



FY2016-2025 Metropolitan Transportation Improvement Program

Adopted on September 9, 2015

DCHC
Metropolitan Planning Organization
Planning Tomorrow Today



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

Metropolitan Transportation Improvement Program

Fiscal Years 2016 - 2025

September 2015

Adopted by
the MPO Board on September 9, 2015

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization
4th Floor Transportation, 101 City Hall Plaza, Durham, North Carolina, 27701
Website: www.dchcmpo.org

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TITLE VI POLICY

It is the policy of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization to ensure that no person shall, on the ground of race, color, sex, age, national origin, or disability, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and any other related non-discrimination Civil Rights laws and authorities. It is also the policy of the DCHC MPO to ensure that no person shall, on the ground of sexual orientation or gender identity, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity.

A copy of the DCHC MPO's Civil Rights Title VI Compliance Report, Policy Statement and Assurances can be found at the DCHC MPO website, specifically at the following link: www.dchcmpo.org/TitleVI or call (919) 560-4366.

**RESOLUTION ADOPTING THE DURHAM-CHAPEL HILL-CARRBORO
METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM
FOR FY2016-2025**

A motion was made by Damon Seils and seconded by Ellen Reckhow for adoption of the following resolution, and upon being put to a vote was duly adopted.

WHEREAS, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) Board has found that the Metropolitan Planning Organization is conducting transportation planning in a continuous, cooperative, and comprehensive manner in accordance with 23 U.S.C. 134 and 49 U.S.C. 1607; and

WHEREAS, the DCHC MPO Board has found the Metropolitan Transportation Improvement Program (MTIP) to be in full compliance with Title VI Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 749; and

WHEREAS, the DCHC MPO Board has considered how the MTIP will affect the involvement of Disadvantaged Business Enterprises in the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) funded projects (Sec. 105(f), Pub. L. 97-424, 96 Stat 2100, 49 CFR part 23); and

WHEREAS, the DCHC MPO Board has considered how the MTIP will affect the elderly and disabled per the provisions of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat.327, as amended) and the U.S. DOT implementing regulations; and

WHEREAS, the DCHC MPO Board has found that the MTIP conforms to the purposes of the North Carolina State Implementation Plan (or interim emissions tests in areas where no SIP has been approved or found adequate) for maintaining the National Ambient Air Quality Standards in accordance with 40 CFR 51& 93; and

WHEREAS, the DCHC MPO Board has found that the MTIP was developed in accordance with the Strategic Transportation Investments Law (STI) that was adopted by the General Assembly of North Carolina in 2013; and

WHEREAS, the DCHC MPO Board and the North Carolina Department of Transportation have found that the MTIP is consistent with the North Carolina Department of Transportation's (NCDOT) State Transportation Improvement Program (STIP) for the years FY2016-2020; and

WHEREAS, the FY2016-2025 MTIP of the DCHC MPO is a direct subset of the currently conforming DCHC MPO 2040 Metropolitan Transportation Plan (2040 MTP); and

WHEREAS, the 2040 MTP has a planning horizon year of 2040, and meets all the requirements for an adequate Long-Range Transportation Plan; and

WHEREAS, the DCHC MPO Board has solicited public and private transportation provider comment and provided for a public comment period in accordance with the MPO's Public Involvement Policy as adopted on November 14, 2012; and

WHEREAS, for years one through four (i.e., years 2016, 2017, 2018, and 2019), it is recognized that the MTIP will serve as the project programming and selection document for transportation projects within the Durham-Chapel Hill-Carrboro Urban Area Metropolitan Area Boundary; and the NCDOT may move projects and phases of projects without additional programming or project selection approval by the MPO within that four-year period, providing that transportation conformity and financial constraint criteria are still met.

NOW, THEREFORE, be it resolved that the DCHC MPO Board adopts the FY2016-2025 Metropolitan Transportation Improvement Program, dated September 9, 2015, for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization on this, the 9th day of September, 2015.


Mark Kleinschmidt, DCHC MPO Board Chair

Durham County, North Carolina

I certify that Mark Kleinschmidt personally appeared before me this day acknowledging to me that he signed the forgoing document.

Date: September 9, 2015


Frederick Brian Rhodes, Notary Public
My commission expires: May 10, 2020

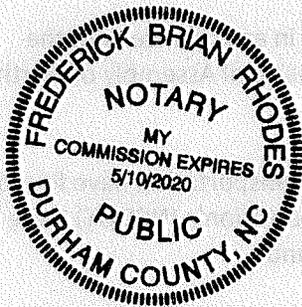


Table of Contents

CHAPTER 1: OVERVIEW

1. INTRODUCTION	1-1
1.1 The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization	1-1
1.2 Purpose of the Metropolitan Transportation Improvement Program Document ..	1-2
2. RELATIONSHIP BETWEEN DCHC MPO PLANS AND PROGRAMS	1-2
2.1 The Comprehensive Transportation Plan	1-2
2.2 The Metropolitan Transportation Plan	1-2
2.3 The Metropolitan Transportation Improvement Program.....	1-2
2.4 The Unified Planning Work Program.....	1-3
3. RELATIONSHIP BETWEEN DCHC MPO MTIP AND THE STATE TRANSPORTATION IMPROVEMENT PROGRAM	1-4

CHAPTER 2: PROGRAM DEVELOPMENT

1. PROGRAM DEVELOPMENT	2-1
1.1 Project Identification	2-1
1.2 Federal Planning Factors	2-1
1.3 Goals & Objectives of the DCHC MPO Presented in the 2040 MTP	2-2
2. STRATEGIC TRANSPORTATION INVESTMENT LAW	2-6
3. STRATEGIC MOBILITY FORMULA	2-7
4. STRATEGIC PRIORITIZATION IN NORTH CAROLINA	2-7
4.1 Results of Prioritization 3.0	2-8
4.2 DCHC MPO Local Ranking Methodology	2-10
4.3 DCHC MPO Project Scoring	2-10

CHAPTER 3: FINANCIAL PLAN

1. INTRODUCTION 3-1

2. REVENUE INFORMATION ON STATE AND FEDERAL FUNDING 3-1

2.1 NCDOT Program Budgets - Transportation Revenue Forecast: State Budget 3-1

2.2 Previous Federal Budget 3-2

2.2 Federal Aid Program 3-3

2.4 Public Transportation Project Funding 3-3

3. PROPOSED USE OF FFY 2016 OBLIGATION AUTHORITY 3-5

3.1 GARVEE Bonds 3-6

3.2 State Highway Trust Fund 3-7

3.3 Anticipated Inflation Impact 3-7

3.4 Cash Model 3-10

3.5 The North Carolina Turnpike Authority (NCTA) 3-10

4. REVENUE INFORMATION ON LOCAL FUNDING 3-12

4.1 STP-DA and TAP Funding Programs 3-13

4.2 Project Screening & Prioritization Process for TAP Funding 3-13

4.3 CMAQ Funding Program 3-16

4.4 DCHC MPO CMAQ Funding Program 3-16

5. HIGHWAY FUNDING FOR MPO-SPECIFIC PROJECTS 3-18

6. NON-HIGHWAY FUNDING FOR MPO-SPECIFIC PROJECTS 3-19

7. SUMMARY OF FY2016-2025 TIP COSTS BY FUNDING SOURCE 3-20

APPENDIX A: TRANSPORTATION CONFORMITY DETERMINATION REPORT

APPENDIX B: LOCAL INPUT POINTS

1. INTRODUCTION B-1

2. ALLOCATION OF LOCAL INPUT POINTS B-1

3. RESULTS OF PROJECT SCORING (TABLES) B-3

APPENDIX C: PUBLIC INVOLVEMENT

1. INTRODUCTION C-1

2. DCHC MPO PUBLIC INVOLVEMENT POLICY C-1

3. SUMMARY OF PUBLIC INVOLVEMENT C-1

APPENDIX D: MTIP AMENDMENT & MODIFICATION PROCESS

1. INTRODUCTION D-1

2. DCHC MPO PUBLIC INVOLVEMENT POLICY D-1

2.1 Amendments to the Metropolitan Transportation Improvement Program D-1

2.2 Administrative Modifications to the Metropolitan Transportation Improvement Program D-2

APPENDIX E: GLOSSARY OF ACRONYMS & TERMS

1. DEFINITIONS OF COMMONLY USED ACRONYMS E-1

2. OVERVIEW & GUIDANCE FOR FUNDING SOURCES E-4

APPENDIX F: 10-YEAR PROGRAM OF PROJECTS (MTIP)

1. OVERVIEW F-1

2. ORGANIZATION OF PROJECTS IN THE MTIP F-1

3. MTIP PROJECT INFORMATION SHEETS F-1

4. HOW TO READ A PROJECT SHEET F-2

FY2016-2025 PROJECTS pg. 7

Figures & Tables

CHAPTER 1: OVERVIEW

Figure 1. Relationship Between DCHC MPO Plans and Programs 1-3

CHAPTER 2: PROGRAM DEVELOPMENT

Figure 1. MTIP & STIP Development Considerations and Factors 2-9

CHAPTER 3: FINANCIAL PLAN

Table 1. Federal Aid Construction Program 3-4

Table 2. GARVEE Bond Program (\$ in Millions) 3-6

Table 3. Funds Available for Programming (\$ in Millions) 3-8

Table 4. STP-DA & TAP-DA Funded Projects in the MTIP 3-15

Table 5. CMAQ Funded Projects in the MTIP 3-17

Table 6. Summary of Highway Project Funding in the DCHC MPO Area 3-18

Table 7. Summary of Non-Highway Project Funding in the DCHC MPO Area 3-19

Figure 1. Proposed Use of FFY 2016 Obligation Authority 3-5

Figure 2. 60-Month Cash Model 3-11

Figure 3. DCHC MPO STP-DA & TAP Distribution Policy (2014) 3-14

Figure 4. Summary of FY2016-2019 Project Costs by Funding Source 3-20

FY2016-2025

Metropolitan Transportation Improvement Program

CHAPTER 1: OVERVIEW

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Chapter 1 Contents

1. INTRODUCTION	1-1
1.1 The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization	1-1
1.2 Purpose of the Metropolitan Transportation Improvement Program Document ..	1-2
2. RELATIONSHIP BETWEEN DCHC MPO PLANS AND PROGRAMS	1-2
2.1 The Comprehensive Transportation Plan	1-2
2.2 The Metropolitan Transportation Plan	1-2
2.3 The Metropolitan Transportation Improvement Program.....	1-2
2.4 The Unified Planning Work Program.....	1-3
3. RELATIONSHIP BETWEEN DCHC MPO MTIP AND THE STATE TRANSPORTATION IMPROVEMENT PROGRAM	1-4

Chapter 1 Figures

Figure 1. Relationship Between DCHC MPO Plans and Programs	1-3
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1. INTRODUCTION

1.1 The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO)

Established through federal legislation, Metropolitan Planning Organizations (MPOs) exist throughout the United States in all urbanized areas of more than 50,000 people. MPOs have the authority to plan, prioritize, and select transportation projects in urban/metropolitan areas for federal funding, as well as to coordinate any major transportation initiatives that have significance to the region.

The DCHC MPO is the organization responsible for transportation planning in the western part of the Research Triangle area in North Carolina. The DCHC MPO is an umbrella organization comprised of the MPO Board, the Technical Committee (TC), local governments, and the State of North Carolina. The MPO Board, designated by the Governor, is a policy body that coordinates and makes decisions on transportation planning issues.

The DCHC urbanized area includes:

- Durham County (entire county)
- A portion of Orange County, including the Towns of Chapel Hill, Carrboro, and Hillsborough
- Northeast Chatham County

The DCHC MPO area is also one of the ten urban areas in North Carolina designated as a Transportation Management Area (TMA). TMA's are urban areas with a population of over 200,000 people.

The major requirement of the DCHC MPO is to fulfill federal transportation legislation, including the Highway Act of 1962. These regulations require MPOs to conduct a Continuing, Comprehensive, and Cooperative (3-C) transportation planning process. The 3-C planning includes the development of a long-range transportation plan.

The MPO is responsible for:

- Monitoring the conditions of the existing transportation network;
- Identifying existing capacity or safety problems through detailed planning studies to develop candidate transportation improvements;
- Forecasting future population and employment growth for the region;
- Evaluating the effects that future land use plans will have on transportation infrastructure within major growth corridors throughout the region;
- Estimating the impact that an expanding transportation system will have on air quality; and
- Developing a financial plan that identifies the costs and revenues associated with the continued operation and maintenance, and future expansion of the region's transportation system.

1.2 Purpose of the Metropolitan Transportation Improvement Program (MTIP) Document

The purpose of this MTIP document is to provide information to the U.S. Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the U.S. Environmental Protection Agency (EPA), North Carolina Department of Transportation (NCDOT), the public, DCHC MPO members, and other parties. The purpose of providing information is to indicate that the DCHC MPO has met the requirements of the Moving Ahead for Progress in the 21st Century Act (MAP-21) for the development of a Transportation Improvement Program. The DCHC MPO MTIP is consistent with the DCHC MPO's 2040 Metropolitan Transportation Plan and local transportation plans, including those of transit operators. The MTIP also meets the requirements of subsection (h) (2) and (k)(5) of Section 134 of Title 23, United States Code (USC) and 23 Code of Federal Regulations (CFR) Part 450.334 (a). This document provides a MTIP that is financially feasible and constrained to available resources, and that depicts the MPO's regional priorities for the expenditure of federal funds for federal fiscal years 2016-2025.

2. RELATIONSHIP BETWEEN DCHC MPO PLANS AND PROGRAMS

2.1 Comprehensive Transportation Plan

A Comprehensive Transportation Plan (CTP) identifies roadway, transit, bicycle, and pedestrian improvements that are to be implemented in the future. A CTP is required by the State of North Carolina. The CTP is similar to the 2040 MTP but evaluates transportation needs beyond the year 2040 and is not restricted by expected funding levels (as is the 2040 MTP). The DCHC MPO's CTP is on schedule to be adopted by late 2015.

2.2 Metropolitan Transportation Plan

The Metropolitan Transportation Plan (MTP) is a long-range, 20+ year multi-modal strategy and capital improvement program developed to guide the effective investment of public funds in transportation facilities to help manage congestion, increase regional mobility options, and conform to national air quality standards. The MTP is updated every four or five years and may be amended as a result of changes in anticipated federal, state, and local funding; major investment studies; congestion management systems plans; interstate interchange justification studies; and environmental impact studies. The MPO's current plan is the 2040 MTP, which was adopted in May 2013 and extends through the year 2040.

2.3 Metropolitan Transportation Improvement Program

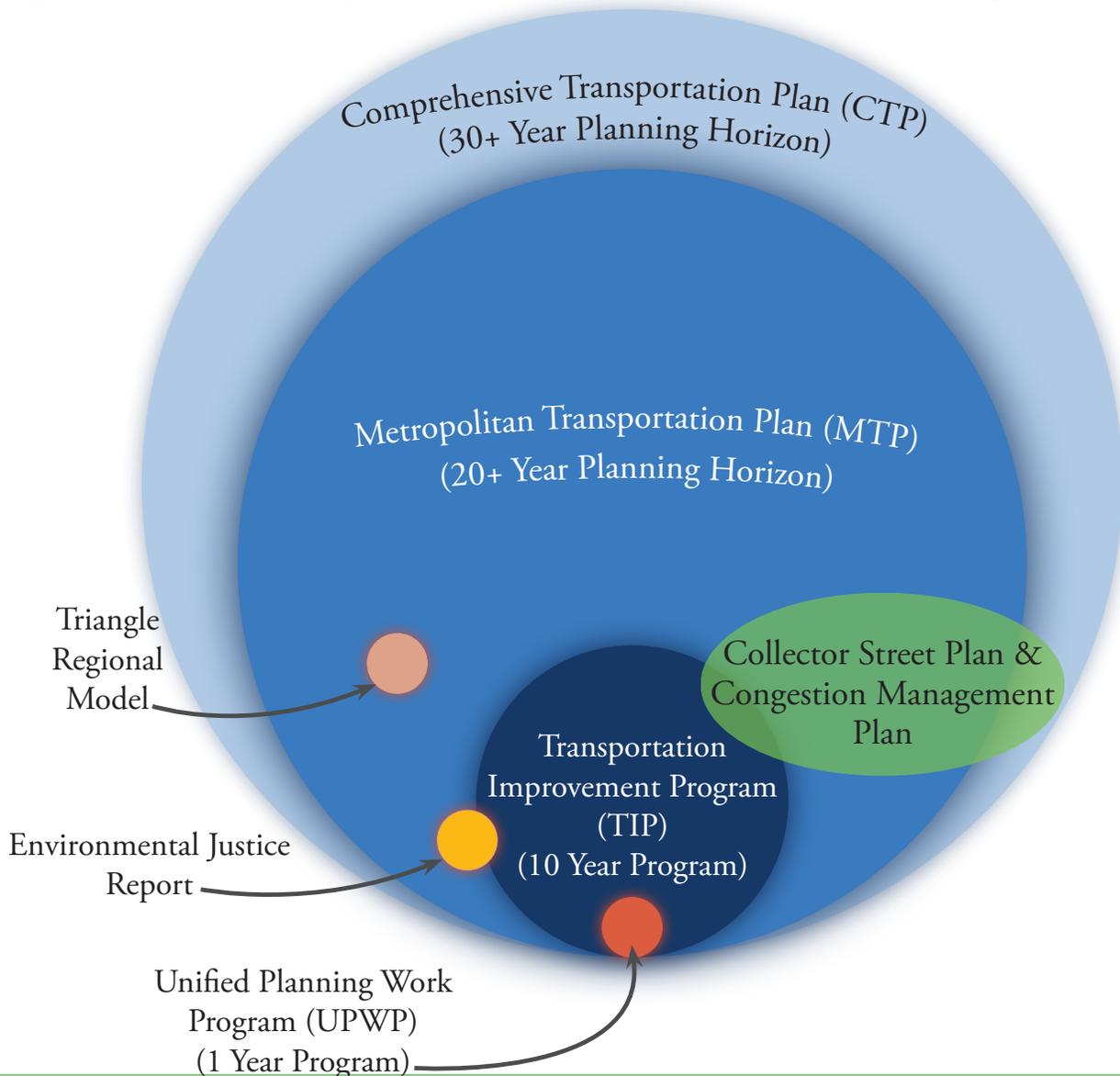
The MTIP is a ten-year work program that lists all regionally significant and federally

funded projects and transportation services in the MPO planning area. MTIP projects include including highway and street projects, public transit projects, and bicycle/pedestrian enhancement projects. Any project included in the MTIP must be consistent with, or selected from, an approved MTP. Additionally, the MTIP must be fiscally constrained by estimated future revenues. As such, the MTIP can be amended to account for changes in funding or need.

2.4 Unified Planning Work Program

The Unified Planning Work Program (UPWP) is a one-year plan developed to focus work efforts of MPO Lead Planning Agency (LPA) staff, MPO TC members, and consultants using planning funds in the upcoming fiscal year. All federally funded planning activities must conform to federal planning requirements and be listed in the UPWP.

Figure 1. Relationship Between DCHC MPO Plans and Programs



3. RELATIONSHIP BETWEEN DCHC MPO MTIP AND THE STATE TRANSPORTATION IMPROVEMENT PROGRAM

The DCHC MPO's MTIP is a subset of the State of North Carolina's State Transportation Improvement Program (STIP), which denotes the scheduling and funding of construction projects located across the state over a minimum four-year time period as required by state and federal laws.

Both the MTIP and the STIP cover a 10-year period, with the first five years (2016-2020 in this version) referred to as the delivery program and the latter five years (2021-2025 in this version) as the developmental program. Per 23 CFR 450.216 & 23 U.S. Code § 135 the State of North Carolina's STIP's must also:

- Be submitted to FHWA and FTA for approval at least every four years;
- Be fiscally constrained by year;
- Include all capital and non-capital projects using Title 23 USC or Title 49 USC funds, other than certain safety, planning, and research funds;
- Include metropolitan TIPs from MPOs; and
- Provide opportunity for public comment on the STIP document.

The NCDOT STIP must also include the following information:

- Project description and termini;
- Estimated total cost (NCDOT includes Utility, Right of Way, and Construction costs);
- Federal funds to be obligated; and
- Responsible agency (such as the state or a municipality).

Both the MTIP and the STIP are updated every two years and developed based on with federal and state revenue forecasts, NCDOT's Strategic Prioritization process, and preconstruction and project development timetables. The MTIP and STIP must adhere to federal and state laws. North Carolina state law requires MPO Board action to approve the MTIP and NCDOT Board of Transportation (BOT) action to approve the STIP.

The FY2016-2025 MTIP and STIP are the first to be developed under the new Strategic Transportation Investments (STI) law passed in June 2013. This legislation elevates the use of transportation criteria and the input of local communities to determine project priorities and directs the use of dollars from the state's Highway Trust Fund for construction. The result has generated one of the largest STIP's in recent memory, with projects in all transportation modes and in all 100 counties of the state. More information on STI and the process for developing the FY2016-2025 MTIP is included in Chapter 2 of this MTIP.



STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)



2016-2025

2015

JUNE 2015

North Carolina Department of Transportation



*The DCHC MPO's
MTIP is a subset of
the NCDOT's STIP
and is incorporated
into the STIP.*

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FY2016-2025

Metropolitan Transportation Improvement Program

CHAPTER 2: PROGRAM DEVELOPMENT

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Chapter 2 Contents

1. PROGRAM DEVELOPMENT	2-1
1.1 Project Identification	2-1
1.2 Federal Planning Factors	2-1
1.3 Goals & Objectives of the DCHC MPO Presented in the 2040 MTP	2-2
2. STRATEGIC TRANSPORTATION INVESTMENT LAW	2-6
3. STRATEGIC MOBILITY FORMULA	2-7
4. STRATEGIC PRIORITIZATION IN NORTH CAROLINA	2-7
4.1 Results of Prioritization 3.0	2-8
4.2 DCHC MPO Local Ranking Methodology	2-10
4.3 DCHC MPO Project Scoring	2-10

Chapter 2 Figures

Figure 1. MTIP & STIP Development Considerations and Factors	2-9
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1. PROGRAM DEVELOPMENT

1.1 Project Identification

Projects under consideration for inclusion in the MTIP must first be determined as priorities of the Metropolitan Transportation Plan (MTP). Candidate MTIP projects are evaluated and prioritized as part of the broader, long-range MTP process that looks to address regional transportation needs as far ahead as 25 years into the future.

The development of the FY2016-2025 MTIP program of projects initially began with the development of the 2040 MTP in 2012 and 2013. During the 2040 MTP process, the DCHC MPO developed a process to identify and evaluate priority projects to help determine which projects will best facilitate the DCHC MPO region's long-term vision. The process is based on both federally defined planning factors and locally developed project evaluation factors.

1.2 Federal Planning Factors

Project prioritization and selection is partially based on the eight planning factors identified in the current federal transportation legislation (MAP-21), which requires MPOs to focus efforts on the development and implementation of regional strategies that:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;

- Increase the security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility options available to people and for freight;
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

Additionally, large MPOs with populations greater than 200,000, are expected to consider land use implications, strategies to improve transit service, transportation system management, inter-modal connectivity, and urban congestion management in the planning and programming process. Projects to relieve congestion are given particular priority. As such, project prioritization for the 2040 MTP is consistent with the MPO's recently adopted Congestion Management Process (CMP).

1.3 Goals & Objectives of the DCHC MPO in the 2040 MTP

There are nine goals the DCHC MPO identified, defined, and presented in the adopted 2040 MTP. Each of the nine goals are supported by a unique set of objectives that serve to guide the MPO toward achieving the goals. The nine goals from the adopted 2040 MTP are included on pages 2-2 through 2-6.

1. Overall Transportation System

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

Objectives:

- A. Establish performance standards that will measure the effectiveness of the urban area's overall transportation system in supporting access to goods, services, activities, and destinations.
- B. Select and program transportation projects, which are consistent with community goals and are a cost-effective use of funds.
- C. Develop and maintain a multi-modal regional transportation model that reflects travel patterns and incorporates innovative techniques for evaluating the impacts of proposed transportation investments on travel and land use patterns.

- D. Promote non-automobile transportation alternatives and create efficient connections between all transportation modes.
- E. Conserve natural resources and reduce the rate of energy consumption.
- F. Develop cooperative strategies with employers to reduce congestion and increase the efficiency of the transportation system.
- G. Use transportation funds based on the priority needs of the urban area, in keeping with community values.
- H. Seek additional funding and funding sources to ensure implementation of the long range plan.
- I. Monitor the implementation of the Plan and the targets through the biannual TIP process.
- J. Ensure that the transportation needs are met for all populations, especially for the youth and elderly, the mobility impaired, and the economically disadvantaged.
- K. Work cooperatively with the North Carolina Department of Transportation, neighboring Metropolitan Planning Organizations and Rural Planning Organizations and other transportation-related organizations to address the transportation issues of the broader region.

2. Multi-Modal Street and Highway System

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

Objectives:

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

3. Public Transportation System

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

Objectives:

- A. Establish performance standards and report on the condition and effectiveness of the public transportation system.
- B. Increase public transit ridership by enlarging the service area and increasing the frequency of service within the urban area.
- C. Coordinate transit service within the urban area by promoting high quality, seamless, integrated, and customer-friendly service.
- D. Expand ridesharing, carpool, and vanpool services and opportunities.
- E. Develop and implement alternatives to the use of single occupant vehicles, including high occupancy vehicle (HOV) facilities and regional rail services.
- F. Develop and implement the Regional Transit Plan.
- G. Develop a regional Park and Ride system for cars and bicycles to support transit services and encourage ridesharing.

4. Pedestrian and Bicycle System

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

Objectives:

- A. Establish performance standards and report on the condition and effectiveness of the pedestrian and bicycle system.
- B. Maintain and implement a Regional Pedestrian Plan and a Regional Bicycle Plan.
- C. Identify and recommend ways that local governments may provide adequate staff and resources to meet the goals of their pedestrian and bicycle programs.
- D. Develop a regional bicycle and pedestrian policy that establishes linkages between activity centers and provides for access to public transit.
- E. Ensure that bicycle and pedestrian facilities are included in the planning, design, and construction of every roadway and development project, including the connection to external transportation facilities, in accordance with bicycle and pedestrian plans and local ordinances.
- F. Increase education about bicycling and walking, especially concerning the benefits of pedestrian and bicycle alternatives.

- G. Support the enforcement of motor vehicle, pedestrian and bicycle regulations.
- H. Pursue strong funding commitment for building both pedestrian and bicycle facilities.
- I. Provide greater safety for pedestrians and bicyclists of all levels of ability, and safer interaction with users of other modes of transportation.
- J. Encourage the efforts and activities of citizen advocacy groups for pedestrian and bicycling by providing information and support for their programs.

5. Integration of Land Use and Transportation

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

Objectives:

- A. Establish performance standards and report on the integration and consistency of the Transportation Plan with local land use plans and development policies.
- B. Create transportation systems that enhance the livability of all communities.
- C. Identify the impacts of different land use patterns and site designs on travel behavior.
- D. Evaluate the changes in land use brought about by the expansion of existing transportation facilities and the construction of new facilities.

- E. Identify and recommend land use patterns, parking requirements and development policies that increase overall mobility and that improve and support transportation efficiency, and compact, mixed-use, transit-friendly, and walkable development.

6. Protection of Natural Environment and Social Systems

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

Objectives:

- A. Establish performance standards and report on transportation impacts on the public health, natural environment, cultural resources, and social systems.
- B. Protect and preserve archaeological, historic, and culturally valuable areas.
- C. Identify and protect environmentally sensitive areas early in the planning process.
- D. Develop and implement modifications to the transportation system that reduce the rate of growth in vehicle miles traveled (VMT).
- E. Modify the transportation system to reduce the pollutants in highway runoff and the vehicle emissions, in accordance with federal, state and local Clean Air and Water legislation.

- F. Minimize the noise and dust generated by transportation facilities in neighborhoods and the urban area.
- G. Ensure that transportation facilities do not negatively affect disadvantaged populations disproportionately.
- H. Develop and implement a transportation system that supports the reduction of greenhouse gases and carbon production and is coordinated with local greenhouse gas and carbon reduction plans.

7. Public Involvement

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

Objectives:

- A. Establish performance standards and report on the effectiveness of the public involvement element of the Transportation Plan.
- B. Encourage a broad cross section of citizens to take a proactive role in the transportation policy and planning process.
- C. Educate the public and elected officials, in order to increase public understanding of both the options and the constraints of transportation alternatives.
- D. Determine the public's knowledge of the metropolitan transportation system, and public values,

attitudes and concerns regarding transportation.

- E. Determine which elements of the Transportation Plan would support or diminish the public's desired lifestyle.

8. Safety and Security

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

Objectives:

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

9. Freight Transportation and Urban Goods Movement

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

Objective:

- A. Relieve congestion on heavily traveled truck routes, including through the encouragement of expanded rail transportation.
- B. Improve mobility and access to intermodal operations and facilities.
- C. Establish and designate truck routes consistent with federal, state and local regulations.

2. Strategic Transportation Investments law

Governor McCrory signed House Bill 817, Strategic Transportation Investments (STI) into law on June 26th, 2013 to replace the State of North Carolina's Equity Formula previously used to divide available funding among different areas of the state and different types of projects. STI is the most significant transportation legislation passed in North Carolina since the creation of the Highway Trust Fund in 1989.¹

There are three major categories for transportation-related investments. These categories are based on their function in the overall transportation system. Projects on the interstate highways and other high-order corridors are part of the Statewide Investment category; projects on other US or NC designated routes are part of the Regional Impact category. All other projects on the state road system are part of the Division Needs category.¹

Projects are allowed to cascade down through the categories, so a statewide project might be funded out of regional or division money, but the reverse is not true. Projects cannot move into a higher category. The cascading of projects led to an abundance of statewide projects cascading down to the regional and division categories, and regional projects cascading down to the division category during the Prioritization 3.0 process.

3. Strategic Mobility Formula

The Strategic Mobility Formula is part of the STI law that replaced the state’s Equity Formula. The new Strategic Mobility Formula divides the Department of Transportation’s budget into three classifications for distributing available revenue: State, Region, and Division:

- State: 40 percent (\$6 billion over 10 years) will go to statewide Statewide Mobility projects that include interstate highways, major U.S. and N.C. highways, Strategic Defense highways, airports with international passenger service or large numbers of passengers, and key freight service rail lines. This category of projects will be entirely data-driven, meaning decisions will be based on data points such as traffic volume, crash statistics, economic competitiveness and freight movement. However, local officials will have the opportunity to submit candidate projects for consideration and share in their funding.

- Region: 30 percent (\$4.5 billion over 10 years) will go to regional impact projects. Each of the six regions consist of two comparable adjoining Transportation Divisions. The Regional category will allow local officials to provide their input on intrastate and regional projects. Because regional needs vary from one area of the state to another, there is flexibility to allow urban areas to address urban needs and rural areas to address rural needs.
- Division: 30 percent (\$4.5 billion over 10 years) will be distributed equally to the state’s 14 Transportation Divisions for projects that address local concerns, such as safety, congestion and connectivity. The Division category will allow local officials to provide at least 50 percent of the project score, which will allow them to greatly influence which projects get funded in their areas.

4. Strategic Prioritization in North Carolina

The North Carolina Department of Transportation manages a strategic project prioritization process for the development of the STIP. The 3rd generation of this process, Prioritization 3.0 (P3.0) was underway during the passage of the STI law and was a significant component of the development of the MTIP and STIP. Strategic prioritization uses transportation data as well as the input of local government partners and the public to generate scores and rankings of

projects across the state. Multiple public input opportunities were provided during the spring and summer 2014 regarding the submittal of new projects and the assignment of local points to projects.

This public input assisted each MPO, Rural Planning Organization (RPO), and NCDOT transportation Divisions to produce criteria-based methodologies which directed how local points were allocated.

Projects assigned to the three different categories were scored based on different formulas for each category. Each formula includes outputs of the state's quantitative data-driven process and the assignment of local input points by MPOs, RPOs, and Division Engineers.

The projects in the Statewide Investment category were scored 100 percent based on the quantitative data-driven process established by STI.

Projects in the Regional Impact category were scored 70 percent based on the quantitative data-driven criteria established by STI. The remaining 30 percent of scores for projects in the Regional Impact category were split evenly between NCDOT Division Engineers and MPO or RPO local input points.

Projects in the Division Needs category were scored 50 percent based on the quantitative data-driven criteria established by STI. The remaining 50 percent of scores for projects in the Division Needs category were split evenly between NCDOT Division Engineers and MPO or RPO local input points.

4.1 Results of Prioritization 3.0

The P3.0 process resulted in each transportation mode using different quantitative criteria, measures, and weights to provide technical scores for projects.

Also, per the intent of STI, for transportation modes to compete for funding, a normalization process was recommended in order to create minimum percentages of funding for highway and non-highway projects in the combined Regional Impact and Division Needs categories. The minimum percentage for highways was 90 percent and minimum percentage for non-highways was four percent. These percentages guided the programming process, which ultimately yielded a 95 percent to five percent highway vs non-highway programmed amount in the combined Regional Impact and Division Needs categories.

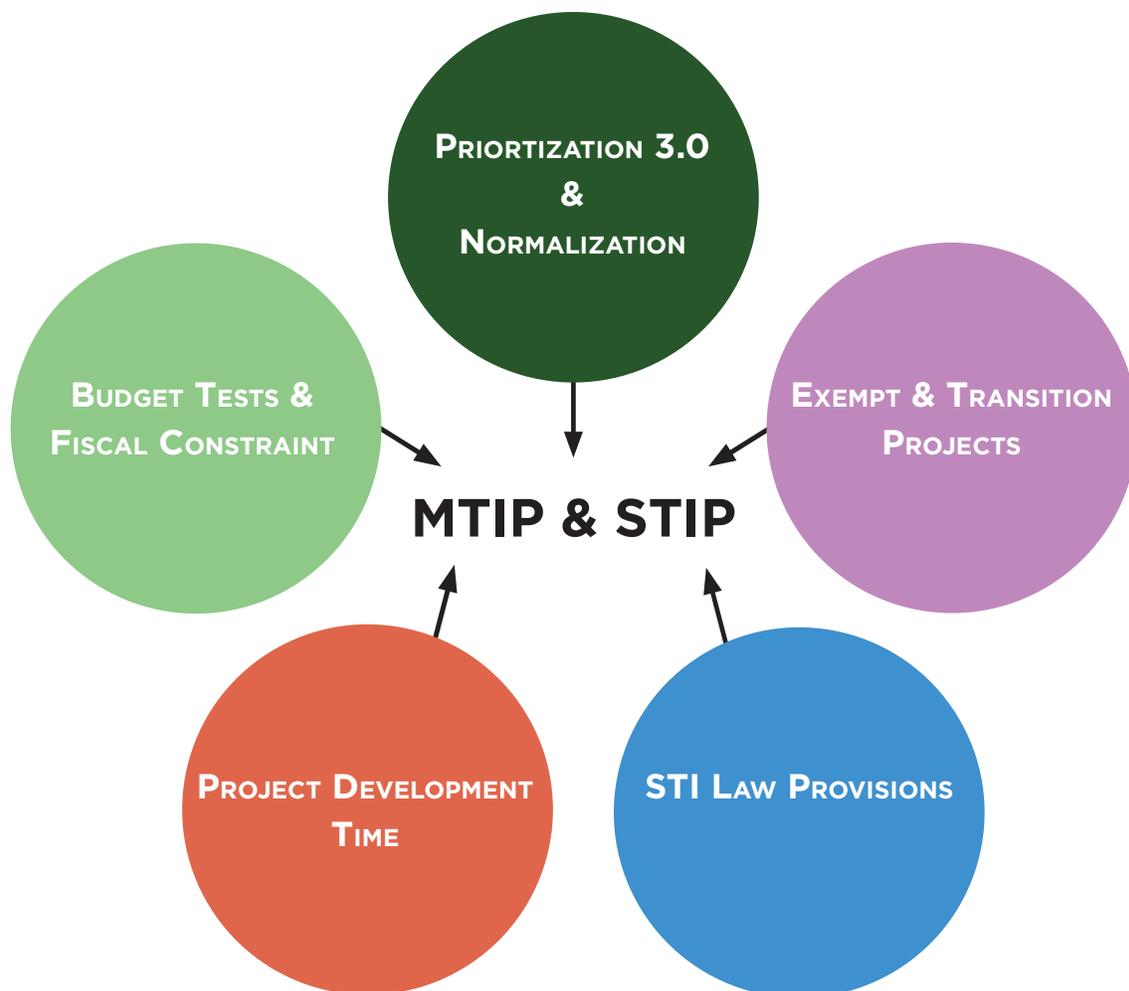
The results of the P3.0 process do not necessarily mean that projects will be programmed in the order of their score and rank. Over the 10-year TIP program, funding was provided to the highest scoring projects. However, there are other considerations and factors in developing the actual program of projects in the MTIP and STIP (Figure 1 on page 2-9). A major factor in deciding when the top scoring projects are funded is project delivery time. Projects need to fulfill a series of environmental and preliminary engineering requirements, right-of-way must be purchased, utility relocation (where applicable) must be addressed, and final plans must be developed for lettings. The time period to accomplish

these preconstruction activities can be lengthy.

Construction funding cannot be allocated to projects before preconstruction activities have taken place. There were also STI law provisions (including a corridor cap and individual modal caps) which directed programming decisions. The entire program of projects had to meet budget tests and fiscal constraint per state and federal requirements. STI

law also included a provision to exempt select projects from prioritization (Transition Period Projects). Projects that were scheduled to be obligated for construction prior to July 1, 2015 were exempt. The funding required for these projects was accounted for when budgeting for other projects.

Figure 1. MTIP & STIP Development Considerations and Factors



4.2 DCHC MPO Local Ranking Methodology

All of the regional transportation planning organizations and NCDOT Division Engineers were required to develop a Local Ranking Methodology for assigning local input points to projects in advance of the actual project scoring process. The DCHC MPO Board approved the MPO's methodology on May 14, 2014. The DCHC MPO's approved methodology is included at the end of this chapter.

4.3 DCHC MPO Local Input Points

After the DCHC MPO Board approved the Local Ranking Methodology, the MPO applied the methodology to develop scores for all submitted projects. According to the adopted methodology, some of the MPO's points were to be assigned by following a formula and some of the points are to be assigned by discretion of the MPO Board (flexible points). The MPO methodology assigns flexible points to projects to make sure that the project cannot be overtaken by a lower scoring project and presumes that the Division Engineer will assign 100 points to each project. The results of the MPO's project scoring process are included as Appendix B of this MTIP.

ENDNOTES

1. American Planning Association. North Carolina Chapter. “What You Need to Know About the STI (Strategic Mobility Investments) Law.” November 5, 2014. <http://apa-nc.org/sti-strategic-mobility-investments-law/>.

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

INTRODUCTION

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

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

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

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

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

OBJECTIVE

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

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

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

PROCEDURE FOR RANKING PROJECTS

1) Goals for the Methodology for Ranking TIP Project Requests

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

- A safe, sustainable, efficient, attractive, multi-modal transportation system that: supports local land use; accommodates trip-making choices; maintains mobility and access; protects the environment and neighborhoods; and improves the quality of life for urban area residents.
- An attractive multi-modal street and highway system that allows people and goods to be moved safely, conveniently, and efficiently.
- A convenient, accessible, and affordable public transportation system, provided by public and private operators, that enhances mobility and economic development.
- A pedestrian and bicycle system that: provides a safe alternative means of transportation; allows greater access to public transit; supports recreational opportunities; and includes off-road trails
- A Transportation Plan that is integrated with local land use plans and development policies.
- A multi-modal transportation system which provides access and mobility to all residents, while protecting the public health, natural environment, cultural resources, and social systems.
- An ongoing program to inform and involve citizens throughout all stages of the development, update, and implementation of the Transportation Plan.
- Continue to improve transportation safety and ensure the security of the transportation system.
- Improve mobility and accessibility of freight and urban goods movement.

2) Submission of Local Priority Lists to the MPO

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

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

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

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

3) Submission of Projects to the STI Process

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

5) **Approval of Ranking Points**

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

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

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

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

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

Public Involvement

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

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

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

SCHEDULE FOR FY 2016-2022 TIP STRATEGIC TRANSPORTATION INVESTMENTS PROCESS

Steps for submission of projects:

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

Steps for developing local ranking methodology:

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

Steps for developing local input points:

May 14	NCDOT releases quantitative scores
May 14-21, 2014	MPO staff applies local ranking methodology and develops MPO staff recommendation
May 28, 2014	TCC develops recommendation on local input points.
June 11, 2014	TAC releases the local ranking methodology results and proposed local input points for public comment.
June 25, 2014	TAC holds public hearing on local input points *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

Highway

NCDOT SPOT Prioritization 3.0					Proposed DCHC MPO Project Ranking Methodology				Green font = SPOT data used fully or partially
Criteria	Metric	% of Score - Statewide Category	% of Score - Regional Category	% of Score - Division Category	Criteria	Metric	% of Score - Regional Category	% of Score - Division Category	Reasoning
Congestion	$((\text{exist. V/C ratio} \times 100) \times 60\%) + ((\text{exist vol.}/1,000) \times 40\%)$	30%	25%	20%	Congestion	Use SPOT scoring	30%	30%	Prioritize projects that relieve congestion and are on higher volume roads
Safety	Segment: (Crash Density x 33%) + (Severity Index x 33%) + (Critical Crash Rate x 33%); Intersections: (Crash Frequency x 50%) + (Severity Index x 50%)	10%	10%	10%	Safety	Use SPOT scoring	20%	20%	Prioritize projects with higher more severe crashes
Benefit/Cost	Travel time savings over 30 years in \$/Project Cost to NCDOT	30%	25%	20%	Benefit/Cost	$((\text{Travel time savings over 30 years in } \$/\text{total of all public funding}) \times 25\%) + ((\text{Average of congestion, safety, and complete street scores}^*/\text{total of all public funding}) \times 75\%)$	25%	20%	Modify NCDOT's method to reflect a broader consideration of project benefits. Use total of all public money (local, state, and federal). *the congestion, safety, and complete street scores will be multiplied by a factor to ensure that they are on a scale comparable to the travel time savings score.
Economic Competitiveness	Primary inputs are Travel Time Savings, Location, and Freight Traffic; Output is # of long-term jobs created (50%) + Value added in \$ (50%) based on % change in NCDOT Div. Economy	10%			Do not include				Subcommittee considered including this, but could not develop a metric that would reflect transportation projects' role to support our current and desired economic development.
Multi-modal (Freight & Military)	25% - V/C Ratio on projects on Non-Interstate STRAHNET Routes; 25% - V/C Ratio on projects on routes that provide direct connection to a transportation terminal; 50% - Truck Volumes / 100	20%			Do not include				Most freight traffic is on interstates which are on the statewide tier
Accessibility/Connectivity	20% County tier designation and volume; 40% if the project upgrades how the roadway functions, volume/200; 40% (average commute time-20)*5		10%		Do not include				All DCHC MPO counties are Tier 3; Bigger roads are not always the appropriate solution; Prioritizing projects in areas with higher average commute time may reward sprawl
not included					Complete Street	25% project adds pedestrian facility; 25% project adds bicycle facility; 25% variable based on number of buses per day on facility; 25% project serves future rail station	10%	20%	Direct resources towards implementing NCDOT's Complete Streets policy and providing access to future rail stations.
not included					Environmental and Community Impacts	Air quality impacts and GIS analysis of wetlands, streams, species habitat, water supply watershed, parks, historic resources, and cemeteries. Fewer potential impacts yields more points	15%	10%	The scoring methodology presumes all highway projects have negative environmental impacts. Environmental justice is not included as it is difficult to analyze the impacts at this stage of development (could be positive and/or negative).

