropolitan area shall provide for the development and integrated management and operation of transportation systems and facilities (including accessible pedestrian walkways and bicycle transportation facilities) that will function as an intermodal transportation system for the metropolitan planning area and as an integral part of an intermodal transportation system for the State and the United States.

(3) Process of development.— The process for developing the plans and TIPs shall provide for consideration of all modes of transportation and shall be continuing, cooperative, and comprehensive to the degree appropriate, based on the complexity of the transportation problems to be addressed.

WHEREAS, Chapter 136, Section 66.2(a) of the General Statutes of North Carolina states:

Each Metropolitan Planning Organization (MPO), with cooperation of the Department of Transportation, shall develop a comprehensive transportation plan in accordance with 23 U.S.C. Section 134. In addition, an MPO may include projects in its transportation plan that are not included in a financially constrained plan or are anticipated to be needed beyond the horizon year as required by 23 U.S.C. Section 134. For municipalities located within an MPO, the development of a comprehensive transportation plan will take place through the metropolitan planning organization. For purposes of transportation planning and programming, the MPO shall represent the municipality's interests to the Department of Transportation.

WHEREAS, Chapter 136, Section 66.2(b) of the General Statutes of North Carolina states:

After completion and analysis of the plan, the plan shall be adopted by both the governing body of the municipality or MPO and the Department of Transportation as the basis for future transportation improvements in and around the municipality or within the MPO. The governing body of the municipality and the Department of Transportation shall reach agreement as to which of the existing and proposed streets and highways included in the adopted plan will be a part of the State highway system and which streets will be a part of the municipal street system. As used in this Article, the State highway system shall mean both the primary highway system of the State and the secondary road system of the State within municipalities.

WHEREAS, Chapter 136, Section 66.2(d) of the General Statutes of North Carolina states:

For MPOs, either the MPO or the Department of Transportation may propose changes in the plan at any time by giving notice to the other party, but no change shall be effective until it is adopted by both the Department of Transportation and the MPO.

WHEREAS, a transportation planning process includes the operational procedures and working arrangements by which short and long-range transportation plans are soundly conceived and developed and continuously evaluated in a manner that will:

1. Assist governing bodies and official agencies in determining courses of action and in formulating attainable capital improvement programs in anticipation of community needs; and,
2. Guide private individuals and groups in planning their decisions which can be important factors in the pattern of future development and redevelopment of the area;

WHEREAS, it is the desire of these agencies that a continuing, cooperative, and comprehensive transportation planning process, be established for the Durham-Chapel Hill-Carrboro Metropolitan Planning Area in compliance with Title 23 U.S.C. Section 134 and any subsequent amendments to that statute, and any implementing regulations; Title 49 U.S.C. Chapter 53 and any subsequent amendments to these statutes, and any implementing regulations; and the Clean Air Act of 1970, as amended, [42 U.S.C. 7504 and 7506(c)].

WHEREAS, it is the desire of these parties that all prior Memoranda of Understanding between the parties be superseded and replaced by this Memorandum of Understanding.

NOW THEREFORE, the following Memorandum of Understanding is made:

Section I

It is hereby agreed that the City of Durham, Town of Chapel Hill, Town of Carrboro, Town of Hillsborough, County of Durham, County of Orange, County of Chatham, Research Triangle Regional Public Transportation Authority (d/b/a Triangle Transit), and the North Carolina Department of Transportation in cooperation with the United States Department of Transportation will participate in a continuing, cooperative, and comprehensive transportation planning process with responsibilities and undertakings as related in the following paragraphs:

1. The Durham-Chapel Hill-Carrboro Metropolitan Planning Area, will consist of the Durham Urbanized Area as defined by the United States Department of Commerce, Bureau of the Census, plus that area beyond the existing urbanized area boundary that is expected to become urbanized or be affected by urban policies within a twenty-year planning period. This area is hereinafter referred to as the Metropolitan Planning Area.
2. The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) shall include the policy boards of general purpose local government – the Durham City Council, Chapel Hill Town Council, Carrboro Board of Aldermen, Hillsborough Board of Commissioners, Durham County Board of Commissioners, Orange County Board of Commissioners, and Chatham County Board of Commissioners; the North Carolina Department of Transportation; a MPO Board hereinafter defined, a MPO Technical

Committee hereinafter defined, and the various agencies and units of local, regional, state, and federal government participating in the transportation planning for the area.

3. The Metropolitan Planning Area boundary will be periodically reviewed and revised in light of new developments, basic data projections for the current planning period, and as may otherwise be required by federal and state laws.
4. The continuing transportation planning process will be a cooperative one reflective of and responsive to the programs of the North Carolina Department of Transportation, and to the comprehensive plans for growth and development of the Municipalities of Durham, Chapel Hill, Carrboro, and Hillsborough; and the Counties of Durham, Orange, and Chatham. Attention will be given to cooperative planning with the neighboring metropolitan and rural planning organizations.
5. The continuing transportation planning process will be in accordance with the intent, procedures, and programs of Title VI of the Civil Rights Act of 1964, as amended.
6. The continuing transportation planning process will be in accordance with the intent, procedures, and programs of Clean Air Act of 1970, as amended.
7. Transportation policy decisions within the MPO are the shared responsibility of the MPO Board, the N.C. Board of Transportation, and participating local governments.
8. Transportation plans and programs, and land use policies and programs, for the Planning Area, having regional impacts, will be coordinated with Triangle Transit, the neighboring metropolitan and rural planning organizations, and Triangle J Council of Governments.
9. A MPO Board is hereby established with the responsibility for cooperative transportation decision-making for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO). The MPO Board shall have the responsibility for keeping the policy boards informed of the status and requirements of the transportation planning process; assisting in the dissemination and clarification of the decisions, inclinations, and policies of the policy boards, and for providing opportunities for citizen participation in the transportation planning process.