MPO Rank	-	15%	25%
Division Rank	-	15%	25%
Total	100%	100%	100%

100% 100%

BikePed

NCDOT SPOT Prioritization 3.0					Proposed DCHC MPO Project Ranking Methodology			Green font = SPOT data used fully or partially		
Criteria	Metric	% of Score - Statewide Category	% of Score - Regional Category	% of Score - Division category	Criteria	Metric	% of Score - Division category	Reasoning		
Benefit/Cost	(Access + Demand Scores)/Cost	Per STI legislation, no Bike/Ped is categorized as Statewide.	Per STI legislation, no Bike/Ped is categorized as Regional	10%	Benefit/Cost	(Access+Safety+Demand/Density+Speed Limit+Environmental Justice Scores)/Total of all public funding	10%	Include all project benefit scores. Include all costs, including any costs incurred by local government, as it is all public money.		
Constructability	Amount of right-of-way acquired, preliminary work completed, environmental impact			5%	not included				Do not include. Most projects will be similar: most R/W acquired, no design completed, CE expected	
Access	Number of major centers and secondary centers within 0.5 miles of ped, 1.5 miles of bike + Distance to Prime Destination			10%	Access	Number of major centers (add schools and future rail transit stations) and secondary centers within 0.5 miles of ped, 1.5 miles of bike + Distance to Prime Destination	20%	Prioritize projects near more destinations/generators. MPO method classifies schools as primary centers instead of secondary centers. Future transit stations are also not included as centers.		
Safety	Number of Bike/Ped crashes + Posted speed limit			15%	Safety	Number of Bike/Ped crashes	30%	Prioritize projects with more crashes		
Demand/Density	Population density within 0.5 miles of ped facility or 1.5 miles of bicycle facility			10%	Demand/Density	Population density within 0.5 miles of ped facility or 1.5 miles of bicycle facility	20%	Prioritize projects in more dense areas.		
not included					Speed Limit	100 points for routes > 35 mph; 50 points for routes 25-35 mph; 0 points <25 mph	10%	Fatality rates are highest for crashes over 35 mph.		
not included					Environmental Justice	GIS analysis of benefit to minority and low-income population	10%	Prioritize projects in EJ communities.		

Divison Rank 25%
 MPO Rank 25%
 Total 100%

100%

Transit - Expansion

NCDOT SPOT Prioritization 3.0					Proposed DCHC MPO Project Ranking Methodology					Green font = SPOT data used fully or partially
Criteria	Metric	% of Score - Statewide Category	% of Score - Regional Category	% of Score - Division Category	Criteria	Metric	% of Score - Regional Category	% of Score - Division Category	Reasoning	
Benefit/Cost	Ann. Avg. trips per vehicle x life expectancy/state match amt (Demand Response); Ridership for life of vehicle/state match amt (Fixed Route); Route ridership on the existing route for the life of the vehicle/the state match amt (Headway Reduction)	Per STI legislation, no public transit is categorized as Statewide.	45%	25%	Benefit/Cost	Ann. Avg. trips per vehicle x life expectancy/state match amt (Demand Response); Ridership for life of vehicle/state match amt (Fixed Route); Route ridership on the existing route for the life of the vehicle/the state match amt (Headway Reduction)	32.1%	25%	Include all SPOT metrics to make the composite SPOT quantitative score equal to half of the MPO score. Want consistency between the MPO score and SPOT quantitative score.	
Vehicle Utilization Data	Max vehicles utilized during peak hr/total fleet size (DR); # vehicles operated at max service/# vehicles available at max service (FR)		5%	5%	Vehicle Utilization Data	Max vehicles utilized during peak hr/total fleet size (DR); # vehicles operated at max service/# vehicles available at max service (FR)	3.6%	5%		
System Safety	(National average reportable incidents/PMT – System reported incidents/PMT) + (National average reportable injuries/PMT – System reported injuries/PMT) + (National average reportable fatalities/PMT – System reported fatalities/PMT) = Safety Result.		5%	5%	System Safety	(National average reportable incidents/PMT – System reported incidents/PMT) + (National average reportable injuries/PMT – System reported injuries/PMT) + (National average reportable fatalities/PMT – System reported fatalities/PMT) = Safety Result.	3.6%	5%		
Connectivity	Projected increase in ridership weighted according to the types of destinations the expansion of service will serve. (20% per destination: medical, employment, commercial, education, and other transportation terminal/transfer): (Ridership Increase x Facility Destination) / System Ridership = Weighted % Increase in Ridership		5%	5%	Connectivity	Projected increase in ridership weighted according to the types of destinations the expansion of service will serve. (20% per destination: medical, employment, commercial, education, and other transportation terminal/transfer): (Ridership Increase x Facility Destination) / System Ridership = Weighted % Increase in Ridership	3.6%	5%		
System Operational Efficiency	Annual ridership / total hours. Demand Response = Trips / Service Hours Fixed Route = Trips / Revenue Hours		10%	10%	System Operational Efficiency	Annual ridership / total hours. Demand Response = Trips / Service Hours Fixed Route = Trips / Revenue Hours	7.1%	10%		
not included					Fleet Age	Variable points based on average fleet age.	10%	10%	Older fleets will benefit from new expansion vehicles.	
not included					Transit Dependency Index Percentage	TDIP includes: no vehicle households, elderly population, youth population, persons with disabilities population, below-poverty population.	10%	10%	Direct transit resources towards transit dependent population areas.	
not included					Local System Priority	Allow each transit agency to prioritize their projects and identify which projects they expect to be able to provide federal funding towards.	30%	30%	Almost all projects require significant federal funding which is directly allocated to the transit agencies through the MPO. Transit systems will decide how to allocate the federal funding among their priorities. Want consistency between the MPO score and the local priority.	
Division Rank			15%	25%						
MPO Rank			15%	25%						
Total			100%	100%			100%	100%		

Transit - Facilities

NCDOT SPOT Prioritization 3.0					Proposed DCHC MPO Project Ranking Methodology					Green font = SPOT data used fully or partially
Criteria	Metric	% of Score - Statewide Category	% of Score - Regional Category	% of Score - Division Category	Criteria	Metric	% of Score - Regional Category	% of Score - Division Category	Reasoning	
Age of Facility, Facility Demand, Park-n-Ride, Bus Shelters	Facility Age/Useful life (Age); Peak Service/Capacity (Demand); (Number of Spaces x Utilization) / State Match (P&R); Avg. Boardings + Avg. Alightings (Shelters)	Per STI legislation, no public transit is categorized as Statewide.	40%	30%	Age of Facility, Facility Demand, Park-n-Ride, Bus Shelters	Facility Age/Useful life (Age); Peak Service/Capacity (Demand); (Number of Spaces x Utilization) / State Match (P&R); Avg. Boardings + Avg. Alightings (Shelters)	28.6%	30%	Include all SPOT metrics to make the composite SPOT quantitative score equal to half of the MPO score. Want consistency between the MPO score and SPOT quantitative score.	
Benefit/Cost	Annual Trips/State Match		5%	5%	Benefit/Cost	Annual Trips/State Match	3.6%	5%		
System Operational Efficiency	Demand Response = Trips / Service Hour Fixed Route = Trips / Revenue Hour		5%	5%	System Operational Efficiency	Demand Response = Trips / Service Hour Fixed Route = Trips / Revenue Hour	3.6%	5%		
Facility Capacity	Facility (Transit & Admin) = ((proposed capacity – current usage)/existing design capacity) x 33% Park & Ride = ((proposed capacity – current usage)/existing design capacity) x 33%; Shelters = ((proposed capacity – current usage)/existing design capacity) X 33%		20%	10%	Facility Capacity	Facility (Transit & Admin) = ((proposed capacity – current usage)/existing design capacity) x 33% Park & Ride = ((proposed capacity – current usage)/existing design capacity) x 33%; Shelters = ((proposed capacity – current usage)/existing design capacity) X 33%	14.3%	10%		
not included					Transit Dependency Index Percentage	TDIP includes: no vehicle households, elderly population, youth population, persons with disabilities population, below-poverty population.	10%	10%	Direct transit resources towards transit dependent population areas.	
not included					Local System Priority	Allow each transit agency to prioritize their projects and identify which projects they expect to be able to provide federal funding towards.	40%	40%	Almost all projects require significant federal funding which is directly allocated to the transit agencies through the MPO. Transit systems will decide how to allocate the federal funding among their priorities. Want consistency between the MPO score and the local priority.	
Division Rank			15%	25%						
MPO Rank			15%	25%						
Total			100%	100%	100%			100%		

Transit - Fixed Guideway

NCDOT SPOT Prioritization 3.0					Proposed DCHC MPO Project Ranking Methodology				Green font = SPOT data used fully or partially
Criteria	Metric	% of Score - Statewide Category	% of Score - Regional Category	% of Score - Division Category	Criteria	Metric	% of Score - Regional Category	% of Score - Division Category	Reasoning
Mobility	1 point for every 250,000 trips	Per STI legislation, no public transit is categorized as Statewide.	20%	15%		not included			The county transit plans were developed with extensive study and cooperation. The public has indicated support through the sales tax referenda.
Cost Effectiveness	100 points for a cost of \$4.00 or less per trip; decreasing by 1 point for each \$0.11 increase per trip.		15%	15%		not included			
Economic Development	1 point per 1,000 new employees and 1 point per 500 new residents in the fixed guideway corridor over 20 years.		20%	10%		not included			
Congestion Relief	Travel time savings. 0-100 point scale TBD; Max points = 100 (values over 100 are capped)		15%	10%		not included			
	not included				Public support	Maximum points if a project is included in a county transit plan with a successful sales tax referendum.	100%	100%	
Division Rank			15%	25%					
MPO Rank			15%	25%					
Total			100%	100%			100%	100%	

Rail - Track and Structure

NCDOT SPOT Prioritization 3.0							Proposed DCHC MPO Project Ranking Methodology						Green font = SPOT data used fully	
Criteria	Metric	% of Score - Statewide Category	% of Score - Regional Category		% of Score - Division Category		Criteria	Metric	% of Score - Regional Category		% of Score - Division Category		Reasoning	
		Freight Only	Freight	Passenger	Freight	Passenger			Freight	Passenger	Freight	Passenger		
Benefit-Cost	Emissions, highway-to-rail diversion, fuel savings, travel time savings	20%	10%	10%	10%	10%	Benefit-Cost	Emissions, highway-to-rail diversion, fuel savings, travel time savings	15%	15%	15%	15%	Include all SPOT metrics to ensure consistency between SPOT ranking and MPO ranking. The MPO does not have previous experience with ranking rail projects and thus will heavily rely on the SPOT system for P 3.0.	
Economic Competiveness	Long-term economic benefits	10%					Not included. No SPOT data will be available for Regional or Division Category projects.							
Capacity/ Congestion	Volume-to-capacity	15%	15%	25%	10%	15%	Capacity/ Congestion	Volume-to-capacity	15%	20%	15%	20%		
Safety	RR/Hwy crossing incidents	15%	15%	15%	10%	10%	Safety	RR/Hwy crossing incidents	15%	15%	15%	15%		
Accessibility	New or enhanced accessibility	10%	10%			5%	Accessibility	New or enhanced accessibility	10%			10%		
Connectivity	Multimodal improvement	10%	5%			5%	Connectivity	Multimodal improvement	10%			10%		
Mobility	Service improvement	20%	15%	20%	10%	15%	Mobility	Service improvement	15%	20%	15%	20%		
not included							TSS Recommendation	Maximum points if the project is in a Traffic Separation Study.	10%	15%	10%	15%		Prioritize projects that have been through a public input process through a TSS.
not included							Potential Benefit to Commuter Rail	Maximum points if the project is co-located along future commuter rail line.	10%	15%	10%	15%		Prioritize projects that may make future commuter rail more viable.
Division Rank			15%	15%	25%	25%								
MPO Rank			15%	15%	25%	25%								
Total			100%	100%	100%	100%			100%	100%	100%	100%		

Rail - Facilities

NCDOT SPOT Prioritization 3.0					Proposed DCHC MPO Project Ranking Methodology				Green font = SPOT data used fully or pa
Criteria	Metric	% of Score - Statewide Category	% of Score - Regional Category	% of Score - Division Category	Criteria	Metric	% of Score - Regional Category	% of Score - Division Category	Reasoning
			Intercity Passenger Service Only	Facilities/ Intercity Passenger Service & Stations			Intercity Passenger Service Only	Facilities/ Intercity Passenger Service & Stations	
Benefit-Cost	Emissions, highway-to-rail diversion, fuel savings, travel time savings	Per STI legislation, no rail facilities are categorized as Statewide	15%	10%	Benefit-Cost	Emissions, highway-to-rail diversion, fuel savings, travel time savings	No DCHC MPO rail facilities projects would be considered Regional	15%	Include all SPOT metrics to ensure consistency between SPOT ranking and MPO ranking. The MPO does not have previous experience with ranking rail projects and thus will heavily rely on the SPOT system for P 3.0.
Economic Competitiveness	Long-term economic benefits				Not included.				
Capacity/ Congestion	Volume-to-capacity		25%	15%	Capacity/ Congestion	Volume-to-capacity		25%	
Connectivity	Multimodal improvement		10%	10%	Connectivity	Multimodal improvement		15%	
Mobility	Service improvement		20%	15%	Mobility	Service improvement		25%	
Not included					Potential Benefit to Commuter Rail	Maximum points if the project is co-located along future commuter rail line.		20%	Prioritize projects that may make future commuter rail more viable.
Division Rank			15%	25%					
MPO Rank			15%	25%					
Total			100%	100%			0%	100%	

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Point Assignment

	Estimated Number of Projects Eligible in DCHC MPO*	Estimated Amount of Funding Available Over 10 Years of the TIP	Recommended Minimum Points
Statewide	31	\$6 billion	n/a
Highway	25		n/a
Non-Highway	6		n/a
Rail - Freight	6		n/a
Aviation - Commercial Service	0		n/a
Regional	45	Total of \$2.642 billion for all 3 DCHC MPO Regions	1800
Region 5+6	37	\$978 million (includes Raleigh and Fayetteville areas)	
Region 7+9	12	\$766 million (includes Greensboro and Winston-Salem areas)	
Region 8+10	1	\$898 million (includes Charlotte area)	
Highway	25	Subject to "Normalization" limits described below	800
Region 5+6	20		
Region 7+9	8		
Region 8+10	1		
Non-Highway		Subject to "Normalization" described below	
Rail - Passenger Track	2		0
Region 5+6	2		
Region 7+9	0		
Region 8+10	0		
Public Transit - Expansion and Facilities (Triangle Transit bus only eligible)	17	Capped at 10% of Each Region's Funding	200
Region 5+6	14	Capped at \$98 million	
Region 7+9	3	Capped at \$77 million	
Region 8+10	0	Capped at \$90 million	
Public Transit - Fixed Guideway (D-O LRT only eligible)	1	Capped at 10% of Each Region's Funding	100
Region 5+6	1	Capped at \$98 million	
Region 7+9	1	Capped at \$77 million	
Region 8+10	0	Capped at \$90 million	
Will consider Statewide projects	31		0
Total Number of Points Allocated With Minimums			1100
Unassigned Points			700

		\$736 million for all 3 Divisions (excludes estimated STPDA+TAP)	1800
Division	180		
Division 5	110	\$160 million	
Division 7	67	\$259 million	
Division 8	5	\$318 million	
Highway	56	Subject to "Normalization" described below	300
Division 5	29		
Division 7	27		
Division 8	1		
Non-Highway	124	Subject to "Normalization" described below	
Transit	89		500
Division 5	65		
Division 7	24		
Division 8	0		
Bike/Ped	34	Following historical funding levels, \$60 million total across state	200
Division 5	16		
Division 7	15		
Division 8	4		
Rail - Stations	1		100
Division 5	0		
Division 7	1		
Division 8	0		
Will consider small cost (under \$5M) Statewide or Regional projects	Unsure of number of projects under \$5M		0
Total Number of Points Allocated With Minimums			1100
Unassigned Points			700

*Estimate

NCDOT "Normalization" applies only to the \$9 billion available in Regional and Division Categories

	minimum	maximum
Highway	90% of Regional + Division = \$8.1 billion over 10 years	96% of Regional + Division = \$8.64 billion over 10 years
Non-Highway	4% of Regional + Division = \$360 million over 10 years	10% of Regional + Division = \$900 million over 10 years

FY2016-2025

Metropolitan Transportation Improvement Program

CHAPTER 3: Financial Plan

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Chapter 3 Contents

1. INTRODUCTION	3-1
2. REVENUE INFORMATION ON STATE AND FEDERAL FUNDING	3-1
2.1 NCDOT Program Budgets - Transportation Revenue Forecast: State Budget	3-1
2.2 Previous Federal Budget	3-2
2.2 Federal Aid Program	3-3
2.4 Public Transportation Project Funding	3-3
3. PROPOSED USE OF FFY 2016 OBLIGATION AUTHORITY	3-5
3.1 GARVEE Bonds	3-6
3.2 State Highway Trust Fund	3-7
3.3 Anticipated Inflation Impact	3-7
3.4 Cash Model	3-10
3.5 The North Carolina Turnpike Authority (NCTA)	3-10
4. REVENUE INFORMATION ON LOCAL FUNDING	3-12
4.1 STP-DA and TAP Funding Programs	3-13
4.2 Project Screening & Prioritization Process for TAP Funding	3-13
4.3 CMAQ Funding Program	3-16
4.4 DCHC MPO CMAQ Funding Program	3-16
5. HIGHWAY FUNDING FOR MPO-SPECIFIC PROJECTS	3-18
6. NON-HIGHWAY FUNDING FOR MPO-SPECIFIC PROJECTS	3-19
7. SUMMARY OF FY2016-2025 TIP COSTS BY FUNDING SOURCE	3-20

Chapter 3 Tables

Table 1. Federal Aid Construction Program	3-4
Table 2. GARVEE Bond Program (\$ in Millions)	3-6
Table 3. Funds Available for Programming (\$ in Millions)	3-8
Table 4. STP-DA Funded Projects in the MTIP	3-15
Table 5. CMAQ Funded Projects in the MTIP	3-17
Table 6. Summary of Highway Project Funding in the DCHC MPO Area	3-18
Table 7. Summary of Non-Highway Project Funding in the DCHC MPO Area	3-19

Chapter 3 Figures

Figure 1. Proposed Use of FFY 2016 Obligation Authority	3-5
Figure 2. 60-Month Cash Model	3-11
Figure 3. DCHC MPO STP-DA & TAP Distribution Policy (2014)	3-14
Figure 4. Summary of FY2016-2019 Project Costs by Funding Source	3-20

1. INTRODUCTION

Federal regulations require that each MPO's MTIP include a financial plan that demonstrates how the MTIP can be implemented; indicates resources from public and private sources that are reasonably expected to be available to carry out the program; and identifies innovative financing techniques to finance projects, programs, and strategies (23 USC 134 j).

The NCDOT and the DCHC MPO prepared this financial plan for the first four years (FY2016-2019) of the FY2016-2025 MTIP in coordination with the NCDOT's STIP process, the FHWA, and the FTA. Revenue and cost information for projects were provided by the NCDOT State Transportation Improvement Program Unit.

2. REVENUE INFORMATION ON STATE AND FEDERAL FUNDING

2.1 NCDOT PROGRAM BUDGETS Transportation Revenue Forecast: State Budget

State transportation revenues are derived from user fees in the form of Motor Fuel Tax (MFT), driver and vehicles fees collected by the NC Division of Motor Vehicles (DMV Fees) and a Highway Use Tax (HUT) on vehicle title transfers. Federal transportation revenues are derived from a federal MFT tax, vehicle fees (mostly on trucks), transfers from the U.S. General

Fund. North Carolina's transportation funding consists of roughly 75 percent state revenues and 25 percent federal.

State revenue projections are obtained from a consensus forecast by the Office of State Budget and Management (OSBM), the Legislative Fiscal Research Division, and NCDOT. Budget estimates developed for the Governor's biennial budget serves as a base from which NCDOT staff develops the forecast for the remaining years. Motor Fuel Tax revenues are forecasted based on crude oil prices and expected consumption, derived from information from the US Department of Energy and IHS Global Insight, a private financial forecasting company. DMV fee revenue forecasts are based on historical transactional information, vehicle registration, licensed driver numbers and Office of State Budget and Management projected population growth in the age range 19-84 years old. Highway Use Tax revenue is forecasted based on the number of vehicles purchased or traded in, vehicle price, and the statutory rate. The number of vehicles sold and the price depend on economic conditions. Regarding DMV/ Title Fees, the two variables are statutory rates and the number of transactions, which are based on licensed drivers and vehicle registration. Generally, DMV fees correlate with projected changes in population. Title fees correlate closer to forecasted changes in car sales.

2.2 Previous Federal Budget

MAP-21, the Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law by President Obama on July 6, 2012. Funding surface transportation programs at over \$105 billion for FY2013 and FY2014, MAP-21 was the first new highway authorization enacted since 2005. Its policies and funding were extended through May 31, 2015.

MAP-21 is a milestone for the U.S. economy and the Nation's surface transportation program. By transforming the policy and programmatic framework for investments to guide the transportation system's growth and development, MAP-21 created a streamlined and performance-based surface transportation program that built upon many of the highway, transit, bicycle, and pedestrian programs and policies established in 1991.

MAP-21 restructured core highway formula programs. Activities carried out under some existing formula programs – the National Highway System Program, the Interstate Maintenance Program, the Highway Bridge Program, and the Appalachian Development Highway System Program – are incorporated into the following new core formula program structure:

- National Highway Performance Program (NHPP)
- Surface Transportation Program (STP)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)

- Highway Safety Improvement Program (HSIP)
- Railway-Highway Crossings (subset of the HSIP)
- Metropolitan Planning

MAP-21 also created two new formula programs:

- Construction of Ferry Boats and Ferry Terminal Facilities – replaces a similarly purposed discretionary program.
- Transportation Alternatives (TA) – a new program, with funding derived from the NHPP, STP, HSIP, CMAQ and Metropolitan Planning programs. It encompasses most activities funded under the Transportation Enhancements, Recreational Trails, and Safe Routes to School programs under the previous reauthorization bill (known as SAFETEA-LU.)

Federal transportation funding is distributed by Congress based on multi-year reauthorization bills and annual appropriations. Federal Aid revenues are assumed to remain at the FY2014 level through 2025.

The primary variables for both state and federal revenues are the MFT rate and fuel consumption. Under state law, the state MFT rate has a fixed portion and variable portion that is based on wholesale prices which can adjust every six months, on January 1st and July 1st.

As a side note, the passage of S.L. 2015-2 / S20 altered the variable MFT rate

formula starting April 1, 2015. The new variable rate formula is based on changes in population and the Consumer Price Index for Energy (CPI-E) beginning on January 1, 2017. The federal MFT rate, set by Congress in 1993, is 18.4 cents per gallon for gasoline and 24.4 cents for diesel. Fuel consumption is affected by fuel prices, which are determined by world markets and economic domestic output, vehicle fuel efficiency and alternative fuel vehicles.

2.3 Federal Aid Program

The Federal Aid Construction Program consists of many funding categories. Funding in most of these individual categories is subject to overall federal budget constraints and Federal Obligation Limitation. The Obligation Limitation effectively limits the amount of federal funds that can be utilized in any one year.

North Carolina's availability of federal funds for the STIP in FFY 2016 is expected to be about \$886.7 million, excluding CMAQ and State Planning and Research funds.

Virtually all Federal Aid projects require a local or state fund contribution. Most highway and transit programs require a 20 percent local or state share. The amount of state matching funds needed for the Federal Aid Program is expected to be \$239 million, which will be funded by the State Highway Trust Fund. The amount of local matching funds needed for FY2016-2019 is expected to be approximately \$65 million. Local funding is discussed in more detail later in this chapter.

2.4 Public Transportation Project Funding

The public transportation projects in the STIP are funded from several different FTA funds and state funds. In addition, many of the FTA funds require a non-federal match to the project.

Annually, the NCDOT Public Transportation Division conducts a call for projects to provide state funds to assist with part of the match requirements. The amount available for state match is limited to the amount provided in the approved state budget for that year. All of the FTA program funding amounts are published annually in the Federal Register and posted to the FTA website. NCDOT uses these apportionments to distribute the various funding sources overseen by the NCDOT.

Most of the funding for public transportation programs located in TMAs is managed directly by the MPOs. The MPOs develop projects to list in the STIP from the total apportioned amount received from FTA. NCDOT allocates federal funds to small urban areas (with population less than 200,000 people) and the rural areas. The small urban MPOs then develop projects for inclusion in the STIP within the constraints of the total allocated amount received from NCDOT and any prior year funding that is unspent. For the rural areas, the NCDOT applies directly to FTA for the funds. The NCDOT funds rural projects to match the total apportioned amount and any available prior year funding. These rural projects are listed in the STIP.

Planning Funds (5303) are allocated by NCDOT to urbanized areas by a formula based on transit service hours. The allocated amounts are then provided by NCDOT to the urbanized areas and are programmed in the MPO Unified Planning Work Programs to match the allocation amount.

NCDOT applies to FTA for the 5303 funds for the urbanized areas. Section 5310

Funds are allocated for small urbanized and rural areas by NCDOT. A competitive call for projects is announced for specific projects and those projects must be included as an unmet need in the Locally Coordinated Plan for the area. Projects are selected and funded based on the total available budget for the funds. These projects are included in the STIP.

Table 1. Federal Aid Construction Program - FFY 2016 (\$ in Millions)

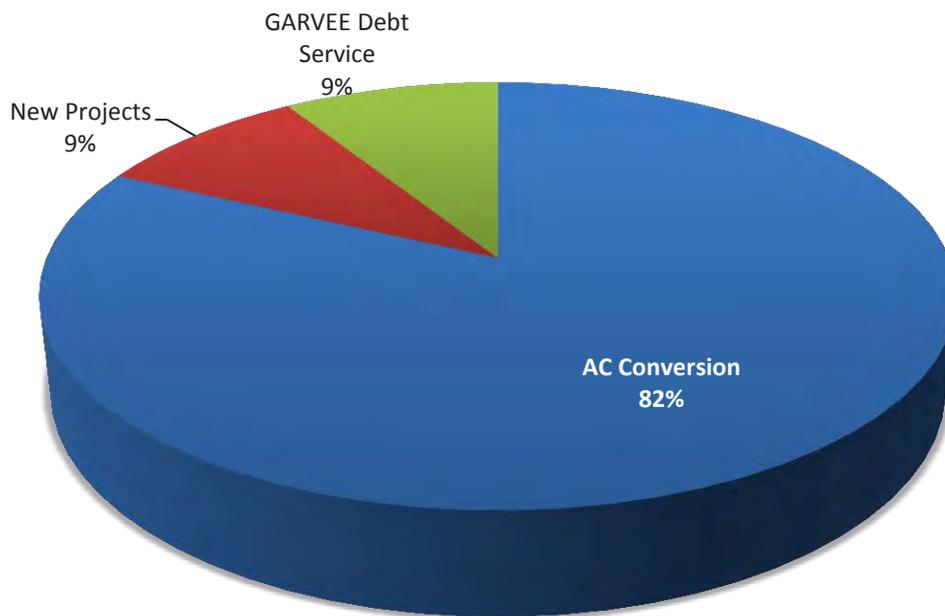
CATEGORY	FEDERAL FUNDS	REQUIRED STATE MATCHING FUNDS	TOTAL
National Highway Performance Program	420	105	525
Rail Hwy Crossing	6	2	8
Statewide Planning	14	4	18
TAP	22	6	28
Research Development	5	1	6
Metropolitan Planning	6	2	8
Congestion Mitigation	50	12	62
Surface Transportation Program	424	106	530
Highway Safety Improvement	40	10	50
Total Apportionment	987	248	1235
Obligation Limitation	956	239	1195

3. PROPOSED USE OF FFY 2016 OBLIGATION AUTHORITY

The program is fiscally constrained to the amount of funds projected to be available each year in order to prevent the NCDOT from overcommitting future revenues. “Advance Construction” (AC) allows states to begin a project even in the absence of sufficient Federal Aid obligation authority to cover the federal share of project costs. It is codified in Title 23, Section 115. Advance Construction eliminates the need to set aside full obligational authority before starting projects. As a result, a state can undertake

a greater number of concurrent projects than would otherwise be possible. In addition, Advance Construction helps facilitate construction of large projects while maintaining obligational authority for smaller ones. At some future date when the state does have sufficient obligation authority, it may convert an advance-constructed project to a Federal Aid project. This can be accomplished by obligating the permissible share of its Federal Aid funds and receiving subsequent reimbursements. Advance Construction allows a state to conserve obligation authority and maintain flexibility in its transportation funding program. NCDOT uses AC both to support its GARVEE Bond program and to assist in its cash management.

Figure 1. Proposed Use of FFY 2016 Obligation Authority



3.1 GARVEE Bonds

In 2005, House Bill 254 authorized NCDOT to issue Grant Anticipation Revenue Vehicles (GARVEE bonds) to finance Federal Aid highway projects. All funds derived from GARVEE bonds are backed by the receipt of future federal

funds. No state funds may be committed to the debt service. In October 2007, the NCDOT received \$287.6 million in GARVEE bond proceeds, \$242.5 million in 2009, \$145.5 million in 2011, and \$179.5 million in 2012. The NCDOT is expected to sell \$300 million in 2015 and \$300 million in 2016.

Table 2. GARVEE Bond Program (\$ in Millions)

STATE FISCAL YEAR	PROCEEDS INCLUDING PREMIUM (\$ IN MILLIONS)	DEBT SERVICE (\$ IN MILLIONS)
2008	299.80	5.06
2009		59.33
2010	263.14	67.17
2011		82.00
2012	364.90	59.84
2013		86.33
2014		86.33
2015	*300.00	86.32
2016	*300.00	100.00
2017		111.07
2018		112.18
2019		112.19
2020		90.03
2021		90.03
2022		90.02
2023		90.03
2024		74.38
2025		74.37
2026		74.38
2027		74.38
2028		74.38
2029		74.38
2030		74.37
2031		74.38

*Proceeds and debt service for proposed 2015 and 2016 sales are estimated.

3.2 State Highway Trust Fund

The 1989 General Assembly created the North Carolina Highway Trust Fund to complete a 3,600-mile intrastate system of four-lane roads; widen and improve 113 miles of existing interstate highways; build multi-lane loops and connectors near seven major cities (now expanded to ten); provide additional funds in order to pave all unpaved secondary roads; and provide additional funds for municipal streets. In 2013, the General Assembly passed HB 817, creating the STI law that established the Strategic Mobility Formula for the prioritization of projects. STI and the Strategic Mobility Formula are discussed in Chapter 2 of this MTIP.

Revenues for the Trust Fund are generated from the state Motor Fuels Tax, the three percent use tax on the transfer of motor vehicle titles, DMV title and other fees, and interest income. \$49 million of Trust Fund revenues are transferred each year to the NCTA for project funding.

The STIP budget is based on a consensus forecast by the OSBM, Legislative Fiscal Research Division, and NCDOT. These estimates were used to develop the draft STIP program of projects and are the basis for air quality and fiscal constraint tests. The Trust Fund revenues are projected to be about \$1,160.4 million for FY2016 and \$12.8 billion during the 10-year period. Of this \$12.8 billion in revenue, \$490 million is allocated to NCTA, \$654 million is used for debt service on previous

GO bonds and administration, and \$4 million is transferred to the Highway Fund for Visitor Centers. The remaining \$11.7 billion is available for STIP purposes. After preliminary engineering and a reserve for construction cost overruns, \$18.5 billion is available for programming. As a side note, the amount of anticipated available funding used create the draft FY2016-2025 STIP program of projects was calculated prior to the actions of the 2015 General Assembly.

Table 3, presented on pages 3-8 and 3-9, depicts funding that is available for programming in the STIP.

3.3 Anticipated Inflation Impact

Inflation is not explicitly factored into the above revenue estimates. However, before programming projects in the STIP, available funds were reduced by an amount for inflation. The following inflation factors for future construction and right of way cost increases were used:

- 2016: 1.0608
- 2017: 1.1032
- 2018: 1.1474
- 2019 through 2025: 1.1933

This allows project costs used in the MTIP and STIP to be shown in current (2015) dollars.

Table 3. Funds Available for Programming (\$ in Millions)

	STATE FISCAL YEAR					
	2016	2017	2018	2019	2020	2021
Motor Fuels Tax	454.70	479.50	502.60	512.80	493.60	499.50
Investment Income	1	1	1	1	1	1
Certificates of Title Fees	88.5	90.9	92.3	93.7	92.3	93.5
Miscellaneous Fees	15.7	16.1	16.4	16.6	16.2	16.4
Use Tax	600.5	627.7	643.8	659.7	667.9	682.4
Total State Trust Fund Revenues	\$ 1,160.4	\$ 1,215.2	\$ 1,256.1	\$ 1,283.8	\$ 1,271.0	\$ 1,292.8
NCTA GAP Funding	-49	-49	-49	-49	-49	-49
GO Debt Service	-48.6	-61	-52.2	-50	-59.8	-
Visitors Center	-0.4	-0.4	-0.4	-0.4	-0.4	-0.4
Program Administration	-34.5	-36.2	-37.4	-38.2	-37.8	-38.5
Available Trust Fund Revenues	\$ 1,027.8	\$ 1,068.6	\$ 1,117.2	\$ 1,146.2	\$ 1,124.0	\$ 1,204.9
Federal Aid	956	956	956	956	961	1,016.00
Less SPR Funds	-24.3	-24.3	-24.3	-24.3	-24.4	-24.6
Less CMAQ	-30	-30	-30	-30	-30	-30
Less EEP	-25	-25	-25	-25	-25	-25
Available Federal Aid	\$ 876.7	\$ 876.7	\$ 876.7	\$ 876.7	\$ 881.6	\$ 936.4
Total Available Funds	\$ 1,904.5	\$ 1,945.3	\$ 1,993.9	\$ 2,022.9	\$ 2,005.6	\$ 2,141.4
Preliminary Engineering	-165.0	-165.0	-165.0	-165.0	-165.0	-165.0
Construction Cost Overruns	-59.6	-61.2	-63.2	-64.3	-63.6	-69.1
Funds Available for Programming	\$1,680.00	\$1,719.10	\$1,765.70	\$1,793.50	\$1,776.90	\$1,907.30

Table 3. Funds Available for Programming (\$ in Millions) ~ (cont'd)

	STATE FISCAL YEAR				
	2022	2023	2024	2025	10-Year STIP Total
Motor Fuels Tax	504.40	512.40	517.70	523.80	5,001.00
Investment Income	1	1	1	1	10
Certificates of Title Fees	94.6	95.5	96.6	97.7	935.6
Miscellaneous Fees	16.6	16.8	16.9	17.2	164.9
Use Tax	695	706.5	719.4	733.2	6,736.10
Total State Trust Fund Revenues	\$ 1,311.6	\$ 1,332.2	\$ 1,351.6	\$ 1,372.9	\$ 12,847.6
NCTA GAP Funding	-49	-49	-49	-49	-490
GO Debt Service	-	-	-	-	-272
Visitors Center	-0.4	-0.4	-0.4	-0.4	-4
Program Administration	-39	-39.7	-40.2	-40.9	-382
Available Trust Fund Revenues	\$ 1,223.2	\$ 1,243.1	\$ 1,262.0	\$ 1,282.6	\$ 11,699.6
Federal Aid	1,021.00	1,026.00	1,031.00	1,036.00	9,915.00
Less SPR Funds	-26	-26.1	-26.2	-26.3	-250.8
Less CMAQ	-30	-30	-30	-30	-300
Less EEP	-25	-25	-25	-25	-250
Available Federal Aid	\$ 940.0	\$ 944.9	\$ 949.8	\$ 954.7	\$9,114.2
Total Available Funds	\$ 2,163.2	\$ 188.1	\$ 2,211.8	\$ 2,237.3	\$ 20,813.8
Preliminary Engineering	-165.0	-165.0	-165.0	-165.0	-1,650.0
Construction Cost Overruns	-69.9	-70.9	-71.9	-72.9	-666.6
Funds Available for Programming	\$1,928.30	\$1,952.10	\$1,974.90	\$1,999.40	\$18,497.20

3.4 Cash Model

NCDOT uses a cash model to manage its operations on a cash-flow basis. The NCDOT uses statistical models that were developed specifically to support NCDOT programs. The models are used to forecast future cash demands and financial capacity. These projections serve as the basis for the dollar values found herein.

NCGS §143C:6-11 revised the cash target to between 15 percent and 20 percent of the total appropriations from the Highway Fund and Highway Trust Fund for the current fiscal year. Any federal funds on hand shall not be considered as cash for this purpose. The target shall include an amount necessary to make all municipal aid funding requirements. Also, NCGS §143C:6-11 revised the cash balance floor to at least 7.5 percent of the total appropriations for the current fiscal year. If this floor is not maintained, no further transportation project contract commitments may be entered into until the floor is restored. Session Law 2014-100 Senate Bill 744 Section 34.23(c) established a cash balance ceiling of one billion dollars. If the balance exceeds the ceiling, the NCDOT must report the reasons for exceeding the ceiling as well as plans to reduce the balance to the General Assembly and Fiscal Research.

The proposed STIP was modeled to ensure that the NCDOT would have adequate cash to pay for all programmed projects, and operations and maintenance activities. Based on the program of projects and

anticipated revenue, it appears that there should be adequate funding available to support the program.

Figure 2 on page 3-11 depicts a sample view of a 60-month cash model.

3.5 The North Carolina Turnpike Authority (NCTA)

NCTA is a public agency of the State of North Carolina located within NCDOT. The Triangle Expressway, the first toll facility in North Carolina was completed January 2, 2013. It is approximately 18.8 miles of new highway construction, extending the partially complete “Outer Loop” around the greater Raleigh area from I-40 in the north to the NC 55 Bypass in the south.

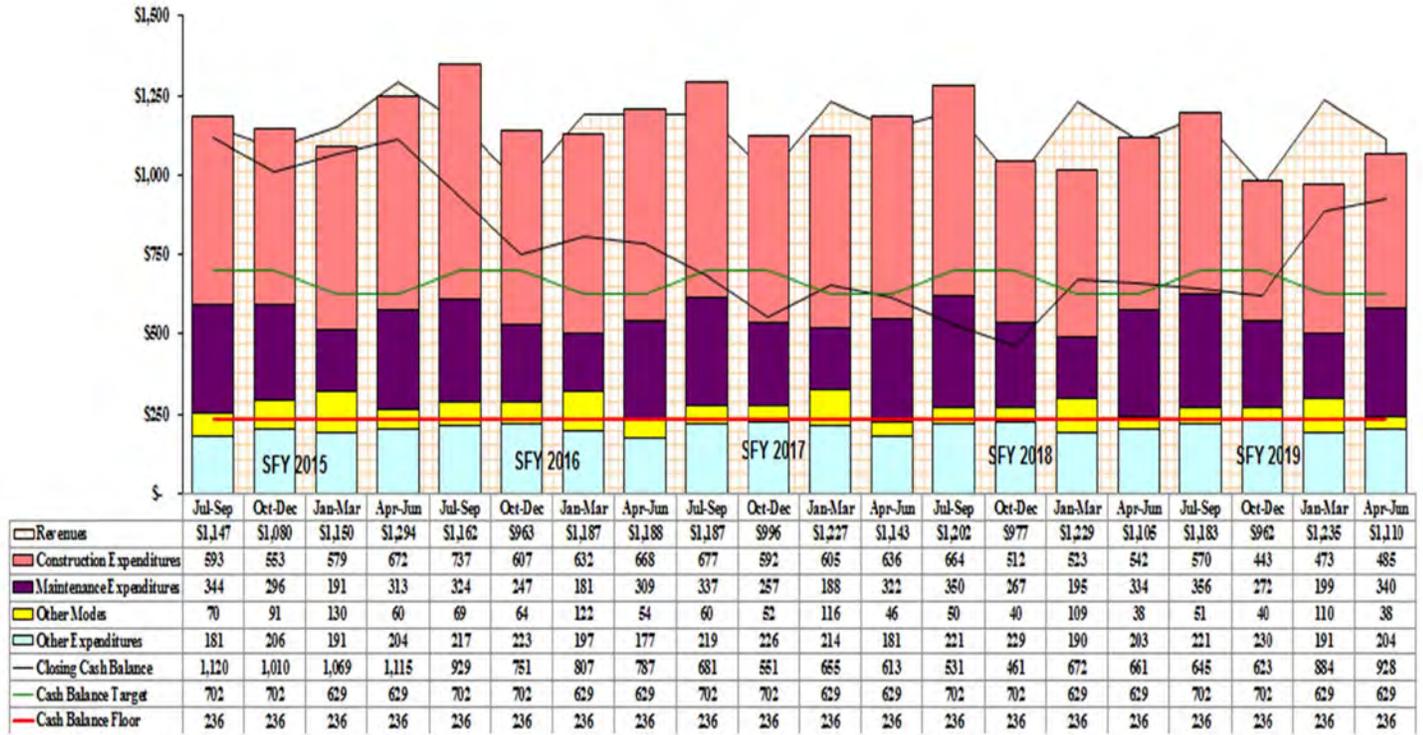
Two interchange projects will be built with the remaining funds from the Triangle Expressway. The new interchanges are within the existing footprint of the Triangle Expressway: the Holly Springs-Apex Road Interchange and the Morrisville Parkway Interchange.

Total revenues, including toll revenue and processing fees (excluding transponder revenues), were \$13.0 million for fiscal year 2013 and \$24.3 million for fiscal year 2014. FY2014 revenues increased \$11.3 million from the prior year. Operating expenses totaled \$9.7 million for FY2013 and \$13.4 million for FY2014. FY2014 costs increased \$3.7 million from the prior year reflecting the increased number of transactions. Sales of transponders peaked with the opening of the final phase in January 2013 and remained steady through the end of FY2014.

Figure 2*. 60-Month Cash Model

Sample View

(\$ in Millions)



*Figure 2 above was obtained from NCDOT's FY2016-2025 STIP.

4. REVENUE INFORMATION ON LOCAL FUNDING

Local funding is being provided by different jurisdictions and agencies that are located within, or operate in the DCHC MPO area, including Orange, Durham, and Chatham Counties, the City of Durham, the Towns of Chapel Hill, Carrboro, and Hillsborough, GoTriangle, and the Triangle J Council of Governments.

Local funding is provided as the non-federal matching funds for federal Congestion Mitigation Air Quality (CMAQ), Surface Transportation Program - Direct Attributable (STP-DA), and Transportation Alternatives Program (TAP) funding. Each of these federal funding sources require 20 percent local match. The DCHC MPO's distribution of STP-DA funds to local jurisdictions and agencies is based on the STP-DA funding distribution policy that was approved by the DCHC MPO Board in 2014.

Project #U-4727, uses federal STP-DA funding to supplement the MPO's Unified Planning Work Program. The local matching funds for STP-DA are provided by the local jurisdictions.

Another project, #C-4924, uses federal CMAQ funding to fund a regional Transportation Demand Management program administered by Triangle J Council of Governments. The local funding associated with this project is provided by the selected local service providers. The local service providers are selected during a call for projects

and could include local governments, nonprofit organizations, universities, or other entities.

Local funding is also provided as the match for public transportation projects. Typically, for capital projects, the local government provides a 10 percent local match, the state provides a 10 percent match, and federal funding is provided at 80 percent. These local funds are provided by the City of Durham, the Town of Chapel Hill, Orange County, and GoTriangle. Operating assistance for transit projects often includes up to 50 percent local funding match.

More information regarding how local jurisdictions and agencies will program their respective local funding match(es) for projects is available in each local government's adopted budget and Capital Improvement Program.

4.1 STP-DA and TAP Funding Programs

STP-DA and TAP funds are directly allocated to the DCHC MPO annually, based on the population of the urbanized area. As of 2015, the DCHC MPO receives approximately \$4.3 million annually in STP-DA and \$350,000 annually in TAP. TAP is often shown as TAP-DA for the DCHC MPO to differentiate between the TAP funding that the DCHC MPO receives and the TAP funding that the NCDOT receives.

STP-DA can be used for many different planning, highway, transit, or bicycle/pedestrian projects. The DCHC MPO has a policy to not use STP-DA for highway projects, unless the STP-DA funds are applied to the project for project costs related to incidental bicycle and pedestrian improvements. In 2008, the DCHC MPO held a Call for Projects for STP-DA for FY2009-2015. At the time, a STP-DA funding distribution policy was designed and followed. This policy was updated in 2014 and is shown in Figure 3.

TAP is a new funding source included in the MAP-21 federal transportation legislation. Transportation Management Areas, such as the DCHC MPO, receive a direct allocation of TAP annually, based on the population of the urbanized area. NCDOT also receives TAP funding. Federal legislation requires that TAP projects be selected through a competitive process. TAP can only be used for “transportation alternatives” including bicycle and pedestrian facilities, trails, scenic areas, community improvement activities,

environmental mitigation, and safe routes to school programs. NCDOT plans to program much of its TAP funding through the Prioritization 3.0 process.

4.2 Project Screening & Prioritization Process for TAP Funding

The DCHC MPO policy related to programming TAP funds for projects requires MPO member jurisdictions and agencies to submit project funding requests to the MPO LPA staff. Projects are evaluated based on the screening criteria and scoring methodology listed below. The MPO TC makes a recommendation to the MPO Board to review. The MPO Board reviews the recommendation to approve the projects. The following criteria and methodology satisfies the federal requirement that all TAP funding be selected through a competitive process.

4.2.1 Screening Criteria

- Projects must anticipate a minimum of \$1 million (federal) funding for construction. Design and right-of-way phases can request less than \$1 million (federal) if the construction phase is expected to exceed \$1 million (federal);
- Only the next imminent project phase should be requested (i.e. construction funding should only be requested once design and right-of-way is complete); and
- Projects must be part of the adopted Regional Routes as listed in the current MTP.

4.2.2 Scoring Methodology

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

Figure 3. DCHC MPO STP-DA & TAP Distribution Policy (2014)

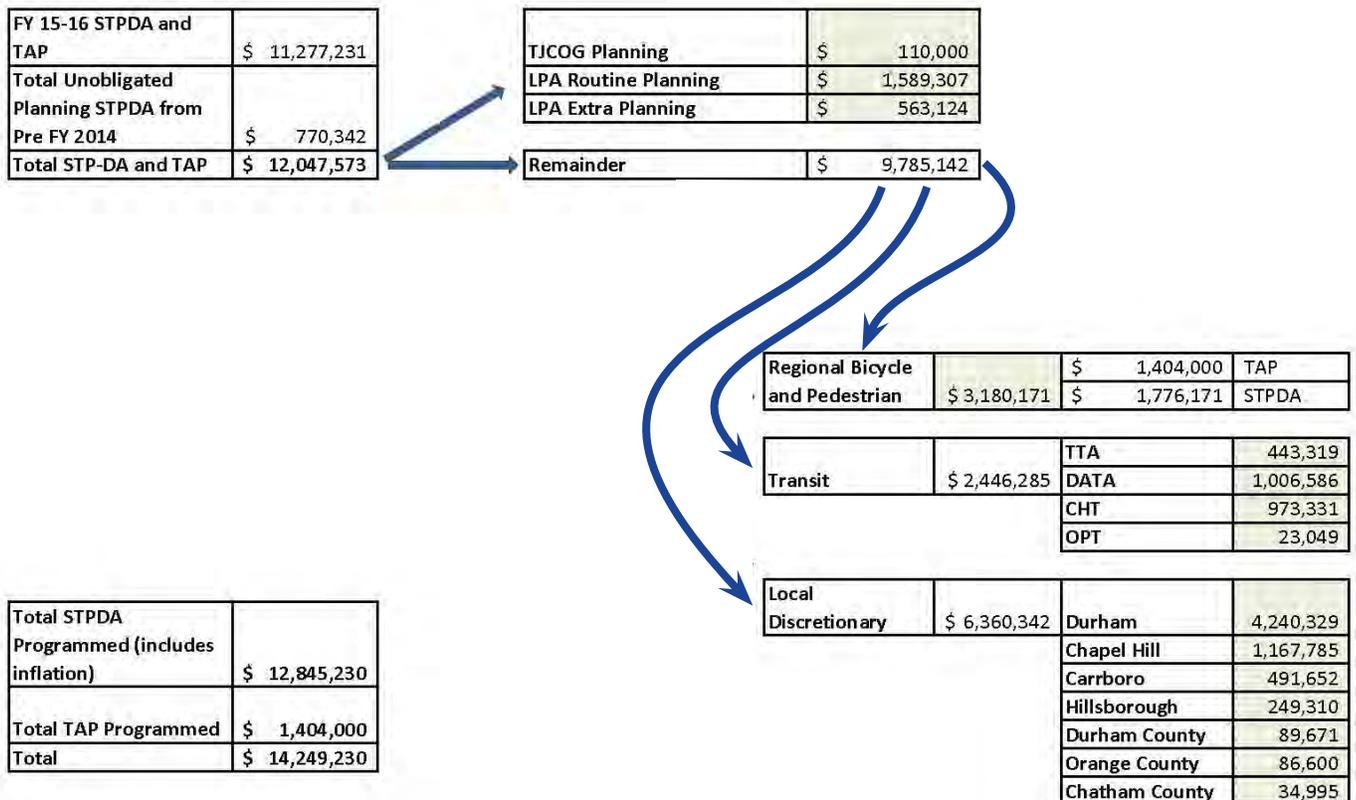


Table 4. STP-DA & TAP-DA Funded Projects in the MTIP

TIP #	Name
C-4928	SR 1317 (Morreene Road)
EB-4707	Old Chapel Hill Rd / Old Durham Rd
EB-4707 A	Old Chapel Hill Rd / Old Durham Rd
EB-4707 B	Old Chapel Hill Rd / Old Durham Rd
EB-5703	LaSalle Street Sidewalks
EB-5704	Raynor Street Sidewalks
EB-5720	Bryant Bridge Trail
EB-5738	SR 1008 (Mt. Carmel Church Road) Bicycle Lanes
EB-5739	SR 1532 (Manns Chapel Road) Bicycle Lanes
EL-4828	Morgan Creek Greenway (West)
ER-2971	NCDOT Sidewalk Program
SR-5001	Safe Routes to School: Infrastructure
TA-4726 A	CHT Replacement Buses (3)
TA-4923	GoDurham Replacement Bus
TA-5019 A	Replacement Paratransit Vehicle
TA-5154	GoTriangle Replacement Paratransit Vehicles
TD-5155	Orange Public Transit
TD-5272	GoTriangle (Hillsborough Park & Ride)
TD-5273	GoTriangle Rougemont Park and Ride

TIP #	Name
TG-4958	Passenger Amenities
TT-6107	Purchase Mobile Data Terminals
U-0071	New Route (East End Connector)
U-3308	NC 55 (Alston Ave)
U-4724	SR 1158 (Cornwallis Road)
U-4726	DCHC MPO Bike/Ped TAP-Eligible Projects
U-4726	US 70 Pedestrian Improvements
U-4726	Tanyard Branch Greenway
U-4726 DE	Bolin Creek Greenway
U-4726 1x	Friday Center Drive
U-4726 DD	Rogers Road Sidewalks
U-4726 DF	Bicycle Detector Loops
U-4726 Dx	S. Greensboro Street Sidewalks
U-4726 HK	Hillandale Road (Bike/Ped)
U-4726 HL	Barbee Road Sidewalks
U-4726 HM	Avondale Road (Bike/Ped)
U-4726 HO	Carpenter Fletcher Road (Bike/Ped)
U-4727	DCHC MPO Planning Allocation and Work Program
U-5023	DCHC MPO STP-DA Reserve Funds
U-5543	Variable Message Signs in Chapel Hill
U-5549	Various (Downtown Access Imp)

4.3 CMAQ Funding Program

Federal CMAQ funds are apportioned annually to each state according to the severity of its air quality problems. The CMAQ program is funded by the FHWA; therefore CMAQ projects must follow federal laws and regulations. Because transportation and environmental program priorities fluctuate, a limited portion of CMAQ apportionment can be transferred (flexed) to other Federal Aid highway programs including:

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

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

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

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

4.4 DCHC MPO CMAQ Funding Program

NCDOT has reserved 60 percent of the state's CMAQ funds for subregional projects. The DCHC MPO's subregional annual funding target varies each year. Periodically, the NCDOT issues a Call for Projects. Applications for CMAQ funding are prepared by DCHC MPO member jurisdictions for projects that will reduce emissions and improve air quality. The applications are a standard form from NCDOT and each application requires a calculation of the estimated emission reductions that will result from the implementation of each project.

The completed applications are submitted to the MPO LPA staff. LPA staff use a prioritization methodology to evaluate and score the applications. The methodology is based on the cost per kilogram of Carbon Monoxide (CO) reduced, cost per kilogram of Nitrogen Oxide (NOx) reduced, support for the regional rail projects, and support for promoting a state of good repair for transit vehicles. Volatile Organic Compounds (VOC) and NOx are precursor pollutants for ozone. While the amount of VOC reduced is a requirement for the CMAQ application form, it was not included

in the LPA's scoring formula because the chemical formation of ozone in the Triangle is controlled by the amount of NOx in the atmosphere. There is an abundance of VOC in the atmosphere, VOC is naturally emitted from trees and vegetation in the Triangle area. After the project applications are scored by LPA staff, CMAQ funding is allocated to the projects in prioritized order. The LPA staff presents the result of the prioritization to the MPO Technical Committee. The MPO Technical Committee reviews the methodology and results of the prioritization to make a recommendation of approval to the MPO Board. Once the MPO Board approves the allocation of CMAQ funding to the top priority projects, the applicants are notified of the allocation of CMAQ funding and submit the completed applications, along with a Resolution of Support from the MPO Board, to the NCDOT. Table 5 presents a list of current CMAQ-funded projects.

In addition to projects selected for funding during the NCDOT's biennial Call for Projects described above, the DCHC MPO and Capital Area Metropolitan Planning Organization (CAMPO) jointly allocate CMAQ funds to the Triangle-region Travel Demand Management (TDM) program. The TDM program is managed by the Triangle J Council of Governments (TJCOG). The TDM program offers very high air quality benefits and competes very favorably for CMAQ funding. CMAQ funds have been approved through 2017 for the TDM program.

Table 5. DCHC MPO CMAQ Funded Projects

TIP #	Name
C-4924 B	TJCOG TDM
C-4928	SR 1317 (Morreene Road)
C-4932 B	Orange County Park-and-Ride Lot
C-5176	American Tobacco Trail (ATT)
C-5178	Sidewalks in Durham (Campus Walk Ave and LaSalle St)
C-5179	SR 1750 (North Estes Drive)
C-5181	Jones Creek Greenway
C-5183 B	Sidewalks in Durham
C-5184	Riverwalk Trail
C-5572	West Ellerbe Creek Greenway Trail
C-5605	CMAQ in DCHC MPO Area
TO-5130 B	GoDurham operating assistance for fixed route; purchase of 5 gasoline vans with hybrid cutaways (light transit vehicles); operating assistance for 2 bus routes and passenger amenities including real time information systems.

5. HIGHWAY FUNDING FOR MPO-SPECIFIC PROJECTS

Following the adoption of the FY2016-2025 STIP by the NCDOT Board of Transportation, the NCDOT provided each MPO with funding summary tables for projects located within their MPO area. The funding summary tables demonstrate that the STIP is fiscally constrained. The MTIP is a subset of the STIP, so the MTIP

is also fiscally constrained. The estimated costs account for inflation, as described on page 3-7 of this chapter. Table 6 below presents a summary of funding for highway projects located within the DCHC MPO area for FY2016-2019.

Table 6. Summary of Highway Project Funding

		<i>(Estimated Costs are in Thousands of Dollars)</i>				
FUNDING SOURCE	FUNDING DESCRIPTION	FUNDING TYPE	FY 2016	FY 2017	FY 2018	FY 2019
CMAQ	Congestion Mitigation	Federal	3,351	4,377	3,041	
HFB	Highway Fund Bridge Replacement Program	State		765	7,974	
L	Local Funding Share	Other	2,445	1,245	4,144	
NHP	National Highway Performance Program	Federal			2,489	2,505
NHPIM	National Highway Performance Program (Interstate Maintenance)	Federal	8,824			2,138
S	State	State	265			
STP	Surface Transportation Program	Federal	10,926	11,362		
STP-DA	Surface Transportation Program (Direct Attributable)	Federal	6,008	6	2,455	
STPOFF	Surface Transportation Program (Off System)	Federal	97	772		119
T	Highway Trust Funds	State	37,313	39,300	42,946	745

6. NON-HIGHWAY FUNDING FOR MPO-SPECIFIC PROJECTS

Following the adoption of the FY2016-2025 STIP by the NCDOT Board of Transportation, the NCDOT provided each MPO with funding summary tables for projects located within their MPO area. The funding summary tables demonstrate that the STIP is fiscally constrained. The MTIP is a subset of the STIP, so the MTIP

is also fiscally constrained. The estimated costs account for inflation, as described on page 7 of this chapter. Table 7 below presents a summary of funding for non-highway projects located within the DCHC MPO area for FY2016-2019.

Table 7. Summary of Non-Highway Project Funding

<i>(Estimated Cost are in Thousands of Dollars)</i>						
FUNDING SOURCE	FUNDING DESCRIPTION	FUNDING TYPE	FY 2016	FY 2017	FY 2018	FY 2019
CMAQ	Congestion Mitigation	Federal	716			
FBUS	Capital Program - Bus Earmark (5309)	Federal	11,384	11,049	11,283	48,328
FED	Unidentified Federal Funding	Federal	1,900	1,279	1,330	190
FMPL	Metropolitan Planning (5303)	Federal	118	123	128	133
FNF	New Freedom Program	Federal	66	69	72	75
FNU	Non Urbanized Area Formula Program (5311)	Federal	6	67	71	73
FUZ	Capital Program - Bus Earmark (5309)	Federal	13,208	10,989	14,629	13,354
L	Local Funding Share	Other	9,655	8,569	12,195	27,146
O	Local or Non-Federal or Non-State Funds	Other	112			340
S	State	State	724	412	819	449
SMAP	Operating Assistance and State Maintenance	State	6,763	7,033	7,315	7,608
SRTS	Safe Roads to School	Federal	327	2,065		
STHSR	Stimulus High Speed Rail	Federal	381	124		
STP-DA	Surface Transportation Program (Direct Attributable)	Federal	4,577	52	1,0471	
T	Highway Trust Funds	State	5,355	5,423	5,641	28,120
TAP	Transportation Alternatives Program	Federal	169	1,630	159	1,013
TAP-DA	Transportation Alternatives Program (Direct Attributable)	Federal	1,145	386	401	417

7. SUMMARY OF FY2016-2019 PROJECT COSTS BY FUNDING SOURCE

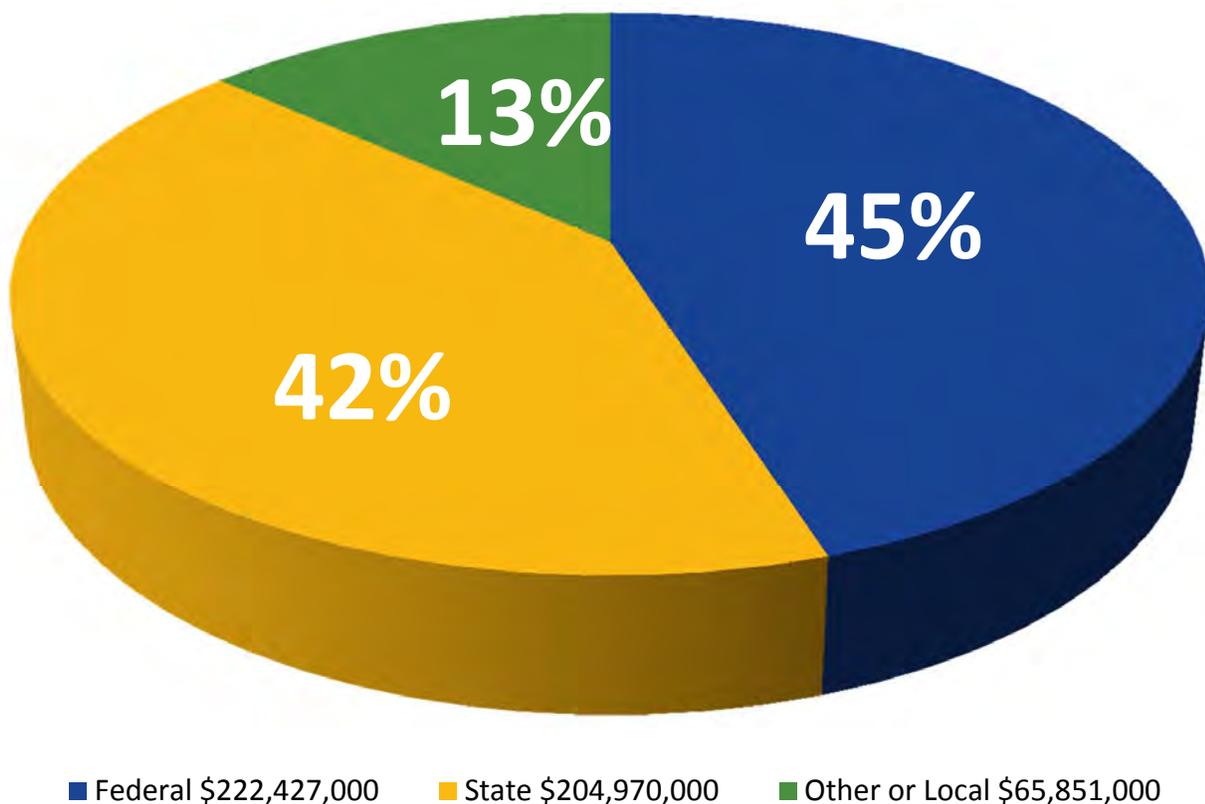
The three primary sources of funding used to fund projects and programs in the DCHC MPO's MTIP are federal, state, and other or local funding. Other or local funding is a combination of funding sources that includes the required local funding share and any other funding contributed from non-federal and non-state funding sources.

The federal and state funding sources are more fully discussed earlier in this chapter and are comprised of numerous different programs designed to fund different

aspects, phases, or costs related to the development and maintenance of the transportation system.

The total estimated amount of funding for all three funding sources in the DCHC MPO area for FY2016-2019 is approximately \$493,248,000. It is important to note that there are several priority projects scheduled for post-FY2019 that are not included in this total estimate of funding. Figure 4 below illustrates the breakdown of funding by the three funding sources.

Figure 4. Summary of FY2016-2019 Project Costs by Funding Source



FY2016-2025

Metropolitan Transportation Improvement Program

**APPENDIX A: TRANSPORTATION CONFORMITY
DETERMINATION REPORT**

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**RESOLUTION FINDING THE
DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION'S
AMENDED 2040 METROPOLITAN TRANSPORTATION PLAN AND
METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR FY 2016-2025
IN CONFORMITY WITH THE NORTH CAROLINA STATE IMPLEMENTATION PLAN**

A motion was made by Steve Schewel and seconded by Diane Catott for adoption of the following resolution, and upon being put to a vote was duly adopted.

WHEREAS, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) Board is the duly recognized transportation decision-making body for the 3-C transportation planning process (i.e., continuous, cooperative, and comprehensive) of the DCHC MPO; and

WHEREAS, the DCHC MPO Amended 2040 Metropolitan Transportation Plan (2040 MTP) and the FY 2016-2025 Metropolitan Transportation Improvement Program (MTIP) meet the planning requirements of 23 CFR Part 134; and

WHEREAS, the United States Environmental Protection Agency (EPA) designated Durham County as a maintenance area for carbon monoxide on September 18, 1995 (currently under a CO limited maintenance plan effective July 22, 2013); and

WHEREAS, the conformity analysis report used the latest planning assumptions approved by the DCHC MPO for population, employment, travel and congestion as required in 40 CFR Part 93.110; and

WHEREAS, the conformity determination used the latest emissions model approved by the United States Environmental Protection Agency; and

WHEREAS, interagency consultation has been made in accordance with the established interagency consultation procedures for North Carolina and the DCHC MPO; and

WHEREAS, there are no transportation control measures listed in North Carolina's State Implementation Plan; and

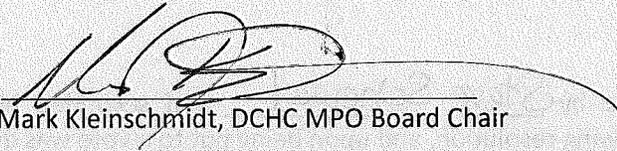
WHEREAS, the programs and projects included in the Amended 2040 MTP are consistent with the North Carolina State Implementation Plan emissions budgets based on a regional emissions analysis; and

WHEREAS, the programs and projects included in the DCHC MPO MTIP for FY 2016-2025 are financially constrained in accordance with State and Federal law; and

WHEREAS, the programs and projects included in the DCHC MPO MTIP for FY 2016-2025 are a direct subset of the Amended 2040 MTP.



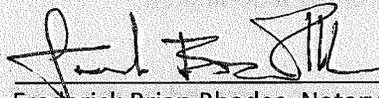
NOW, THEREFORE BE IT RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization's Amended 2040 Metropolitan Transportation Plan and FY 2016-2025 Metropolitan Transportation Improvement Program conforms to the intent of the North Carolina State Implementation Plan in accordance with the Clean Air Act as Amended on this, the 9th day of September, 2015.


Mark Kleinschmidt, DCHC MPO Board Chair

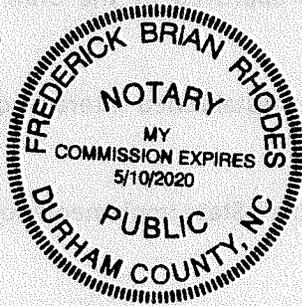
Durham County, North Carolina

I certify that Mark Kleinschmidt personally appeared before me this day acknowledging to me that he signed the forgoing document.

Date: September 9, 2015



Frederick Brian Rhodes, Notary Public
My commission expires: May 10, 2020



Conformity Determination Report – Short Form

Triangle Area (CAMPO and DCHC MPO) Metropolitan Transportation Planning Process

Metropolitan Transportation Plan: **2040**
Transportation Improvement Program: **FY 2016-2020 (portion of the FY2016-25 TIP)**

Nature of Action:

- Administrative Modification
 Amendment - CAMPO and DCHC MPO MTP Amendment and 2016-20 portion of the FY2016-25 TIP
 Planning Action Only
 New Emissions Analysis Required

A full list of all proposed changes is provided in Appendix A. Administrative Modifications and Planning Action Amendments do not impact financial constraint of the TIP or MTP (40 CFR 93.108), as any change in federal funding will be drawn from existing program balances, as verified by the North Carolina Department of Transportation.

Date of Last Conforming Emissions Analysis (40 CFR 93.110, 93.111, 93.113, 93.114, 93.115, 93.118):

June 14, 2013 - 2040 MTP and FY 2012-2018 TIP

The above dated Conformity Determination Report was found by FHWA and EPA to meet the transportation requirements of the Clean Air Act set forth in 40 Code of Federal Regulations Part 93. The Triangle Maintenance Area meets all motor vehicle emissions budgets and conformity tests established through the State Implementation Plan and via Interagency Consultation for the CO standard. On June 20, 2013, the EPA approved a maintenance plan, known as a "limited maintenance plan," for Wake and Durham County, North Carolina CO maintenance area. This limited maintenance plan has a 2015 horizon year. After September 18, 2015, the limited maintenance plan provisions will no longer apply. Because of the approved limited maintenance plan, the Capital Area Metropolitan Planning Organization and Durham-Chapel Hill-Carrboro Metropolitan Planning Organization no longer have to complete a regional emissions analysis for the CO standard pursuant to 40 Code of Federal Regulations (CFR) 93.109(e). However, all other transportation conformity requirements under 40 CFR 93.109(b) continue to apply. With these actions, the 2016 -2020 portion of the FY2016-25 TIP will be a direct subset of the Triangle Area 2040 MTP.

Proposed Approval Dates:

See attached conformity process schedule in Appendix B

Appendices:

- A. *Proposed Project Changes*
- B. *Conformity Process Schedule*
- C. *Interagency Consultation (40 CFR 93.112 & 93.115)*
- D. *Public Participation Ads*
- E. *Public/Agency Comments and Responses*
- F. *Adoption, Endorsement Resolutions and Agency Determinations*

Report Preparation:

Prepared by: **John Hodges-Copple**
Title: **Director of Regional Planning, Triangle J Council of Governments (TJCOG)**
Contact Email: **johnhc@tjcog.org**
Contact Phone: **919-558-9320**
Date: **August 21, 2015**

APPENDIX A

2040 MTP Amendment and 2016-25 MTIP Project List

Durham-Chapel Hill-Carrboro MPO

Amendment 1 (September 9, 2015)

Changes to Appendix 1: Roadway Project List

Sorted by Project Name. **Bold font** denotes additions. ~~Strikethrough~~ denotes deletions.

TIP #	MPO Project ID	Route / Facility Name	From	To	Existing # of Lanes	Proposed # of Lanes	Project Length (miles)	Regionally Significant	Exempt from AQ	Total Cost	MTP Analysis Year
none	9	Carver St Extension	Armfield St	Old Oxford Rd	0	4	1.00	No	No	\$ 10,110,000	2014 2020
U-0071	15	East End Connector (EEC)	NC 147	US 70 E; NC 98	0	4	3.20	Yes	No	\$ 153,981,250 140,997,000	2017 2020
U-5304B	211	Fordham Blvd (superstreet)	Sage Rd	E Lakeview Dr	4	4	0.65	Yes	No	\$ 2,178,000 2,052,000	Post-2040 2030
U-5304	73.1 (a)	Fordham Blvd (NC 54/NC 86 interchange) (add lane on US 15/501 northbound ramp)	US 15-501	NC 54	1	2	0.43	Yes	No	\$ 2,175,000	2030
I-3306A	43	I-40	US 15-501 Durham and Orange County line	NC 86	4	6	4.10	Yes	No	\$ 43,457,093 31,641,439	2019 2030
I-3306A	44	I-40	NC 86	I-85	4	6	7.32	Yes	No	\$ 46,342,907 56,491,552	2019 2030
FS 1205A I-5702A	45.2	I-40 Managed Lanes	NC 147	US 15-501	0	2	8.55	Yes	No	\$ 240,408,762 526,780,000	2040 2030
I-5707	45.3	I-40 (westbound auxiliary lane)	NC 147	NC 55	6	7	1.2	Yes	No	\$ 15,969,000	2030
U-5517	70.4 (b)	I-40/ NC 54 ramp	Farrington Rd.	I-40	0	1	0.20	No	Yes	\$ 1,600,000	2014 2030
none	223	Legion Rd Ext	Legion Rd	Fordham Blvd	0	2	0.10	No	No	\$ 567,876	2020 2030
U-5774B	208	NC 54/Barbee Ch Rd (interchange) (intersection improvements)	NC 54	Barbee Chapel Rd	0	2 4	0.20	No	No	\$ 9,200,000	Post-2040 2030
U-3308	75.1	NC 55 (Alston Ave)	NC 147	Main St	2	4	0.42	No	No	\$ 14,010,839 13,098,120	2017 2020

TIP #	MPO Project ID	Route / Facility Name	From	To	Existing # of Lanes	Proposed # of Lanes	Project Length (miles)	Regionally Significant	Exempt from AQ	Total Cost	MTP Analysis Year
U-3308	75.2	NC 55 (Alston Ave)	Main St	NC 98	2	2	0.58	No	No	\$ 17,013,161 18,087,880	2017 2020
none	86 (c)	Old NC 86	I-40	Lafayette Dr	2	4	0.80	No	No	\$ 7,735,728	2040
none U-5845	87 (c)	Old NC 86 S Churton St	Lafayette Dr I-40	US 70 Business Eno River	2	4	1.70 2.60	No	No	\$ 16,438,422 26,240,000	2040 2030
U-5848	89.3	Orange Grove Connector	Orange Grove Rd	US 70	0	2	0.40	No	No	\$ 4,950,000 5,300,000	2030
none	220	Purefoy Rd Ext	Sandberg Ln	Weaver Dairy Rd	0	2	0.60	No	No	\$ 3,407,255	2020 2030
U-5516	92.1	Roxboro/Latta/Infinity (intersection)	Latta Rd.	Infinity Rd.	4	6	0.50	Yes	No	\$ 4,100,000	2014 2020
none	221	S Elliot Rd Ext	Fordham Blvd	Ephesus Church Rd	0	2	0.25	No	No	\$ 2,231,819	2020 2030
U-5717	113.1 (d)	US 15-501 Interchange	US 15-501	Garrett Rd	0	6	0.25	Yes	No	\$ 23,870,000	2030
U-5823	123.11	Woodcroft Pkwy Ext	Garrett Rd	Hope Valley Rd	0	2	0.27 0.2	No	No	\$ 2,504,002 2,219,000	2030

These footnotes are to clarify the reasoning for particular roadway amendments and will not be part of the amended 2040 MTP:

- (a) New MTP project #73.1 is a part of the current MTP project #73, Fordham Blvd, from NC 54 (Raleigh Rd) to US 15/501/NC 86, proposed six-lane cross-section, 2030 horizon year.
- (b) MTP project #70.4 was deleted from the FY 12-18 STIP as a stand-alone project, but will likely be needed for proper functioning of the NC 54/Farrington Rd grade separation.
- (c) Project #86 and #87 have been combined into a single MTP project.
- (d) Project #113.1 is a part of the current MTP project #113, US 15-501 (freeway conversion), US 15-501 bypass to I-40, 2040 horizon year.

Addition to Section 7.9: Rail Investments

The following paragraph shall be inserted after the third paragraph of Section 7.9, on page 61:

The 2040 MTP assumes support for the preservation and purchase, should the opportunity present itself, of any existing or dormant rail corridors in the DCHC MPO or CAMPO planning area. These rail corridors represent an invaluable assemblage of rights-of-way that can be used for future bicycle/pedestrian paths, passenger rail service or other transportation facilities.

APPENDIX A (continued)

2040 MTP Amendment and 2016-25 MTIP Project List

NC Capital Area MPO

TIP ID	MTP Project ID	Route / Facility Name	From	To	Description	Existing # of Lanes	Proposed # of Lanes	Length (Miles)	Regionally Significant	Exempt from AQ	Actual Project Cost	MTP Analysis Year
R-5705	A118c	NC-55	Rawls Church Road	Angier Town Limit	Widen to Multi-Lanes	2	4	0.94	Yes	No	\$ 9,706,000	2030
U-5747	A119 (partial)	NC-54	McCrimmon Parkway		Upgrade at-Grade Intersecton to Grade Separation with Grade Separation of NCRR	2	4	2.00	No	No	\$18,600,000	2030
U-5748	A130c	US-401 Louisburg Road	SR 2224 (Mitchell Mill Road) / SR 2044 (Ligon Mill Road)		Convert At-grade Intersection to Interchange	0	0	2.00	Yes	No	\$13,704,000	2030
U-5744	A139	US-70	SR 2026 (Hammond Road), SR 2812 (Timber Drive)		Construct An interchange	0	0	2.00	No	No	\$17,238,000	2030
	A207a (partial)	Judd Parkway NE	Main St.	Products Rd	Widening	2	4	0.60	No	No		2020
U-5828	A26b	- McCrimmon Parkway	Airport Boulevard	SR 3084 (Aviation Parkway)	Widen and Extend Roadway to Four-Lane Divided Facility	2	4	1.42	No	No	\$14,672,000	2040 2030
U-5827	A27c	SR-1632 Louis Stephens Rd	Poplar Pike Lane	SR 2153 (Little Dr)	Construct 2 lanes on 4 lane R/W	2	4	0.54	No	No	\$ 2,756,000	2040 2030
R-3410A	A407b2 Jhns2b (partial)	NC-42	NC 50	US 70 Bypass	Widen to Multi-Lanes	2	4	5.52	Yes	No	\$56,209,000	2040 2030
U-5746	A480b	US-401	NC 540	SR 1010 (Ten Ten Road)	Widen Roadway to Six Lanes	4	6	0.82	Yes	No	\$19,985,000	2030 2020
U-2901B	A622 A96b	NC-55 Williams Street	Apex Peakway	Bryan Drive	Widen to Multi-Lanes	2	4	0.46	Yes	No	\$ 2,380,000	2030
U-5751	A637	US-401	NC 55		Construct a Trumpet interchange to replace the two existing at grade intersections. First intersection - US 401/NC 55/NC 42. Second intersection to south - NC 55 / NC 42.	0	0	2.00	No	No	\$ 7,130,000	2030

TIP ID	MTP Project ID	Route / Facility Name	From	To	Description	Existing # of Lanes	Proposed # of Lanes	Length (Miles)	Regionally Significant	Exempt from AQ	Actual Project Cost	MTP Analysis Year
U-5518B	A645	US-70	TW Alexander Drive		Upgrade Existing at-Grade intersection to interchange	4	4	2.00	No	No	\$30,400,000	2020 2030
U-5811	A64a A64b, A64d	SR-1002 Aviation Parkway	NC 54	I-40	NC 54 to I-40. Widen to Multi-Lanes with interchange Modifications at I-40	2	4	2.44	Yes	No	\$28,287,000	2040 2030
R-2814C	A90c	US 401 Widening	US 401 Rolesville Bypass	Flat Rock Church Rd	Section C is no longer in the STIP, STIP mileage for all of R-2814	2	4	6.64	Yes	No		2020 2030
U-5301A	F15a1	US-64	SR 1306 (Laura Duncan Road)		Convert at-Grade intersection to interchange.	4	4	2.00	Yes	No	\$38,200,000	2030
U-5301B	F15a2	US-64	SR 1521 (Lake Pine Drive)		Convert at-Grade intersection to interchange.	0	0	2.00	No	No	\$38,900,000	2030
I-5701	F43	I-40	I-440/US 1/64	Lake Wheeler Road	Widen 6-Lane Freeway to 8 Lanes	6	8	4.45	Yes	No	\$13,100,000	2020 2030
R-2721	F5	NC-540 New Route - Southern Wake Freeway/Triangle Expressway (Toll)	NC 55 (South)	US 401	Construct Freeway on New Location (toll)	0	6	16.80	Yes	No		2030 2020
R-3825B	Jhns1b	NC-42	East of SR 1902 (Glen Laurel Road)	SR 1003 (Buffaloe Road)	Widen to Multi-Lanes	2	4	4.35	Yes	No	\$20,300,000	2030 2020
R-3410B	Jhns2b Jhns2a (partial)	NC-42	US 70 Bypass	US 70 Business	Widen to Multi-Lanes	2	4	3.11	Yes	No	\$35,019,000	2030
R-3618	Jhns3	- New Route	SR 1553 (Shotwell Road) West of US 70	NC 42 East of Clayton	SR 1553 (Shotwell Road) West of US 70 to NC 42 East of Clayton. Two Lanes on Multi-Lane Right of Way, New Location.	0	4	2.33	No	No	\$30,548,000	2030
I-5704	N/A	I-40	West of Wade Ave	East of US 1/64 (Limits of I-5338)	Widen Roadway to 8 Lanes and Rehabilitate Pavement.	6	8	4.18	#N/A	#N/A	\$37,734,000	2030
I-5708	N/A	I-440	SR 2000 (Wake Forest Rd)		Revise Interchange to DDI	6	6	2.00	#N/A	#N/A	\$ 6,670,000	2030
I-5873	N/A	I-40	NC 54		Convert Existing interchange to a Diverging Diamond.	6	6	2.00	#N/A	#N/A	\$ 7,304,000	2020

TIP ID	MTP Project ID	Route / Facility Name	From	To	Description	Existing # of Lanes	Proposed # of Lanes	Length (Miles)	Regionally Significant	Exempt from AQ	Actual Project Cost	MTP Analysis Year
R-5707	N/A	NC-56	NC 50		Intersection Realignment of NC 56, NC 50, and US 15 in Creedmoor.	2	2	0.50	#N/A	#N/A	\$ 2,325,000	2020

Sorted by MTP Project ID.

Bold font denotes additions.

~~strikethrough~~ denotes deletions.

Addition to Section 7.9: Rail Investments

The following paragraph shall be inserted after the third paragraph of Section 7.9, on page 61:

The 2040 MTP assumes support for the preservation and purchase, should the opportunity present itself, of any existing or dormant rail corridors in the DCHC MPO or CAMPO planning area. These rail corridors represent an invaluable assemblage of rights-of-way that can be used for future bicycle/pedestrian paths, passenger rail service or other transportation facilities.