The MPO Board will be responsible for carrying out the provisions of 23 U.S.C. Section 134; Title 49 U.S.C. Chapter 53; and 42 U.S.C. 7504 and 7506(c); including but not limited to:

- a. Establishment of goals and objectives for the transportation planning process;

- b. Review and approval of a Prospectus for transportation planning which defines work tasks and responsibilities for the various agencies participating in the transportation planning process;
- c. Review and approval of the transportation Unified Planning Work Program;
- d. Review and approval of changes to the National Highway System, Functional Classification, and Metropolitan Planning Area boundary;
- e. Review and approval of the Comprehensive and Metropolitan Transportation Plans. As specified in General Statutes Section 136-66.2(a), the Comprehensive Transportation Plan shall include the projects in the Metropolitan Transportation Plan and may include additional projects that are not included in the financially constrained plan or are anticipated to be needed beyond the horizon year as required by 23 U.S.C. Section 134. As specified in General Statutes Section 136-66.2(d) revisions to the Comprehensive Transportation Plan are required to be jointly approved by the North Carolina Department of Transportation and the MPO Board;
- f. Review and approval of the Transportation Improvement Program and changes to the Transportation Improvement Program. As specified in 23 U.S.C. Section 134(k), all federally funded projects carried out within the boundaries of a metropolitan planning area serving a transportation management area (excluding projects carried out on the National Highway System) shall be selected for implementation from the approved TIP by the metropolitan planning organization designated for the area in consultation with the State and any affected public transportation operator;
- g. Review and approval of planning procedures for air quality conformity and review and approval of air quality conformity determination for projects, programs, and plans;
- h. Review and approval of a Congestion Management Process;
- i. Review and approval of the distribution and oversight of federal funds designated for the DCHC MPO under the provisions of MAP-21 and any other subsequent Transportation Authorizations;
- j. Review and approval of a policy for public involvement for the DCHC MPO;
- k. Review and approval of an agreement between the MPO, the State, and public transportation operators serving the Metropolitan Planning Area that defines mutual responsibilities for carrying out the metropolitan planning process in accordance with 23 C.F.R. 450.314;

- l. Oversight of the Lead Planning Agency staff;
- m. Revision in membership of the MPO Technical Committee hereinafter defined;
- n. Development and approval of committee bylaws for the purpose of establishing operating policies and procedures;
- o. Review and approval of cooperative agreements with other transportation organizations, transportation providers, counties, and municipalities.

The membership of the MPO Board shall include:

- a. Two members of the Durham City Council;
- b. One member of the Chapel Hill Town Council;
- c. One member of the Carrboro Board of Aldermen;
- d. One member of the Hillsborough Board of Commissioners;
- e. One member of the Durham County Board of Commissioners;
- f. One member of the Orange County Board of Commissioners;
- g. One member of the Chatham County Board of Commissioners;
- h. One member of the North Carolina Board of Transportation;
- i. One member of the Triangle Transit Board of Trustees.

Municipal and county public transit providers shall be represented on the MPO Board through their respective municipal and county local government board members.

It shall be the responsibility of each member jurisdiction to appoint a representative and an alternate(s) to the MPO Board.

In order for a quorum of the MPO Board to be established:

- a. A simple majority of the voting members shall be present; and
- b. The total number of weighted votes associated with the simple majority, as identified in the weighted voting schedule below, shall represent a majority of the total number of possible weighted votes.

A majority vote shall be sufficient for approval of matters coming before the committee with the exception that a committee member may invoke the following weighted vote provisions on any matter:

<u>Government Body</u>	<u>Votes</u>
City of Durham	16*
Town of Chapel Hill	6
Durham County	4
Orange County	4
Town of Carrboro	2

Chatham County	2
Town of Hillsborough	2
N.C. Board of Transportation	1
<u>Triangle Transit</u>	<u>1</u>
Total	38

* 8 votes per representative

Representatives from each of the following bodies will serve as non-voting members of the MPO Board:

- a. A representative of the Federal Highway Administration;
- b. A representative of the Federal Transit Administration;
- c. Other local, regional, state, or federal agencies impacting transportation in the planning area at the invitation of the MPO Board.

The MPO Board will meet as often as it is deemed appropriate and advisable. On the basis of a majority vote, the MPO Board may appoint members of the Board to act as Chair and Vice-Chair with the responsibility for coordination of the Board's activities. A member of the Lead Planning Agency staff will serve as Secretary to the Board and will work cooperatively with the staff of other jurisdictions.

10. A MPO Technical Committee shall be established with the responsibility of general review, guidance and coordination of the transportation planning process for the planning area and with the responsibility for making recommendations to the respective local, state, and federal governmental agencies and the MPO Board regarding any necessary actions relating to the continuing transportation planning process. The MPO Technical Committee shall be responsible for development, review and recommendations for approval and changes to the Prospectus, Unified Planning Work Program, Transportation Improvement Program, National Highway System, Functional Classification, Metropolitan Planning Area boundary, Metropolitan Transportation Plan, and Comprehensive Transportation Plan, for planning citizen participation, and for documenting reports of various transportation studies.

Membership of the MPO Technical Committee shall include technical representatives from local and state agencies directly related to and concerned with the transportation planning process for the planning area. Representatives will be designated by the chief executive officer of each represented agency. Departments or divisions within local and state agencies that should be represented on the MPO Technical Committee include, but are not limited to, those responsible for transportation planning, land use planning, transportation operations, public works and construction, engineering, public transportation, environmental conservation and planning, bicycle and pedestrian planning, and economic development. Initially, the membership shall include, but not be limited to, the following:

a. The City of Durham	5 representatives
b. The Town of Chapel Hill	3 representatives
c. The Town of Carrboro	2 representatives
d. The Town of Hillsborough	1 representative
e. Durham County	3 representatives
f. Orange County	3 representatives
g. Chatham County	1 representative
h. The N.C. Department of Transportation	5 representatives
i. Triangle J Council of Governments	1 representative
j. Duke University	1 representative
k. N.C. Central University	1 representative
l. The University of North Carolina	1 representative
m. The Raleigh-Durham Airport Authority	1 representative
n. Triangle Transit	1 representative
o. The Research Triangle Park Foundation	1 representative
p. The N.C. Department of the Environment and Natural Resources	1 representative

The City of Durham's membership shall not include members of the Lead Planning Agency staff.