Appendix B: <i>Conformity Process Schedule</i>		Schedule Summary	
		Start Date	End Date
Line ID#	Version: August 21, 2015		
1	Project start --		
2	Interagency consultation (IC)	4/15/15	5/8/15
3	develop participant list	4/15/15	
4	contact potential attendees and solicit meeting dates	4/16/15	
5	Set IA consultation process (format, etc.)	4/23/15	
6	Finalize project list		
7	Develop draft TCPCP		
8	Develop draft CPS		
9	Prepare presentations		
10	Email reminder and IC materials to IC partners	4/24/15	4/24/15
11	IC response to materials	4/27/15	5/4/15
12	Consultation summary	5/5/15	5/5/15
13	Circulate and Review summary	5/5/15	5/8/15
14	Follow up to address comments		
15	Transportation Planning	4/15/15	6/17/15
	MPO TACs (or TCCs) approve MTP/TIP Amendments project list:		
16	BG MPO: NA , CAMPO: 6/17/15 , DCHC MPO: 6/10/15	6/10/15	6/17/15
17	Conformity Report Preparation	5/11/15	6/17/15
18	Preliminary report preparation	5/11/15	5/20/15
19	Prepare pre-draft report		
20	Print pre-draft report		
21	Internal Review pre-draft		
22	Agency Review (EPA/FTA/NCDAQ/FHWA) of pre-draft CDR		
23	Respond to Agency Comments		
24	Place conformity report on website	5/20/15	5/20/15
25	TACs release conformity draft for public comment & agency review: BG MPO: NA , CAMPO: 6/17/15 , DCHC MPO: 6/10/15	6/10/15	6/17/15
26	Interagency and public review	6/18/15	7/24/15
27	DENR Review	6/18/15	7/20/15
28	FHWA Initial Review	6/18/15	7/20/15
29	FTA Initial Review	6/18/15	7/20/15
30	EPA Initial Review	6/18/15	7/20/15
31	Public Review (MPOs and RPOs)	6/18/15	8/20/15
32	Respond to Agency and Public Comments	8/21/15	8/25/15
33	MPO & Rural Conformity Determination	8/25/15	9/21/15
34	TACs Adopt Final MTIPs with AQ conformity-public hearing BG MPO: NA , CAMPO: 9/16/15 , DCHC MPO: 9/9/15	9/9/15	9/16/15
35	NC DOT Secretary issues conformity letter for rural area	NA	NA
36	Conformity analysis, report and review complete	9/17/15	9/17/15
37	Place conformity report on website	9/17/15	9/17/15
38	Federal Action	9/17/15	9/30/15
39	Transmit Report to FHWA/TPB	9/17/15	9/17/15
40	FHWA transmit report to EPA & FTA	9/17/15	9/17/15
41	USDOT Determination	9/17/15	9/29/15
42	USDOT Letter to State/MPO	9/30/15	9/30/15
43	Process Complete	9/30/15	9/30/15
44	Conformity Process Complete – September 30, 2015	9/30/15	NA

Appendix C: Interagency Consultation

Interagency Initial Consultation – CAMPO and DCHC MPO 2040 MTP Amendment and 2016-25 TIP

1. Participants

Initial consultation was conducted via in-person meeting with teleconference capability on April 27, 2015. The following agency staff participated in the meeting: Eddie Dancausse (FHWA), Anne Galamb and Vicki Chandler (NC DENR); Rupal Desai and Mike Stanley (NC DOT); Dianna Myers (EPA), Phyllis Jones (NC DENR), Chris Lukasina, Alex Rickard, Wei Chen and Danna Widmar(NC CAMPO); Amanetta Somerville (EPA), Patrick McDonough (GoTriangle); Felix Nwoko, Andy Henry and Lindsay Smart (DCHC MPO); Ellen Beckmann (City of Durham); and John Hodges-Copple (TJCOG).

2. Purpose

The purpose of the consultation is to ensure that everyone understands the nature and format of projects that are proposed to be amended in the 2040 MTP and included in the 2016-25 TIP; understands the process and report that will be used to demonstrate conformity; is comfortable with the proposed conformity process schedule; and to raise any questions or comments that need to be addressed in follow-up to the meeting.

3. Project Description/Status

Appendix A of the draft CDR document provides a description of the projects in a format discussed by the participants. The version of the report that goes to the Policy Boards for release for public comment should include a column that includes the reason for each amendment. In addition to listing the projects, **bold** font will be used to highlight additions and ~~strike thru~~ format will be used to highlight deletions to aid the readers.

4. Conformity Report Format

This report format, which has been used for recent conformity process efforts, was shared and approval for its use sought. The format summarizes the key aspects on the first page, then has a series of appendices covering the project(s) included in the conformity determination, the schedule, the interagency consultation process, public participation, public and agency comments and responses, and adoption and endorsement resolutions and agency determinations. The participants agreed that this “short report format” is appropriate for this effort.

5. Conformity Process Schedule

The draft conformity process schedule was shared and responses sought (see Appendix B). Key dates include:

- i. MPO Policy Board release of the conformity draft for public and agency review and comment.
- ii. MPO Policy Board public hearing dates and timing of adoption of conformity determination.
- iii. Final Federal action no later than September 30, 2015 (end of current federal fiscal year).

6. Decisions/Action Items/Questions/Proposed Status Meeting Dates

The main follow up item is to develop the project list in a format that will aid review and comment.

Appendix D: Public Participation Notification

This appendix includes the media affidavits on the public participation notifications from each MPO.



ATTN: ANDREW HENRY
CITY OF DURHAM TRANSPORTATION DIV.
101 CITY HALL PLAZA
DURHAM, NC 27701
Reference: 30600829

The Durham Chapel Hill Carrboro Metropolitan Planning Organization (DCHC MPO) is the regional transportation planning agency for Durham County and portions of Orange and Chatham counties. The DCHC MPO has three documents open for public comment and a public hearing:

1. Draft 2016-2025 Metropolitan Transportation Improvement Program (MTIP) is the ten-year funding and scheduling document for transportation improvement projects (highway, bicycle, pedestrian, and transit) using local, state, and federal funds.
2. The 2040 Metropolitan Transportation Plan (MTP) lists future highway, bus transit, light rail, bicycle, pedestrian and other transportation projects to be implemented through the year 2040. There is a proposed amendment to the MTP.
3. The Conformity Determination Report (CDR) demonstrates that the MTIP and MTP comply with federal air quality regulations.

The public is encouraged to review the draft documents and attend the MPO Board's public hearing to offer comments. The public hearing is scheduled for August 12, 2015, 9AM, in the Committee Room, located on the 2nd floor of Durham City Hall. Persons with disabilities will be accommodated -- provisions must be requested at least 48 hours in advance of the meeting. A link to each document, information on submitting comments and requesting printed copies can be found on the MPO website at www.dchcmo.org. Questions and comments on any of the draft documents can be directed to Felix Nwoko, Felix.Nwoko@durhamnc.gov, (919) 590-4306, extension 36424.

Affidavit of Publication

State of North Carolina,
Durham County

To Whom it May Concern:
this is to certify the
advertisement attached
hereto has been published in

The Herald Sun

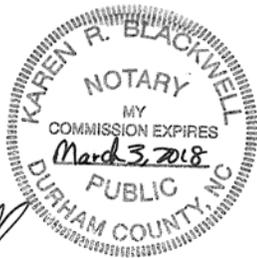
On the following dates:

6/14/2015

Sworn to on this 16th day
of June, 2015

Herald-Sun Representative

Sworn to and Subscribed
before me this 16th day
of June, 2015



Notary Public

**THE CHARLOTTE POST
PUBLISHING CO., INC
DBA THE TRIANGLE TRIBUNE**

Affidavit of Publication

Durham County
NORTH CAROLINA

Before undersigned a **Notary Public** of said County and State, duly commissioned, qualified, and authorized by law to administer oaths, personally appeared: **Betty Holloway** of **The Triangle Tribune**, a newspaper published and issued in the Town of Durham, in the said County and State, that she is authorized to make this affidavit and sworn statement, that notice or other legal advertisement of:

City of Durham/Transportation
Re: Durham Chapel Hill Carrboro Metropolitan
Planning Organization

A true copy of which are attached hereto, was published in **The Triangle Tribune** on the following date(s): **06 14/2015**

And that the said newspaper in which such notice/paper document of legal advertisement was published at the time of each and every such publication, a newspaper meeting all the requirements and qualifications of **Section 1-596 - 1-601** of the **General Statutes of North Carolina**.

This 19th day of July 2015

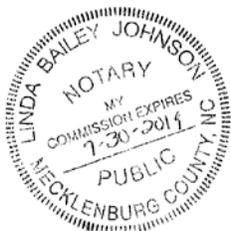
Betty Holloway (Betty Holloway)

Linda Bailey Johnson

Sworn to and subscribed before me,

This 19th day of July, 2015
Notary Public for Mecklenburg County, North Carolina

My Commission Expires



The Durham Chapel Hill Carrboro Metropolitan Planning Organization (DCHC MPO) is the regional transportation planning agency for Durham County and portions of Orange and Chatham counties. The DCHC MPO has three documents open for public comment and a public hearing.

- Draft 2016-2025 **Metropolitan Transportation Improvement Program** (MTIP) is the ten-year funding and scheduling document for transportation improvement projects (highway, bicycle, pedestrian, and transit) using local, state, and federal funds.
- The 2040 **Metropolitan Transportation Plan** (MTP) lists future highway, bus transit, light rail, bicycle, pedestrian and other transportation projects to be implemented through the year 2040. There is a proposed amendment to the MTP.
- The **Conformity Determination Report** (CDR) demonstrates that the MTIP and MTP comply with federal air quality regulations.

The public is encouraged to review the draft documents and attend the MPO Board's public hearing to offer comments. The public hearing is scheduled for August 12, 2015, 9AM, in the Committee Room, located on the 2nd floor of Durham City Hall. A link to each document, information on submitting comments and requesting printed copies can be found on the MPO website at www.dchcmo.org

Questions can be directed to Felix Nwoko.
Felix.Nwoko@durhamnc.gov | (919) 560-4366 ext 36424

AFFIDAVIT OF PUBLICATION

STATE OF NORTH CAROLINA
COUNTY OF WAKE

Ad Number
0001845445

Advertiser Name: CAPITAL AREA MPO
Address: attn Chris Lukasina, Deputy Director
421 FAYETTEVILLE ST SUITE 203
RALEIGH, NC 27601

Before the undersigned, a Notary Public of Wake County North Carolina, duly commissioned and authorized to administer oaths, affirmations, etc., personally appeared R. C. Brooks, who being duly sworn or affirmed, according to law, doth depose and say that he or she is Accounts Receivable Specialist of The News & Observer Publishing Company a corporation organized and doing business under the Laws of the State of North Carolina, and publishing a newspaper known as The News & Observer, in the City of Raleigh, Wake County and State aforesaid, the said newspaper in which such notice, paper, document, or legal advertisement was published was, at the time of each and every such publication, a newspaper meeting all of the requirements and qualifications of Section 1-597 of the General Statutes of North Carolina and was a qualified newspaper within the meaning of Section 1-597 of the General Statutes of North Carolina, and that as such he or she makes this affidavit; and is familiar with the books, files and business of said corporation and by reference to the files of said publication the attached advertisement for CAPITAL AREA MPO was inserted in the aforesaid newspaper on dates as follows:

07/16/2015



R. C. Brooks, Accounts Receivable Specialist
Wake County, North Carolina

NOTICE OF PUBLIC COMMENT PERIOD AND PUBLIC HEARING
The North Carolina Capital Area Metropolitan Planning Organization is releasing the following documents for public review and comment:
• Locally Administered Project Program Draft FFY 2017 Modal Investment Mix & Program Updates
• Draft FY2015-2025 Transportation Improvement Program (TIP)
• Air Quality Conformity Determination Report
• 2040 Metropolitan Transportation Plan Amendment
The comment period for these items is open from June 18, 2015 until August 19, 2015. Copies are available at the MPO offices and on the web at www.campo-nc.us.
The Executive Board of the NC Capital Area MPO will conduct a Public Hearing on these items on August 19, 2015 at 4:00 pm in the MPO Offices, 421 Fayetteville St., Ste 203, Raleigh, NC. The Executive Board may take action on any or all of these items on that date.
For more information or to make comments, contact the NC Capital Area MPO office prior to August 19, 2015 at 919-996-4400 or visit www.campo-nc.us. Written comments may be submitted to:
Capital Area MPO
421 Fayetteville Street, Suite 203
Raleigh, NC 27601
Faxed to 919-996-1736, or
E-mailed to Valerie.Lockhart@campo-nc.us
In compliance with the Americans with Disabilities Act (ADA), persons requiring assistance to participate in the NC Capital Area MPO meetings or to request this document in an alternative format, please contact the MPO's office at 919-996-4400 (voice), 919-996-1736 (fax), or 919-996-3107 (TTY located at City of Raleigh Public Affairs Dept.) at least 72 hours in advance of the meeting.
N&O: July 16, 2015



Sworn to and subscribed before me
This 16th day of July, 2015

My Commission Expires: FEB 17 2020



Notary Signature

Appendix E: Public & Agency Comments and Responses

This appendix includes public and agency comments on the draft conformity determination report and responses to those comments. The comments listed below include formatting changes.

1. The Federal Highway Administration sent the following request to agencies for comments, and reported back the following responses:

NCDOT, EPA, FHWA and NCDQAQ had no comments.

Agency emails and NCDQAQ's review and comment letter is provided in the attached files.

There was no reply from FTA. Include this email along with the attached files in Appendix E of the CDR.

If you have any questions, please let me know. Thanks, Eddie

From: Dancausse, Edward (FHWA)

Sent: Thursday, June 18, 2015 11:45 AM

To: Scott Davis (davis.scottr@epa.gov); LaShore, Tajsha (FTA); Dianna Myers (myers.dianna@epa.gov); Heather Hildebrandt (hjhildebrandt@ncdot.gov); Jones, Phyllis

Cc: John Hodges-Copple; Anne Galamb (Anne.Galamb@ncdenr.gov); Chris.Lukasina@campo-nc.us; 'rpdesai@ncdot.gov'; Scott Walston; Terry Arellano (E-mail); Holman, Sheila; Lukasina, Chris; Reed, Donna (FHWA); swpullium@ncdot.gov; njtennison@ncdot.gov; Amanetta Somerville (Somerville.amanetta@epa.gov); Sheckler, Kelly; Hoops, George (FHWA); Julie Bollinger (jbollinger@ncdot.gov); felix.nwoko@durhamnc.gov; Dancausse, Edward (FHWA)

Subject: Reply Requested by 7.9.15: Agency Review Triangle 16-20 TIP and MTP Amendment Draft Conformity Determination Report

Dianna/Scott/Tajsha:

The attached files contain the FHWA letter requesting review and comment of the Draft Triangle Area 16-20 TIP and MTP Amendment Conformity Determination Report (CDR). The Draft CDR is also provided in the attached file. I will not be sending hard copies of these documents. If you want a hard copy for your files please print them.

Phyllis/Heather: This email serves as our request for your review of the draft CDR.

I am requesting your review comments by **7/9/15**.

If you have any questions or need additional information/time for your review , please let me know.

Thanks, Eddie

2. Environmental Protection Agency

From: Myers, Dianna <Myers.Dianna@epa.gov>

Sent: Monday, July 06, 2015 3:40 PM

To: Dancausse, Edward (FHWA); Davis, Scott; LaShore, Tajsha (FTA); hjhildebrandt@ncdot.gov; phyllis.d.jones@ncdenr.gov

Cc: johnhc@tjcog.org; Anne.Galamb@ncdenr.gov; Chris.Lukasina@campo-nc.us; rpdesai@ncdot.gov; swalston@ncdot.gov; tarellano@ncdot.gov; Sheila.Holman@ncdenr.gov; Chris.Lukasina@campo-nc.us; Reed, Donna

(FHWA); swpullium@ncdot.gov; njtennison@ncdot.gov; Somerville, Amanetta; Sheckler, Kelly A.; Hoops, George (FHWA); jbollinger@ncdot.gov; felix.nwoko@durhamnc.gov; Myers, Dianna
Subject:RE: Reply Requested by 7.9.15: Agency Review Triangle 16-20 TIP and MTP Amendment Draft Conformity Determination Report

Hello Eddie,

I have reviewed the Draft Conformity Determination Report and I do not have any comments at this time.

Dianna B. Myers
Physical Scientist
Regional Transportation Conformity Contact
Air Regulatory Management Section
Phone: (404) 562-9207 Fax: (404) 562-9019
e-mail myers.dianna@epa.gov

RESPONSE: No response required.

3. NC Department of Transportation

From: Hildebrandt, Heather J <hjildebrandt@ncdot.gov>
Sent: Thursday, June 25, 2015 9:47 AM
To: Dancausse, Edward (FHWA)
Subject:RE: Reply Requested by 7.9.15: Agency Review Triangle 16-20 TIP and MTP Amendment Draft Conformity Determination Report

Eddie,

Thank you for forwarding the Triangle Area TIP and MTP Amendment CDR. I do not have any comments or concerns with the report or the finding of conformity.

Heather

RESPONSE: No response required.

4. NC Division of Air Quality

From: Jones, Phyllis <phyllis.d.jones@ncdenr.gov>
Sent: Tuesday, July 07, 2015 3:53 PM
To: Dancausse, Edward (FHWA)
Cc: Galamb, Anne; Hildebrandt, Heather J
Subject:RE: Reply Requested by 7.9.15: Agency Review Triangle 16-20 TIP and MTP Amendment Draft Conformity Determination Report
Attachments: DAQ LOS Triangle 2016-2020 TIP CDR signed letter-070915.docx.pdf

Good Afternoon Eddie,

Attached is DAQ's Letter of Support for the Triangle 16-20 TIP and MTP Amendment draft Conformity Report. The DAQ has no comments.

Thanks,

Phyllis D. Jones, EIT
NC DENR, Division of Air Quality
Technical Services Section, Mobile Sources Compliance Branch
Transportation Conformity Engineer
1641 Mail Service Center
Raleigh, NC 27699-1641
Phone/Fax: (919) 707-8424
Website: <http://www.ncair.org>
E-mail: Phyllis.D.Jones@ncdenr.gov

RESPONSE: No response required. The referenced letter is shown on the next page

5. NC Capital Area MPO Public Hearing

At the public hearing on August 19, the following comment was received:

COMMENT: TIP Project #R-2814C (US 401 widening) is listed in the table of projects as not qualifying as “regionally significant.” Because of its role in regional travel from northern Wake County and Franklin County in towards Raleigh, it seems regionally significant.

RESPONSE: For the purposes of federal transportation planning, a regionally significant project means a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as wells as most terminals themselves) and would normally be included in the modeling of a metropolitan area’s transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel. Because US 401 widening project is part of a federal route (US 401) that connects the Triangle region to areas to the north and is part of the region’s modelled network, it’s listing in the table in Appendix A has been changed to “regionally significant.”



North Carolina Department of Environment and Natural Resources

Pat McCrory
Governor

Donald R. van der Vaart
Secretary

July 9, 2015

Patrick Norman, P.E.
Manager Transportation Planning Branch
NC Department of Transportation
1554 Mail Service Center
Raleigh, NC 27699-1554

Dear Mr. Norman:

Thank you for forwarding the *Draft Conformity Determination Report – Short Form for the Triangle Area (Capital Area Metropolitan Planning Organization and Durham-Chapel Hill-Carrboro Metropolitan Planning Organization) Metropolitan Planning Process* for the Durham and Wake Counties carbon monoxide (CO) Limited Maintenance Area. The North Carolina Department of Environment and Natural Resources, Division of Air Quality (DAQ) has completed its review of the draft conformity determination report.

On June 20, 2013, the US Environmental Protection Agency approved a limited maintenance plan for CO for the Wake and Durham Counties CO maintenance area. The approved Triangle CO Limited Maintenance Plan eliminates the requirement for the Capital Area Metropolitan Planning Organization (CAMPO) and Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) to conduct a regional emissions analysis for the CO National Ambient Air Quality Standard pursuant to 40 CFR 93.109(e). However, all other transportation conformity requirements under 40 CFR 93.109(b) are still applicable.

In conjunction with the review that the Division of Air Quality performed on the *Draft Conformity Determination Report – Short Form for the Triangle Area Metropolitan Planning Process*, the DAQ also reviewed the 2040 MTP Amendment and the 2016-2020 TIP for the CAMPO and DCHC MPO. The 2016-2020 TIP appears to be a subset of the 2040 MTP.

Thank you again for the opportunity to review this draft conformity report. If you have any questions, you may contact Phyllis Jones of my staff at (919) 707-8424.

Sincerely,

A handwritten signature in blue ink that reads "Sheila C. Holman".

Sheila C. Holman, Director
Division of Air Quality, NCDENR

SCH:pdj

CC: Terry Arellano, DOT
Tajsha LaShore, FTA

Dianita Myers, EPA
Scott Davis, EPA

Eddie Dancausse, FHWA
Heather Hildebrandt, DOT

1641 Mail Service Center, Raleigh, North Carolina 27689-1641
Phone: 919-707-8600 | Internet: www.ncdenr.gov

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Appendix F: Adoption, Endorsement Resolutions and Agency Determinations

This appendix will include the NC Capital Area MPO and DCHC MPO TIP and conformity resolutions. Agency determinations are included in this appendix as they are received.

FY2016-2025

Metropolitan Transportation Improvement Program

APPENDIX B: LOCAL INPUT POINTS

Appendix B Contents

1. INTRODUCTION	B-1
2. ALLOCATION OF LOCAL INPUT POINTS	B-1
3. RESULTS OF PROJECT SCORING (TABLES)	B-3

1. INTRODUCTION

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

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

North Carolina's Strategic Transportation Investments (STI) legislation, passed in 2013, establishes a formula and process by which transportation funding is distributed across the State and across transportation modes. The outcome of the STI process is the draft State

Transportation Improvement Program. The STI legislation is applied uniformly across the state. The STI legislation requires the identification and submittal of potential transportation projects by NCDOT and the MPO, the evaluation of projects according to a NCDOT-developed quantitative scoring methodology, and the allocation of ranking points among certain projects by NCDOT and the MPO.

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

2. ALLOCATION OF LOCAL INPUT POINTS

The full methodology is included in Chapter 2 of this MTIP. The tables on the following pages of this appendix present the allocation of local input points to transportation projects in the DCHC MPO that resulted from the implementation of the DCHC MPO's Methodology for Ranking TIP Project Requests.

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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	55.90088	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

Highways

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 47 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/Buchhorn 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	76.57897	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	73.91339	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.

Highways

SPOT ID	Project Category	TIP	Route	From / Cross Street	To	Description	Specific Improvement Type	Cost to NCDOT	Statewide Mobility Quantitative Score (Out of 100)	Regional Impact Quantitative Score (Out of 70)	Division Needs Quantitative Score (Out of 50)	Congestion	Safety	Benefit/Cost	Complete Street	Environmental and Community Impacts	MPO Regional Score	MPO Division Score	MPO Regional Points	Reason	MPO Division Points	Reason
H090531-A	Regional Impact	U-5324A	NC-54	SR 1110 (Barbee Chapel Road)	I-40	Widen Roadway to 6 Lanes with Bicycle, Pedestrian, and Transit Facilities (Adjacent Multiuse Path)	1 - Widen Existing Roadway	\$ 9,100,000	N/A	42.63	34.23	95.76	59.67	69.57	77.28	30.00	70.28113	73.03701	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	61.53854	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.

Highways

SPOT ID	Project Category	TIP	Route	From / Cross Street	To	Description	Specific Improvement Type	Cost to NCDOT	Statewide Mobility Quantitative Score (Out of 100)	Regional Impact Quantitative Score (Out of 70)	Division Needs Quantitative Score (Out of 50)	Congestion	Safety	Benefit/Cost	Complete Street	Environmental and Community Impacts	MPO Regional Score	MPO Division Score	MPO Regional Points	Reason	MPO Division Points	Reason
H110997	Statewide Mobility	FS-1205C	NC-147 Durham Freeway	I-40	East End Connector	Widen Roadway to 6 Lanes and Rehabilitate Pavement.	1 - Widen Existing Roadway	\$ 51,558,000	31.73	27.24	21.52	72.11	64.52	35.65	2.74	100.00	58.7213	52.21349	0	Not as competitive	0	Too expensive to be funded from Division category.
H128065	Regional Impact		NC-751 Hope Valley Road	SR 1183 (University Drive)		Construct Roundabout	10 - Improve Intersection	\$ 1,005,000	N/A	43.48	35.03	41.82	66.70	59.05	27.70	100.00	58.41904	53.23656	95	Presuming Division assigns 100 points, needs 95 points to stay ahead of next project.	97	Presuming Division assigns 100 points, needs 97 points to stay ahead of next project.
H090239	Regional Impact	R-3438	- New Route - Hillsborough Western Bypass	US 70	NC 57	US 70 to NC 57. Two Lanes on New Location.	5 - Construct Roadway on New Location	\$ 13,838,000	N/A	23.34	18.80	60.34	65.64	44.48	50.00	70.00	57.85008	57.12605	0	Does not meet screening criteria - Not in 2040 MTP	0	Does not meet screening criteria - Not in 2040 MTP
H090366	Statewide Mobility	U-2807	US-15, US-501	I-40	US 15/501	I-40 to US 15/501 Bypass in Durham. Major Corridor Upgrade	2 - Upgrade Arterial to Freeway/Expressway	\$ 130,644,000	34.75	36.84	23.01	73.00	76.99	38.94	2.20	70.00	57.75167	52.52439	0	Too expensive to be funded from Regional category. Likely to be competitive at Statewide level in future.	0	Too expensive to be funded from Division category.
H129638-B	Statewide Mobility	U-4720B	US-70	Miami Blvd	Proposed Northern Durham Parkway	Upgrade Roadway to Freeway.	2 - Upgrade Arterial to Freeway/Expressway	\$ 91,347,000	32.42	31.91	21.52	67.19	73.26	36.40	1.35	90.00	57.54292	51.35813	0	Too expensive to be funded from Regional category. Likely to be competitive at Statewide level in future.	0	Too expensive to be funded from Division category.
H111011	Regional Impact		NC-751	NC 54	Renaissance Parkway	Widen Roadway to Four Lanes with a Median with Bicycle, Pedestrian and Transit Facilities As Appropriate.	1 - Widen Existing Roadway	\$ 11,498,000	N/A	21.70	18.49	52.91	76.19	46.22	54.31	40.00	54.09584	55.21569	0	Not as competitive	0	Too expensive to be funded from Division category.
H111131	Statewide Mobility		I-40	NC 147	US 15/501	Construct 1 Managed Lane Per Direction (Additional 16Ft of Pavement - 12Ft Lanes + 4Ft Pavement For Separation with General Purpose Lanes).	1 - Widen Existing Roadway	\$ 497,380,000	48.76	35.24	26.52	100.00	60.18	41.04	1.44	0.00	52.43923	50.53101	0	Too expensive to be funded from Regional category. Likely to be competitive at Statewide level in future.	0	Too expensive to be funded from Division category.
H129603-B	Statewide Mobility	I-4743B	I-85, US-15	SR 1675 (Glenn School Road)	SR 1632 (Red Mill Road)	Add Additional Lanes.	1 - Widen Existing Roadway	\$ 45,611,000	28.70	22.40	17.59	54.06	66.42	30.29	0.00	100.00	52.07571	45.56097	0	Not as competitive	0	Too expensive to be funded from Division category.
H090010-A	Statewide Mobility	I-3306A	I-40	I-85	US 15/501	Add Additional Lanes.	1 - Widen Existing Roadway	\$ 76,700,000	41.89	30.18	23.59	77.96	65.05	37.78	0.68	40.00	51.91056	48.08901	99	Presuming Division assigns 100 points, needs 99 points to stay ahead of next project.	0	Too expensive to be funded from Division category.
H140619	Statewide Mobility	US-15-BYP-US 15-501 BYP	Pickett Rd	Cameron Blvd	Widen existing roadway	1 - Widen Existing Roadway	\$ 24,823,000	26.99	23.69	18.41	67.32	45.86	29.17	1.69	100.00	51.83012	45.54065	0	Not as competitive	0	Too expensive to be funded from Division category.	
H090531-B	Regional Impact	U-5324B	NC-54	I-40	NC 751	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	1 - Widen Existing Roadway	\$ 32,000,000	N/A	25.70	21.18	75.55	54.94	46.25	51.65	0.00	50.3816	53.23364	0	Not as competitive	0	Too expensive to be funded from Division category.
H140374	Regional Impact		NC-54	SR 1006 (Orange Grove Rd)	SR 1937/1107 (Old Fayetteville Rd)	Widen to a four-lane boulevard	1 - Widen Existing Roadway	\$ 57,346,000	N/A	23.53	17.44	50.97	70.50	36.87	25.00	60.00	50.10688	47.76353	0	Does not meet screening criteria - Not in 2040 MTP	0	Does not meet screening criteria - Not in 2040 MTP
H090006-B	Statewide Mobility	I-0305B	I-85	East of SR 1709	Durham County Line	Add Additional Lanes.	1 - Widen Existing Roadway	\$ 99,260,000	27.93	23.01	18.15	52.54	75.98	32.18	0.00	70.00	49.5036	44.39458	0	Too expensive to be funded from Regional category. Likely to be competitive at Statewide level in future.	0	Too expensive to be funded from Division category.
H090006-A	Statewide Mobility	I-0305A	I-85	SR 1006 Near Hillsborough	East of SR 1709	Add Additional Lanes.	1 - Widen Existing Roadway	\$ 99,684,000	25.07	20.27	16.14	48.25	64.63	28.25	0.00	100.00	49.46528	43.05259	0	Too expensive to be funded from Regional category. Likely to be competitive at Statewide level in future.	0	Too expensive to be funded from Division category.
H141499	Regional Impact		NC-86	US 70	Churton Street	Construct SW Hillsborough Connector (Part on New Location)	6 - Widen Existing Roadway and Construct Part on New Location	\$ 17,673,000	N/A	22.93	18.63	60.34	65.64	44.00	50.00	10.00	48.72891	51.02914	0	Does not meet screening criteria - Not in 2040 MTP	0	Does not meet screening criteria - Not in 2040 MTP
H140747	Statewide Mobility		I-85	SR 1632 (Red Mill Rd)	Bridge over Falls Lake	Rehabilitate Pavement	16 - Modernize Roadway	\$ 4,135,000	27.02	21.28	16.61	53.98	58.15	28.03	0.00	60.00	43.83078	39.4292	0	Not as competitive	0	Should not use limited Division funding on interstate projects.
H129603-A	Statewide Mobility	I-4743A	I-85, US-15	US 70	SR 1675 (Glenn School Road)	Add Additional Lanes.	1 - Widen Existing Roadway	\$ 71,409,000	27.13	20.37	15.26	57.46	37.10	23.71	0.00	80.00	42.58757	37.40198	0	Not as competitive	0	Too expensive to be funded from Division category.
H090961	Regional Impact		NC-86	US 70A	I-40	Construct Wide Outside Lanes.	16 - Modernize Roadway	\$ 18,924,000	N/A	14.19	12.40	30.72	62.51	29.80	25.97	70.00	42.26534	39.87245	0	Not as competitive	0	Too expensive to be funded from Division category.

Highways

SPOT ID	Project Category	TIP	Route	From / Cross Street	To	Description	Specific Improvement Type	Cost to NCDOT	Statewide Mobility Quantitative Score (Out of 100)	Regional Impact Quantitative Score (Out of 70)	Division Needs Quantitative Score (Out of 50)	Congestion	Safety	Benefit/Cost	Complete Street	Environmental and Community Impacts	MPO Regional Score	MPO Division Score	MPO Regional Points	Reason	MPO Division Points	Reason
H090555-B	Regional Impact		NC-751	Renaissance Parkway	O'Kelly Chapel Road	Widen Roadway to Four Lanes with a Median and Bicycle, Pedestrian and Transit Facilities As Appropriate.	1 - Widen Existing Roadway	\$ 22,078,000	N/A	17.30	14.63	46.04	54.22	37.56	50.00	0.00	39.04541	42.16723	0	Not as competitive	0	Too expensive to be funded from Division category.
H141021	Regional Impact		NC-98 Wake Forest Highway	SR 1815 (Mineral Springs Rd)	Wake County Line	Widen Roadway to 4 Lane Divided	1 - Widen Existing Roadway	\$ 69,981,000	N/A	19.71	14.09	45.88	47.94	29.85	25.00	10.00	34.81698	35.3243	0	Not as competitive	0	Too expensive to be funded from Division category.
H090555-A	Regional Impact		NC-751	US 64	O'Kelly Chapel Road	Widen to 4 Lanes with Bicycle Lanes on Existing Location.	1 - Widen Existing Roadway	\$ 77,734,000	N/A	17.57	12.89	36.97	54.43	29.16	25.00	0.00	31.76539	32.8073	0	Does not meet screening criteria - Not in 2040 MTP	0	Does not meet screening criteria - Not in 2040 MTP
H090558	Regional Impact		I-85/US 70 Connector, US 70	US 70		Reconstruct interchange to Allow For Full Movements	8 - Improve Interchange	\$ 2,175,000	N/A	7.33	4.90	15.45	16.65	8.54	1.35	70.00	20.73632	16.94422	0	Not as competitive	0	Not as competitive

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

BikePed

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.

BikePed

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.

BikePed

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	TDP Points	Local System Priority	MPO Regional Score	MPO Division Score	MPO Regional Points	Reason	MPO Division Points	Reason	
T130045	Chapel Hill FY18 54 Corridor Vehicle1Expansion	7	Expansion Vehicle	Expansion-Fixed Route-New Route	Division Needs	Extend local bus service from Friday Center to serve demand in 54 corridor to I-40 or beyond.	\$482,957	\$48,296	\$48,296	\$386,366	n/a	20.82	51.16	78	1.03		1.8	39.94	100.00	8.00	100	n/a	61.63	0	not eligible	100	Presuming Division assigns 100 points, needs 100 points to stay ahead of next project.
T130046	Chapel Hill FY18 54 Corridor Vehicle2Expansion	7	Expansion Vehicle	Expansion-Fixed Route-New Route	Division Needs	Extend local bus service from Friday Center to serve demand in 54 corridor to I-40 or beyond.	\$482,957	\$48,296	\$48,296	\$386,366	n/a	20.82	51.16	78	1.03		1.8	39.94	100.00	8.00	100	n/a	61.63	0	not eligible	77	Presuming Division assigns 100 points, needs 77 points to stay ahead of next project.
T130043	Chapel Hill FY17 CL&D Route Veh3Expansion	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&D 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 Corridor Veh2Expansion	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 Corridor Veh4Expansion	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 Route Veh1Expansion	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 Route Veh2Expansion	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		0.35	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 Mebane Vehicle Expansion	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 Route CW 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.	\$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 Corridor Veh4Expansion	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.	\$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 Corridor Veh3Expansion	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	PTDIP 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 (Carboro, 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 McDougale 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 McDougale 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 FY15 Circulator/Headway/Vehicle Expansion	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 Circulator/VehicleExpansion	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

Transit - Facilities

SpotID	Route Facility Name	NCDOT Division	Project Type	Specific Project Improvement Type	Project Category	Project Description	Total Project Cost	State Share	Local Share	Federal Share	Regional Impact Total Score	Division Needs Total Score	Age, Demand, Park & Ride, or Bus Shelter (capped at 100)	Benefit/Cost (capped at 100)	System Operational Efficiency	Facility Capacity	NCDOT Regional Score	NCDOT Division Score	TDIP Points	Local System Priority	MPO Regional Score	MPO Division Score	MPO Regional Points	Reason	MPO Division Points	Reason
T141607	Durham: Durham Regional Hospital	5	Facility	Facilities-Bus Shelter	Division Needs	This is for an Enhanced Bus Shelter. As listed in cost estimates provided by the NCDOT, this stop will provide seating as well as protection from the elements for riders. Enhanced shelters contain an expanded ADA landing pad for front and rear entry, full size shelter with lighting and system map, bench, and trash can. The shelter would serve three routes (4, 9, and 9a). Combined at this stop, there are 204 boardings and 223 alightings.	\$65,600	\$6,560	\$6,560	\$52,480	n/a	32.58	427	16.38	34.68	0.33	0	32.58	100	93	n/a	79.78	0	not eligible	0	Low state match requested does not justify the assignment of points.
T130001	Durham FY16 VillageBusShelter	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a Neighborhood Transit Center (NTC) located in The Village to work in conjunction with routes 2b, 3, 16a, and 16b.	\$660,000	\$66,000	\$66,000	\$528,000	n/a	32.22	2043	10.34	33.35	0.33	0	32.22	69	100	n/a	79.16	0	not eligible	100	Presuming Division assigns 100 points, needs 100 points to stay ahead of next project.
T141608	Durham: South Square	5	Facility	Facilities-Bus Shelter	Division Needs	This is for an Enhanced Bus Shelter for South Square, near the intersection of University Dr and Westgate Dr. As listed in cost estimates provided by the NCDOT, this stop will provide seating as well as protection from the elements for riders. Enhanced shelters contain an expanded ADA landing pad for front and rear entry, full size shelter with lighting and system map, bench, and trashcan. There are 170 boardings and 170 alightings at this stop.	\$65,600	\$6,560	\$6,560	\$52,480	n/a	32.41	340	13.01	34.68	0.33	0	32.41	36	90	n/a	71.99	0	not eligible	0	Low state match requested does not justify the assignment of points.
T130068	Durham Cty FY16 Northgate Shelter	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a Type 3 Sheltered Stop. As listed in cost estimates provided by the NCDOT, this stop will provide seating as well as protection from the elements for riders. As of 2013, this shelter would get 72 boardings daily and 193 alightings.	\$43,700	\$4,370	\$4,370	\$34,960	n/a	32.53	265	15.4	34.68	0.33	0	32.53	3	82	n/a	65.63	0	not eligible	0	Low state match requested does not justify the assignment of points.
T130007	Chapel Hill FY19 UNC Hosp. Manning Dr. Bus Shelter	7	Facility	Facilities-Bus Shelter	Division Needs	Install new block length bus shelter at Manning Drive / UNC Hospital.	\$80,000	\$8,000	\$8,000	\$64,000	n/a	37.03	2394	109.23	39.94	0.33	0	37.03	8	0	n/a	37.82	0	not eligible	0	Low state match requested does not justify the assignment of points.
T130037	Chapel Hill FY16 UNC campus Bus Shelter	7	Facility	Facilities-Bus Shelter	Division Needs	Install new bus shelter at bus stop 3233 on Manning Dr that serves routes A, CCX, CM, N AND RU.	\$11,000	\$1,100	\$1,100	\$8,800	n/a	34.75	164	54.42	39.94	0.33	0	34.75	8	0	n/a	35.59	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141603	Durham: Main St at Iredell	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at W Main Street at Iredell St. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	33.25	237	29.74	34.68	0.33	0	33.25	12	0	n/a	34.43	0	not eligible	0	Low state match requested does not justify the assignment of points.
T130002	Durham FY19 NorthDurhamBusShelter	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a Neighborhood Transit Center (NTC) in Northern Durham to work in conjunction with routes 4 and 9, serving Durham, Duke, the hospitals, and Irovidine 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	77	0	n/a	34.16	0	not eligible	0	Not as competitive. Not a high local system priority.

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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.

Transit - Facilities

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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.

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
T141655	Durham: Roxboro Rd at Newsum St	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Roxboro Rd at Newsum 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.

Transit - Facilities

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
T142184	Durham: University Dr at Kinder Care	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at University at Kinder Care. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	13.7	39	4.89	34.68	0.33	0	13.7	3	0	n/a	13.96	0	not eligible	0	Low state match requested does not justify the assignment of points.
T142166	Durham: Lawson St at Bacon St	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Lawson St at Bacon St. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	13.16	38	0.02	34.68	0.33	0	13.16	4	0	n/a	13.58	0	not eligible	0	Low state match requested does not justify the assignment of points.
T130030	TTA Durham Co - Patterson Place Neighborhood Transit Center FY 2017	5	Facility	Facilities-Bus Shelter	Regional Impact	This is for a Neighborhood Transit Center (NTC) in Southwest Durham to work in conjunction with the Patterson Place Park and Ride.	\$660,000	\$66,000	\$66,000	\$528,000	41.04	31	774	3.23	16.15	0.33	41.04	31	26	100	71.90	73.59	87	Presuming Division assigns 100 points, needs 87 points to stay ahead of next project.	0	Do not want Regional transit projects to compete with Division transit projects for limited Division funding.
T141610	Durham: N Roxboro and Latta	5	Facility	Facilities-Bus Shelter	Regional Impact	This is for an Enhanced Bus Shelter near the intersection of North Roxboro Rd and Latta Rd. As listed in cost estimates provided by the NCDOT, this stop will provide seating as well as protection from the elements for riders. Enhanced shelters contain an expanded ADA landing pad for front and rear entry, full size shelter with lighting and system map, bench, trash can, and bicycle rack. The shelter ... Use SpotID: T141610 on Connect Site for additional info.	\$65,600	\$6,560	\$6,560	\$52,480	41.13	31.09	133	5.09	16.15	0.33	41.13	31.09	22	100	71.56	73.27	0	Low state match requested does not justify the assignment of points.	0	Do not want Regional transit projects to compete with Division transit projects for limited Division funding.
T130027	TTA Durham Co. South Durham Neighborhood Transit Center FY 2017	5	Facility	Facilities-Bus Shelter	Regional Impact	This is for a Neighborhood Transit Center (NTC) in Southern Durham to work in conjunction with the Southpoint Park and Ride.	\$660,000	\$66,000	\$66,000	\$528,000	41.37	31.33	2100	9.79	16.15	0.33	41.37	31.33	18	100	71.35	73.13	99	Presuming Division assigns 100 points, needs 99 points to stay ahead of next project.	0	Do not want Regional transit projects to compete with Division transit projects for limited Division funding.
						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																	0	Low state match requested does not justify the assignment	0	Do not want Regional transit projects to compete with Division transit projects for

Transit - Facilities

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

Transit - Fixed Guideway

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

Rail - Track and Structure

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 (735236V) 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

Rail - Facilities

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

100	Assigned by Formula
0	Flexible Points
100	Total

Point Assignment by Mode

		MPO Regional Points	Methodology Minimum Points	Region C	Region D	Region E	MPO Division Points	Methodology Minimum Points	Division 5	Division 7	Division 8
Highway	Assigned by Formula	806	800	623	183	0	397	300	200	197	0
	Flexible Points	194		95	99	0	287		97	190	0
Bike Ped	Assigned by Formula						284	200	284	0	0
	Flexible Points						199		0	199	0
Transit-Expansion	Assigned by Formula	100		100	0	0	433		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

FY2016-2025

Metropolitan Transportation Improvement Program

APPENDIX C: PUBLIC INVOLVEMENT

Appendix C Contents

1. INTRODUCTION	C-1
2. DCHC MPO PUBLIC INVOLVEMENT POLICY	C-1
3. PUBLIC INVOLVEMENT FOR THE METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM	C-3
4. SUMMARY OF PUBLIC INPUT AND COMMENTS RECEIVED	C-5

1. INTRODUCTION

Public involvement for the draft FY2016-2025 MTIP involved numerous strategies as set forth by the DCHC MPO's adopted Public Involvement Policy. The DCHC MPO facilitated the public involvement process to spread awareness of the MTIP and to ensure a variety of local perspectives containing essential insight were appropriately obtained and documented in the MTIP. Various mediums and resources were constructed so that all residents and stakeholders in DCHC MPO area had the opportunity to review the draft FY2016-2025 MTIP and provide input.