In addition to voting membership, the following agencies shall have non-voting membership:

a. The Federal Highway Administration	1 representative
b. The Federal Transit Administration	1 representative
c. The U.S. Army Corps of Engineers	1 representative
d. The U.S. Environmental Protection Agency	1 representative
e. The U.S. Fish and Wildlife Service	1 representative
f. The N.C. Department of Cultural Resources	1 representative
g. The N.C. Department of Commerce	1 representative
h. The U.S. Department of Housing and Urban Development	1 representative
i. The N.C. Railroad Company	1 representative
j. The N.C. Trucking Association	1 representative
k. The N.C. Motorcoach Association	1 representative
l. Regional Transportation Alliance	1 representative

The MPO Technical Committee shall meet when it is deemed appropriate and advisable. On the basis of a majority vote, the MPO Technical Committee may appoint voting members of the Committee to act as Chair and Vice-Chair with the responsibility for coordination of the Committee's activities.

11. The Durham City Council, Chapel Hill Town Council, Carrboro Board of Aldermen, Hillsborough Board of Commissioners, Durham County Board of Commissioners, Orange County Board of Commissioners, and Chatham County Board of Commissioners shall serve as the primary means for citizen input to the continuing transportation planning process. During the Metropolitan Transportation Plan reevaluation, citizen involvement in the planning process shall be encouraged during re-analysis of goals and objectives and plan formation. This citizen involvement will be obtained through procedures outlined in the MPO's policy for public involvement.

The MPO Board may also receive public input or hold public hearings as may also be required by federal or state law.

Section II

It is further agreed that the subscribing agencies will have the following responsibilities, these responsibilities being those most logically assumed by the several agencies:

The Municipalities and the Counties

The municipalities and the counties will assist in the transportation planning process by providing planning assistance, data, and inventories in accordance with the Prospectus. The municipalities and the counties shall coordinate zoning and subdivision approval within their respective jurisdictions in accordance with the adopted Metropolitan Transportation Plan and the Comprehensive Transportation Plan.

Additionally, the City of Durham will serve as the Lead Planning Agency for the transportation planning process in the Planning Area.

The municipalities and the counties will participate in funding the portion of the costs of the MPO's work program not covered by federal or state funding as reflected in the annual Planning Work Program approved by the MPO Board. The portion to be paid by each municipal and county member government will be based upon its pro rata share of population within the MPO Planning Area, utilizing the most recent certified North Carolina Office of State Planning municipal and county population estimates. In addition, MPO members may also voluntarily contribute additional funds for other purposes such as to participate in funding the costs of special studies, or other specialized services as mutually agreed upon.

Funding provided by member agencies will be used to provide the required local match to federal funds. Failure by member agencies to pay the approved share of costs would impact the MPO's ability to match federal funds and could have the effect of invalidating the MPO's Unified Planning Work Program and the annual MPO self-certification, and could also result in the withholding of transportation project funds.

Failure by member governments to pay the approved share of costs may also result in the withholding of MPO services and funding.

The municipalities and the counties receiving federal transportation funding designated for the Durham Urbanized Area as approved by the MPO Board through the Unified Planning Work Program shall comply with adopted reporting and oversight procedures.

North Carolina Department of Transportation

The Department will assist in the transportation planning process by providing planning assistance, data, and inventories in accordance with the Prospectus. Should any authorized local government body choose to adopt or amend a transportation corridor official map for a proposed public transportation corridor pursuant to N.C.G.S. § 136-44.50, the Department may offer assistance by providing mapping, data, inventories, or other Department resources that could aid the local government body in adopting or amending a transportation corridor official map.

Triangle Transit

Triangle Transit will assist in the transportation planning process by providing planning assistance, data, and inventories in accordance with the Prospectus. Triangle Transit may also voluntarily contribute additional funds for other purposes such as to participate in funding the costs of special studies, or other specialized services as mutually agreed upon. Triangle Transit shall comply with adopted reporting and oversight procedures for the receipt of federal transportation funding designated for the Durham Urbanized Area as approved by the MPO Board through the Unified Planning Work Program.

E-Verify Compliance for All Parties to this Agreement

Each of the parties covenants that if it enters into any subcontracts in order to perform any of its obligations under this contract, it shall require that the contractors and their subcontractors comply with the requirements of NC Gen. Stat. Article 2 of Chapter 64. In this E-Verify Compliance section, the words contractors, subcontractors, and comply shall have the meanings intended by applicable provisions of NC Gen. Stat. Chapters 153A and 160A.

Section III

Parties to this Memorandum of Understanding may terminate their participation in the continuing transportation planning process by giving ninety (90) days written notice to the other parties prior to the date of termination. If any party should terminate participation, this Memorandum of Understanding shall remain in force and the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization shall continue to operate as long as 75% or more of the

population within the Metropolitan Planning Area is represented by the remaining members. For the purpose of determining 75% representation, the populations within incorporated areas are represented by the respective municipal governments and the populations within the unincorporated areas are represented by the respective county governments.

Section IV

In witness whereof, the parties of this Memorandum of Understanding have been authorized by appropriate and proper resolutions to sign the same, the City of Durham by its Mayor, the Town of Chapel Hill by its Mayor, the Town of Carrboro by its Mayor, the Town of Hillsborough by its Mayor, Durham County by its Chair, Orange County by its Chair, Chatham County by its Chair, Triangle Transit by its Chair, and the Secretary of Transportation on behalf of the Governor of the State of North Carolina and the North Carolina Department of Transportation, this the _____ day of _____, ____.



City of Durham

D. Ben Gray

Clerk

By _____

[Signature]

Mayor

(Seal)



Town of Chapel Hill


Clerk

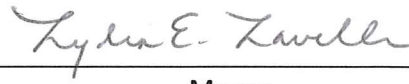
By

Mayor

(Seal)

Town of Carrboro


Clerk

By 
Mayor

(Seal)

Town of Hillsborough

Katherine M. Cathey
Clerk

By Tom Severn
Mayor



(Seal)

County of Durham


Clerk

By 
Chair





(Seal)

County of Orange

Clerk

By

Chair

(Seal)

County of Chatham

Lindsay K. Ray
Clerk

By B. J. Boat
Vice Chair

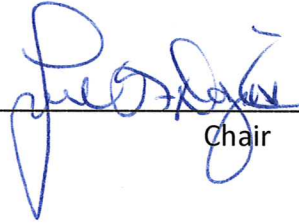
(Seal)

Research Triangle Regional Public
Transportation Authority
d/b/a Triangle Transit



Clerk

By



Chair

(Seal)

North Carolina Department of
Transportation

By _____
Secretary

BYLAWS

DURHAM – CHAPEL HILL – CARRBORO METROPOLITAN PLANNING ORGANIZATION TECHNICAL COORDINATING COMMITTEE

ARTICLE I – NAME

The name of this organization shall be the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Technical Coordinating Committee, hereinafter referred to as the “TCC”.