2. DCHC MPO'S PUBLIC INVOLVEMENT POLICY

2.1 Introduction

The DCHC MPO's Public Involvement Policy (PIP) is an umbrella policy, encompassing the plans and programs of the Urban Area's transportation planning process. Public involvement is an integral part of the DCHC MPO's planning efforts. The Public Involvement Policy is comprised of the public involvement programs for all major planning activities, including the MTP, MTIP, Air Quality Conformity Determination, Major Investment Study (MIS), UPWP, MPO provisions for the American with Disabilities Act (ADA), and ongoing transportation planning (3-C) process. The policy decision-making body, the MPO Board, also has a standing public process as part of its monthly meetings. The planning

activities mentioned above are therefore subject to the Board's process for public involvement. The PIP also contains a review component to assess the value of the MPO programs on a triennial basis.

The DCHC MPO will seek public input through a menu of techniques, including public notices, comment periods, workshops, charrettes, public hearings, newsletters, surveys, media relations and input from committees and commissions that are appointed by local member governments. The techniques employed will vary depending on the specific planning task. The MPO will hold a forty-five (45) day public comment period for amendments to the PIP and will hold a public hearing every three years to seek input and feedback on the MPO's public involvement efforts. The DCHC MPO's PIP will be consistent with the requirements of the Moving Ahead for Progress in the 21st Century Act (MAP-21), the National Environmental Policy Act (NEPA) and the FTA/FHWA Guidance and Proposed Rule Making (NRM) on Public Participation.

2.2 Purpose of the PIP

The purpose of the DCHC MPO PIP Policy is to create an open decision-making process whereby citizens have the opportunity to be involved in all stages of transportation planning in the DCHC MPO area. This PIP is designed to ensure that transportation decisions will reflect public priorities.

2.3 Objectives of the PIP

1. Bring a broad crosssection of the public into the public policy and transportation planning decision-making process.
2. Maintain public involvement from the early stages of the planning process through detailed project development.
3. Use different combinations of public involvement techniques to meet the diverse needs of the general public.
4. Determine the public's knowledge of the metropolitan transportation system and the public's values and attitudes concerning transportation.
5. Educate citizens and elected officials in order to increase general understanding of transportation issues.
6. Make technical and other information available to the public using the MPO web site and other electronically accessible formats and means as practicable.
7. Employ visualization techniques to MPO metropolitan transportation plans, MTIPs, and other project planning activities.
8. Consult with federal and State agencies responsible for land management, natural resources, environmental protection, conservation, historic preservation and economic development in the creation of MTPs, MTIPs, and project planning.

9. Establish a channel for an effective feedback process.
10. Evaluate the public involvement process and procedures to assess their success at meeting requirements specified in the MAP-21, NEPA, and the Interim FTA/FHWA Guidance on Public Participation.

2.4 General Policy Framework

It is the policy of the DCHC MPO to have a proactive public involvement process that provides complete information, timely public notice, and full public access to DCHC MPO activities at all key stages in the decision-making process. It is also DCHC MPO policy to involve the public early in the planning process, and to actively seek out the involvement of communities most affected by particular plans or projects. Furthermore, it is a goal of the PIP that the MPO's MTIP, UPWP and transportation plans and programs, be developed in a manner that assures that the public, and affected communities in particular, are afforded ample opportunity to participate in the development of such plans.

3. PUBLIC INVOLVEMENT FOR THE METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP)

The MTIP is the document that describes the funding and scheduling of transportation improvement projects (highway, bicycle, pedestrian, and transit capital and operating assistance) using state and federal funds. The MTIP serves as the project selection document for transportation projects and is therefore the implementation mechanism by which the objectives of the Transportation Plan are reached. MAP-21, SAFETEA-LU, and preceding legislation, TEA-21 and ISTEA, mandate an opportunity for public review of the MTIP. The following is the proposed public involvement procedure for the DCHC MPO MTIP.

3.1 Introduction

DCHC MPO will prepare an MTIP, which is consistent with the requirements of MAP-21, and any implementing federal regulations. The MTIP will be developed based on:

1. Revenue estimates provided by the NCDOT; and
2. The DCHC MPO Regional Priority List.

Public Involvement Process

1. The DCHC MPO Technical

Committee (TC) will develop a draft Regional Priority List from the Local Project Priorities of the MPO jurisdictions.

2. The Regional Priority List will be published for a minimum three-week (21-day) public comment period and the notice will be published by the Lead Planning Agency (LPA) in a major daily newspaper, as well as other local, minority, or alternative language newspapers as appropriate.
3. The notices for the public comment period and the public hearing will include an announcement that states that persons with disabilities will be accommodated. Special provisions will be made if notified 48 hours in advance (i.e. available large print documents, audio material, a sign language interpreter, translator or other provisions as requested). The Regional Priority List will be on file in the City of Durham Department of Transportation, Town of Chapel Hill Planning Department, Town of Carrboro Planning Department, Town of Hillsborough Planning Department, Counties of Durham, Orange, Chatham Planning Departments, GoTriangle and the county public libraries for public review and comment.
4. The MPO Board will hold a public hearing on the draft Regional Priority List. The public hearing will be held at a location which is accessible to persons with disabilities and which is

- located on a transit route. The MPO Board will approve a final Regional Priority List after considering the public comments received.
5. The DCHC MPO Technical Committee will develop a draft MTIP from the approved Regional Priority List and from revenue estimates provided by the North Carolina Department of Transportation. The TC will forward the draft MTIP to the MPO Board. The MPO Board will publish the draft MTIP for public review and comment.
 6. Copies of a draft MTIP will be distributed to MPO Board members and the transportation-related committees of MPO member jurisdictions. Each jurisdiction will also have copies available for public review.
 7. The public comments will be assembled and presented to the DCHC MPO Board. The MPO Board will hold a public hearing on the draft MTIP. The public hearing will be held at a location which is accessible to persons with disabilities and which is located on a transit route. Public comments will be addressed and considered in the adoption of the MTIP.
 8. The DCHC MPO, as a maintenance area for air quality, will provide additional opportunity for public comment on the revision of the draft MTIP (if the final MTIP is significantly different and/or raises new material issues).
 9. The process for updating and approving the MTIP will follow the sequence and procedure as described in appendix D of this MTIP.
 10. Amendments to MTIP will be available for public review and comment, if the amendment makes a substantial change to the MTIP. A substantial change is classified as the addition or deletion of a project with an implementation cost exceeding \$1 million. Public comment on project additions or deletions of less than \$1 million may be sought at the discretion of the MPO Board by majority vote. As long as a project's description, scope, or expected environmental impact have not materially changed, the MPO Board may approve changes to project funding without a separate public meeting. More information on the MTIP amendment or modification process is available in Appendix D of this MTIP document.
 11. Written public comments and their responses are included in this appendix beginning on page C-5.

4. SUMMARY OF PUBLIC INPUT AND COMMENTS RECEIVED ON THE DRAFT MTIP

General Comments

Comment #1

Thank you for providing us with the opportunity to comment on the DCHC Metropolitan Planning Organization FY16-25 Transportation Improvement Program. Our comments are the following.

We are enthusiastic about the nine goals identified in the DCHC MPO 2040 MTP. Three of the goals specifically mention developing a multi-modal transportation system, and one explicitly states the goal of developing safe and equitable means of pedestrian and bicycle transportation. Other goals addressing safety, public transportation and land use integration are also influenced by increasing bicycle ridership and improving conditions for residents choosing to walk and bicycle for both commuting and recreation purposes.

Unfortunately, the objectives stated to achieve these goals, as well as the funding allocated to bicycle and pedestrian projects, are inadequate. The objectives are too general and the lack of specificity allows for these goals to stagnate as a wish instead of an end. We recommend adding specific language to the goals and objectives, so there are measurable steps to increase the percentage of

people commuting by bike and foot, the amount of on-road and off-road bicycle and pedestrian facilities, and increased funding levels.

Regarding funding, it appears that only 25% of the TIP goes to “non-highway projects” that includes transit, bicycle, pedestrian, and rail. If the goal truly is to increase multi-modal transportation, this is a woefully inadequate funding structure. The 2016-2025 TIP explains the funding constraints at the state level based on the Strategic Mobility Formula, which allow bicycle and pedestrian projects to only be funded at the Division level, 30 percent of the total budget. While acknowledging such constraints, this formula is simply not acceptable, and we believe that as more people move into the region with the desire to bike and walk rather than drive, the MPO must work diligently with state officials to revise this formula to allow more funding to be used for bicycle and pedestrian projects.

We approve that the DCHC MPO has “a policy to not use STP-DA for highway projects, unless the STP- DA funds are applied to the project for project costs related to incidental bicycle and pedestrian improvements.” Yet regional bicycle and pedestrian projects only account for 26 percent of these funds (as 19 percent is for planning, 20 percent for transit, and 53 percent is for local discretionary funding).

While local discretionary TAP and STP-DA funds can be used for bicycle or pedestrian projects, the screening criteria for TAP funding should state the project

must be used for bicycle or pedestrian facilities, and the MPO should ensure the local spending is being used only for bicycle or pedestrian facilities. We applaud the use of CMAQ funding for bicycle/pedestrian projects in the MPO and hope the MPO continues to use this source of funding similar projects in the future.

In short, we believe the vision of the MPO clearly articulates a vision for a multi-modal future where it is easy for residents across the MPO to access destinations not only by car but by bus, bicycle and/or foot. Yet to remain competitive as a region, the MPO must take drastic steps to more quickly achieve this vision. We ask that the MPO, and the 2016-2025 TIP, better address the needs and desires of the residents in this region and take bolder steps to increase the amount of bicycle and pedestrian facilities in the region.

DCHC MPO Response to General Comment #1

Thank you very much for your thorough read of the FY2016-2025 TIP and the 2040 MTP and for the comments that you have submitted. The MPO is in complete agreement that the results of the state's Strategic Mobility Formula to program and fund projects in the FY2016-2025 TIP do not achieve the goals of the MPO as outlined in the 2040 MTP. As your comments pointed out, the STI law guides the distribution of funding for highway and non-highway project at the statewide, regional, and division level

and the MPO doesn't have the ability to increase funding levels for specific projects or project types. The MPO's policy to use STP-DA and TAP funding for non-highway projects is designed to assist MPO jurisdictions and agencies with planning, preliminary engineering (PE) and design, right-of-way acquisition, construction, and capital purchases related to non-highway projects. Please note that the STP-DA and TAP funding that are spent on planning and local discretionary activities are often the planning, PE, and right-of-way phases for bicycle and pedestrian projects.

The MPO will be starting the 2045 MTP development process in the winter 2015/2016. We hope to be responsive to your comments and suggestions to develop more specific and measurable goals and objectives during the 2045 MTP planning process. We invite you to participate in the process to assist us with identifying more meaningful goals and objectives.

I-40 and its Interchanges

Comment #1

When I-40 was built in Orange County back in the 1980's several opportunities were missed that should be addressed with this project:

1) There should be a wildlife underpass under the [I-40] roadway where it crosses New Hope Creek, presently in four, wildlife unfriendly, box culverts, just south of the New Hope Church Road interchange north of Chapel Hill. I-40 is a 24-7 barrier

to wildlife in Orange County, and the USDOT FHWA Eco-logical Program has recently funded work with the NC Natural Heritage Program that backs this up.

With regard to item 1) wildlife underpass, the USDOT FHWA Eco-logical Program funded work with the NC Natural Heritage Program that backs this up was written by Dr. Stephen Hall entitled Statewide Assessment of Conservation Priorities at the Landscape Level, Upland and Interbasin Habitats, Eastern Peidmont Region. There’s also associated with this work a PowerPoint presentation which uses New Hope Creek as an example, which I am attaching.

2) There should be a wildlife friendly bike-pedestrian underpass [for I-40] along Dry Creek, just north of the US 15-501 interchange.

With regard to item 2) A bikes and pedestrians tunnel (preferably wildlife passage friendly) along Dry Creek, as part of a Chapel Hill to Durham bike and pedestrian route and similar to the existing tunnel along Ellerbe Creek under I-85 in north Durham.

3) Also, with existing conditions, there should be a bike-pedestrian track added laterally and parallel to the flow of traffic (beyond the existing side “rail”) on the Erwin Road bridge over I-40.

4) And there should be special erosion control measures taken on this project given the high quality aquatic habitat in New Hope Creek down stream of:

a) (any) work on a reworking of the

I-40/NC 86 interchange (area drains to Old Field Creek, a tributary of New Hope Creek) and

b) what the 6-lane-ing project on I-40 will entail up stream of this sensitive, high quality New Hope Creek habitat area.

See NHCC OS Master Plan (<http://newhopecreek.org/pdf/masterplan.pdf> , see pdf page 52 of Plan for “Component 5, Dry Creek from New Hope Creek to Erwin Rd.” For best view rotate 90 degrees counterclockwise, or 270 CW. Text on Component 5 is at pdf pages 53 and 54. Text beginning on pdf page 53 includes the following language:

“Presently [1991], the large amount of fill on the Interstate 40 roadbed precludes creating a connection from east to west along Dry Creek, a condition that will continue until Interstate 40 is widened or modified in a way that offers the opportunity to build an acceptable pedestrian underpass.

At present, Interstate 40 can be crossed only at the bridge at Erwin Road. A trail and underpass as described in this component would provide a connecting link between the Chapel Hill and Durham greenway systems.

Acquire floodplain lands along both sides of Dry Creek to use as a wildlife habitat area.

Develop a bicycle and pedestrian trail between the greenway trail systems of Durham and Chapel Hill utilizing the Erwin Road overpass and, in the event

that future plans permit, employing a pedestrian underpass at Dry Creek (going under Interstate 40).”

Note the Dry Creek tunnel idea is also in the present Chapel Hill Open Space Plan.

DCHC MPO Response to Comment #1 on I-40 and its Interchanges

Thank you very much for the comments that you have submitted regarding wildlife underpasses for I-40, bicycle and pedestrian underpasses for I-40, bicycle and pedestrian connectivity along Erwin Road, and erosion control measures to protect the natural resource of the New Hope Creek and its tributaries. The MPO has incorporated these comments into the adopted FY2016-2025 MTIP document as they are valuable suggestions that should be considered during future phases of the specified projects. The MPO has also provided these comments to our partners at the North Carolina Department of Transportation and the Federal Highway Administration, as the funding and programming for Interstate and State-owned roadways are controlled by these partners. Additionally, the MPO encourages you to remain involved and engaged as the projects move forward from long-range plans into more near-term planning, design, and public involvement phases.

NC Highway 54

Comment #1

I write to provide input on transportation priorities such as included in the draft 2016-2025 MTIP. My input here will address plans associated with upgrades to NC 54 between I-40 in Durham and Meadowmont in Chapel Hill. I live beside this NC 54 corridor, on Celeste Circle in the Eastwood Park neighborhood, and much of my understanding of transportation plans in this corridor come from the Collector Street Plan Meetings, the NC 54/I-40 Corridor Study Report, and from my reading of projects U5774A through U5774F.

Overall it appears that NC 54 will be widened from 4 to 6 lanes (project U5774C), and it is unclear whether this upgrade will include the superstreet arrangement recommended in the NC 54/I-40 Corridor Study Report. Also, there will be upgrades to the intersection of NC 54 with I-40 (project U5774F), and the intersection of NC 54 at Farrington Road will be converted to an overpass (project U5774E).

A couple of land use issues are in the works that will be relevant to future transportation needs. This spring, the City of Durham Planning Department held meetings to consider changes to Future Land Use Map (FLUM) designations for areas surrounding future light rail transit stations. Notably, the planned location of the Leigh Village Station is within about a half mile of NC 54. Our neighborhood will

be located between NC 54 and the Leigh Village station. Based upon results of the meetings held this spring, the City plans to designate our neighborhood FLUM as Residential. Also, the City currently plans to designate over 200 acres surrounding Leigh Village as Compact Neighborhood Tier in order to stimulate development in the area. In other efforts taken to encourage the light rail initiative, a sales tax increase to support rail was approved in Durham and Orange Counties, and the State has dedicated around 125 million dollars towards the project. Leigh Village and light rail developments are likely to be progressing when transportation improvements are being made to the NC 54 Corridor, and these developments, including population growth and park and ride facilities, will impact service on NC 54.

Following is my specific input towards the transportation plans:

1.) The Corridor Study Report recommends installation of hardscaping/landscaping between NC 54 and the Service Road (also called Nelson Highway) in our neighborhood when NC 54 is upgraded. Landscaping/hardscaping should be a high priority as it is needed to shield our neighborhood from noise and visual pollution caused by the highway traffic. During the Corridor Study, I spoke with Mr. Joey Hopkins, with the NCDOT, and he considered it likely that the noise levels associated with NC 54 beside our neighborhood will require mitigation. There is a signalized intersection connecting our neighborhood with NC

54 at Huntingridge Road. The Corridor Study recommends atrophy of this intersection. Ideally, the short road connecting the Service Road with NC54 at Huntingridge Road will be removed and replaced with landscaping/hardscaping, to achieve a continuous barrier between our neighborhood and the upgraded highway.

2.) Across highway NC 54 from our neighborhood is Falconbridge Mall. Construction of the mall created many acres of impervious surface. Unfortunately, stormwater from much of the Falconbridge Mall area is channeled under NC 54 into our neighborhood. Once in our neighborhood, it traverses a ditch on private property. Mr. Graham Summerson with the City of Durham Stormwater Division considers this ditch to be highly unconventional in its design, at functional capacity, and in need of continual maintenance. On the properties where the ditch is located, it is at an elevation higher than the homes. Consequently, when it is breached in heavy rains, homes are prone to flooding.

It would be of considerable benefit if, during the upgrades to NC 54, the stormwater channel from Falconbridge Mall were re-directed to flow more directly downhill towards the Upper Little Creek without crossing under NC 54 and Nelson Highway into our neighborhood. Stormwater currently flows under NC 54 from the south (Falconbridge Mall) to the north (Eastwood Park), then downhill to Upper Little Creek in the Corps of Engineers Land. From there

it flows back from north to south under NC 54. Preventing the Falconbridge Mall stormwater from ever being directed north of the Service Road (Nelson Highway) would be of enormous benefit to our neighborhood. This appears to be a realistic possibility, since the slope of NC 54 from Falconbridge Mall towards Upper Little Creek is downhill, and there are stormwater conveyances on both sides of NC 54, and also between the lanes of NC 54.

3.) Creation of a new intersection which directly connects Crossland Drive with NC 54 is recommended by the Corridor Study Report and the Collector Street Plan. This link will be needed for several reasons. A great deal of new traffic will use Crossland Drive since it will constitute the terminus of Southwest Durham Drive. Southwest Durham Drive was originally planned to connect with Meadowmont Lane, but this plan was voted against by the local TAC, and by default, Crossland Drive became the point of intersection of Southwest Durham Drive and NC 54. Thus, considerable traffic will travel between Crossland and NC 54. Currently, the only avenue of access between Crossland and NC 54 is via the Service Road and the link at Huntingridge Road. The Service Road is a local street and Southwest Durham/Crossland Drive will be a collector street. It would be inappropriate to link the heavy traffic of a collector street with NC 54 via a local street. Furthermore, the close spacing between the Service Road and NC 54 would make heavy use of the intersection at Huntingridge Road inefficient and unsafe. The signalized

intersection at Huntingridge Road is planned to be atrophied. Consequently a new intersection linking Crossland Drive with NC 54 is absolutely essential.

It is unclear whether the planned upgrades to NC 54 in U5774C include an intersection at Crossland Drive, but this intersection should be included. It should be noted that replacement of the Farrington Road/NC 54 intersection with an overpass (project U5774E) will create a much greater need for the Crossland/NC 54 intersection.

4.) The project U5774E includes upgrades to the intersection where Celeste Circle on the north and Falconbridge Road on the south intersect with NC 54. This project is not funded. The project is ambitious and calls for a grade separation and appears to require modifications to the Falconbridge Mall property. While it may not be possible to do this project in its entirety, some upgrades to the intersection, especially on the Celeste Circle side, appear to be needed. This need arises from the anticipated Light Rail Transit Node to be developed at Leigh Village. An important connection between the Leigh Village Node (including park and ride facilities) and NC 54 will be via an intersection at Celeste Circle. Without upgrades to this intersection, it will be inadequate as it currently exists. This intersection will be the main path by which Leigh Village traffic travels to and from I-40, as described in the Corridor Study Report. Also, this intersection will take on much of the traffic diverted when the Farrington Road/NC 54 intersection

is converted to an overpass (U5774E).

5.) Overall, service on NC 54 is expected to continue to deteriorate with time based upon anticipated growth in traffic use, and local development. Upgrade of NC 54 as a superstreet-type of facility is recommended by the Corridor Study to prevent traffic from worsening in the future. Widening of NC54 alone will be associated with worsening function.

6.) The Corridor Study Report recommends that a pedestrian/bike path along the north side of NC 54 be constructed when NC 54 is upgraded. This path is to include a boardwalk-style structure traversing the Corps of Engineers wetlands. This path should be given high priority. Non-vehicular travel along NC 54 in the project area is dangerous at present, and non-vehicular travel in the area is inhibited due to the lack of facilities.

DCHC MPO Response to Comment #1 on NC Highway 54

Thank you very much for your thorough read of the FY2016-2025 TIP, the 2040 MTP, and the NC 54/I-40 Corridor Study, and for the comments that you have submitted. The MPO is in agreement with many of your comments, particularly that landscaping/hardscaping should be a high priority to shield the neighborhoods from noise and visual pollution caused by the highway traffic and also that stormwater runoff should be carefully reviewed by the City of Durham and NCDOT and mitigation efforts be included in any future projects along the NC 54

corridor. The MPO has circulated your comments related to stormwater runoff to the appropriate representatives at the City of Durham and NCDOT.

U-5774E is the intersection improvement project for NC 54 and Farrington Road and this project is currently scheduled for right-of-way in 2023 and construction in 2024. Preliminary design is underway for the entire U-5774 project and the MPO has provided the comments expressing the need for a connection from Crossland Drive to NC 54 to NCDOT. NCDOT will review and consider the connection during these early phases of project development.

U-5774C is corridor improvements along NC 54 from SR 1110 (Barbee Chapel Rd) to I-40. This segment of the project is scheduled for right-of-way in 2023 and construction will begin in 2024 but specific improvements or intersections are not identified in the description at this time. As NCDOT progresses with planning and design for the corridor, more detailed information on specific improvements will be made available.

The MPO is in agreement that a pedestrian/bicycle path along NC 54 should be considered a high priority during the construction of improvements to NC 54.

Finally, the MPO encourages you to remain involved and engaged as the improvement projects to NC 54 move forward from long-range plans into more near-term planning, design, and public involvement phases.

Comment #2

I own 209 Celeste Circle off highway NC 54. We are at the end of the street drainage system and have experienced flooding as a result. The drainage from the commercial office at the corner is sent into the neighborhood. When water exceeds capacity for the ditch in front of our houses on Celeste and the ditch between Celeste and Nelson highway, we have water running:

- over our driveway
- through the front yard
- between the house and the detached garage

Our house is on a slab with no crawl space. We had interior water damage as a result of overflow in the past.

Please help ensure that future development is accountable for a drainage system that does not dump it into our neighborhood.

DCHC MPO Response to Comment #2 on NC Highway 54

Thank you very much for the comments that you have submitted. The MPO has circulated your comments and conveyed the urgency of the stormwater runoff issues to the appropriate representatives at the City of Durham and NCDOT.

Comment #3

I am writing to you as a homeowner in the Eastwood Park subdivision alongside HWY 54 between George King and Farrington roads.

I request that you consider changing how storm water drainage flows from the Falconbridge shopping center. Currently it is diverted under NC 54 and into our neighborhood, which leads to flooding in our neighborhood during heavy rains. Please consider diverting it more appropriately in which it will not have an impact to homeowners.

Please work to try to limit our street to one access point in the event a large neighborhood, Leigh Village, were to be built behind our neighborhood. Having 2 access points, at the East end and West ends would cause extra cross through traffic in our neighborhood and greatly diminish the safety of our neighborhood.

I also request that you design an appropriate buffer with trees and shrubs between Nelson highway and NC 54 to limit air and noise pollution in the neighborhood.

DCHC MPO Response to Comment #3 on NC Highway 54

Thank you very much for the comments that you have submitted. The MPO is in agreement with many of your comments, particularly that landscaping/hardscaping should be a high priority to shield the neighborhoods from noise and visual pollution caused by the highway traffic and also that stormwater runoff should be carefully reviewed by the City of Durham and NCDOT and mitigation efforts be included in any future projects along the NC 54 corridor. The MPO has circulated your comments and conveyed the urgency of the stormwater runoff

issues to the appropriate representatives at the City of Durham and NCDOT.

The MPO encourages you to remain involved and engaged as the improvement projects to NC 54 move forward from long-range plans into more near-term planning, design, and public involvement phases. Your input and suggestions regarding cross through traffic in your neighborhood would be valuable input to share again during future phases of projects along NC 54.

Comment #4

Thank you for returning my call this afternoon. I am interested in commenting on transportation priorities regarding U-5774. However, first I would like to confirm what is entailed in the plan U-5774 C. This includes upgrades to NC 54 from Barbee Chapel Road to I-40. This section passes my neighborhood of Eastwood Park/Celeste Circle. I think you said that the upgrades were described in the NC 54/I-40 Corridor Study Report.

What exactly do the upgrades in U-5774 C include? There were many transportation components in the Corridor Study Report. These included increasing the number of lanes from four to six, including superstreet turns, creating an intersection at Crossland Drive and NC 54, atrophy of the signalized intersection of Huntingridge Road with NC 54, and others. It is unclear what will be done at the Farrington/Celeste Circle intersection with NC 54 since the planned intersection in the Report is not funded.

In addition to the actual roadway improvements were recommendations for landscaping/hardscaping between NC 54 and the Service Road in Eastwood Park, and a pedestrian/bike facility along NC 54 which would include a boardwalk through the Corps of Engineers Land.

I would appreciate if you could fill me in on these details so that we can make informed comments to the MPO.

It is wonderful to see progress planned on dealing with the traffic and other issues on NC 54. We are in support of this project and have the following comments:

1) Storm water issues

a. Eastwood Park is already overloaded by storm water runoff that was diverted under NC 54 from the shopping center on the south side of NC54 between Farrington and Falconbridge roads. This water is overrunning our private ditch and flooding a number of homes on the south side of Celeste Circle. This storm water should be fun down between the East and west lanes of 54 to Little Creek and in no event can Eastwood Park sustain any further runoff from the widening of 54.

b. Eastwood Park is also overloaded by storm water runoff coming from the Farrington Road area north of 54. Developing the Farrington Road overpass must also consider this storm water runoff into the plan and ensure that additional runoff there is not diverted uphill from Eastwood Park.

2) Entrance and Egress for Eastwood Park, Chapel Creek and George King residents

a. Exiting from Eastwood Park and Chapel Creek onto NC 54 Eastbound during rush hour is currently only possible due to the stoplight at Huntingridge Road. When that stoplight is not functioning properly, it is impossible to safely turn left across traffic. If that intersection is changed, provisions need to be made for safe entrance and egress to Eastwood Park, at George King Road or Crossland Drive

b. The Intersection of Celeste Circle @ 54 crossing Nelson Highway is the primary entrance for most residents when traveling westbound on NC 54. Please leave that entrance in place.

i. Also, the 2 stop signs on Nelson Highway and the stop sign on Celeste indicate a 4 way stop, when it is actually only a 3 way stop. This causes confusion and is a huge potential for accidents as traffic turning into Celeste does not have a stop sign. Vehicles leaving the medical complex, traveling west on Nelson Highway don't realize they are pulling in front of traffic exiting 54 at a higher rate of speed.

c. Access to the planned Leigh Village will also require upgrades to the NC 54/Celeste Circle intersection and construction of an intersection between NC 54 and Crossland Drive. These upgraded and new intersections

are also called for in the Corridor Study Report and the Collector Street Plan. These upgraded intersections will be needed for two reasons. One reason is capacity. Increased capacity will be needed for the anticipated growth of Leigh Village, and because the planned improvements to NC 54 include atrophy of the NC 54/Farrington Road intersection (and replacing it with an overpass).

3) Noise and visual buffers

a. We strongly favor the installation of landscaping/hardscaping between the upgraded highway and our neighborhood. This would function as a barrier to visual and noise pollution, and a landscaping/hardscaping barrier is recommended in the NC 54/I-40 Corridor Study Report. Noise from the highway is significant and will only increase over time.

4) NC 54 Bike and pedestrian traffic

a. We support a pedestrian/bike path along NC 54. The Corridor Study Report suggests that together with the upgrades to NC 54, such a path should be constructed on the northeast side of the highway (our side of NC54), and include a boardwalk-type structure traversing the Corps of Engineers wetlands. Non-vehicular travel along NC 54 in the project area is dangerous at present.

DCHC MPO Response to Comment #4 on NC Highway 54

Thank you very much for your thorough read of the FY2016-2025 TIP, the 2040 MTP, the NC 54/I-40 Corridor Study, and the Collector Street Plan, and for the comments that you have submitted. The MPO is in agreement that stormwater runoff should be carefully reviewed by the City of Durham and NCDOT and mitigation efforts be included in any future projects along the NC 54 corridor. The MPO has circulated your comments and conveyed the urgency of the stormwater runoff issues to the appropriate representatives at the City of Durham and NCDOT.

The MPO understands the access issues related to Eastwood Park, Chapel Creek George King, and Crossland Drive that you have described and has circulated these issues to NCDOT for their review and consideration for any future improvements along NC 54.

The MPO is in agreement that a pedestrian/bicycle path along NC 54 should be considered a high priority during the construction of improvements to NC 54.

Finally, the MPO encourages you to remain involved and engaged as the NC 54 projects move forward from long-range plans into more near-term planning, design, and public involvement phases. Your on-going engagement with NCDOT and the MPO, and your input during the planning and preliminary design phases will help keep the priority issues that you have mentioned on the forefront for these projects.

Comment #5

Are there any images/plans for the road widening project H090531-C / U-5324C? Will there be barriers built between this widened road and the Woodcroft subdivision?

DCHC MPO Response to Comment #5 on NC 54

Thank you very much for your review of the FY2016-2025 TIP and for the question that you have submitted. Just for reference, U-5324C recently received a new ID number, U-5774H. The MPO replied to your email to request clarification on the barriers that you asked about. At the time of the development of this appendix, no response had been received. This appendix will be updated if a response to the MPO's email is received prior to adoption of the FY2016-2025 MTIP.

Hillsborough Projects Comments

Comment #1

C-5184 - I am in great support of connecting the Riverwalk/Gold Park to Oconeechee Mountain State Park. Thanks to the group for making this a priority.

U-5549 - Downtown Access - The plan mentions removing on-the-street parking in downtown Hillsborough. I would hope that not all street parking would be removed. I believe that helps contribute to the small-town feel that is popular in Hillsborough.

U-5845 - Please include sidewalks and bike lanes (at least on one side of the road) from I-40 (Waterstone/Hospital) down to the Eno River during the S. Churton Street expansion. I have talked to MANY people in Hillsborough who would do that walk regularly (it's only about 2 miles) - my husband and I would do this as well. It would be a lovely way to get to downtown Hillsborough from the rapidly developing Waterstone/hospital area.

P-5701 - The railway station is very exciting!

DCHC MPO Response to Comment #1 on Hillsborough Projects

Thank you very much for your thorough read of the FY2016-2025 TIP and for the comments that you have submitted on these four specific projects. The MPO, local representatives, and elected local officials all collaborate to identify and prioritize projects for communities in our area and greatly appreciate the support and positive feedback that you have provided.

In regards to your comment on U-5549, the Town of Hillsborough has confirmed that not all on-street parking will be removed as part of this project.

In regards to you comment on U-5845, the MPO has circulated this request to NCDOT. The planning and design for this project are currently underway by NCDOT. The MPO encourages you to remain involved and engaged with local representatives, local elected officials, and

NCDOT during the planning process for this project. Your continued engagement will help emphasize the need for bicycle and pedestrian accommodations along S. Churton Street between I-40 and the Eno River.

Riverwalk Trail, Hillsborough

Comment #1

To me it is a huge misappropriation of funds to use limited resources to extend Riverwalk from Gold Park to the bridge over the Eno (project # C-5184, Riverwalk Trail) when there is no safe pedestrian connection of Riverwalk to West Hillsborough. The people most endangered by the lack of pedestrian access are people pushing baby carriages. There are more of these all the time in West Hillsborough. A four bedroom house was recently built next to my house in West Hillsborough, and a family recently moved in less than a block away who often push their baby in a carriage. These people need a safe way to walk to Riverwalk more than hikers along the Mountain to the Sea Trail need an easier way to get to Riverwalk. My personal suggestion of the most appropriate use of funds at this time would be to purchase land along Eno Street that could provide pedestrian access between Collins Street and Nash Street. Other people may have other ideas about the best way to make the connection, but I think there is wide agreement that connecting Riverwalk to West Hillsborough for pedestrians is a more important priority than the connection between Gold park and the

Eno River bridge. I suggest that for now money not be spent on Riverwalk Trail, project number C5184, and that the funds be set aside so that more time can be given to formulate the best way to connect West Hillsborough to Riverwalk.

DCHC MPO Response to Comment #1 on Riverwalk Trail in Hillsborough

Thank you very much for your thorough read of the FY2016-2025 TIP and for the comments that you have submitted. The MPO is in agreement with the need for safe connections to the Riverwalk and to the entrance of Gold Park for Hillsborough residents. The need for safe connections to the Riverwalk Trail and Gold Park were discussed by the MPO Board during their August 12, 2015 meeting. Your input and suggestions are invaluable in helping to identify projects that are priorities to your community.

The MPO appreciates your engagement and encourages you to remain involved and engaged with local representatives, local elected officials, and the MPO in future planning processes. Your continued engagement will help the safe connections to the Riverwalk and Gold Park move forward as priority projects for the Hillsborough community.

Riverwalk Trail and Gold Park, Hillsborough

Comment #1

I feel that the safety of pedestrian traffic should be the highest priority among

improvements to Gold Park and the Riverwalk.

Gold Park and the connecting Riverwalk are a wonderful resource that is becoming observably more and more popular, increasing the likelihood of pedestrian mishap at the Gold Park entrance.

A simple *walking* field trip from the *west* by a few commissioners to the vehicle entrance of Gold Park will make it obvious that something needs to be done soon, before someone gets hurt.

There is a sidewalk the parallels the driveway into Gold Park that simply ends on Dimmock's Mill Road, with no connecting sidewalk. There is no safe way for pedestrians to enter or exit here without walking on the pavement of Dimmock's Mill, which is narrow and curvy, with vehicles whizzing around the blind turn.

On top of that, the Gold Park entrance is flanked by two serious physical hazards:

- 1) On the north - The narrow railroad overpass, both lanes of which are too narrow to safely accommodate both pedestrians and vehicles.
- 2) On the south - A deep creek culvert, right on the curve.

There is a scary sheer drop off of approximately 10 feet to the rocks below on each side of the road. There is absolutely no shoulder and no guard rail on the precipice. The edge of the road is the drop off. People walking here must walk on the road in the narrow curve to avoid the drop off.

I feel that there is a high probability that someone, likely a child, will plummet over the edge, whether from simple misstep or from trying to avoid careening traffic. I'm surprised that it hasn't happened already. (This is a particularly hazardous place for bicycles too.)

Please, please make the entrance of Gold Park safe for pedestrians and bicycles before tragedy makes it imperative.

*DCHC MPO Response to
Comment #1 on Riverwalk Trail and
Gold Park in Hillsborough*

Thank you very much for the in-depth comments that you have submitted. The detailed explanation of the safety risks associated with the entrance to Gold Park is extremely helpful to the MPO and to others who are not as intimately familiar with that particular location. The MPO is in agreement with the need for safe connections to the Riverwalk and to the entrance of Gold Park for Hillsborough residents.

The MPO appreciates your detailed comments and encourages you to remain involved and engaged in future planning processes. Your continued engagement with local officials and the MPO will help these priority projects move forward in the long-range planning process and ensure that the safety improvements that you carefully described are included during project scoping.

FY2016-2025

Metropolitan Transportation Improvement Program

**APPENDIX D: AMENDMENT & MODIFICATION
PROCESS**

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Appendix D Contents

1. INTRODUCTION	D-1
2. DCHC MPO PUBLIC INVOLVEMENT POLICY	D-1
2.1 Amendments to the Metropolitan Transportation Improvement Program	D-1
2.2 Administrative Modifications to the Metropolitan Transportation Improvement Program	D-2

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1. INTRODUCTION

Amendments to the MTIP are necessary to add a new project or phase, modify a currently programmed project (limits of project or significant monetary change), or delete a programmed project. Amendments to projects in the MTIP can be initiated by the DCHC MPO or by the NCDOT. The DCHC MPO and NCDOT communicate and coordinate during the development of amendments to ensure the amendment process moves forward efficiently and does not cause project delays.

2. DCHC MPO PUBLIC INVOLVEMENT POLICY

The DCHC MPO adopted Public Involvement Policy (PIP) fully details the process and requirements for amending or modifying the MTIP.

2.1 Amendments

An amendment to the MTIP occurs when a substantial change is made to the MTIP. A substantial change is defined in the PIP as the addition or deletion of a project with an implementation cost exceeding \$1 million.

Actions Steps Required for an Amendment to the MTIP:

1. MPO LPA staff prepare the draft amendment.
2. MPO LPA staff present the draft amendment to the MPO TC for review and comment during the MPO TC meeting.
3. The MPO TC reviews the amendment, provide comments, and recommend the amendment (with any revisions to reflect comments) to the MPO Board.
4. The MPO Board receives a presentation of the draft amendment during their monthly meeting and reviews the amendment. The MPO Board provides any comments to LPA staff and approves the release of the draft amendment (with any revisions to reflect comments), for the 21-day public review and comment period.
5. MPO LPA staff release the draft amendment for public review and comment as defined in Section IV.D of the DCHC MPO PIP.
6. MPO LPA staff receive public comments and compile the comments into a summary report at the end of the comment period.
7. MPO LPA staff present the summary report to the MPO TC for review during the MPO TC meeting.
8. The MPO TC reviews comments received and recommends the amendment for approval by the MPO Board.
9. MPO LPA staff present the revised amendment to the MPO Board during their monthly Board meeting.
10. The MPO Board reviews the amendment and public comments received on the amendment during the public comment period.

11. The MPO Board holds a public hearing during the MPO Board meeting to hear comments from any members of the public in attendance during the meeting and wish to comment on the amendment.
12. After public comments are received during the public hearing, the MPO Board closes the public hearing. The MPO Board discusses all comments received and when the MPO Board is satisfied that the comments have been addressed, the MPO Board approves the amendment to the MTIP. A resolution of approval is signed by the MPO Board Chair.
13. MPO LPA staff submit the resolution of approval and the amendment to NCDOT. NCDOT begins the amendment approval process with the NCDOT Board of Transportation to incorporate the amendment into the NCDOT's STIP.
14. Approved MTIP amendments are posted to the DCHC MPO's website.
2. MPO LPA staff present the draft administrative modification to the MPO TC for review and comment during the MPO TC meeting.
3. The MPO TC reviews the administrative modification, provides comments, and recommends the modification (with any revisions to reflect comments) be considered for approval by the MPO Board.
4. The MPO Board receives a presentation of the administrative modification during their monthly meeting and reviews the modification.
5. The MPO Board may approve the administrative modification or choose to hold a public hearing. The decision to seek public comments on an administrative modification is decided by a MPO Board majority vote.
6. Once the MPO Board is satisfied with the administrative modification, the MPO Board approves the modification to the MTIP. A resolution of approval is signed by the MPO Board Chair.

2.2 Administrative Modifications

An administrative modification to the MTIP occurs when a minor change is made and implementation costs do not exceed \$1 million.

Actions Steps Required for an Administrative Modification to the MTIP:

1. MPO LPA staff prepare the draft administrative modification.
7. MPO LPA staff submit the resolution of approval and the administrative modification to NCDOT. NCDOT begins the approval process with the NCDOT Board of Transportation to incorporate the modification into the NCDOT's STIP.
8. Approved MTIP amendments are posted to the DCHC MPO's website.