ARTICLE II – PURPOSE

The purpose and goals of this committee shall be:

1. To provide general review, guidance and coordination of the continuing, cooperative, comprehensive multi-modal transportation process in the Durham-Chapel Hill-Carrboro Urban Area.
2. To prepare and make recommendations to the Transportation Advisory Committee (TAC) regarding matters relating to multi- modal transportation planning.
3. To facilitate coordination and communication between policy boards and agencies represented on the TAC and TCC.
4. To facilitate coordination of multi-modal transportation planning with other planning efforts such as those concerning land use, public utilities and maintenance of air quality.

ARTICLE III – MEMBERS

Section 1 – Number and Qualifications:

As specified in the Memorandum of Understanding dated September 10, 1993, the Technical Coordinating Committee shall include as voting members:

- | | |
|-----------------------------|---------------------|
| A. The City of Durham | (5 representatives) |
| B. The Town of Chapel Hill | (3 representatives) |
| C. The Town of Carrboro | (2 representatives) |
| D. The Town of Hillsborough | (1 representative) |

E. Durham County	(3 representatives)
F. Orange County	(2 representatives)
G. Chatham County	(1 representative)
H. N. C. Department of Transportation	(5 representatives)
I. Triangle “J” Council of Governments	(1 representative)
J. Duke University	(1 representative)
K. N. C. Central University	(1 representative)
L. The University of North Carolina	(1 representative)
M. The Raleigh-Durham Airport Authority	(1 representative)
N. The Triangle Transit	(1 representative)
O. The Research Triangle Park Foundation	(1 representative)
P. Greyhound Lines, Inc.	(1 representative)
TOTAL	30 representatives

In addition to voting membership, the U.S. Department of Transportation shall have two (2) non-voting representatives.

Representatives and alternates will be designated by the chief executive officer of each represented agency. Designations will be made in writing and submitted to the Lead Planning Agency.

ARTICLE IV – OFFICERS

Section 1 – Officers Defined:

The TCC shall, upon majority vote of its present and eligible voting members, appoint one voting member of the Committee to act as Chair and one voting member to act as Vice-Chair.

Section 2 – Elections:

The Chair and Vice Chair shall be elected annually at the first regularly scheduled meeting of the calendar year. The newly elected Chair and Vice-Chair shall take office immediately upon being elected.

Section 3 – Terms of Office:

The term of office shall be one year. Officers may serve successive terms. Each officer shall hold office until his/her successor has been duly elected or until his/her earlier death, resignation, disqualification, incapacity to serve, or removal from the Committee by his/her chief executive officer.

Section 4 – Duties of Officers:

The Chair shall call and preside at meetings and appoint committees. The Chair shall appoint a clerk who will provide or otherwise delegate staff service for the TCC, as needed, and will be responsible for taking summary minutes of the Committee's proceedings. The Clerk will maintain a current copy of these Bylaws as an addendum to the Memorandum of Understanding, to be distributed to the public upon request.

In absence of the Chair, the Vice-Chair shall preside and complete all other duties of the Chair.

ARTICLE V – MEETINGS

Section 1 – Regular Meetings:

Meetings will be held on a regular meeting schedule approved by the Committee. Meeting notices and agendas are to be distributed in sufficient time for them to have been received by each committee member no later than three business days prior to the meeting. Unless otherwise stated, all meetings will begin at 9:00 A.M. Regular meetings may be canceled by the Chair should there be insufficient business on the Committee's tentative agenda.

Section 2 – Special Meetings:

Special meetings may be called by the Chair or at the request of the majority of the eligible voting members. At least seven (7) days notice shall be given.

Section 3 – Quorums:

A quorum shall be constituted by the presence of at least fifty percent (50%) of the eligible voting members. Members who are present but are not eligible to vote shall not be counted towards the quorum.

Section 4 – Attendance:

Each member shall be expected to attend each regular meeting and each special meeting provided at least seven (7) days notice is provided.

A member may appoint an alternate to serve in his/her absence provided that: (1) the member informs the Clerk of the Committee prior to the meeting which the alternate will attend; and (2) the alternate is previously approved by the chief executive officer of the agency represented. This notification shall authorize the alternate to act as a present and eligible voting member in the member's absence.

Voting members absent from three (3) consecutive meetings will be considered ineligible to vote as of the third meeting. A member's voting privileges will be restored at the second consecutive meeting that the member attends.

Section 5 – Agenda:

The agenda is a list of considerations for discussion at a meeting. Items on the agenda originate as a carryover from previous TCC meetings, or are placed on the agenda prior to its distribution by any member of the TCC, by request from any jurisdiction party to the Memorandum of Understanding, or by the request of a member of the Transportation Advisory Committee. Additional items may be placed on the regular agenda following discussion of the last item on the regular agenda, as long as a majority concurrence of the present and eligible voting members is received. Items may be placed on the agenda by citizens with majority concurrence of the eligible voting committee members present at any meeting.

Section 6 – Voting Procedures:

The Chair and any member may call for a vote on any issue, provided that it is seconded and within the purposes set forth in Article II and provided the issue is on the agenda as outlined in Section 5 of this article. Each voting member of the TCC shall have one vote. A majority vote of the members (or their authorized alternates) present and eligible to vote shall be sufficient for approval of matters coming before the Committee. The Chair is permitted to vote, however, non-voting members and unauthorized alternates are not permitted to vote. In the absence of any direction from these Bylaws, *Robert's Rules of Order* will designate procedures governing voting.

ARTICLE VI – AMENDMENTS TO BYLAWS

Amendments to these Bylaws of the TCC shall require the affirmative vote of at least two-thirds of the TCC's eligible voting members, provided that written notice of the proposed amendment has been received by each member at least seven (7) days prior to the meeting at which the amendment is to be considered and provided that such amendment does not conflict with the letter or fundamental intent of the Memorandum of Understanding governing this document. In the event of any conflict, the Memorandum of Understanding shall carry precedence over these Bylaws.