FY2016-2025

Metropolitan Transportation Improvement Program

APPENDIX E: GLOSSARY OF ACRONYMS & TERMS

Appendix E Contents

1. DEFINITIONS OF COMMONLY USED ACRONYMS	E-1
2. OVERVIEW & GUIDANCE FOR FUNDING SOURCES	E-4

1. DEFINITIONS OF COMMONLY USED ACRONYMS

Acronyms	Definitions
ADT	Average Daily Traffic
AADT	Annual Average Daily Traffic
AM/FM	Automated Mapping/Facilities Management
AASHTO	American Association of State Highway and Transportation Officials
ADA	Americans with Disabilities Act (1990)
AFV	Alternate Fuel Vehicle
AMPO	Association of Metropolitan Planning Organizations
APTA	American Public Transportation Association
BG MPO	Burlington-Graham Metropolitan Planning Organization
BOT	Board of Transportation (NCDOT)
CAA	Clean Air Act (1970)
CAAA	Clean Air Act Amendments of 1990 (United States)
CAD	Computer Aided Design
CAMPO	Capital Area Metropolitan Planning Organization
CATS	Capital Area Transit System
3-C	Continuing, Cooperative, Comprehensive
CFR	Code of Federal Regulations
CHT	Chapel Hill Transit
CIP	Capital Improvement Program
CMAQ	Congestion Mitigation/Air Quality grant program
CO	Carbon Monoxide
CO2	Carbon Dioxide
C-O CRC	Chatham-Orange Community Resource Connection
CTN	Chatham Transit Network
CTP	Comprehensive Transportation Plan

Acronyms	Definitions
CTSP	Community Transportation Service Plan
CTRAN	Cary Transit System
DAQ	Division of Air Quality (North Carolina)
DBE	Disadvantaged Business Enterprise
DATA	Durham Area Transit Authority
DCHC MPO	Durham-Chapel Hill -Carrboro Metropolitan Planning Organization
DEIS	Draft Environmental Impact Statement
DENR	Department of Environment and Natural Resources (North Carolina)
DMV	Division of Motor Vehicles
DOT	Department of Transportation (North Carolina)
EA	Environmental Assessment
EAC	Early Action Compact (EPA)
EIS	Environmental Impact Statement
E+C	Existing Roads plus Committed Projects
EJ	Environmental Justice
EPA	U. S. Environmental Protection Agency
ERB	Environmental Review Board (Chatham County)
FAA	Federal Aviation Administration
FFY	FFederal Fiscal Year (Oct 1 - Sept 30)
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GARVEE	Grant Anticipation Revenue Vehicle
GBASE	Green Building and Sustainable Energy Board (Chatham County)
GIS	Geographic Information Systems
GISP	GIS Professional
GIS-T	Geographic Information Systems-Transportation

1. DEFINITIONS OF COMMONLY USED ACRONYMS - (CONT'D)

Acronyms	Definitions
GPS	Global Positioning System
HBO	Home Based Other (trip purpose)
HBS	Home Based Shopping (trip purpose)
HBW	Home Based Work (trip purpose)
HOT	High Occupancy Toll and Vehicle
HOV	High Occupancy Vehicle
HRRR	High Risk Rural Road
HSIP	Highway Safety Improvement Plan
ISO/TC 211	International Standards Organization Geographic Information/Geomatics Standard
I/M	Inspection/Maintenance
ISTEA	Intermodal Surface Transportation Efficiency Act (1991)
ITRE	Institute for Transportation Research and Education (NC State)
ITS	Intelligent Transportation Systems
JARC	Job Access and Reverse Commute (FTA program, Section 5316)
KT RPO	Kerr-Tar Rural Transportation Planning Organization
LOS	Level-of-Service
LPA	Lead Planning Agency
L RTP	Long Range Transportation Plan (LRTP)
MAP 21	Moving Ahead for Progress in the 21st Century Act (current federal law)
MIS	Major Investment Study
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MSA	Metropolitan Statistical Area
MTIP	Metropolitan Transportation Improvement Program
MTP	Metropolitan Transportation Plan
MUTCD	Manual on Uniform Traffic Control Devices

Acronyms	Definitions
NAAQS	National Ambient Air Quality Standards
NADO	National Association of Development Organizations
NCAMPO	North Carolina Association of Metropolitan Planning Organizations
NCARPO	North Carolina Association of Rural Planning Organizations
NCDOT	North Carolina Department of Transportation
NCPTA	North Carolina Public Transportation Association
NCTA	North Carolina Turnpike Authority
NEPA	National Environmental Policy Act (1969)
NHB	Non Home Based (trip purpose)
NHS	National Highway System
NOx	Nitrogen Oxides
OUTBoard	Orange Unified Transportation Advisory Board (Orange County)
PDEA	Project Development and Environmental Analysis Branch (NC DOT)
PM 2.5	Particulate Matter, 2.5 micrometers
PIP	Public Involvement Policy
PPP	Public Private Partnership
PTD	Public Transportation Division (NCDOT)
PUD	Planned Unit Development
RGP	Rural General Public (Transit)
ROAR	Rural Operating Assistance Program (Transit)
ROW	Right-Of-Way
RPO	Rural Transportation Planning Organization
RSA	Road Safety Audit
RTF	Research Triangle Foundation
RTP	Research Triangle Park
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users

1. DEFINITIONS OF COMMONLY USED ACRONYMS - (CONT'D)

Acronyms	Definitions
SIP	State Implementation Plan (for air quality)
SOV	Single Occupancy Vehicle
SPOT	Strategic Planning Office of Transportation (NCDOT)
SRTS	Safe Routes to School
STAC	Special Transit Advisory Commission
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
STP-DA	Surface Transportation Program-Direct Attribution
TAB	Transportation Advisory Board (Chatham County)
TARPO	Triangle Area Rural Transportation Planning Organization
TAZ	Traffic Analysis Zone
TC	Technical Committee (local staff)
TCM	Transportation Control Measure
TDM	Travel Demand Management
TEA	Transportation Enhancement Activity
TEA-21	Transportation Equity Act for the 21st Century
TIA	Traffic Impact Analysis
TIGER	Topologically integrated geographic encoding and referencing (Census GIS data files)
TIP	Transportation Improvement Program
TJCOG	Triangle J Council of Governments
TMA	Transportation Management Area
TOD	Transit Oriented Development
TPB	Transportation Planning Branch (NCDOT)
TRM	Triangle Regional Model
TSM	Transportation System Management
TTA	Triangle Transit Authority
UAB	Urbanized Area Boundary

Acronyms	Definitions
UPWP	Unified Planning Work Program
USC	United States Code
USDOT	United States Department of Transportation
USEPA	United States Environmental Protection Agency
VHT	Vehicle Hours of Travel
VMT	Vehicle Miles of Travel
VOC	Volatile Organic Compounds
VPD	Vehicles per Day
V/C	Volume-to-Capacity Ratio
WCS	Web Coverage Service
WFS	Web Feature Service
WMS	Web Map Service
WPS	Web Processing Service
WMTS	Web Map Tile Service

2. OVERVIEW & GUIDANCE FOR FUNDING SOURCES

Fund Source Initials	Fund Source Title	Description	General Fund Ratio (Federal/State/Local) <i>There may be exceptions to the ratio.</i>	Website or Reference
APD	Appalachian Development Highway Program	The ARC and FHWA funds may be used for the construction, reconstruction, or improvement of highways on the designated 3,090 mile ADHS. MAP-21 Section 1108 amends 23 U.S.C. 133 and makes STP funds eligible for the “construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements for highways, including construction of designated routes of the Appalachian development highway system and local access roads under section 14501 of title 40.” NHPP funds may also be eligible if the facility meets the requirements of that program.	100/0/0	pages 15-17 of the 'Guide to Federal-Aid Programs and Projects' by FHWA
Bond R	Revenue Bond	The Federal-aid Highway Act of 1950 (Public Law 81-769) made provisions for a State to claim Federal reimbursement for the retirement of bonds used for certain highway purposes. This was codified in 23 U.S.C. 122. A State that used the proceeds of bonds for the construction of Primary, Interstate, or Urban Extension projects, or Interstate Substitute highway projects could claim Federal reimbursement on that portion of the bond proceeds used to retire the bonds. [Section 107(f) of the Surface Transportation Assistance Act (STAA) of 1982 added substitute highway projects approved under 23 U.S.C. 103(e)(4) as eligible bond issue projects]	100/0/0	pages 19-21 of the 'Guide to Federal-Aid Programs and Projects' by FHWA
CMAQ	Congestion Mitigation and Air Quality	Formula funding which implementers compete for funding based on projects air quality benefit and ability to implement projects, All CMAQ projects must demonstrate the three primary elements of eligibility: transportation identity, emissions reduction, and location in or benefiting a nonattainment or maintenance area.	80/0/20	pages 24-25 of the 'Guide to Federal-Aid Programs and Projects' by FHWA

2. OVERVIEW & GUIDANCE FOR FUNDING SOURCES - (CONT'D)

Fund Source Initials	Fund Source Title	Description	General Fund Ratio (Federal/State/Local) <i>There may be exceptions to the ratio.</i>	Website or Reference
DP	Demonstration, Priority, and Special Interest Projects	<p>"From 1970 until passage of the Intermodal Surface Transportation Efficiency Act of 1991 (1991 ISTEA, Public Law 102-240), Congress authorized more than 450 demonstration, priority, pilot, or special interest projects in various Federal-aid highway and appropriations acts. These projects were generically referred to as ""demonstration"" or ""demo"" projects, because Congress initiated this practice of providing special funding for these projects to demonstrate some new or innovative construction, financing, or other techniques on specific projects. The first demonstration projects were rail-highway crossings safety projects authorized on the Northeast Corridor high-speed rail line and in Greenwood, SC under the provisions of section 205 of the Federal-aid Highway Act of 1970 (P.L. 91-605). In 1973, the 19 cities railroad-highway demonstration projects were authorized in section 163 of the Federal-Aid Highway Act of 1973 (P.L. 93-87). With each new highway act or annual Department of Transportation (DOT) appropriations act, new demonstration projects were authorized or funding was provided for previously authorized projects"</p>	80/0/20	pages 37-38 of the 'Guide to Federal-Aid Programs and Projects' by FHWA
SHRP	Future Strategic Highway Research Program	<p>The Program is based on the NRC Special Report 260, entitled Strategic Highway Research: Saving Lives, Reducing Congestion, Improving Quality of Life and National Cooperative Highway Research Program Project 20-58. It emphasized the four areas of renewal, safety, congestion, and capacity. The SHRP II program includes an analysis of the following: 1) Renewal of aging highway infrastructure with minimal impact to users of the facilities. 2) Driving behavior and likely crash causal factors to support improved countermeasures. 3) Reducing highway congestion due to nonrecurring congestion. 4) Planning and designing new road capacity to meet mobility, economic, environmental, and community needs.</p>	100/0/0	pages 68-69 of the 'Guide to Federal-Aid Programs and Projects' by FHWA

2. OVERVIEW & GUIDANCE FOR FUNDING SOURCES - (CONT'D)

Fund Source Initials	Fund Source Title	Description	General Fund Ratio (Federal/State/Local) <i>There may be exceptions to the ratio.</i>	Website or Reference
HBP	Highway Bridge Program	HBP funds may be used for: • The total replacement of an eligible structurally deficient or functionally obsolete highway bridge on any public road with a new facility constructed in the same general traffic corridor, • The rehabilitation that is required to restore the structural integrity of an eligible structurally deficient or functionally obsolete bridge on any public road, as well as the rehabilitation work necessary to correct major safety (functional) defects, • The painting and application of calcium magnesium acetate applications, sodium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and de-icing compositions on bridges that are eligible for replacement or rehabilitation, • Seismic retrofits, systematic preventive maintenance, installation of scour countermeasures, and bridge inspection activities, and • The replacement of ferryboat operations in existence on January 1, 1984, the replacement of bridges destroyed before 1965, low-water crossings, and bridges made obsolete by Corps of Engineers (COE) flood control or channelization projects and not rebuilt with COE funds. Structurally deficient and functionally obsolete highway bridges eligible for replacement or rehabilitation must be over waterways, other topographical barriers, other highways, or railroads. The condition of highway bridges may also be improved through systematic preventative maintenance.	80/20/0	pages 75-76 of the 'Guide to Federal-Aid Programs and Projects' by FHWA
HP	HIGH PRIORITY CORRIDORS OR PROJECTS	Funding for projects specifically earmarked by Congress. These corridors or projects are Congressionally designated.	80/0/20	http://www.fhwa.dot.gov/safetealu/factsheets/highpriproj.htm
HPP21	High Priority Projects in TEA-21	Earmarked funds from TEA-21.	80/0/20	http://www.fhwa.dot.gov/safetealu/factsheets/highpriproj.htm
HPPLU	High Priority Project in SAFETEA-LU	Earmarked funds from SAFETEA-LU.	80/0/20	http://www.fhwa.dot.gov/safetealu/factsheets/highpriproj.htm
HRRR	High Risk Rural Roads	HRRRP funds, authorized under SAFETEA-LU, may be used to carry out construction and operational improvements on roadways functionally classified as a rural major or minor collector or a rural local road with significant safety risks, as defined by the State in accordance with an updated State Strategic Highway Safety Plan.	90/10/0	pages 73-74 of the 'Guide to Federal-Aid Programs and Projects' by FHWA

2. OVERVIEW & GUIDANCE FOR FUNDING SOURCES - (CONT'D)

Fund Source Initials	Fund Source Title	Description	General Fund Ratio (Federal/ State/Local) <i>There may be exceptions to the ratio.</i>	Website or Reference
HSIP	Highway Safety Improvement Programs (Safety Funds)	Formula funds for safety improvements.	90/10/0	pages 80-81 of the 'Guide to Federal-Aid Programs and Projects' by FHWA
ITS	Intelligent Transportation Systems Integration	ITS integration funds may be used to accelerate ITS integration and interoperability in metropolitan and rural areas and must be selected through competitive solicitation and meet certain detailed criteria. In metropolitan areas, funding shall be used primarily for integration; for projects outside metropolitan areas, funding may also be used for installation costs.	50/50/0	pages 91-92 of the 'Guide to Federal-Aid Programs and Projects' by FHWA
IM	Interstate Maintenance	"Types of work eligible for IM funding include: <ul style="list-style-type: none"> •Projects for resurfacing, restoration, rehabilitation, and reconstruction; •Projects for the reconstruction or new construction of bridges, interchanges, and over crossings along existing Interstate routes, including the acquisition of right-of-way where necessary; •Capital costs for operational, safety, traffic management, or intelligent transportation systems (ITS) improvements (operating costs are not eligible for IM funds); and •Projects for preventive maintenance. •Under the provisions of 23 U.S.C. 119(d), construction of new travel lanes, other than high occupancy vehicle (HOV) or auxiliary lanes, is not eligible for IM funding."	90/10/0	pages 101-102 of the 'Guide to Federal-Aid Programs and Projects' by FHWA
L	Local Match or Local Share	Local match or share requirement for federal or state funding sources.	equation or ratio varies	
NHP	National Highway Performance Program	Provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS. Construction, reconstruction, resurfacing, restoration, rehabilitation, preservation, or operational improvement of segments of the National Highway System.	90/10/0	pages 120-121 of the 'Guide to Federal-Aid Programs and Projects' by FHWA
NHPIM	National Highway Performance Program (Interstate Maintenance)	This program is for the rehabilitation, restoration, and resurfacing of the Interstate system only. The state prioritizes and programs projects for funding.	90/10/0	pages 120-121 of the 'Guide to Federal-Aid Programs and Projects' by FHWA
NHS	NATIONAL HIGHWAY SYSTEM	Formula funds that provide funding for projects on the national highway system.	90/10/0	pages 124-125 of the 'Guide to Federal-Aid Programs and Projects' by FHWA

2. OVERVIEW & GUIDANCE FOR FUNDING SOURCES - (CONT'D)

Fund Source Initials	Fund Source Title	Description	General Fund Ratio (Federal/State/Local) <i>There may be exceptions to the ratio.</i>	Website or Reference
NRS	NATIONAL AND REGIONAL SIGNIFICANT PROJECTS	Discretionary funding for high cost projects of national and regional importance. An eligible project is any surface transportation project eligible for assistance under 23 USC, including a freight railroad project eligible under that title, that has a total eligible cost greater than or equal to the lesser of (1) \$500,000,000 or (2) 50 percent of the amount of Federal highway funds apportioned to the State in which the project is located for the most recently completed fiscal year.	80/20/0	http://www.fhwa.dot.gov/safetealu/factsheets/natlregl.htm
RTP	Recreation Trails Program or also found as National Recreational Trails	Federal-aid assistance program of the FHWA to help the States provide and maintain recreational trails for both motorized and nonmotorized trail use. The purpose of the program is to provide funds in support of a wide variety of trail activities and related facilities, as well as environmental education and safety programs.	80/20/0	pages 151-152 of the 'Guide to Federal-Aid Programs and Projects' by FHWA
O	OTHER	"Other" or "O" funding generally means something "Other" than Federal, or State, or Local. For example, "O" might be private sector funds. It can also be used when local funds may be used, but the local jurisdiction has not submitted correspondence confirming the use of local funds	no equation or ratio related to "O"	
PL	Metropolitan Planning Funds	PL funds are available for MPOs to carry out the metropolitan transportation planning process required by 23 U.S.C. 134, including development of metropolitan area transportation plans and transportation improvement programs. Eligible activities include conducting inventories of existing routes to determine their physical condition and capacity, determining the types and volumes of vehicles using these routes, predicting the level and location of future population, employment, and economic growth, and using such information to determine current and future transportation needs.	80/0/20	pages 112-113 of the 'Guide to Federal-Aid Programs and Projects' by FHWA
PLH	Public Lands Highways	Discretionary funding to improve access to and within the Federal lands of the nation. Under the provisions of pre-MAP-21 23 U.S.C. 202(b)(1), public lands highways (PLHD and FH) funds shall be used to pay the cost of: <ul style="list-style-type: none"> • Transportation planning, research, and engineering and construction of, highways, roads, parkways, and transit facilities located on public lands, national parks, and Indian reservations; and • Operation and maintenance of transit facilities located on public lands, national parks, and Indian reservations. 	100/0/0	pages 138-139 of the 'Guide to Federal-Aid Programs and Projects' by FHWA
RR	Railway-Highway Crossing Hazard Elimination	These funds may be used for the elimination of hazards at both public and private railway-highway crossings along 11 Federally designated high-speed rail corridors.	80/20/0	pages 147-148 of the 'Guide to Federal-Aid Programs and Projects' by FHWA
S	State Match or State Share	State match or share requirement for a project.	equation or ratio varies	

2. OVERVIEW & GUIDANCE FOR FUNDING SOURCES - (CONT'D)

Fund Source Initials	Fund Source Title	Description	General Fund Ratio (Federal/State/Local) <i>There may be exceptions to the ratio.</i>	Website or Reference
SRTS	SAFE ROUTES TO SCHOOL	This program is to enable and encourage children, including those with disabilities, to walk and bicycle to school; to make walking and bicycling to school safe and more appealing; and to facilitate the planning, development and implementation of projects that will improve safety, and reduce traffic, fuel consumption and air pollution in the vicinity of schools. The state prioritizes and programs projects for funding.	100/0/0	pages 155-156 of the 'Guide to Federal-Aid Programs and Projects' by FHWA
STP	Surface Transportation Program	This program provides flexible funding that may be used by NCDOT and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road.	80/20/0	http://www.fhwa.dot.gov/safetealu/factsheets/stp.htm
RTP	Recreation Trails Program or also found as National Recreational Trails	Federal-aid assistance program of the FHWA to help the States provide and maintain recreational trails for both motorized and nonmotorized trail use. The purpose of the program is to provide funds in support of a wide variety of trail activities and related facilities, as well as environmental education and safety programs.	80/20/0	pages 151-152 of the 'Guide to Federal-Aid Programs and Projects' by FHWA
O	OTHER	"Other" or "O" funding generally means something "Other" than Federal, or State, or Local. For example, "O" might be private sector funds. It can also be used when local funds may be used, but the local jurisdiction has not submitted correspondence confirming the use of local funds	no equation or ratio related to "O"	
PL	Metropolitan Planning Funds	PL funds are available for MPOs to carry out the metropolitan transportation planning process required by 23 U.S.C. 134, including development of metropolitan area transportation plans and transportation improvement programs. Eligible activities include conducting inventories of existing routes to determine their physical condition and capacity, determining the types and volumes of vehicles using these routes, predicting the level and location of future population, employment, and economic growth, and using such information to determine current and future transportation needs.	80/0/20	pages 112-113 of the 'Guide to Federal-Aid Programs and Projects' by FHWA
PLH	Public Lands Highways	Discretionary funding to improve access to and within the Federal lands of the nation. Under the provisions of pre-MAP-21 23 U.S.C. 202(b)(1), public lands highways (PLHD and FH) funds shall be used to pay the cost of: • Transportation planning, research, and engineering and construction of, highways, roads, parkways, and transit facilities located on public lands, national parks, and Indian reservations; and • Operation and maintenance of transit facilities located on public lands, national parks, and Indian reservations.	100/0/0	pages 138-139 of the 'Guide to Federal-Aid Programs and Projects' by FHWA

2. OVERVIEW & GUIDANCE FOR FUNDING SOURCES - (CONT'D)

Fund Source Initials	Fund Source Title	Description	General Fund Ratio (Federal/State/Local) <i>There may be exceptions to the ratio.</i>	Website or Reference
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S	State Match or State Share	State match or share requirement for a project.	equation or ratio varies	
SRTS	SAFE ROUTES TO SCHOOL	This program is to enable and encourage children, including those with disabilities, to walk and bicycle to school; to make walking and bicycling to school safe and more appealing; and to facilitate the planning, development and implementation of projects that will improve safety, and reduce traffic, fuel consumption and air pollution in the vicinity of schools. The state prioritizes and programs projects for funding.	100/0/0	pages 155-156 of the 'Guide to Federal-Aid Programs and Projects' by FHWA
STP	Surface Transportation Program	This program provides flexible funding that may be used by NCDOT and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road.	80/20/0	http://www.fhwa.dot.gov/safetealu/factsheets/stp.htm
STP-DA	Surface Transportation Program - Direct Attributable	Formula urban surface transportation funds that are allocated to the MPO. The DCHC MPO's policy is to primarily use these funds (and TAP funds) on non-highway projects.	80/0/20	http://www.dot.il.gov/opp/itep.html
STP-EB	Surface Transportation Program, Enhancements (Bike)	Formula surface transportation funds for NCDOT bike/ped projects.	80/20/0	http://www.fhwa.dot.gov/safetealu/factsheets/stp.htm
STP-ON	Surface Transportation Program Bridge (On System Bridge)	Formula rural surface transportation funds that are allocated to NCDOT.	80/20/0	http://www.fhwa.dot.gov/safetealu/factsheets/stp.htm
STP-OFF	Surface Transportation Program (Off System Bridge)	Formula urban surface transportation funds that are allocated to NCDOT.	80/20/0	http://www.fhwa.dot.gov/safetealu/factsheets/stp.htm
T	State Highway Trust Funds	State Highway Trust Fund is a transportation fund which receives money from state fuel taxes and related excise taxes.	0/100/0	

2. OVERVIEW & GUIDANCE FOR FUNDING SOURCES - (CONT'D)

Fund Source Initials	Fund Source Title	Description	General Fund Ratio (Federal/State/Local) <i>There may be exceptions to the ratio.</i>	Website or Reference
TAP-DA	Transportation Alternatives Program - Direct Attributable	Federal Formula Funds for alternatives transportation projects for Transportation Management Areas. Provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, environmental mitigation and safe routes to school projects. A set-aside for the Recreational Trails Program is provided. MPOs and RTPOs are allocated TAP funds for prioritization and selection.	80/0/20	pages 190-191 of the 'Guide to Federal-Aid Programs and Projects' by FHWA
TAP	Transportation Alternatives Program - State	Federal Funds for alternative transportation projects for the state.	80/20/0	pages 190-191 of the 'Guide to Federal-Aid Programs and Projects' by FHWA
TIFIA	Transportation Infrastructure Finance and Innovation Act Program	Federal credit assistance to finance surface transportation projects of national and regional significance.	80/20/0	http://www.fhwa.dot.gov/ipd/tifia/ pages 202-203 of the 'Guide to Federal-Aid Programs and Projects' by FHWA
Tiger	Transportation Investment Generating Economic Recovery	Discretionary funding to achieve critical national objectives.	80/0/20	http://www.dot.gov/tiger/

2. OVERVIEW & GUIDANCE FOR FUNDING SOURCES - (CONT'D)

Fund Source #	Fund Source Initials	Fund Source Title	Description	General Fund Ratio (Federal/ State/ Local) <i>There may be exceptions to the ratio.</i>	Website or Reference
5303	5303	Metropolitan & Statewide Planning	"These programs provide funding to support cooperative, continuous, and comprehensive planning for making transportation investment decisions in metropolitan areas and statewide. Eligible Recipients include State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs). "	80/0/20	http://www.fta.dot.gov/grants/13093_3563.html
5307	FUZ	FTA URBAN FORMULA	Formula funding for capital and operating assistance in urbanized areas.	80/0/20	http://www.fta.dot.gov/grants/13093_3561.html
5309	FBUS	FTA NEW STARTS	Discretionary funding for new fixed guideway systems, new and replacement buses and facilities, modernization of existing rail systems.	80/0/20	http://www.fta.dot.gov/documents/ MAP-21_Fact_Sheet_-_Fixed_Guideway_Capital_Investment_Grants.pdf
5309	FBUS	FTA Section 5309 (m) (1) (A) (Rail)	Formula funding for Rail service.	80/0/20	http://www.fta.dot.gov/grants/13093_3558.html
5309	FBUS	FTA BUS DISCRETIONARY FUNDS	Formula funding for capital and operating assistance for bus service. capital projects include the purchasing of buses for fleet and service expansion, bus maintenance and administrative facilities, transfer facilities, bus malls, transportation centers, intermodal terminals, park-and-ride stations, acquisition of replacement vehicles, bus rebuilds, bus preventive maintenance, passenger amenities such as passenger shelters and bus stop signs, accessory and miscellaneous equipment such as mobile radio units, supervisory vehicles, fare boxes, computers and shop and garage equipment.	80/0/20	http://fta.dot.gov/grants/13094_3557.html
5309	FNS	FTA Core Capacity NEW STARTS	Discretionary funding for core capacity fixed guideway systems, replacement buses, and facilities.	80/0/20	http://www.fta.dot.gov/12304.html

2. OVERVIEW & GUIDANCE FOR FUNDING SOURCES - (CONT'D)

Fund Source #	Fund Source Initials	Fund Source Title	Description	General Fund Ratio (Federal/ State/ Local) <i>There may be exceptions to the ratio.</i>	Website or Reference
5310	FEPD	FTA ELDERLY/HANDICAPPED	Formula funding for capital and operating expenses to meet needs of persons 65 and over of with a disability.	80/0/20	http://fta.dot.gov/grants/13093_3556.html
5310- Operating	FEPD	FTA ELDERLY/HANDICAPPED	Formula funding for capital and operating expenses to meet needs of persons 65 and over of with a disability.	50/0/50	http://fta.dot.gov/grants/13093_3556.html
5310- Capital	FEPD	FTA ELDERLY/HANDICAPPED	Formula funding for capital and operating expenses to meet needs of persons 65 and over of with a disability.	80/0/20	http://fta.dot.gov/grants/13093_3556.html
5310- Admin	FEPD	FTA ELDERLY/HANDICAPPED	Formula funding for capital and operating expenses to meet needs of persons 65 and over of with a disability.	100/0/0	http://fta.dot.gov/grants/13093_3556.html
5311	FNU	Non-Urbanized Area Formula Program	An eligible recipient may use the funding for capital, operating, and administrative expenses for public transportation projects that meet the needs of rural communities.	80/0/20	
5311- Operating	FNU	Non-Urbanized Area Formula Program	An eligible recipient may use the funding for capital, operating, and administrative expenses for public transportation projects that meet the needs of rural communities.	50/0/50	http://www.fta.dot.gov/grants/13093_3555.html
5311- Capital	FNU	Non-Urbanized Area Formula Program	An eligible recipient may use the funding for capital, operating, and administrative expenses for public transportation projects that meet the needs of rural communities.	80/0/20	http://www.fta.dot.gov/grants/13093_3555.html
5311- Admin	FNU	Non-Urbanized Area Formula Program	An eligible recipient may use the funding for capital, operating, and administrative expenses for public transportation projects that meet the needs of rural communities.	100/0/0	http://www.fta.dot.gov/grants/13093_3555.html
5316	JARC	Job Access and Reverse Commute	Provide funding for transportation services designed to transport low income individuals to and from jobs and reverse commute projects.	80/0/20	http://www.rtachicago.com/jarc-nf/jarc-nf.html
5316- Operating	JARC	Job Access and Reverse Commute	Provide funding for transportation services designed to transport low income individuals to and from jobs and reverse commute projects.	50/0/50	http://www.rtachicago.com/jarc-nf/jarc-nf.html

2. OVERVIEW & GUIDANCE FOR FUNDING SOURCES - (CONT'D)

Fund Source #	Fund Source Initials	Fund Source Title	Description	General Fund Ratio (Federal/ State/ Local) <i>There may be exceptions to the ratio.</i>	Website or Reference
5316-Capital	JARC	Job Access and Reverse Commute	Provide funding for transportation services designed to transport low income individuals to and from jobs and reverse commute projects.	80/0/20	http://www.rtachicago.com/jarc-nf/jarc-nf.html
5317- Admin	FNF	New Freedom Program	Capital and operating expenses for new public transportation services and new public transportation alternatives beyond those required by the American with Disabilities Act of 1990 (ADA), that are designed to assist individuals with disabilities.	100/0/0	http://www.fta.dot.gov/grants/13093_3549.html
5337	5337	State of Good Repair	Formula funding for repairing and upgrading transit systems. Capital projects to maintain a system in a state of good repair, including projects to replace and rehabilitate: rolling stock; track; line equipment and structures; signals and communications; power equipment and substations; passenger stations and terminals; security equipment and systems; maintenance facilities and equipment; and operational support equipment, including computer hardware and software. Transit Asset Management Plan development and implementation.	80/0/20	http://www.fta.dot.gov/documents/MAP-21_Fact_Sheet_-_State_of_Good_Repair_Grants.pdf
5339	5339	Alternatives Analysis	Funds may be used to assist State and local governmental authorities in conducting alternatives analyses when at least one of the alternatives is a new new fixed guideway systems or an extensions to an existing fixed guideway system.	80/0/20	http://fta.dot.gov/grants/13094_7395.html
CMAQ	CMAQ	Congestion Mitigation and Air Quality	Formula funding to CMAP region in which implementers compete for funding based on projects air quality benefit and ability to implement projects. Can be flexed to 5307 funds.	80/0/20	http://www.cmap.illinois.gov/mobility/strategic-investment/cmaq
O	O	Other	"Other" or "O" funding generally means something "Other" than Federal, or State, or Local. For example, "O" might be private sector funds. It can also be used when local funds may be used, but the local jurisdiction has not submitted correspondence confirming the use of local funds.	n/a	

2. OVERVIEW & GUIDANCE FOR FUNDING SOURCES - (CONT'D)

Fund Source #	Fund Source Initials	Fund Source Title	Description	General Fund Ratio (Federal/ State/ Local) <i>There may be exceptions to the ratio.</i>	Website or Reference
RHGC	RHGC	Rail-Highway Grade Crossings	The funds are set-aside from the Highway Safety Improvement Program (HSIP) apportionment. Federal Formula funds for safety improvements to reduce the number of fatalities injuries, and crashes at public grade crossings.	90/0/10	http://www.fhwa.dot.gov/map21/rhc.cfm
STP	STP	Surface Transportation Program	Formula urban surface transportation funds that are allocated to NCDOT.	80/20/0	http://www.fhwa.dot.gov/safetealu/factsheets/stp.htm
STP-DA	STP-DA	Surface Transportation Program Direct Attributable	Formula urban surface transportation funds that are allocated to the MPO. Can be flexed to 5307 funds.	80/0/20	http://www.fhwa.dot.gov/safetealu/factsheets/stp.htm

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FY2016-2025

Metropolitan Transportation Improvement Program

APPENDIX F: 10-YEAR PROGRAM OF PROJECTS

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Appendix F Contents

1. OVERVIEW	F-1
2. ORGANIZATION OF PROJECTS IN THE MTIP	F-1
3. MTIP PROJECT INFORMATION SHEETS	F-1
4. HOW TO READ A PROJECT SHEET	F-2
Division 5 Projects	7
Division 7 Projects	131
Division 8 Projects	237
Statewide Projects	251

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1. OVERVIEW

This appendix presents the 10-year program of projects included in the FY2016-2025 MTIP. The appendix contains funding information and schedules for transportation modes and programs including: Highways, Aviation, Bicycle and Pedestrian, Ferry, Public Transportation, Rail, Governor's Highway Safety and statewide related programs.

2. ORGANIZATION OF PROJECTS IN THE MTIP

The transportation program in the MTIP is first organized by the three transportation Divisions (5, 7, and 8) that make up the DCHC MPO area. Each Division's section begins with a summary list of projects for the Division. The Divisions are followed by the program of Statewide projects. Each Division section includes a funding source reference table and is divided between highway and non-highway project schedules. Projects frequently extend across county and Division lines, which results in some duplicate projects. When this duplication occurs, a project is listed in every Division in which it is found.

Projects are further subdivided by category: Interstate, Rural, Urban, Federal Bridge, Bicycle and Pedestrian (& Safe Routes to School), Congestion Mitigation, Highway Safety Improvement Program, Ferry, Passenger Rail, and Roadside Environmental. It is important to note that Highway Funded (HFB) bridge projects are funded from maintenance funds and are not selected through the STI process. Therefore, they are shown in the STIP and

MTIP for information only.

All projects require extensive planning, environmental impact, and design studies. The location and exact type of improvements are subject to refinement and modification during the planning and design phases. The planning, environmental impact, and design phases are not included for every single project because NCDOT does not often specifically break these phases out separately from Right-of-Way (ROW) or Construction phases of projects.

3. MTIP PROJECT INFORMATION SHEETS

Each project information sheet includes a description of the project, a map of the project location (if the project was mappable), the phases of projects listed by Fiscal Year, the costs for each phase, and the anticipated funding sources.

It is important to note that the NCDOT does not always separately identify federal funds and non-federal matching funds for project costs in the STIP. The DCHC MPO attempted to separate federal funds from non-federal matching funds for the majority of projects in the MTIP with the goal of providing additional project cost-related details. The DCHC MPO referred to FHWA's *Guide to Federal Aid Programs and Projects* and FTA funding fact sheets for guidance related to the appropriate funding ratios to use for federal funding programs. Each federal funding program and its associated ratio is available for review in Appendix E of this MTIP.

4. HOW TO READ A PROJECT SHEET

Project Breaks are used to represent different segments or portions of a project and are shown as a letter following the TIP #.



US 70 (Miami Boulevard)

HIGHWAY PROGRAM

Project Information

Full U-5720 project information is Lynn Road in Durham to west of Alexander Drive in Raleigh. Upgrade to controlled-access facility and convert at-grade intersection with SR 1811/SR 1959 to interchange. Total project length is 1.6 miles. Total project cost for the entire project is \$136,124,000. Break A of this project is US 70 (Miami Blvd) from Lynn Road to SR 1959 (S Miami Blvd) / SR 1811 (Sherron Rd). Project costs for only Break A are shown in the table below. Planning and design for this project are in progress.

TIP # U-5720 **A**
MTP # 116; 116.1
Project Length 1.6 miles
Grantor Grant #
MUNIS Grant #

Project Types Intersection Improvements, Upgrade Roadway, Division 5: Highway - Urban
Jurisdictions / Agencies City of Durham, Durham County, NCDOT, Division 5

Corresponding Metropolitan Transportation Plan ID (if applicable)
Corresponding Grant Numbers - applicable for transit-related grants

Location of the project or agency involved with implementation of the project.

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
T	Utilities	2022	0	3,248,000	0	3,248,000
T	Right of Way	2022	0	27,067,000	0	27,067,000
T	Construction	2024	0	26,235,000	0	26,235,000
T	Construction	2025	0	26,235,000	0	26,235,000
T	Construction	Future Unfunded	0	26,235,000	0	26,235,000
O	PE/Design	Prior Year	0	0	0	2,000,000
Total Project Cost						111,020,000

See Appendix E for detailed information on funding sources used for each project phase.

Type of work or activity to be completed as phases that make up each project.

Estimated costs for each phase of the project and the total project in current year dollars.

Unfunded project costs - unfunded future commitments



Map of estimated project location (if the project was mappable at the time of the release of the draft MTIP).

FY2016-2025

Metropolitan Transportation Improvement Program

DIVISION 5 PROJECTS

HOW TO READ A PROJECT SHEET

Project Breaks are used to represent different segments or portions of a project and are shown as a letter following the TIP #.

US 70 (Miami Boulevard)

HIGHWAY PROGRAM

Project Information

Full U-5720 project information is Lynn Road in Durham to west of Alexander Drive in Raleigh. Upgrade to controlled-access facility and convert at-grade intersection with SR 1811/SR 1959 to interchange. Total project length is 1.6 miles. Total project cost for the entire project is \$136,124,000. Break A of this project is US 70 (Miami Blvd) from Lynn Road to SR 1959 (S Miami Blvd) / SR 1811 (Sherron Rd). Project costs for only Break A are shown in the table below. Planning and design for this project are in progress.

TIP # U-5720 **A**
MTP # 116; 116.1
Project Length 1.6 miles
Grantor Grant #
MUNIS Grant #

Project Types Intersection Improvements, Upgrade Roadway, Division 5: Highway - Urban
Jurisdictions / Agencies City of Durham, Durham County, NCDOT, Division 5

Corresponding Metropolitan Transportation Plan ID (if applicable)
 Corresponding Grant Numbers - applicable for transit-related grants

Location of the project or agency involved with implementation of the project.

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
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T	Construction	2024	0	26,235,000	0	26,235,000
T	Construction	2025	0	26,235,000	0	26,235,000
T	Construction	Future Unfunded	0	26,235,000	0	26,235,000
O	PE/Design	Prior Year	0	0	0	2,000,000
Total Project Cost						111,020,000

See Appendix E for detailed information on funding sources used for each project phase.

Type of work or activity to be completed as phases that make up each project.

Estimated costs for each phase of the project and the total project in current year dollars.

Unfunded project costs - unfunded future commitments



Map of estimated project location (if the project was mappable at the time of the release of the draft MTIP).