BYLAWS

**DURHAM – CHAPEL HILL – CARRBORO
METROPOLITAN PLANNING ORGANIZATION
TECHNICAL COMMITTEE**

ARTICLE I – NAME

The name of this organization shall be the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Technical Committee, hereinafter referred to as the “TC”.

ARTICLE II – PURPOSE

The purpose and goals of this committee shall be:

1. To provide general review, guidance and coordination of the continuing, cooperative, comprehensive multi-modal transportation process in the Durham-Chapel Hill-Carrboro Urban Area.
2. To prepare and make recommendations to local, state and federal governmental agencies, and the MPO Board regarding any necessary actions relating to the continuing transportation planning process.
3. To develop, review, and make recommendations for approval and changes to the Prospectus, Unified Planning Work Program (UPWP), Transportation Improvement Program (TIP), National Highway System (NHS), Functional Classification (FC), Metropolitan Planning Area boundary (MPA), Metropolitan Transportation Plan (MTP), and Comprehensive Transportation Plan (CTP), and planning citizen participation, and documenting reports of various transportation studies.
4. To facilitate coordination and communication between policy boards and agencies represented on the MPO Board and TC.
5. To facilitate coordination of multi-modal transportation planning with other planning efforts such as those concerning land use, public utilities and maintenance of air quality.

ARTICLE III – MEMBERS

Section 1 – Number and Qualifications:

As specified in the Memorandum of Understanding dated March 12, 2014, the Technical Committee shall include as voting members:

A.	The City of Durham	(5 representatives)
B.	The Town of Chapel Hill	(3 representatives)
C.	The Town of Carrboro	(2 representatives)
D.	The Town of Hillsborough	(1 representative)
E.	Durham County	(3 representatives)
F.	Orange County	(3 representatives)
G.	Chatham County	(1 representative)
H.	N. C. Department of Transportation	(5 representatives)
I.	Triangle "J" Council of Governments	(1 representative)
J.	Duke University	(1 representative)
K.	N. C. Central University	(1 representative)
L.	The University of North Carolina	(1 representative)
M.	The Raleigh-Durham Airport Authority	(1 representative)
N.	The Triangle Transit	(1 representative)
O.	The Research Triangle Park Foundation	(1 representative)
P.	The N.C. Department of the Environment and Natural Resources	(1 representative)
	TOTAL	31 representatives

The City of Durham's membership shall not include members of the Lead Planning Agency staff.

In addition to voting members, the following agencies shall have one (1) non-voting representative:

- a. The Federal Highway Administration
- b. The Federal Transit Administration
- c. The U.S. Army Corps of Engineers

- d. The U.S. Environmental Protection Agency
- e. The U.S. Fish and Wildlife Service
- f. The N.C. Department of Cultural Resources
- g. The N.C. Department of Commerce
- h. The U.S. Department of Housing and Urban Development
- i. The N.C. Railroad Company
- j. The N.C. Trucking Association
- k. The N.C. Motorcoach Association
- l. Regional Transportation Alliance

Comment [BE1]: Updated to match MOU

Representatives and alternates will be designated by the chief executive officer of each represented agency. Designations will be made in writing and submitted to the Lead Planning Agency.

ARTICLE IV – OFFICERS

Section 1 – Officers Defined:

The TC shall, upon majority vote of its present and eligible voting members, appoint one voting member of the Committee to act as Chair and one voting member to act as Vice-Chair.

Section 2 – Elections:

The Chair and Vice Chair shall be elected annually at the first regularly scheduled meeting of the calendar year. The newly elected Chair and Vice-Chair shall take office immediately upon being elected.

Section 3 – Terms of Office:

The term of office shall be one year. Officers may serve successive terms. Each officer shall hold office until his/her successor has been duly elected or until his/her earlier death, resignation, disqualification, incapacity to serve, or removal from the Committee by his/her chief executive officer.

Section 4 – Rotation of Officers:

The Chair shall rotate among the jurisdictions represented in Durham County, Orange County, and Chatham County so that successive chairs come from different counties (for example, if the Chair is from the City of Durham or Durham County, the next Chair shall be from Carrboro, Chapel Hill, Hillsborough, Orange County, or Chatham County). The Vice-Chair shall be from a jurisdiction located in either of the two other counties (i.e., both officers shall not be from that same county).

Comment [BE2]: New section of the Technical Committee bylaws

Section 5 – Duties of Officers:

The Chair shall call and preside at meetings and appoint committees. The Chair shall appoint a clerk who will provide or otherwise delegate staff service for the TC, as needed, and will be responsible for taking summary minutes of the Committee's proceedings. The Clerk will maintain a current copy of these Bylaws as an addendum to the Memorandum of Understanding, to be distributed to the public upon request.

In absence of the Chair, the Vice-Chair shall preside and complete all other duties of the Chair.

ARTICLE V – MEETINGS

Section 1 – Regular Meetings:

Meetings will be held on a regular meeting schedule approved by the Committee. Meeting notices and agendas are to be distributed in sufficient time for them to have been received by each committee member no later than three business days prior to the meeting. Unless otherwise stated, all meetings will begin at 9:00 A.M. Regular meetings may be canceled by the Chair should there be insufficient business on the Committee's tentative agenda.

Section 2 – Special Meetings:

Special meetings may be called by the Chair or at the request of the majority of the eligible voting members. At least seven (7) days notice shall be given.

Section 3 – Quorums:

A quorum shall be constituted by the presence of at least fifty percent (50%) of the eligible voting members. Members who are present but are not eligible to vote shall not be counted towards the quorum.

Section 4 – Attendance:

Each member shall be expected to attend each regular meeting and each special meeting provided at least seven (7) days notice is provided.

A member may appoint an alternate to serve in his/her absence provided that: (1) the member informs the Clerk of the Committee prior to the meeting which the alternate will attend; and (2) the alternate is previously approved by the chief executive officer of the agency represented. This notification shall authorize the alternate to act as a present and eligible voting member in the member's absence.

Voting members absent from three (3) consecutive meetings will be considered ineligible to vote as of the third meeting. A member's voting privileges will be restored at the second consecutive meeting that the member attends.

Section 5 – Agenda:

The agenda is a list of considerations for discussion at a meeting. Items on the agenda originate as a carryover from previous TC meetings, or are placed on the agenda prior to its distribution by any member of the TC, by request from any jurisdiction party to the Memorandum of

Understanding, or by the request of a member of the MPO Board. Additional items may be placed on the regular agenda following discussion of the last item on the regular agenda, as long as a majority concurrence of the present and eligible voting members is received. Items may be placed on the agenda by citizens with majority concurrence of the eligible voting committee members present at any meeting.

Section 6 – Voting Procedures:

The Chair and any member may call for a vote on any issue, provided that it is seconded and within the purposes set forth in Article II and provided the issue is on the agenda as outlined in Section 5 of this article. Each voting member of the TC shall have one vote. A majority vote of the members (or their authorized alternates) present and eligible to vote shall be sufficient for approval of matters coming before the Committee. The Chair is permitted to vote, however, non-voting members and unauthorized alternates are not permitted to vote. In the absence of any direction from these Bylaws, *Robert's Rules of Order* will designate procedures governing voting.

ARTICLE VI – AMENDMENTS TO BYLAWS

Amendments to these Bylaws of the TC shall require the affirmative vote of at least two-thirds of the TC's eligible voting members, provided that written notice of the proposed amendment has been received by each member at least seven (7) days prior to the meeting at which the amendment is to be considered and provided that such amendment does not conflict with the letter or fundamental intent of the Memorandum of Understanding governing this document. In the event of any conflict, the Memorandum of Understanding shall carry precedence over these Bylaws.

Approved by the Technical Committee on _____

Comprehensive Transportation Plan

Project Update -- 7/24/14

Overall Schedule

- DEFICIENCY ANALYSIS – July 2014
- ANALYZE ALTERNATIVES -- January 2015
- DRAFT CTP TO LOCALS – April 2015
- LOCAL ADOPTION – June 2015
- NCDOT ADOPTION – September 2015
- CTP MAPS DISTRIBUTED -- October 2015
- DOCUMENTATION & STUDY CLOSEOUT -- October 2015

Monthly Meetings

A CTP subcommittee meets on the 4th Thursday of each month at 2:30pm in the Transportation Conference room in Durham City Hall. The next meeting is set for July 24 but will likely be cancelled because there are no substantive issues for discussion at this time.

Schedule – Deficiency Analysis

The schedule is to have the Deficiency Analysis drafted by the end of July 2014, however this completion will slip by at least one month as staff works on modeling and other issues. The status of the Deficiency Analysis components includes:

- Highway Inventory – A draft inventory of the roadways is completed. The inventory is essentially all the roadways to be analyzed in the CTP process.
- Highway Performance Data – Performance data, such as traffic counts and modeled volumes, are completed. The post model process to create a Level of Service D (LOS D) capacity has not been created because staff is evaluating differing methodologies.
- Highway Attribute Data – Much of the attribute data for major roadways, such as available right-of-way, are completed but work continues on lower level roadways.
- Transit – The CTP subcommittee has not yet identified transit deficiency data. Staff is working to present some alternatives to the subcommittee.
- Bridges – A draft map of deficient bridges is complete.
- Crashes – A draft map of high frequency crash locations is complete. The NCDOT Traffic Safety Unit staff might be able add some fundamental analysis to the locations.
- Bicycle and Pedestrian – The CTP subcommittee has not yet identified bicycle or pedestrian deficiency data. Staff is working to present some alternatives to the subcommittee. Given that the local jurisdictions complete the planning process for their individual bicycle and pedestrian plans, there might not be easily available deficiency indicators that connect to the local lists of bicycle and pedestrian projects.
- Rail – The NCDOT Rail Division is to be contacted to help identify useful deficiency data.
- Freight – The subcommittee needs to further discuss this item.

Metropolitan Transportation Plan (2045 MTP)

Project Update -- 7/24/14

Overall Schedule

The 2045 Metropolitan Transportation Plan (MTP) major milestones include:

- Finish 2013 base year Socioeconomic Data (SE) and networks – July 2014
- Complete CommViz 2.0 (Community Visualization); it will be ready to produce scenarios – June 2015
- Approve 2045 SE Data guide totals (county-level population and employment forecasts) – October 2015
- Develop Performance Measures – October 2016
- Complete Deficiency Analysis – December 2016
- Release Alternatives Analysis for public comment – February 2016
- Release Preferred Alternative for public comment – June 2016
- Approve final plan for review – October 2016
- Release Air Quality Conformity report – November 2016
- Adopt 2045 MTP and approve Air Quality Conformity – April 2017

The 2045 MTP must be adopted by June 2017. The horizon years will be 2025, 2035 and 2045.

Near-Term Schedule

2013 Base Year and Network

Staff and local planners:

- Used an online application (Employment Analyst) to review and update employment in their jurisdiction, September 2013 – April 2014. Triangle Regional Model (TRM) Service Bureau is reviewing this data.
- Geocoded new residential units to update the 2010 Census household data, March 2014 – April 2014. TRM Service Bureau is reviewing this data.
- Collected updated roadway network data. TRM Service Bureau is working on integrating the data.
- 2010 and 2013 TRM (Version 6) will be ready in late 2014 or early 2015.

CommViz 2.0

MPOs will use the CommViz (Community Visualization) software and process to distribute population and employment growth to create 2045 socioeconomic data. In 2014, the CommViz Steering Group will work with local planners to update the base year data for CommunityViz, including a review and update of the Development Constraints, Place Type and Development Status using an updated parcel layer.



Durham–Chapel Hill–Carrboro Metropolitan Planning Organization

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

August 13, 2014

Secretary Anthony Tata
North Carolina Department of Transportation
1501 Mail Service Center
Raleigh, NC 27699-1501

SUBJECT: Designated Recipient for Federal Transit Administration Sections 5307 and 5339

Dear Secretary Tata:

Federal regulation under § 49 U.S.C. S Chapter 53; title 23, United States Code, or other Federal statutes administered by the Federal Transit Administration requires assignment of Designated Recipients within urban areas for funding under the Section 5307 program. After consulting with local officials, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC -MPO) requests that you designate the City of Durham to administer these funds for the Durham Urban Area. The MPO will act as the lead planning agency for the competitive selection process required for these funds. Please see the attached resolution for details.