FY2016-2025 TIP

DIVISION 5 PROJECTS

HIGHWAY PROGRAM

TIP #	PROJECT NAME	DESCRIPTION	PROJECT EXPECTED START DATE	TOTAL ESTIMATED PROJECT COST	PAGE #
I-3306 A	I-40	Full project details for I-3306 is widening of I-40 and installation of ITS from I-85 in Orange County to NC 147/Durham Freeway in Durham County. The project includes two breaks, Break A and Break B. Break A for this project are the improvements along I-40 from I-85 to the Durham County line. Break A length is 11.42 miles. ***Improvements to I-40 & NC 86 interchange.*** Break B is the section of I-40 from Orange County line to NC 147 in Durham County and has been completed.	Prior Year	\$175,131,000	1
I-5307	I-540	Pavement rehabilitation and shoulder seals along I-540 from I-40 in Durham County to NC 50 in Wake County. From SR 1789 (Pleasant Grove Church Road) to US 70, apply friction course. This project is under construction. Let with I-5310, project costs include costs for I-5310.	Prior Year	\$10,442,000	2
I-5702 A	I-40 Managed Lanes	The full project details are to construct managed lanes along I-40 from US 15/501 in Durham County to I-440/US 64 in Wake County, a total of 31 miles. Total project cost for entire project is \$1,776,158,000. Break A is the segment of the project from US 15/501 to NC 147. Break A length is 8.55 miles. Project costs for only Break A are shown in the table below. Coordinate this project with FS-1005A and FS-1205A.	2016	\$526,780,000	3
I-5702 B	I-40 Managed Lanes	The full project details are to construct managed lanes along I-40 from US 15/501 in Durham County to I-440/US 64 in Wake County, a total of 31 miles. Total project cost for entire project is \$1,776,158,000. Break B for the project is I-40 from NC 147 to SR 1728 (Wade Ave). Project costs for only Break B are shown in the table below. Coordinate this project with FS-1005A and FS-1205A.	2016	\$733,800,000	4
I-5702 C	I-40 Managed Lanes	The full project details are to construct managed lanes along I-40 from US 15/501 in Durham County to I-440/US 64 in Wake County, a total of 31 miles. Total project cost for entire project is \$1,776,158,000. Break C of the project is I-40 from US 15/501 in Durham County to I-440/US 64 in Wake County. Project costs for only Break C are shown in the table below. Coordinate this project with FS-1005A and FS-1205A.	2024	\$515,578,000	5
I-5707	I-40 Auxiliary Lane	Construct westbound auxiliary lane along I-40 from NC 55 (Alston Ave) to NC 147. Planning and design for this project are in progress. Coordinate with I-5702 A.	Prior Year	\$15,969,000	6
I-5729	I-85	Pavement rehabilitation along I-85 from 0.5 miles west of US 501 to 0.1 miles east of SR 1827 (Midland Terrace Rd) in Durham.	2016	\$8,319,000	7

FY2016-2025 TIP ~ DIVISION 5 PROJECTS

HIGHWAY PROGRAM					
TIP #	PROJECT NAME	DESCRIPTION	PROJECT EXPECTED START DATE	TOTAL ESTIMATED PROJECT COST	PAGE #
EB-4707	Old Chapel Hill Rd / Old Durham Rd	SR 2220 (Old Chapel Hill Rd) and SR 1838 (Old Durham Rd). The full project is from US 15/501 in Orange County to SR 1116 (Garrett Rd) in Durham County. Bicycle, pedestrian, and transit improvements; and construction of a roundabout. Total project length is 2.7 miles. The total project cost is \$1,3321,000. Project #EB-4707 is the just the PE/design for the project. The table below only presents the schedule and funding for the PE/design for the project. Breaks A and B of the project present the funding and schedule for ROW, Utilities, and Construction.	Prior Year	\$2,109,278	8
EB-4707 A	Old Chapel Hill Rd / Old Durham Rd	SR 2220 (Old Chapel Hill Rd) and SR 1838 (Old Durham Rd). Full EB-4707 project is from US 15/501 in Orange County to SR 1116 (Garrett Rd) in Durham County. Bicycle, pedestrian, and transit improvements; and construction of a roundabout. Total project length is 2.7 miles. Total project cost is \$13,321,000. Break A of the project is from US 15/501 in Orange County to SR 1113 (Pope Rd) in Durham County. The funding and schedule for Break A are shown in the table below.	Prior Year	\$3,575,267	9
EB-4707 B	Old Chapel Hill Rd / Old Durham Rd	SR 2220 (Old Chapel Hill Rd) and SR 1838 (Old Durham Rd). Full EB-4707 project is from US 15/501 in Orange County to SR 1116 (Garrett Rd) in Durham County. Bicycle, pedestrian, and transit improvements; and construction of a roundabout. Total project length is 2.7 miles. Total project cost for this project is \$13,321,000. Break B of the project is from SR 1113 (Pope Rd) to SR 1116 (Garrett Rd) in Durham County. The project schedule and funding for Break B are shown in the table below.	Prior Year	\$7,636,456	10
EL-2921 E	American Tobacco Trail	NC 54 in Durham to Chatham County line. Construct a multi-purpose trail. Parts A - D complete, Part E under construction by the City of Durham.	Prior Year	\$7,497,000	11
U-0071	New Route (East End Connector)	East End Connector, from NC 147 (Durham Freeway) to north of NC 98 in Durham. Four-lane divided freeway with auxiliary lanes, part on new location.	Prior Year	\$206,465,000	12
U-3308	NC 55 (Alston Ave)	From NC 147 (Durham Freeway) to US 70 Business/ NC 98 (Holloway St) in Durham. Widen from four-lane divided facility from NC 147 to Main Street and replace Norfolk Southern railroad bridges. Modernize from Main Street to US 70 Business/ NC 98 (Holloway St) including addition of on-street parking, bicycle lanes, turn lanes, median, and access management. Right of way for this project is in progress.	Prior Year	\$43,948,000	13
U-4727	DCHC MPO Planning Allocation and Work Program	DCHC MPO Planning Allocation and Work Program. This project includes \$233,000 Federal TIGER grant. This project is in progress.	Prior Year	\$14,939,000	14

FY2016-2025 TIP ~ DIVISION 5 PROJECTS

HIGHWAY PROGRAM					
TIP #	PROJECT NAME	DESCRIPTION	PROJECT EXPECTED START DATE	TOTAL ESTIMATED PROJECT COST	PAGE #
U-5023	DCHC MPO STP-DA Reserve Funds	DCHC MPO STP-DA Funds - Reserved for future programming.	2020	\$22,982,000	15
U-5516	US 501 (Roxboro Rd)	SR 1448 Latta Road / SR 1639 Infinity Road intersection in Durham. Intersection Improvements. Planning and design for this project are in progress. ROW acquisition is funded by the City of Durham.	Prior Year	\$4,210,000	16
U-5717	US 15/501 (and Garrett Road)	SR 1116 Garrett Road in Durham. Convert the existing at-grade intersection to an interchange. Coordinate this project with TE-5205.	2016	\$23,870,000	17
U-5720 A	US 70 (Miami Boulevard)	Full U-5720 project information is Lynn Road in Durham to west of Alexander Drive in Raleigh. Upgrade to controlled-access facility and convert at-grade intersection with SR 1811/ SR 1959 to interchange. Total project length is 1.6 miles. Total project cost for the entire project is \$136,124,000. Break A of this project is US 70 (Miami Blvd) from Lynn Road to SR 1959 (S Miami Blvd) / SR 1811 (Sherron Rd). Project costs for only Break A are shown in the table below. Planning and design for this project are in progress.	Prior Year	\$111,020,000	18
U-5720 B	US 70 (Miami Boulevard)	Full U-5720 project information is Lynn Road in Durham to west of Alexander Drive in Raleigh. Upgrade to controlled-access facility and convert at-grade intersection with SR 1811/ SR 1959 to interchange. Total project length is 1.6 miles. Total project cost for the entire project is \$136,124,000. Break B of this project is US 70 (Miami Blvd) from SR 1959 (S Miami Blvd) / SR 1811 (Sherron Rd) Intersection. Convert at-grade intersection to interchange. Break B are shown in the table below. Planning and design for this project are in progress.	2016	\$25,104,000	19
U-5720 C	US 70 (Miami Boulevard)	Full U-5720 project information is Lynn Road in Durham to west of Alexander Drive in Raleigh. Upgrade to controlled-access facility and convert at-grade intersection with SR 1811/ SR 1959 to interchange. Total project length is 1.6 miles. Total project cost for the entire project is \$136,124,000. Break C of this project is US 70 from SR 1959 (South Miami Blvd) / SR 1811 (Sherron Rd) to SR 1906 (Leesville Rd). Break C for this project is not currently funded, no schedule or funding is shown below. Planning and design for this project are in progress.	not listed	not funded	20
U-5720 D	US 70 (Miami Boulevard)	Full U-5720 project information is Lynn Road in Durham to west of Alexander Drive in Raleigh. Upgrade to controlled-access facility and convert at-grade intersection with SR 1811/ SR 1959 to interchange. Total project length is 1.6 miles. Total project cost for the entire project is \$136,124,000. Break D of this project is US 70 from Leesville Rd in Durham County to west of Alexander Drive in Wake County. Break D for this project is not currently funded, no schedule or funding is shown below. Planning and design for this project are in progress.	not listed	not funded	21

FY2016-2025 TIP ~ DIVISION 5 PROJECTS

HIGHWAY PROGRAM					
TIP #	PROJECT NAME	DESCRIPTION	PROJECT EXPECTED START DATE	TOTAL ESTIMATED PROJECT COST	PAGE #
U-5745	NC 751 (Hope Valley Road)	SR 1183 (University Dr) intersection in Durham. Construct a roundabout. Planning and design for this project are in progress. Coordinate with EB-5514.	Prior Year	\$1,107,000	22
U-5774 A	NC 54	The full project #U-5774 is NC 54 from US 15/501 in Chapel Hill to NC 55 in Durham, upgrade roadway corridor. Total project length for all sections is 9.2 miles. Total project cost for the entire project is \$228,859,000. Break A for this project is NC 54 and US 15/501, upgrade interchange. Project costs for Break A are shown in the table below. Planning and design for this project are in progress. Breaks A through F are on expanded NHS. Coordinate this project with TE-5205.	Prior Year	\$23,700,000	23
U-5774 B	NC 54	The full project #U-5774 is NC 54 from US 15/501 in Chapel Hill to NC 55 in Durham, upgrade roadway corridor. Total project length for all sections is 9.2 miles. Total project cost for the entire project is \$228,859,000. Break B for this project is improvements to NC 54 from US 15/501 in Orange County to SR 1110 (Barbee Chapel Rd) in Durham County, upgrade the roadway corridor and convert at-grade intersection with SR 1110 (Barbee Chapel Rd) to interchange. Project length for Break B is 0.20 miles. ***Consultation with Town of Chapel Hill regarding NC 54 and Barbee Chapel Road intersection improvements will occur during planning and design.*** Project costs for Break B are shown in the table below. Planning and design for this project are in progress. Breaks A through F are on expanded NHS. Coordinate this project with TE-5205.	Prior Year	\$32,106,000	24
U-5774 C	NC 54	The full project #U-5774 is NC 54 from US 15/501 in Chapel Hill to NC 55 in Durham, upgrade roadway corridor. Total project length for all sections is 9.2 miles. The total project cost for the entire project is \$228,859,000. Break C for this project is NC 54 from SR 1110 (Barbee Chapel Rd) to I-40, upgrade the roadway corridor. Project costs for Break C are shown in the table below. Planning and design for this project are in progress. Breaks A through F are on expanded NHS. Coordinate this project with TE-5205.	Prior Year	\$9,100,000	25
U-5774 D	NC 54	The full project #U-5774 is NC 54 from US 15/501 in Chapel Hill to NC 55 in Durham, upgrade roadway corridor. Total project length for all sections is 9.2 miles. The total project cost for the entire project is \$228,859,000. Break D of the project is NC 54 and Falcon Bridge Road, convert at-grade intersection to interchange. Project costs for Break D are shown in the table below. Planning and design for this project are in progress. Breaks A through F are on expanded NHS. Coordinate this project with TE-5205.	Prior Year	\$13,400,000	26

FY2016-2025 TIP ~ DIVISION 5 PROJECTS

HIGHWAY PROGRAM					
TIP #	PROJECT NAME	DESCRIPTION	PROJECT EXPECTED START DATE	TOTAL ESTIMATED PROJECT COST	PAGE #
U-5774 E	NC 54	The full project #U-5774 is NC 54 from US 15/501 in Chapel Hill to NC 55 in Durham, upgrade roadway corridor. Total project length for all sections is 9.2 miles. The total project cost for the entire project is \$228,859,000. Break E of the project is NC 54 and SR1110 (Farrington Rd) convert at-grade intersection to grade-separated. Project costs for Break E are shown in the table below. Planning and design for this project are in progress. Breaks A through F are on expanded NHS. Coordinate this project with TE-5205.	Prior Year	\$2,325,000	27
U-5774 F	NC 54	The full project #U-5774 is NC 54 from US 15/501 in Chapel Hill to NC 55 in Durham, upgrade roadway corridor. Total project length for all sections is 9.2 miles. The total project cost for the entire project is \$228,859,000. Break F of the project is the I-40/NC 54 interchange improvements. ***Cost estimates for improvements to interchange may change during planning and design.*** Project costs for Break F are shown in the table below. Planning and design for this project are in progress. Breaks A through F are on expanded NHS. Coordinate this project with TE-5205.	Prior Year	\$1,428,000	28
U-5774 G	NC 54	The full project #U-5774 is NC 54 from US 15/501 in Chapel Hill to NC 55 in Durham, upgrade roadway corridor. Total project length for all sections is 9.2 miles. The total project cost for the entire project is \$228,859,000. Break G of the project is NC 54 from I-40 to NC 751, upgrade the roadway corridor. Project costs for Break G are shown in the table below. Planning and design for this project are in progress. Coordinate this project with TE-5205.	Prior Year	\$32,000,000	29
U-5774 H	NC 54	The full project #U-5774 is NC 54 from US 15/501 in Chapel Hill to NC 55 in Durham, upgrade roadway corridor. Total project length for all sections is 9.2 miles. The total project cost for the entire project is \$228,859,000. Break H of the project is NC 54 from NC 751 to SR 1118 (Fayetteville Rd), upgrade the roadway corridor. Project costs for Break H are shown in the table below. Planning and design for this project are in progress. Coordinate this project with TE-5205.	Prior Year	\$21,600,000	30
U-5774 I	NC 54	The full project #U-5774 is NC 54 from US 15/501 in Chapel Hill to NC 55 in Durham, upgrade roadway corridor. Total project length for all sections is 9.2 miles. The total project cost for the entire project is \$228,859,000. Break I of the project is NC 54 from SR 1118 (Fayetteville Rd) to SR 1106 (Barbee Rd), upgrade the roadway corridor. Project costs for Break I are shown in the table below. Planning and design for this project are in progress. Coordinate this project with TE-5205.	Prior Year	\$46,800,000	31
U-5774 J	NC 54	The full project #U-5774 is NC 54 from US 15/501 in Chapel Hill to NC 55 in Durham, upgrade roadway corridor. Total project length for all sections is 9.2 miles. The total project cost for the entire project is \$228,859,000. Break J of the project is NC 54 from SR 1106 (Barbee Rd) to NC 55, upgrade roadway corridor. Project costs for Break J are shown in the table below. Planning and design for this project are in progress. Coordinate this project with TE-5205.	Prior Year	\$46,400,000	32

FY2016-2025 TIP ~ DIVISION 5 PROJECTS

HIGHWAY PROGRAM					
TIP #	PROJECT NAME	DESCRIPTION	PROJECT EXPECTED START DATE	TOTAL ESTIMATED PROJECT COST	PAGE #
U-5823	Woodcroft Parkway Extension	SR 1116 (Garrett Rd) to NC 751 (Hope Valley Rd) in Durham. Construct roadway on new alignment. Planning, design, right of way, and construction by the City of Durham. Non-state system facility, local match by City of Durham.	2020	\$2,219,000	33
FS-1205 A	I-40 Feasibility Study	The I-40 Feasibility Study will evaluate I-40 from NC 86 in Orange County, to SR 1728 (Wade Ave) in Wake County. The study will consider the construction of managed lanes. The feasibility study is in progress.	not listed	not funded	34
FS-1205 C	NC 147 (Durham Freeway) Feasibility Study	The NC 147 Feasibility Study will evaluate NC 147 from I-40 to the future East End Connector. The study will consider widening NC 147 to six lanes and include the rehabilitation of pavement. The feasibility study is in progress.	not listed	not funded	35
FS-1305 A	I-540 / NC 540 Feasibility Study	The I-540 / NC 540 Feasibility Study will evaluate I-540/NC 540 from NC 54 to US 64/ 264. The study will consider the construction of managed lanes. The feasibility study is in progress.	not listed	not funded	36
B-4943	SR 1616 (Bahama Road) (Bridge)	Replace Bridge #20 over Dial Creek (Lake Michie). Planning and design for this project are in progress.	Prior Year	\$1,277,000	37
B-5512	SR 1902 (Kemp Road) (Bridge)	Replace bridge No. 89 over Lick Creek. Planning and design for this project are in progress.	Prior Year	\$1,250,000	38
B-5674	US 15/501 Northbound (Bridge)	Replace bridge No. 88 over SR 1308 (Cornwallis Rd) in Durham.	2023	\$2,319,000	39
BD-5105	Division 5 Bridges (BPOC)	Division 5 Purchase Order Contract bridge replacement projects at selected locations. This project is in progress - bridge purchase order contract (BPOC)	Prior Year	\$15,428,000	40
EE-4905	Ecosystem Enhancement Program	Ecosystem Enhancement Program for Division 5 Project Mitigation. This project is in progress.	Prior Year	\$15,563,000	41
W-5205	Highway Safety Projects	Division 5 rumble strips, guardrail, safety, and lighting improvements at selected locations. This project is in progress.	Prior Year	\$5,000,000	42
C-4924 B	TJCOG TDM	TJCOG - develop a flexible work schedule for employees and organizations in the Triangle Ozone Non-attainment Area for three years. Full project cost for C-4924 includes funding for the CAMPO. Full project cost (including CAMPO) is \$11,174,000. The funding and schedule for Break B, the DCHC MPO portion, are shown in the table below. This project is in progress by the TJCOG.	Prior Year	\$5,492,000	43

FY2016-2025 TIP ~ DIVISION 5 PROJECTS

HIGHWAY PROGRAM					
TIP #	PROJECT NAME	DESCRIPTION	PROJECT EXPECTED START DATE	TOTAL ESTIMATED PROJECT COST	PAGE #
C-4928	SR 1317 (Morreene Road)	Construct bike lanes and sidewalks along Morreene Road in Durham, from Neal Road to SR 1320 (Erwin Road). Planning, design, right of way, and construction by the City of Durham. This project is in progress.	Prior Year	\$6,317,000	44
C-5178	Sidewalks in Durham (Campus Walk Ave and LaSalle St)	Sidewalks on Campus Walk Ave from Morreene Rd to LaSalle St. Sidewalks on LaSalle St from Kangaroo Dr to Erwin Rd in Durham. Planning, design, right of way, and construction are in progress by the City of Durham.	Prior Year	\$336,000	45
C-5183 B	Sidewalks in Durham	Full C-5183 project information is construct sidewalks in Durham. Break B for this project is sidewalks from Carpenter Fletcher Rd to SR 1102 / SR 1977 (Sedwick Rd). Planning, design, right of way, and construction are in progress by the City of Durham.	Prior Year	\$1,254,000	46
C-5572	West Ellerbe Creek Greenway Trail	West Ellerbe Creek Greenway Phase II: Westover Park to Stadium Drive in Durham. Construct multi-use path. Planning, design, right of way, and construction are in progress by the City of Durham.	2016	\$1,352,000	47
C-5605	CMAQ in DCHC MPO Area	Projects to improve Congestion and Air Quality in the DCHC MPO area.	2016	\$2,453,000	48
E-5501	Freedom Road Signage	Freedom Roads. Install interactive wayside signage for designated sites. This project is under construction.	Prior Year	\$272,000	49
E-5502	Bennett Memorial Road	Bennett Place Historic Site in Durham. Renovation of visitor center to include new exhibits and climate control system, and renovation of gift shop. This project is under construction by the NC Department of Cultural Resources.	Prior Year	\$91,000	50

FY2016-2025 TIP ~ DIVISION 5 PROJECTS

NON-HIGHWAY PROGRAM					
TIP #	PROJECT NAME	DESCRIPTION	PROJECT EXPECTED START DATE	TOTAL ESTIMATED PROJECT COST	PAGE #
EB-5514	NC 751 / SR 1183 / SR 2220	Add bicycle lanes and pedestrian improvements along NC 751 from SR 1116 (Garrett Road) to SR 1158 (Cornwallis Road) in Durham. Planning, design, right of way, and construction are in progress by the City of Durham.	Prior Year	\$1,025,000	51
EB-5703	LaSalle Street Sidewalks	Construct sidewalks on both sides of LaSalle Street from Kangaroo Drive to US 70 Business (Hillsborough Road) and on one-side of LaSalle Street from Hillsborough Road to Sprunt Avenue. Planning, design, right of way, and construction by the City of Durham.	2016	\$611,000	52
EB-5704	Raynor Street Sidewalks	Construct sidewalk on one side of street along Raynor Street from North Miami Boulevard to North Hardee Street in Durham. Planning, design, right of way, and construction by the City of Durham.	2016	\$300,000	53
EB-5708	NC 54 Sidewalks	Construct sections of sidewalk on south side of NC 54, from NC 55 to Research Triangle Park western limit in Durham. Planning, design, right of way, and construction by the City of Durham.	2016	\$300,000	54
EB-5715	US 501 Bypass (North Duke Street) Sidewalks	Construct sidewalk on east side of North Duke Street from Murray Avenue to US 501 Business (North Roxboro Road) to fill in existing gaps. Planning, design, right of way, and construction by the City of Durham.	2016	\$1,324,000	55
EB-5720	Bryant Bridge Trail	Construct a multi-use path from NC 55 to the Kelly Bryant Bridge in Durham. Planning, design, right of way, and construction by the City of Durham.	2018	\$1,235,000	56
ER-2971	NCDOT Sidewalk Program	NCDOT's Sidewalk Program in all fourteen highway divisions. This project is in progress. \$182,000 in STP-DA funds have been allocated to Prior Year of ER-2971E.	Prior Year	\$25,408,000	57
U-4724	SR 1158 (Cornwallis Road)	Construct bike and pedestrian features along Cornwallis Road from South Roxboro Road to Chapel Hill Road in Durham. Planning, design, right of way, and construction are in progress by the City of Durham.	Prior Year	\$5,432,000	58
U-4726	DCHC MPO Bike/ Ped TAP-Eligible Projects	Durham-Chapel Hill-Carrboro (DCHC) MPO. Bicycle, pedestrian, and Transportation Alternatives Program (TAP)-eligible projects. Construct bike and pedestrian features. Planning, design, right of way, and construction by jurisdictions or agencies in the DCHC MPO area. STP-DA and TAP-DA funding reflects unprogrammed balances, programming subject to MPO approval.	Prior Year	\$17,988,000	59

FY2016-2025 TIP ~ DIVISION 5 PROJECTS

NON-HIGHWAY PROGRAM / U-4726 GROUPING

TIP #	PROJECT NAME	DESCRIPTION	PROJECT EXPECTED START DATE	TOTAL ESTIMATED PROJECT COST	PAGE #
U-4726 HJ	NC 751 and NC 54 Sidewalks	Construction of sidewalks on NC 751 between Garrett Rd and NC 54, and on NC 54 between NC 751 and Dresden Drive. This project was previously part of ER-2971, the NCDOT's Sidewalk Program in all fourteen highway divisions.	2016	\$283,558	60
U-4726 HK	Hillandale Road (Bike/Ped)	Construct sidewalks and bicycle facilities along Hillandale Road from I-85 to NC 147.	Prior Year	\$3,107,940	61
U-4726 HL	Barbee Road Sidewalks	Sidewalk on Barbee Road from Orindo to Pearsontown Elementary School.	Prior Year	\$19,600	62
U-4726 HM	Avondale Road (Bike/Ped)	Construct bicycle and pedestrian facilities along Avondale Road.	Prior Year	\$404,883	63
U-4726 HO	Carpenter- Fletcher Road (Bike/Ped)	Construct sidewalks and bicycle facilities along Carpenter-Fletcher Road from Woodcroft Pkway to Alston Ave.	Prior Year	\$4,415,183	64

FY2016-2025 TIP ~ DIVISION 5 PROJECTS

NON-HIGHWAY PROGRAM					
TIP #	PROJECT NAME	DESCRIPTION	PROJECT EXPECTED START DATE	TOTAL ESTIMATED PROJECT COST	PAGE #
TA-4818 B	GoTriangle Replacement Bus	Replacement bus. 5307 Grant.	Prior Year	\$6,491,000	65
TA-4923	GoDurham Replacement Bus	Battery replacement, bus refurbishment, and paratransit vehicles and bus purchases. STP-DA Grant.	Prior Year	\$4,923,000	66
TA-5019 A	Replacement Paratransit Vehicle	Purchase of paratransit vehicles, bus refurbishment, and bus shelters. STP-DA Grant.	Prior Year	\$685,000	67
TA-5123 B	GoTriangle Expansion Bus	Expansion bus. 5307 Grant.	Prior Year	\$19,546,000	68
TA-5135	GoTriangle Bus Rehabilitation	Bus rehabilitation. 5309 Grant.	Prior Year	\$277,000	69
TA-5144	GoDurham Bus Battery Replacement	Purchase of buses. 5339 Grant.	2016	\$800,000	70
TA-5145	GoDurham Bus Refurbishment	Purchase of replacement buses and replacement paratransit vehicles. 5309 Grant.	Prior Year	\$424,000	71
TA-5146	GoDurham Bus Repower	Bus repower - 3. 5309 Grant.	2017	\$177,000	72
TA-5147	GoDurham Bus Refurbishment	Bus refurbishment - 3. 5309 Grant.	2017	\$51,000	73

FY2016-2025 TIP ~ DIVISION 5 PROJECTS

NON-HIGHWAY PROGRAM					
TIP #	PROJECT NAME	DESCRIPTION	PROJECT EXPECTED START DATE	TOTAL ESTIMATED PROJECT COST	PAGE #
TA-5148	GoTriangle Vanpool Vans	Vanpool vans - replacement (8). 5309 Grant.	Prior Year	\$224,000	74
TA-5154	GoTriangle Replacement Paratransit Vehicles	Replacement paratransit vehicles. STP-DA Grant.	Prior Year	\$269,000	75
TA-6246	Capital	Capital expenses. 5311 Grant.	Prior Year	\$200,000	76
TD-5267	GoTriangle Maintenance Facility Renovation	Maintenance facility renovation. 5309 Grant	Prior Year	\$94,000	77
TD-5273	GoTriangle Rougemont Park and Ride	Triangle Transit. Rougemont Park-and-Ride. Professional services and property acquisition. STP-DA Grant.	Prior Year	\$249,000	78
TE-5205 B	Durham-Orange Light Rail Transit	Construct a light rail transit system from UNC Hospitals in Chapel Hill to NC 55 (Alston Avenue) in Durham. Total project cost is \$1,532,646,000. Total project length is 17.1 miles. Break B for the project is from the Orange County line to NC 55 (Alston Avenue) in Durham. Break B is in Region C. Project costs for Break B are shown in the table below. Coordinate this project with projects I-5720A, U-5717, and U-5774.	Prior Year	\$1,168,554,000	79
TG-4738	GoDurham Routine Capital	Routine Capital - bus stop shelters, benches, shop equipment, spare parts, engines, service vehicles, etc. 5307 Grant.	Prior Year	\$9,065,000	80
TG-4738 A	Preventative Maintenance	Preventative Maintenance	Prior Year	\$51,860,000	81
TG-4821 B	GoTriangle Routine Capital	Routine Capital -Bus stop shelters, benches, shop equipment, spare parts, engines, farebox, service vehicles, etc includes ADA, PM, and service vehicles.	Prior Year	\$24,490,000	82
TG-4958	Passenger Amenities	Bus stop shelters, benches, shop equipment, spare parts, engines, service vehicles, etc. 5307 GRANT.	Prior Year	\$379,000	83
TG-5250	GoTriangle Shop Equipment	Shop Equipment	Prior Year	\$87,000	84

FY2016-2025 TIP ~ DIVISION 5 PROJECTS

NON-HIGHWAY PROGRAM					
TIP #	PROJECT NAME	DESCRIPTION	PROJECT EXPECTED START DATE	TOTAL ESTIMATED PROJECT COST	PAGE #
TG-5251	GoTriangle Routine Capital	Routine Capital. 5309 Grant.	Prior Year	\$277,000	85
TG-5255 B	Durham Neighborhood Transit Center	GoTriangle- establish Neighborhood Transit Centers in Durham. Reg B: Neighborhood Transit Center in South Durham in connection with Southpoint Park-and-Ride facility. Total project cost for Breaks B and E is \$1,320,000.	2016	\$660,000	86
TG-5255 E	Durham Neighborhood Transit Center	GoTriangle- establish Neighborhood Transit Centers in Durham. Reg E Neighborhood Transit Center in Southwest Durham in connection with Patterson Place Park-and-Ride facility. Total project cost for Breaks B and E is \$1,320,000.	2016	\$660,000	87
TK-6126	Administration	Administration. 5317 New Freedom.	Prior Year	\$1,083,000	88
TM-5304	Capital - Travel Training	Capital - Travel Training. JARC 5316 GRANT	Prior Year	\$125,000	89
TM-5307	Planning & Program Administration	City of Durham Planning & Program Administration of JARC projects (5316)	Prior Year	\$90,000	90
TM-5310	Expanded Service to Brier Creek	Expanded Service to Brier Creek - Rt.15. JARC 5316 Grant	Prior Year	\$462,000	91
TM-5311	GoTriangle Sunday Routes	Sunday Routes (400,700, & 800). JARC 5316 Grant	Prior Year	\$470,000	92
TN-5102	Operating Assistance -New Freedom	Operating Assistance -New Freedom 5317 grant - Urban	Prior Year	\$1,764,000	93
TN-5132	Capital-Membership in GoTriangle Regional Call Center	Capital-Membership in GoTriangle Regional Call Center. (New Freedom 5317 grant)	Prior Year	\$131,000	94
TN-5133	Capital - Travel Training (con't)	Capital - continuation of travel training. (New Freedom 5317 GRANT)	Prior Year	\$30,000	95
TN-5134	Planning & Program Administration	City of Durham Planning & Program Administration of New Freedom projects (5317)	Prior Year	\$14,000	96
TO-5130	Operating Assistance	Operating Assistance	Prior Year	\$39,184,000	97

FY2016-2025 TIP ~ DIVISION 5 PROJECTS

NON-HIGHWAY PROGRAM					
TIP #	PROJECT NAME	DESCRIPTION	PROJECT EXPECTED START DATE	TOTAL ESTIMATED PROJECT COST	PAGE #
TO-5130 B	Operating Assistance - New Route	Operating Assistance - New Route. CMAQ funds flexed from original project #C-5180.	Prior Year	\$2,374,000	98
TO-5202	5307 Operating Assistance	5307 Operating Assistance	Prior Year	\$524,000	99
TO-5203	Paratransit Operating (Capital)	Paratransit Operating (Capital). 5307 Grant.	Prior Year	\$499,000	100
TP-4732 A	GoTriangle Planning Assistance	Planning Assistance 5307	Prior Year	\$8,429,000	101
TP-5108	Planning Assistance - 5303	Planning Assistance - 5303	Prior Year	\$1,960,000	102
TP-5109	Planning Assistance - 5307	Planning Assistance - 5307	Prior Year	\$6,262,000	103
TQ-3000	Reservation, Scheduling, SY & Mobility Services	Reservation, Scheduling, SY & Mobility Services. 5310 Grant.	Prior Year	\$136,000	104
TQ-3001	OnBoard Durham County ACCESS	Purchase of demand response service. 5310 Grant.	Prior Year	\$125,000	105
TQ-6158	Operating Assistance - Purchase of Service	Operating assistance - purchase of service. 5310 Grant.	Prior Year	\$463,000	106
TQ-7002 HF	Administration of Section 5310	Administration of Section 5310 program. 5310 Grant.	Prior Year	\$28,000	107
TQ-9032	Capital - Purchase of Service	Capital - Purchase of Service	Prior Year	\$40,000	108
TS-5108	Safety & Security - 1% Set Aside	Safety & Security - 1% Set Aside. 5307 Grant.	Prior Year	\$575,000	109

FY2016-2025 TIP ~ DIVISION 5 PROJECTS

NON-HIGHWAY PROGRAM					
TIP #	PROJECT NAME	DESCRIPTION	PROJECT EXPECTED START DATE	TOTAL ESTIMATED PROJECT COST	PAGE #
TS-5119	Safety & Security - 1% Set Aside	Safety & Security - 1% Set Aside . 5307 Grant.	Prior Year	\$404,000	110
P-2918	Piedmont Corridor	Passenger Rail Project Trains 73/74 and 74/75 operations between Charlotte and Raleigh. Equipment and capital yard maintenance facility. Additional project funding includes anticipated \$6.6 million/year legislative appropriation from state highway fund, to be used for operations.	Prior Year	\$151,756,000	111
P-4405	Private Crossing Safety Initiative	Private Crossing Safety Initiative to close or enhance protection at railroad crossings between Raleigh and Charlotte. This project is in progress.	Prior Year	\$14,937,000	112
U-4716	Passenger Rail Project Piedmont Corridor	Passenger Rail Project Piedmont Corridor Various Routes and Norfolk Southern Railroad-North Carolina Railroad in Durham and Morrisville, south of I-40 to north of McCrimmon Parkway. Construct a grade separation at SR 1978 (Hopson Rd). Extend Church Street to Hopson Rd. Close Church Street crossing 734 748 m of the Norfolk Southern-North Carolina Railroad, construct a second track, and widen Hopson Road from east of SR 1999 (Davis Drive) to NC 54.	Prior Year	\$30,037,000	113

Project Information

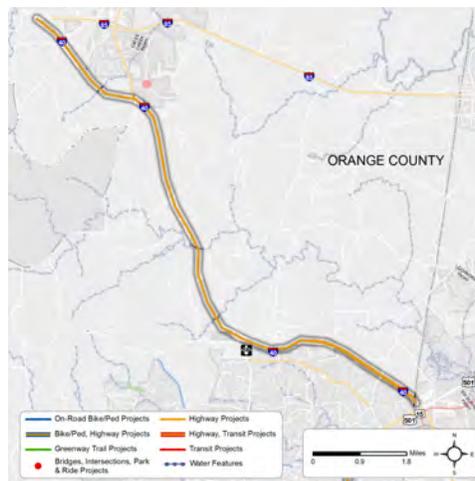
Highway Program

Full project details for I-3306 is widening of I-40 and installation of ITS from I-85 in Orange County to NC 147/Durham Freeway in Durham County. The project includes two breaks, Break A and Break B. Break A for this project are the improvements along I-40 from I-85 to the Durham County line. Break A length is 11.42 miles. ***Improvements to I-40 & NC 86 interchange.*** Break B is the section of I-40 from Orange County line to NC 147 in Durham County and has been completed.

TIP #	I-3306 A	Project Types	Roadway Capacity, Signal/ITS, Interstate, Highway, Break
MTP #	43; 44		
Project Length	20.7 miles	Jurisdictions / Agencies	City of Durham, Durham County, NCDOT, Orange County, Division 5, Division 7
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Other	Prior Year	0	0	0	87,031,000
NHP	Right of Way	2023	54,000	6,000	0	60,000
NHP	Right of Way	2023	36,000	4,000	0	40,000
NHP	Construction	2024	19,800,000	2,200,000	0	22,000,000
NHP	Construction	2025	19,800,000	2,200,000	0	22,000,000
NHP	Construction	Future Unfunded	39,600,000	4,400,000	0	44,000,000
Totals:			79,290,000	8,810,000	0	175,131,000



Project Information

Highway Program

Pavement rehabilitation and shoulder seals along I-540 from I-40 in Durham County to NC 50 in Wake County. From SR 1789 (Pleasant Grove Church Road) to US 70, apply friction course. This project is under construction. Let with I-5310, project costs include costs for I-5310.

TIP #	I-5307
MTP #	
Project Length	9.4 miles
Grantor Grant #	
MUNIS Grant #	

Project Types	Roadway/Pavement Rehab, Interstate, Highway
Jurisdictions / Agencies	Durham County, NCDOT, Other, Division 5

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Other	Prior Year	0	0	0	10,442,000
		Totals:	0	0	0	10,442,000



Highway Program

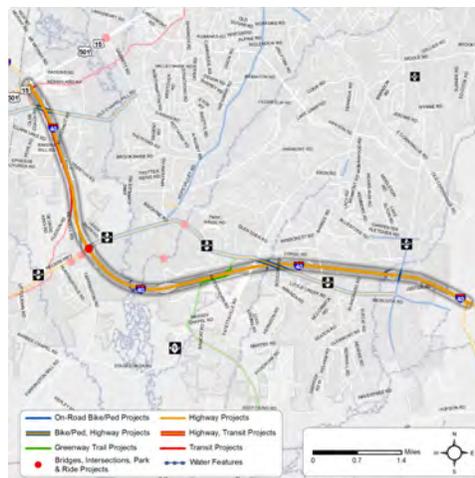
Project Information

The full project details are to construct managed lanes along I-40 from US 15/501 in Durham County to I-440/US 64 in Wake County, a total of 31 miles. Total project cost for entire project is \$1,776,158,000. Break A is the segment of the project from US 15/501 to NC 147. Break A length is 8.55 miles. Project costs for only Break A are shown in the table below. Coordinate this project with FS-1005A and FS-1205A.

TIP #	I-5702 A	Project Types	Interstate, Highway, Break
MTP #	45.2; 45; 45.1	Jurisdictions / Agencies	City of Durham, Durham County, NCDOT, Other, Division 5
Project Length	31 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
T	PE/Design	2016	0	0	0	0
T	Right of Way	2024	0	18,995,000	0	18,995,000
T	Utilities	2024	0	920,000	0	920,000
T	Right of Way	2025	0	18,995,000	0	18,995,000
T	Utilities	2025	0	920,000	0	920,000
T	Construction	Future Unfunded	0	457,550,000	0	457,550,000
BOND R	Construction	Future Unfunded	0	29,400,000	0	29,400,000
		Totals:	0	526,780,000	0	526,780,000



Highway Program

Project Information

The full project details are to construct managed lanes along I-40 from US 15/501 in Durham County to I-440/US 64 in Wake County, a total of 31 miles. Total project cost for entire project is \$1,776,158,000. Break B for the project is I-40 from NC 147 to SR 1728 (Wade Ave). Project costs for only Break B are shown in the table below. Coordinate this project with FS-1005A and FS-1205A.

TIP #	I-5702 B	Project Types	Interstate, Highway, Break
MTP #	45; 45.1; 45.2	Jurisdictions / Agencies	City of Durham, Durham County, NCDOT, Other, Division 5
Project Length	31 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
T	PE/Design	2016	0	0	0	0
T	Right of Way	2024	0	26,480,000	0	26,480,000
T	Utilities	2024	0	980,000	0	980,000
T	Right of Way	2025	0	26,480,000	0	26,480,000
T	Utilities	2025	0	980,000	0	980,000
BOND R	Construction	Future Unfunded	0	7,230,000	0	7,230,000
T	Construction	Future Unfunded	0	671,650,000	0	671,650,000
Totals:			0	733,800,000	0	733,800,000



Highway Program

Project Information

The full project details are to construct managed lanes along I-40 from US 15/501 in Durham County to I-440/US 64 in Wake County, a total of 31 miles. Total project cost for entire project is \$1,776,158,000. Break C of the project is I-40 from US 15/501 in Durham County to I-440/US 64 in Wake County. Project costs for only Break C are shown in the table below. Coordinate this project with FS-1005A and FS-1205A.

TIP #	I-5702 C	Project Types	Interstate, Highway, Break
MTP #	45; 45.1; 45.2	Jurisdictions / Agencies	City of Durham, Durham County, NCDOT, Other, Division 5
Project Length	31.0 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
T	Right of Way	2024	0	795,000	0	795,000
T	Utilities	2024	0	600,000	0	600,000
T	Right of Way	2025	0	794,000	0	794,000
T	Utilities	2025	0	600,000	0	600,000
T	Construction	Future Unfunded	0	439,409,000	0	439,409,000
BOND R	Construction	Future Unfunded	0	73,380,000	0	73,380,000
Totals:			0	515,578,000	0	515,578,000



Project Information

Highway Program

Construct westbound auxiliary lane along I-40 from NC 55 (Alston Ave) to NC 147. Planning and design for this project are in progress. Coordinate with I-5702 A.

TIP #	I-5707	Project Types	Interstate, Highway
MTP #		Jurisdictions / Agencies	City of Durham, Durham County, NCDOT, Division 5
Project Length	1.2 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
NHP	Other	Prior Year	0	0	0	500,000
NHP	Right of Way	2020	241,200	26,800	0	268,000
NHP	Utilities	2020	28,800	3,200	0	32,000
NHP	Construction	2021	13,652,100	1,516,900	0	15,169,000
Totals:			13,922,100	1,546,900	0	15,969,000



Project Information

Highway Program

Pavement rehabilitation along I-85 from 0.5 miles west of US 501 to 0.1 miles east of SR 1827 (Midland Terrace Rd) in Durham. (Engineering cost included in construction phase cost in 2016.)

TIP #	I-5729	Project Types	Roadway/Pavement Rehab, Interstate, Highway
MTP #		Jurisdictions / Agencies	Durham County, NCDOT, Division 5
Project Length	5.3 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
NHPIM	Construction	2016	7,487,100	831,900	0	8,319,000
Totals:			7,487,100	831,900	0	8,319,000



Highway Program

Project Information

SR 2220 (Old Chapel Hill Rd) and SR 1838 (Old Durham Rd). The full project is from US 15/501 in Orange County to SR 1116 (Garrett Rd) in Durham County. Bicycle, pedestrian, and transit improvements; and construction of a roundabout. Total project length is 2.7 miles. The total project cost is \$1,3321,000. Project #EB-4707 is the just the PE/design for the project. The table below only presents the schedule and funding for the PE/design for the project. Breaks A and B of the project present the funding and schedule for ROW, Utilities, and Construction.

TIP #	EB-4707	Project Types	Intersection Improvements, Transit, Highway, Urban
MTP #		Jurisdictions / Agencies	Chapel Hill, City of Durham, Durham County, NCDOT, Orange County, Division 5, Division 7
Project Length	2.7 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
STP-EB	PE/Design	Prior Year	320,000	80,000	0	400,000
STP-DA	PE/Design	Prior Year	204,800	0	66,560	271,360
STP-DA	PE/Design	Prior Year	204,800	0	35,840	240,640
STP-DA	PE/Design	Prior Year	0	0	0	1,197,278
Totals:			729,600	80,000	102,400	2,109,278



Highway Program

Project Information

SR 2220 (Old Chapel Hill Rd) and SR 1838 (Old Durham Rd). Full EB-4707 project is from US 15/501 in Orange County to SR 1116 (Garrett Rd) in Durham County. Bicycle, pedestrian, and transit improvements; and construction of a roundabout. Total project length is 2.7 miles. Total project cost is \$13,321,000. Break A of the project is from US 15/501 in Orange County to SR 1113 (Pope Rd) in Durham County. The funding and schedule for Break A are shown in the table below.

TIP #	EB-4707 A	Project Types	Intersection Improvements, Transit, Highway, Urban, Break
MTP #		Jurisdictions / Agencies	Chapel Hill, City of Durham, Durham County, NCDOT, Orange County, Division 5, Division 7
Project Length	2.7 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
TAP-DA	Right of Way	Prior Year	674,000	0	168,500	842,500
STP-DA	Right of Way	Prior Year	553,414	0	138,353	691,767
STP-DA	Construction	2016	1,633,000	0	408,000	2,041,000
Totals:			2,860,414	0	714,853	3,575,267



Highway Program

Project Information

SR 2220 (Old Chapel Hill Rd) and SR 1838 (Old Durham Rd). Full EB-4707 project is from US 15/501 in Orange County to SR 1116 (Garrett Rd) in Durham County. Bicycle, pedestrian, and transit improvements; and construction of a roundabout. Total project length is 2.7 miles. Total project cost for this project is \$13,321,000. Break B of the project is from SR 1113 (Pope Rd) to SR 1116 (Garrett Rd) in Durham County. The project schedule and funding for Break B are shown in the table below.

TIP #	EB-4707 B	Project Types	Intersection Improvements, Transit, Highway, Urban, Break
MTP #		Jurisdictions / Agencies	Chapel Hill, City of Durham, Durham County, NCDOT, Orange County, Division 5, Division 7
Project Length	2.7 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
STP-DA	Right of Way	Prior Year	2,201,767	0	550,442	2,752,209
STP-DA	Construction	2016	3,907,398	250,000	727,000	4,884,398
		Totals:	6,109,165	250,000	1,277,442	7,636,607



Highway Program

Project Information

NC 54 in Durham to Chatham County line. Construct a multi-purpose trail. Parts A - D complete, Part E under construction by the City of Durham.

TIP #	EL-2921 E	Project Types	Trail or Greenway, Highway, Urban, Break
MTP #		Jurisdictions / Agencies	City of Durham, Durham County, Division 5
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
STP	PE/Design	Prior Year	10,000	0	0	10,000
STP-DA	Construction	Prior Year	4,135,377	0	0	4,135,377
STP	Construction	Prior Year	481,968	0	0	481,968
HPPLU	Construction	Prior Year	2,332,177	0	0	2,332,177
HPPLU	Construction	Prior Year	547,502	0	0	547,502
		Totals:	7,507,024	0	0	7,507,024



Highway Program

Project Information

East End Connector, from NC 147 (Durham Freeway) to north of NC 98 in Durham. Four-lane divided freeway with auxiliary lanes, part on new location.

TIP #	U-0071	Project Types	New Road, Highway, Urban
MTP #	15	Jurisdictions / Agencies	City of Durham, Durham County, NCDOT, Division 5
Project Length	3.2 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Other	Prior Year	0	0	0	65,468,000
STP-DA	Construction	Prior Year	238,000	0	59,000	297,000
T	Construction	Prior Year	0	35,175,000	0	35,175,000
T	Construction	2016	0	35,175,000	0	35,175,000
T	Construction	2017	0	35,175,000	0	35,175,000
T	Construction	2018	0	35,175,000	0	35,175,000
Totals:			238,000	140,700,000	59,000	206,465,000



Highway Program

Project Information

From NC 147 (Durham Freeway) to US 70 Business/ NC 98 (Holloway St) in Durham. Widen from four-lane divided facility from NC 147 to Main Street and replace Norfolk Southern railroad bridges. Modernize from Main Street to US 70 Business/ NC 98 (Holloway St) including addition of on-street parking, bicycle lanes, turn lanes, median, and access management. Right of way for this project is in progress.