The City of Durham is already the Designated Recipient for federal transit funding under Section 5307. This request is to reaffirm the Designation of the City of Durham, the Lead Planning Agency for the DCHC MPO as the designated recipient for FTA Section 5307 and also to designate the City of Durham as the designated recipient for Section 5339. The additional designation will help us direct federal funds to additional projects providing public transportation services under the Federal Transit Administration's guidelines.

If you have any questions or need any additional information, please contact Felix Nwoko, MPO Manager with the City of Durham Department of Transportation at 919-560-4366 or felix.nwoko@durhamnc.gov.

Sincerely,

Ellen Reckhow
TAC Chair

c: Debbie Collins, Director, NCDOT Public Transportation Division
Mark Ahrendsen, TCC Chair/Director, City of Durham, Department of Transportation
Harmon Crutchfield, Asst. Director/Transit Administrator, City of Durham, Department of Transportation
Felix Nwoko, DCHC MPO Administrator, City of Durham, Department of Transportation

RESOLUTION REAFFIRMING & APPROVING THE DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION (DCHC MPO)/CITY OF DURHAM AS THE DESIGNATED RECIPIENT FOR DCHC URBANIZED AREA FORMULA PROGRAM (SECTION 5307 and 5339) FUNDING

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

Resolution authorizing the filing of applications with the Federal Transit Administration, an operating administration of the United States Department of Transportation, for Federal transportation assistance authorized by 49 U.S.C. Chapter 53; title 23, United States Code, or other Federal statutes administered by the Federal Transit Administration.

WHEREAS, the Federal Transit Administrator has been delegated authority to award Federal financial assistance for a transportation project;

WHEREAS, the grant or cooperative agreement for Federal financial assistance will impose certain obligations upon the lead Planning Agency (LPA) for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHCMPO), and may require the Applicant to provide the local share of the project cost;

WHEREAS, the Applicant has or will provide all annual certifications and assurances to the Federal Transit Administration required for the project;

WHEREAS, § 49 U.S.C. S Chapter 53; title 23, United States Code, or other Federal statutes administered by the Federal Transit Administration requires the establishment of a designated recipient for Section 5307 and Section 5339 funding for Transportation Management Area (TMA) urbanized areas; and

WHEREAS, the Durham-Chapel Hill-Carrboro (DCHC) Urbanized area became a Transportation Management Area following the 1990 Census; and

WHEREAS, the DCHC MPO took action to request the designation of the City of Durham as the Designated Recipient for Section 5307 funding in 1993; and

WHEREAS, it appears that the DCHC MPO Grant Administrator and NCDOT took action at that time to designate the DCHC MPO as the Designated Recipient for Section 5307 funding, however no records of that can now be found; and

WHEREAS, the City of Durham, the LPA for the DCHC MPO, has operated in the capacity of Designated Recipient for Section 5307 (as defined by 49 U.S.C. 5307(a)(2)) funding since then; and

NOW, THEREFORE, BE IT RESOLVED BY the DCHC MPO Transportation Board

1. That the DCHC MPO Board formally reaffirms its support and approval while requesting that the Governor of North Carolina designate the City of Durham as the designated recipient of Urbanized Area Formula (Section 5307 and Section 5339) program funds for the DCHC Transportation Management Area (TMA)a.
2. That (DCHC MPO Grant Administrator and Manager) are authorized to execute and file an application for Federal assistance on behalf of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization with the Federal Transit Administration for Federal assistance authorized by 49 U.S.C. Chapter 53, title 23, United States Code, or other Federal statutes authorizing a project administered by the Federal Transit Administration.
3. That (DCHC MPO Grant Administrator and Manager) are authorized to execute and file with its applications the annual certifications and assurances and other documents the Federal Transit Administration requires before awarding a Federal assistance grant or cooperative agreement.
4. That (DCHC MPO Grant Administrator and Manager) are authorized to execute grant and cooperative agreements with the Federal Transit Administration on behalf of City of Durham/DCHC MPO

CERTIFICATION

The undersigned duly qualified TAC Chair, acting on behalf of the DCHC MPO, certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the DCHC MPO TAC held on August 13, 2014.

[If the Applicant has an official seal, impress here.]

(Signature of Recording Officer)

Chair

(Title of Recording Officer)

(Date)

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: July 23, 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 August 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
- ✓ 2013 SE Data ready for use in TRM validation/calibration – July 2014
- Local Review/concurrence and endorsement of 2013 guide totals – September 2014
- TRM Service Bureau review of 2013 SE Data – April to August 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 – September 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 – July 23, 2014
- 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: 22.44%
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: 6/7/2014	Scheduled Progress: 88%
Last Estimate Paid: 6/16/2014	Actual Progress: 65.6%

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

Resident Engineer: E. Boyd Tharrington, PE **RE Phone Number:** (919)562-7000
Location Description: REPLACEMENT OF 4 BRIDGES IN DURHAM CO, 3 BRIDGES IN GRANVILLE CO AND 1 BRIDGE IN VANCE CO.
Type of Work: DESIGN BUILD.
Contractor Name: FSC II LLC DBA FRED SMITH COMPANY
Contract Amount: \$8,800,000.00 **Cost Overrun/Underrun:** 0%
Availability Date: 4/29/2013 **Letting Date:** 3/19/2013
Completion Date: 9/30/2016 **Work Began:** 4/29/2013
Revised Completion Date: **Estimated Completion:** 9/30/2016
Last Estimate Thru: 6/30/2014 **Scheduled Progress:** 14.98%
Last Estimate Paid: 6/26/2014 **Actual Progress:** 14.98%

Contract Number: C203473 **Route:** US-70
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:**
Length: 20.44 miles **Federal Aid Number:**
Resident Engineer: Alan W. Shapiro, PE **RE Phone Number:** (919)220-4680
Location Description: 1 SECTION OF US-70, US-70 BUS, NC-98/US-70 BUS, NC-751, AND NC-55, AND 4 SECTIONS OF SECONDARY ROADS.
Type of Work: MILLING, RESURFACING, AND SHOULDER RECONSTRUCTION.
Contractor Name: THE LANE CONSTRUCTION CORP
Contract Amount: \$4,249,573.80 **Cost Overrun/Underrun:** 2.18%
Availability Date: 3/10/2014 **Letting Date:** 12/17/2013
Completion Date: 11/14/2014 **Work Began:** 3/10/2014
Revised Completion Date: **Estimated Completion:** 11/14/2014
Last Estimate Thru: 6/30/2014 **Scheduled Progress:** 53.2%
Last Estimate Paid: 7/8/2014 **Actual Progress:** 55.7%

Contract Number: C203512 **Route:** SR-1671
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:**
Length: 0.034 miles **Federal Aid Number:**
Resident Engineer: Alan W. Shapiro, PE **RE Phone Number:** (919)220-4680
Location Description: BRIDGE #193 ON SR-1671 (E CLUB BLVD) OVER I-85.
Type of Work: BRIDGE REHABILITATION.
Contractor Name: PALMETTO INFRASTRUCTURE INC
Contract Amount: \$1,250,683.35 **Cost Overrun/Underrun:** 2.13%
Availability Date: 5/1/2014 **Letting Date:** 3/18/2014
Completion Date: 11/30/2014 **Work Began:** 5/7/2014
Revised Completion Date: **Estimated Completion:** 11/30/2014
Last Estimate Thru: 6/30/2014 **Scheduled Progress:** 28%
Last Estimate Paid: 7/8/2014 **Actual Progress:** 30.96%

Let (B)	TIP Sub No.	Div	County	Let Type	Description	Con Est	ROW Est	Status
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	Let date is 7/23/14
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) ADMINISTRATIVE OFFICES 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 CONSTRUCTS SIDEWALKS	\$336,000		
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
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		
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 70%, Utility Eng. 90%
10/14	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	
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			
05/15	SS-4905BM	5	DURHAM	Division POC Let (DPOC)	Carver St. (SR 1407) at Broad St./Kenan Rd. - Mini-Roundabout	\$320,000	\$33,000	PE - 60%, Public Mtg on 7/8
06/15	EB-4411D	5	DURHAM	NON - DOT LET (Bicycle and Pedestrian)	DIVISION 5 - SR 1110 (FARRINGTON ROAD AND BARBEE CHAPEL ROAD) AND SR 1107 (STAGECOACH ROAD) 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	Date Pending STI process
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 TCC	Date Pending STI process 7/23/2014 Attachment 13
03/17	I-5334	5	DURHAM	Division Design Raleigh Let (DDRL)	I-85 FROM SOUTH OF US 15-501 TO NORTH OF US 70 CLEAN AND RESEAL JOINTS, AND REPAIR SPALLS	\$3,000,000		
06/17	B-4943	5	DURHAM	Raleigh Letting (LET)	REPLACE BRIDGE 20 OVER DIAL CREEK ON SR 1616	\$700,000	\$92,000	
	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 accomodations 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	EB Club Blvd and Duke St 100% Complete waiting for final inspection Waiting for plans for Roxboro and Pettigrew
	Developer 36249.3312	5		Developer	Signal upgrade/modifications as part of BCBS TIA requirements	\$5,000 review cost	N/A	Plans not yet reviewed

NCDOT DIV 7 ACTIVE PROJECTS LOCATED IN DCHCMPO

TCC 7/23/2014 Attachment 13

TIP/WBS #	Description	Let Date	Completion Date	Contractor	Status	Cost	Comments
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	15% Complete 15% Schedule	\$500,000	Bike/Ped enhancement
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		R/W Certification complete, Construction Authorization pending	\$30,000	Division Enhancement; MA w/TOCH, LGA
I-5312 47033.3.FS1	Mill & Resurface I-85 from east of I-40 to the Durham County Line.	10/15/2013	9/8/2014	Carolina Sunrock, LLC	16%Complete 20% Schedule	\$2,281,289	TIP
SS-4907V 42423.1 42423.2 42423.3	Realign intersection of SR 1005 (Old Greensboro Rd.) @ SR 1951 (White Cross Rd.)	Pending results from re-design and scope	Pending results from re-design and scope		Alternate Design in progress. Need construction estimate.	\$33,000 PE \$15,000 ROW \$150,000 CON	State Spot Safety, Need Public Workshop
SS-4907BE 44194.3.1	SR 1010 (Franklin Street) between Boundary Street and Deming Road in Chapel Hill . Initial construction funds are needed for installation of curve warning signs, chevrons, pavement markings, snowplowable markers, and sign post delineators.	TBD	TBD	State Forces	Schedule work will be determined	\$12,800	State Spot Safety
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.	83%Complete 100% 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.	37% Complete 65% Schedule	\$4,946,197	TIP, Utility conflicts cleared, roadwork has resume
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 8/1/14 due to extra work, Partial acceptance pending.	Yates Construction, Inc.	99% Complete 100% Schedule	\$9,584,886	ARRA / TIP

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.	39% Complete 20% Schedule	Attachment 13 \$640,000	High Hazard Safety
W-52071 45337.1.9 45337.2.FD9 45337.3.FD9	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 acquisition underway, Availability in Spring 2015.	\$50,000 PE \$75,000 R/W \$600,000 CON	High Hazard Safety, Need more PE funding
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 and remedial paving.	\$4,750,000	High Hazard Safety
44229	Signal modification, enlarge radius and construct taper for right turn lane at the intersection of US 70 onto SR 1567 (Mt Hermon Church Rd)		Fall 2014	State Forces	Work by State Forces, Traffic waiting for new pole location	\$100,000	Small Construction

NCDOT DIV 7 FUTURE PROJECTS LOCATED IN DCHCMPO

TIP/WBS #	Description	Let Date	Completion Date		Status	Cost	Comments
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		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 west side of NC86, Additional funds approved for PE?
44227	Grading, curb & gutter, crosswalks and signal modifications on the west side of NC 86 /US 70 Bus. (South Churton Street) from Tryon Street to just south of Margaret Street in Hillsborough.	Pending coordination with Town of Hillsborough and SHPO	Pending coordination with Town of Hillsborough and SHPO		Coordinate with Town's streetscape project. Administration of project to be determined.	\$245,000	Small Construction

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.	39% Complete 20% Schedule	Attachment 13 \$640,000	High Hazard Safety
44247	Grading, curb & gutter, crosswalks and bus pull-out on NC 86 / US 70 Bus. (South Churton Street) from Eno River Bridge to just south of Margaret Street in Hillsborough.	Pending coordination with Town of Hillsborough and SHPO	Pending coordination with Town of Hillsborough and SHPO		Coordinate with Town's streetscape project. Administration of project to be determined.	\$120,000	Contingency