TIP #	U-3308	Project Types	Landscaping, Upgrade Roadway, Highway, Urban
MTP #	75.1; 75.2	Jurisdictions / Agencies	City of Durham, Durham County, NCDOT, Division 5
Project Length	1.0 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
STP	PE/Design	Prior Year	0	0	0	2,596,000
STP	Right of Way	Prior Year	640,000	160,000	0	800,000
STP	Mitigation	Prior Year	22,400	5,600	0	28,000
STP	Utilities	Prior Year	5,728,000	1,432,000	0	7,160,000
STP-DA	Construction	2016	229,000	0	57,000	286,000
STP	Construction	2016	8,240,000	2,060,000	0	10,300,000
STP	Construction	2017	8,240,000	2,060,000	0	10,300,000
STP	Construction	2018	8,240,000	2,060,000	0	10,300,000
Totals:			31,339,400	7,777,600	57,000	41,770,000



Highway Program

Project Information

DCHC MPO Planning Allocation and Work Program. This project includes \$233,000 Federal TIGER grant. This project is in progress.

TIP #	U-4727	Project Types	Administrative, Other, UPWP , Highway, Urban, Grouping (U-4727)
MTP #		Jurisdictions / Agencies	Carrboro, Chapel Hill Transit (CHT), Chapel Hill, Chatham County, City of Durham, GoDurham, Durham Center for Senior Life, Durham County ACCESS, Durham County, Hillsborough, Lead Planning Agency, Orange County, Orange Public Transit, Triangle J Council of Government, GoTriangle, Division 5, Division 7, Division 8
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Planning	Prior Year	13,733,000	0	0	13,733,000
STP-DA	Planning	Prior Year	742,000	0	166,000	908,000
TIGER	Planning	Prior Year	223,000	0	75,000	298,000
Totals:			14,698,000	0	241,000	14,939,000



Project Information

Highway Program

DCHC MPO STP-DA Funds - Reserved for future programming.

TIP #	U-5023	Project Types	Highway, Urban
MTP #		Jurisdictions / Agencies	Chatham County, Durham County, Orange County, Division 5, Division 7, Division 8
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
STP-DA	Construction	2020	1,157,000	0	0	1,157,000
STP-DA	Construction	2021	4,365,000	0	0	4,365,000
STP-DA	Construction	2022	4,365,000	0	0	4,365,000
STP-DA	Construction	2023	4,365,000	0	0	4,365,000
STP-DA	Construction	2024	4,365,000	0	0	4,365,000
STP-DA	Construction	2025	4,365,000	0	0	4,365,000
Totals:			22,982,000	0	0	22,982,000



Highway Program

Project Information

SR 1448 Latta Road / SR 1639 Infinity Road intersection in Durham. Intersection Improvements. Planning and design for this project are in progress. ROW acquisition is funded by the City of Durham.

TIP #	U-5516	Project Types	Intersection Improvements, Highway, Urban
MTP #	92.1	Jurisdictions / Agencies	City of Durham, Durham County, NCDOT, Division 5
Project Length	0.5 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	PE/Design	Prior Year	0	0	0	110,000
L	Right of Way	2018	0	0	2,000,000	2,000,000
NHP	Construction	2019	1,890,000	210,000	0	2,100,000
Totals:			1,890,000	210,000	2,000,000	4,210,000



Highway Program

Project Information

SR 1116 Garrett Road in Durham. Convert the existing at-grade intersection to an interchange. Coordinate this project with TE-5205.

TIP #	U-5717	Project Types	Intersection Improvements, Highway, Urban
MTP #	113.1	Jurisdictions / Agencies	City of Durham, Durham County, NCDOT, Division 5
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	PE/Design	2016	0	0	0	0
NHP	Right of Way	2023	4,158,000	462,000	0	4,620,000
NHP	Construction	2024	17,325,000	1,925,000	0	19,250,000
Totals:			21,483,000	2,387,000	0	23,870,000



Highway Program

Project Information

Full U-5720 project information is Lynn Road in Durham to west of Alexander Drive in Raleigh. Upgrade to controlled-access facility and convert at-grade intersection with SR 1811/ SR 1959 to interchange. Total project length is 1.6 miles. Total project cost for the entire project is \$136,124,000. Break A of this project is US 70 (Miami Blvd) from Lynn Road to SR 1959 (S Miami Blvd) / SR 1811 (Sherron Rd). Project costs for only Break A are shown in the table below. Planning and design for this project are in progress.

TIP #	U-5720 A	Project Types	Intersection Improvements, Upgrade Roadway, Highway, Urban, Break
MTP #	116; 116.1	Jurisdictions / Agencies	City of Durham, Durham County, NCDOT, Division 5
Project Length	1.6 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	PE/Design	Prior Year	0	0	0	2,000,000
T	Right of Way	2022	0	27,067,000	0	27,067,000
T	Utilities	2022	0	3,248,000	0	3,248,000
T	Construction	2024	0	26,235,000	0	26,235,000
T	Construction	2025	0	26,235,000	0	26,235,000
T	Construction	Future Unfunded	0	26,235,000	0	26,235,000
Totals:			0	109,020,000	0	111,020,000



Highway Program

Project Information

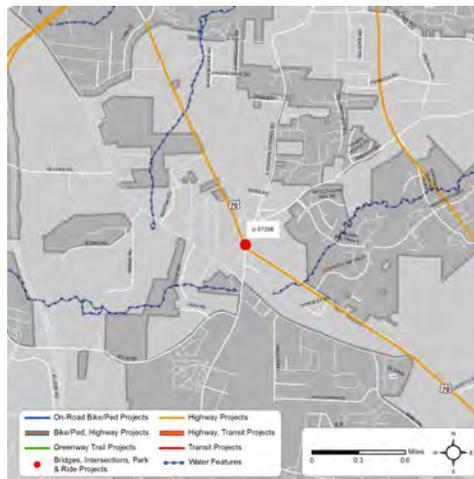
Full U-5720 project information is Lynn Road in Durham to west of Alexander Drive in Raleigh. Upgrade to controlled-access facility and convert at-grade intersection with SR 1811/ SR 1959 to interchange. Total project length is 1.6 miles. Total project cost for the entire project is \$136,124,000. Break B of this project is US 70 (Miami Blvd) from SR 1959 (S Miami Blvd) / SR 1811 (Sherron Rd) Intersection. Convert at-grade intersection to interchange. Break B are shown in the table below. Planning and design for this project are in progress.

TIP #	U-5720 B
MTP #	116; 116.1
Project Length	1.6 miles
Grantor Grant #	
MUNIS Grant #	

Project Types	Intersection Improvements, Highway, Urban, Break
Jurisdictions / Agencies	City of Durham, Durham County, NCDOT, Division 5

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
T	PE/Design	2016	0	0	0	0
T	Right of Way	2022	0	2,190,000	0	2,190,000
T	Construction	2024	0	22,914,000	0	22,914,000
Totals:			0	25,104,000	0	25,104,000



Highway Program

Project Information

Full U-5720 project information is Lynn Road in Durham to west of Alexander Drive in Raleigh. Upgrade to controlled-access facility and convert at-grade intersection with SR 1811/ SR 1959 to interchange. Total project length is 1.6 miles. Total project cost for the entire project is \$136,124,000. Break C of this project is US 70 from SR 1959 (South Miami Blvd) / SR 1811 (Sherron Rd) to SR 1906 (Leesville Rd). Break C for this project is not currently funded, no schedule or funding is shown below. Planning and design for this project are in progress.

TIP #	U-5720 C	Project Types	Upgrade Roadway, Highway, Urban, Break
MTP #	116; 116.1	Jurisdictions / Agencies	City of Durham, Durham County, NCDOT, Division 5
Project Length	1.6 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
		Totals:	0	0	0	0



Project Information

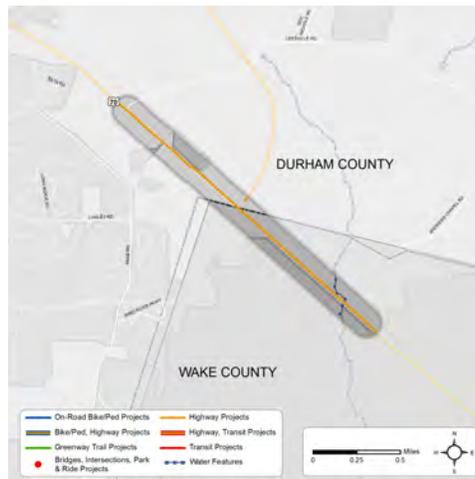
Highway Program

Full U-5720 project information is Lynn Road in Durham to west of Alexander Drive in Raleigh. Upgrade to controlled-access facility and convert at-grade intersection with SR 1811/ SR 1959 to interchange. Total project length is 1.6 miles. Total project cost for the entire project is \$136,124,000. Break D of this project is US 70 from Leesville Rd in Durham County to west of Alexander Drive in Wake County. Break D for this project is not currently funded, no schedule or funding is shown below. Planning and design for this project are in progress.

TIP #	U-5720 D	Project Types	Highway, Urban, Break
MTP #	116; 116.1	Jurisdictions / Agencies	Durham County, NCDOT, Division 5
Project Length	1.6 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
		Totals:	0	0	0	0



Highway Program

Project Information

SR 1183 (University Dr) intersection in Durham. Construct a roundabout. Planning and design for this project are in progress. Coordinate with EB-5514.

TIP #	U-5745	Project Types	Intersection Improvements, Highway, Urban
MTP #		Jurisdictions / Agencies	City of Durham, Durham County, NCDOT, Division 5
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
T	PE/Design	Prior Year	0	102,000	0	102,000
T	Right of Way	2017	0	150,000	0	150,000
T	Construction	2018	0	855,000	0	855,000
		Totals:	0	1,107,000	0	1,107,000



Highway Program

Project Information

The full project #U-5774 is NC 54 from US 15/501 in Chapel Hill to NC 55 in Durham, upgrade roadway corridor. Total project length for all sections is 9.2 miles. Total project cost for the entire project is \$228,859,000. Break A for this project is NC 54 and US 15/501, upgrade interchange. Project costs for Break A are shown in the table below. Planning and design for this project are in progress. Breaks A through F are on expanded NHS. Coordinate this project with TE-5205.

TIP #	U-5774 A	Project Types	Intersection Improvements, Upgrade Roadway, Highway, Urban, Break
MTP #	204	Jurisdictions / Agencies	Chapel Hill, City of Durham, Durham County, NCDOT, Orange County, Division 5, Division 7
Project Length	9.2 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	PE/Design	Prior Year	0	0	0	0
NHP	Right of Way	Future Unfunded	5,760,000	640,000	0	6,400,000
NHP	Construction	Future Unfunded	15,570,000	1,730,000	0	17,300,000
		Totals:	21,330,000	2,370,000	0	23,700,000



Highway Program

Project Information

The full project #U-5774 is NC 54 from US 15/501 in Chapel Hill to NC 55 in Durham, upgrade roadway corridor. Total project length for all sections is 9.2 miles. Total project cost for the entire project is \$228,859,000. Break B for this project is improvements to NC 54 from US 15/501 in Orange County to SR 1110 (Barbee Chapel Rd) in Durham County, upgrade the roadway corridor and convert at-grade intersection with SR 1110 (Barbee Chapel Rd) to interchange. Project length for Break B is 0.20 miles. ***Consultation with Town of Chapel Hill regarding NC 54 and Barbee Chapel Road intersection improvements will occur during planning and design.*** Project costs for Break B are shown in the table below. Planning and design for this project are in progress. Breaks A through F are on expanded NHS. Coordinate this project with TE-5205.

TIP #	U-5774 B
MTP #	208
Project Length	9.2 miles
Grantor Grant #	
MUNIS Grant #	

Project Types	Intersection Improvements, Upgrade Roadway, Highway, Urban, Break
Jurisdictions / Agencies	Chapel Hill, City of Durham, Durham County, NCDOT, Orange County, Division 5, Division 7

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	PE/Design	Prior Year	0	0	0	0
NHP	Right of Way	2023	4,158,000	462,000	0	4,620,000
NHP	Utilities	2023	498,600	55,400	0	554,000
NHP	Construction	2024	12,119,400	1,346,600	0	13,466,000
NHP	Construction	2025	12,119,400	1,346,600	0	13,466,000
Totals:			28,895,400	3,210,600	0	32,106,000



Highway Program

Project Information

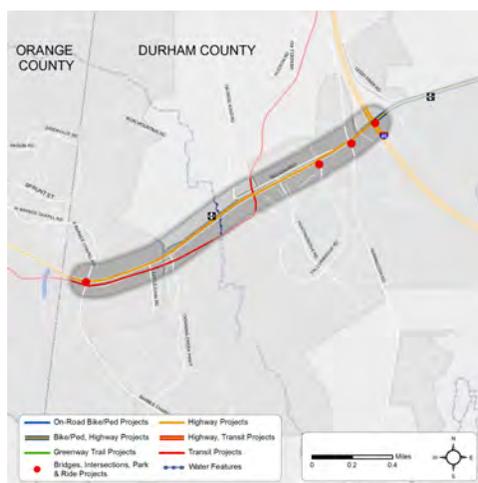
The full project #U-5774 is NC 54 from US 15/501 in Chapel Hill to NC 55 in Durham, upgrade roadway corridor. Total project length for all sections is 9.2 miles. The total project cost for the entire project is \$228,859,000. Break C for this project is NC 54 from SR 1110 (Barbee Chapel Rd) to I-40, upgrade the roadway corridor. Project costs for Break C are shown in the table below. Planning and design for this project are in progress. Breaks A through F are on expanded NHS. Coordinate this project with TE-5205.

TIP #	U-5774 C
MTP #	69.1; 69.2; 69.3
Project Length	9.2 miles
Grantor Grant #	
MUNIS Grant #	

Project Types	Upgrade Roadway, Highway, Urban, Break
Jurisdictions / Agencies	City of Durham, Durham County, NCDOT, Division 5

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	PE/Design	Prior Year	0	0	0	0
NHP	Right of Way	2023	450,000	50,000	0	500,000
NHP	Construction	2024	3,870,000	430,000	0	4,300,000
NHP	Construction	2025	3,870,000	430,000	0	4,300,000
Totals:			8,190,000	910,000	0	9,100,000



Highway Program

Project Information

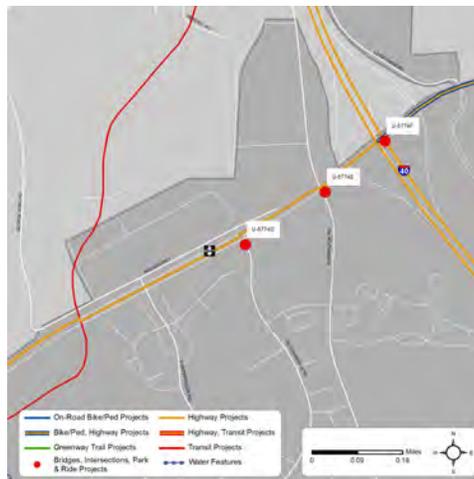
The full project #U-5774 is NC 54 from US 15/501 in Chapel Hill to NC 55 in Durham, upgrade roadway corridor. Total project length for all sections is 9.2 miles. The total project cost for the entire project is \$228,859,000. Break D of the project is NC 54 and Falconbridge Road, convert at-grade intersection to interchange. Project costs for Break D are shown in the table below. Planning and design for this project are in progress. Breaks A through F are on expanded NHS. Coordinate this project with TE-5205.

TIP #	U-5774 D
MTP #	69.1; 69.2; 69.3; 69.4; 70; 70.1; 70.2
Project Length	9.2 miles
Grantor Grant #	
MUNIS Grant #	

Project Types	Intersection Improvements, Highway, Urban, Break
Jurisdictions / Agencies	City of Durham, Durham County, NCDOT, Division 5

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	PE/Design	Prior Year	0	0	0	0
NHP	Right of Way	Future Unfunded	3,240,000	360,000	0	3,600,000
NHP	Construction	Future Unfunded	8,820,000	980,000	0	9,800,000
Totals:			12,060,000	1,340,000	0	13,400,000



Highway Program

Project Information

The full project #U-5774 is NC 54 from US 15/501 in Chapel Hill to NC 55 in Durham, upgrade roadway corridor. Total project length for all sections is 9.2 miles. The total project cost for the entire project is \$228,859,000. Break E of the project is NC 54 and SR1110 (Farrington Rd) convert at-grade intersection to grade-separated. Project costs for Break E are shown in the table below. Planning and design for this project are in progress. Breaks A through F are on expanded NHS. Coordinate this project with TE-5205.

TIP #	U-5774 E
MTP #	70.2
Project Length	9.2 miles
Grantor Grant #	
MUNIS Grant #	

Project Types	Intersection Improvements, Highway, Urban, Break
Jurisdictions / Agencies	City of Durham, Durham County, NCDOT, Division 5

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	PE/Design	Prior Year	0	0	0	0
NHP	Right of Way	2023	405,000	45,000	0	450,000
NHP	Construction	2024	1,687,500	187,500	0	1,875,000
Totals:			2,092,500	232,500	0	2,325,000



Highway Program

Project Information

The full project #U-5774 is NC 54 from US 15/501 in Chapel Hill to NC 55 in Durham, upgrade roadway corridor. Total project length for all sections is 9.2 miles. The total project cost for the entire project is \$228,859,000. Break F of the project is the I-40/NC 54 interchange improvements. ***Cost estimates for improvements to interchange may change during planning and design.*** Project costs for Break F are shown in the table below. Planning and design for this project are in progress. Breaks A through F are on expanded NHS. Coordinate this project with TE-5205.

TIP #	U-5774 F	Project Types	Intersection Improvements, Highway, Urban, Break
MTP #	203	Jurisdictions / Agencies	City of Durham, Durham County, NCDOT, Orange County, Division 5, Division 7
Project Length	9.2 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	PE/Design	Prior Year	0	0	0	0
NHP	Right of Way	2023	144,000	16,000	0	160,000
NHP	Utilities	2023	241,200	26,800	0	268,000
NHP	Construction	2024	900,000	100,000	0	1,000,000
Totals:			1,285,200	142,800	0	1,428,000



Highway Program

Project Information

The full project #U-5774 is NC 54 from US 15/501 in Chapel Hill to NC 55 in Durham, upgrade roadway corridor. Total project length for all sections is 9.2 miles. The total project cost for the entire project is \$228,859,000. Break G of the project is NC 54 from I-40 to NC 751, upgrade the roadway corridor. Project costs for Break G are shown in the table below. Planning and design for this project are in progress. Coordinate this project with TE-5205.

TIP #	U-5774 G	Project Types	Upgrade Roadway, Highway, Urban, Break
MTP #	69.1	Jurisdictions / Agencies	Chapel Hill, City of Durham, Durham County, NCDOT, Orange County, Division 5, Division 7
Project Length	9.2 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	PE/Design	Prior Year	0	0	0	0
T	Right of Way	Future Unfunded	0	1,800,000	0	1,800,000
T	Utilities	Future Unfunded	0	800,000	0	800,000
T	Construction	Future Unfunded	0	29,400,000	0	29,400,000
Totals:			0	32,000,000	0	32,000,000



Highway Program

Project Information

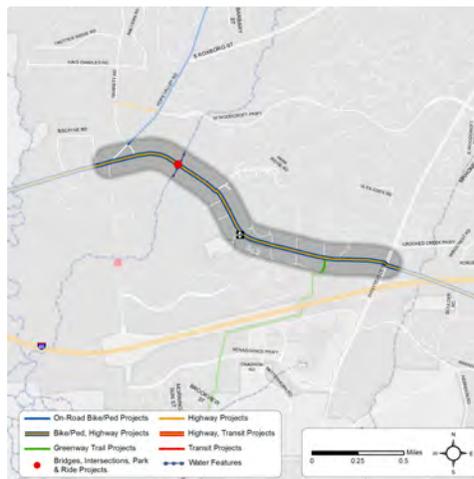
The full project #U-5774 is NC 54 from US 15/501 in Chapel Hill to NC 55 in Durham, upgrade roadway corridor. Total project length for all sections is 9.2 miles. The total project cost for the entire project is \$228,859,000. Break H of the project is NC 54 from NC 751 to SR 1118 (Fayetteville Rd), upgrade the roadway corridor. Project costs for Break H are shown in the table below. Planning and design for this project are in progress. Coordinate this project with TE-5205. (Previous TIP # U-5324C.)

TIP #	U-5774 H
MTP #	69.2
Project Length	9.2 miles
Grantor Grant #	
MUNIS Grant #	

Project Types	Upgrade Roadway, Highway, Urban, Break
Jurisdictions / Agencies	City of Durham, Durham County, NCDOT, Orange County, Division 5, Division 7

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	PE/Design	Prior Year	0	0	0	0
T	Right of Way	2023	0	5,900,000	0	5,900,000
T	Utilities	2023	0	2,500,000	0	2,500,000
T	Construction	2024	0	6,600,000	0	6,600,000
T	Construction	2025	0	6,600,000	0	6,600,000
Totals:			0	21,600,000	0	21,600,000



Highway Program

Project Information

The full project #U-5774 is NC 54 from US 15/501 in Chapel Hill to NC 55 in Durham, upgrade roadway corridor. Total project length for all sections is 9.2 miles. The total project cost for the entire project is \$228,859,000. Break I of the project is NC 54 from SR 1118 (Fayetteville Rd) to SR 1106 (Barbee Rd), upgrade the roadway corridor. Project costs for Break I are shown in the table below. Planning and design for this project are in progress. Coordinate this project with TE-5205.

TIP #	U-5774 I
MTP #	69.3
Project Length	9.2 miles
Grantor Grant #	
MUNIS Grant #	

Project Types	Upgrade Roadway, Highway, Urban, Break
Jurisdictions / Agencies	City of Durham, Durham County, NCDOT, Division 5

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	PE/Design	Prior Year	0	0	0	0
T	Right of Way	Future Unfunded	0	2,500,000	0	2,500,000
T	Utilities	Future Unfunded	0	10,700,000	0	10,700,000
T	Construction	Future Unfunded	0	33,600,000	0	33,600,000
Totals:			0	46,800,000	0	46,800,000



Highway Program

Project Information

The full project #U-5774 is NC 54 from US 15/501 in Chapel Hill to NC 55 in Durham, upgrade roadway corridor. Total project length for all sections is 9.2 miles. The total project cost for the entire project is \$228,859,000. Break J of the project is NC 54 from SR 1106 (Barbee Rd) to NC 55, upgrade roadway corridor. Project costs for Break J are shown in the table below. Planning and design for this project are in progress. Coordinate this project with TE-5205.

TIP #	U-5774 J
MTP #	69.4
Project Length	9.2 miles
Grantor Grant #	
MUNIS Grant #	

Project Types	Upgrade Roadway, Highway, Urban, Break
Jurisdictions / Agencies	City of Durham, Durham County, NCDOT, Division 5

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	PE/Design	Prior Year	0	0	0	0
T	Right of Way	Future Unfunded	0	3,200,000	0	3,200,000
T	Utilities	Future Unfunded	0	12,600,000	0	12,600,000
T	Construction	Future Unfunded	0	30,600,000	0	30,600,000
Totals:			0	46,400,000	0	46,400,000



Highway Program

Project Information

SR 1116 (Garrett Rd) to NC 751 (Hope Valley Rd) in Durham. Construct roadway on new alignment. Planning, design, right of way, and construction by the City of Durham. Non-state system facility, local match by City of Durham.

TIP #	U-5823	Project Types	New Road, Highway, Urban
MTP #	123.11	Jurisdictions / Agencies	City of Durham, Durham County, Division 5
Project Length	0.2 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
STP	Right of Way	2020	301,000	0	75,000	376,000
STP	Utilities	2020	36,000	0	9,000	45,000
STP	Construction	2021	1,438,000	0	360,000	1,798,000
Totals:			1,775,000	0	444,000	2,219,000



Project Information

Highway Program

The I-40 Feasibility Study will evaluate I-40 from NC 86 in Orange County, to SR 1728 (Wade Ave) in Wake County. The study will consider the construction of managed lanes. The feasibility study is in progress.

TIP #	FS-1205 A	Project Types	Study, Highway, Feasibility Studies
MTP #	45	Jurisdictions / Agencies	Durham County, NCDOT, Orange County, Other, Division 5, Division 7
Project Length	23.0 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
		Totals:	0	0	0	0



Project Information

Highway Program

The NC 147 Feasibility Study will evaluate NC 147 from I-40 to the future East End Connector. The study will consider widening NC 147 to six lanes and include the rehabilitation of pavement. The feasibility study is in progress.

TIP #	FS-1205 C	Project Types	Study, Highway, Feasibility Studies
MTP #	64.13	Jurisdictions / Agencies	City of Durham, Durham County, NCDOT, Division 5
Project Length	4.8 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
		Totals:	0	0	0	0



Highway Program

Project Information

The I-540 / NC 540 Feasibility Study will evaluate I-540/NC 540 from NC 54 to US 64/ 264. The study will consider the construction of managed lanes. The feasibility study is in progress.

TIP #	FS-1305 A	Project Types	Study, Highway, Feasibility Studies
MTP #		Jurisdictions / Agencies	Durham County, NCDOT, Other, Division 5
Project Length	27.0 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
		Totals:	0	0	0	0



Project Information

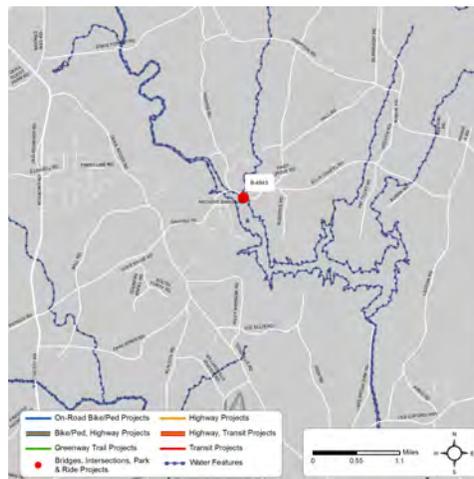
Highway Program

Replace Bridge #20 over Dial Creek (Lake Michie). Planning and design for this project are in progress.

TIP #	B-4943	Project Types	Federal Bridge, Highway
MTP #		Jurisdictions / Agencies	Durham County, NCDOT, Division 5
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Other	Prior Year	0	0	0	485,000
STP-OFF	Right of Way	2016	32,000	8,000	0	40,000
STP-OFF	Utilities	2016	41,600	10,400	0	52,000
STP-OFF	Construction	2017	560,000	140,000	0	700,000
Totals:			633,600	158,400	0	1,277,000



Project Information

Highway Program

Replace bridge No. 89 over Lick Creek. Planning and design for this project are in progress.

TIP #	B-5512	Project Types	Federal Bridge, Highway
MTP #		Jurisdictions / Agencies	Durham County, NCDOT, Division 5
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Other	Prior Year	0	0	0	100,000
STP-OFF	Right of Way	2019	80,000	20,000	0	100,000
STP-OFF	Construction	2020	840,000	210,000	0	1,050,000
		Totals:	920,000	230,000	0	1,250,000



Project Information

Highway Program

Replace bridge No. 88 over SR 1308 (Cornwallis Rd) in Durham.

TIP #	B-5674	Project Types	Federal Bridge, Highway
MTP #		Jurisdictions / Agencies	City of Durham, Durham County, NCDOT, Division 5
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
NHPB	Right of Way	2023	99,000	11,000	0	110,000
NHPB	Construction	2024	1,988,100	220,900	0	2,209,000
Totals:			2,087,100	231,900	0	2,319,000



Highway Program

Project Information

Division 5 Purchase Order Contract bridge replacement projects at selected locations. This project is in progress - bridge purchase order contract (BPOC)

TIP #	BD-5105	Project Types	Administrative, Federal Bridge, Highway
MTP #		Jurisdictions / Agencies	Durham County, NCDOT, Division 5
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Other	Prior Year	0	0	0	15,428,000
		Totals:	0	0	0	15,428,000



Highway Program

Project Information

Ecosystem Enhancement Program for Division 5 Project Mitigation. This project is in progress.

TIP #	EE-4905	Project Types	Mitigation, Highway
MTP #		Jurisdictions / Agencies	Durham County, NCDOT, Division 5
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Mitigation	Prior Year	0	0	0	15,563,000
		Totals:	0	0	0	15,563,000



Project Information

Highway Program

Division 5 rumble strips, guardrail, safety, and lighting improvements at selected locations. This project is in progress.

TIP #	W-5205	Project Types	Safety, Highway
MTP #		Jurisdictions / Agencies	Durham County, NCDOT, Division 5
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Other	Prior Year	0	0	0	5,000,000
		Totals:	0	0	0	5,000,000



Highway Program

Project Information

TJCOG - develop a flexible work schedule for employees and organizations in the Triangle Ozone Non-attainment Area for three years. Full project cost for C-4924 includes funding for the CAMPO. Full project cost (including CAMPO) is \$11,174,000. The funding and schedule for Break B, the DCHC MPO portion, are shown in the table below. This project is in progress by the TJCOG.

TIP #	C-4924 B
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	TDM, Congestion Mitigation, Highway, Break
Jurisdictions / Agencies	Triangle J Council of Government, Division 5, Division 7, Division 8

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
CMAQ (L)	Implementation	Prior Year	385,000	0	430,000	815,000
CMAQ (L)	Implementation	Prior Year	458,000	0	496,000	954,000
CMAQ (L)	Implementation	2016	505,000	0	829,000	1,334,000
CMAQ (L)	Implementation	2017	523,000	0	858,000	1,381,000
Totals:			1,871,000	0	2,613,000	4,484,000



TRIANGLE J COUNCIL OF GOVERNMENTS

Highway Program

Project Information

Construct bike lanes and sidewalks along Morreene Road in Durham, from Neal Road to SR 1320 (Erwin Road). Planning, design, right of way, and construction by the City of Durham. This project is in progress.

TIP #	C-4928	Project Types	Congestion Mitigation, Highway
MTP #		Jurisdictions / Agencies	City of Durham, Durham County, Division 5
Project Length	1.5 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
STP-DA	PE/Design	Prior Year	422,000	0	105,000	527,000
STP-DA	Right of Way	2017	6,000	0	1,000	7,000
CMAQ (L)	Construction	2018	2,331,000	0	656,000	2,987,000
STP-DA	Construction	2018	2,140,000	0	656,000	2,796,000
Totals:			4,899,000	0	1,418,000	6,317,000



Project Information

Highway Program

Sidewalks on Campus Walk Ave from Morreene Rd to LaSalle St. Sidewalks on LaSalle St from Kangaroo Dr to Erwin Rd in Durham. Planning, design, right of way, and construction are in progress by the City of Durham.

TIP #	C-5178	Project Types	Congestion Mitigation, Highway
MTP #		Jurisdictions / Agencies	City of Durham, Durham County, Division 5
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
CMAQ (L)	Construction	Prior Year	269,000	0	67,000	336,000
		Totals:	269,000	0	67,000	336,000



Highway Program

Project Information

Full C-5183 project information is construct sidewalks in Durham. Break B for this project is sidewalks from Carpenter-Fletcher Rd to SR 1102 / SR 1977 (Sedwick Rd). Planning, design, right of way, and construction are in progress by the City of Durham.

TIP #	C-5183 B	Project Types	Congestion Mitigation, Highway, Break
MTP #		Jurisdictions / Agencies	City of Durham, Durham County, Division 5
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
CMAQ (L)	Construction	Prior Year	1,003,000	0	251,000	1,254,000
		Totals:	1,003,000	0	251,000	1,254,000



Highway Program

Project Information

West Ellerbe Creek Greenway Phase II: Westover Park to Stadium Drive in Durham. Construct multi-use path. Planning, design, right of way, and construction are in progress by the City of Durham.

TIP #	C-5572	Project Types	Trail or Greenway, Congestion Mitigation, Highway
MTP #		Jurisdictions / Agencies	City of Durham, Durham County, NCDOT, Division 5
Project Length	1.9 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
CMAQ (L)	Construction	2016	1,082,000	0	270,000	1,352,000
Totals:			1,082,000	0	270,000	1,352,000



Highway Program

Project Information

Projects to improve Congestion and Air Quality in the DCHC MPO area.

TIP #	C-5605
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Congestion Mitigation, Highway
Jurisdictions / Agencies	Chatham County, Durham County, NCDOT, Orange County, Division 5, Division 7, Division 8

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
CMAQ (L)	Construction	2016	695,000	0	0	695,000
CMAQ (L)	Construction	2017	1,758,000	0	0	1,758,000
Totals:			2,453,000	0	0	2,453,000



Project Information

Highway Program

Freedom Roads. Install interactive wayside signage for designated sites. This project is under construction.

TIP #	E-5501
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Signage & Road Markings, Enhancement, Highway
Jurisdictions / Agencies	Durham County, NCDOT, Other, Various, Division 5

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Construction	Prior Year	0	0	0	272,000
		Totals:	0	0	0	272,000



Highway Program

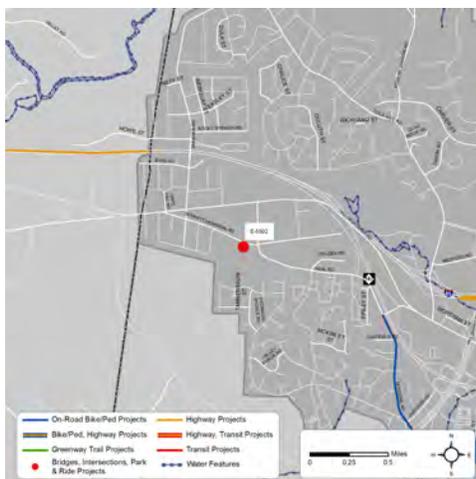
Project Information

Bennett Place Historic Site in Durham. Renovation of visitor center to include new exhibits and climate control system, and renovation of gift shop. This project is under construction by the NC Department of Cultural Resources.

TIP #	E-5502	Project Types	Facility - Other, Enhancement, Highway
MTP #		Jurisdictions / Agencies	City of Durham, NCDOT, Division 5
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Construction	Prior Year	0	91,000	0	91,000
		Totals:	0	91,000	0	91,000



Project Information

Non-Highway Program

Add bicycle lanes and pedestrian improvements along NC 751 from SR 1116 (Garrett Road) to SR 1158 (Cornwallis Road) in Durham. Planning, design, right of way, and construction are in progress by the City of Durham.

TIP #	EB-5514	Project Types	Non-Highway, Bicycle and Pedestrian
MTP #		Jurisdictions / Agencies	City of Durham, Durham County, NCDOT, Division 5
Project Length	3.1 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
STP-EB	Construction	Prior Year	820,000	205,000	0	1,025,000
		Totals:	820,000	205,000	0	1,025,000



Non-Highway Program

Project Information

Construct sidewalks on both sides of LaSalle Street from Kangaroo Drive to US 70 Business (Hillsborough Road) and on one-side of LaSalle Street from Hillsborough Road to Sprunt Avenue. Planning, design, right of way, and construction by the City of Durham.

TIP #	EB-5703	Project Types	Non-Highway, Bicycle and Pedestrian
MTP #		Jurisdictions / Agencies	City of Durham, Durham County, Division 5
Project Length	0.7 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
TAP-DA	PE/Design	2016	69,000	0	17,000	86,000
TAP-DA	Construction	2017	420,000	0	105,000	525,000
Totals:			489,000	0	122,000	611,000



Non-Highway Program

Project Information

Construct sidewalk on one side of street along Raynor Street from North Miami Boulevard to North Hardee Street in Durham. Planning, design, right of way, and construction by the City of Durham.

TIP #	EB-5704	Project Types	Non-Highway, Bicycle and Pedestrian
MTP #		Jurisdictions / Agencies	City of Durham, Durham County, Division 5
Project Length	0.4 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
TAP-DA	PE/Design	2016	40,000	0	10,000	50,000
TAP-DA	Construction	2017	200,000	0	50,000	250,000
Totals:			240,000	0	60,000	300,000



Project Information

Non-Highway Program

Construct sections of sidewalk on south side of NC 54, from NC 55 to Research Triangle Park western limit in Durham. Planning, design, right of way, and construction by the City of Durham.

TIP #	EB-5708	Project Types	Non-Highway, Bicycle and Pedestrian
MTP #		Jurisdictions / Agencies	City of Durham, Durham County, NCDOT, Division 5
Project Length	0.6 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
SRTS	PE/Design	2016	50,000	0	0	50,000
SRTS	Construction	2017	250,000	0	0	250,000
Totals:			300,000	0	0	300,000



Project Information

Non-Highway Program

Construct sidewalk on east side of North Duke Street from Murray Avenue to US 501 Business (North Roxboro Road) to fill in existing gaps. Planning, design, right of way, and construction by the City of Durham.

TIP #	EB-5715	Project Types	Non-Highway, Bicycle and Pedestrian
MTP #		Jurisdictions / Agencies	City of Durham, Durham County, NCDOT, Division 5
Project Length	1.8 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
SRTS	PE/Design	2016	170,000	0	0	170,000
SRTS	Construction	2017	1,154,000	0	0	1,154,000
Totals:			1,324,000	0	0	1,324,000



Project Information

Non-Highway Program

Construct a multi-use path from NC 55 to the Kelly Bryant Bridge in Durham. Planning, design, right of way, and construction by the City of Durham.

TIP #	EB-5720	Project Types	Trail or Greenway, Non-Highway, Bicycle and Pedestrian
MTP #		Jurisdictions / Agencies	City of Durham, Durham County, Division 5
Project Length	1.1 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
TAP-DA	PE/Design	2018	139,000	0	35,000	174,000
TAP-DA	Construction	2019	849,000	0	212,000	1,061,000
Totals:			988,000	0	247,000	1,235,000



Project Information

Non-Highway Program

NCDOT's Sidewalk Program in all fourteen highway divisions. This project is in progress. \$182,000 in STP-DA funds have been allocated to Prior Year of ER-2971E, (new TIP #: U-4726 HJ has been created for the City of Durham portion of this project).

TIP #	ER-2971	Project Types	Non-Highway, Bicycle and Pedestrian
MTP #		Jurisdictions / Agencies	City of Durham, Durham County, NCDOT, Statewide, Division 5
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Other	Prior Year	0	0	0	25,132,000
STP-DA	Construction	2017	182,000	0	45,500	227,500
		Totals:	182,000	0	45,500	25,359,500



Project Information

Non-Highway Program

Construct bike and pedestrian features along Cornwallis Road (SR1158) from South Roxboro Street (SR 2295) to Chapel Hill Road (SR 1127) in Durham. Planning, design, right of way, and construction are in progress by the City of Durham.

TIP #	U-4724	Project Types	Non-Highway, Bicycle and Pedestrian
MTP #		Jurisdictions / Agencies	City of Durham, Durham County, Division 5
Project Length	1.2 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
STP-DA	PE/Design	Prior Year	363,000	0	91,000	454,000
STP-DA	Construction	2018	3,854,000	0	1,124,000	4,978,000
Totals:			4,217,000	0	1,215,000	5,432,000



Project Information

Non-Highway Program

Durham-Chapel Hill-Carrboro (DCHC) MPO. Bicycle, pedestrian, and Transportation Alternatives Program (TAP)-eligible projects construct bike and pedestrian features. Planning, design, right of way, and construction by jurisdictions or agencies in the DCHC MPO area. STP-DA and TAP-DA funding reflects unprogrammed balances, programming subject to MPO approval.

TIP #	U-4726	Project Types	Non-Highway, Bicycle and Pedestrian, Grouping (U-4726)
MTP #		Jurisdictions / Agencies	Carrboro, Chapel Hill, Chatham County, City of Durham, Durham County, Orange County, Various, Division 5, Division 7, Division 8
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
STP-DA	PE/Design	Prior Year	531,000	0	201,000	732,000
STP-DA	Construction	Prior Year	1,994,000	0	499,000	2,493,000
STP-DA	Construction	Prior Year	2,921,600	0	730,400	3,652,000
STP-DA	Construction	2016	353,000	0	88,000	441,000
TAP-DA	Construction	2016	350,000	0	0	350,000
STP-DA	Right of Way	2017	48,000	0	12,000	60,000
TAP-DA	Construction	2017	350,000	0	0	350,000
TAP-DA	Construction	2018	350,000	0	0	350,000
STP-DA	Construction	2018	5,272,000	0	1,838,000	7,110,000
TAP-DA	Construction	2019	350,000	0	0	350,000
TAP-DA	Construction	2020	350,000	0	0	350,000
TAP-DA	Construction	2021	350,000	0	0	350,000
TAP-DA	Construction	2022	350,000	0	0	350,000
TAP-DA	Construction	2023	350,000	0	0	350,000
TAP-DA	Construction	2024	350,000	0	0	350,000
TAP-DA	Construction	2025	350,000	0	0	350,000
		Totals:	14,619,600	0	3,368,400	17,988,000

Project Information

Non-Highway Program

Construction of sidewalks on NC 751 between Garrett Rd and NC 54, and on NC 54 between NC 751 and Dresden Drive. This project was previously part of ER-2971, the NCDOT's Sidewalk Program in all fourteen highway divisions.

TIP #	U-4726 HJ	Project Types	Non-Highway, Bicycle and Pedestrian, Grouping (U-4726)
MTP #		Jurisdictions / Agencies	City of Durham, Durham County, Division 5
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
L	Right of Way	2016	0	0	56,058	56,058
STP-DA	Construction	2017	182,000	0	45,500	227,500
Totals:			182,000	0	101,558	283,558

U-4726HJ Project Area Map



Project Information

Non-Highway Program

Construct sidewalks and bicycle facilities along Hillandale Road from I-85 to NC 147.

TIP #	U-4726 HK	Project Types	Non-Highway, Bicycle and Pedestrian, Grouping (U-4726)
MTP #		Jurisdictions / Agencies	City of Durham, Durham County, NCDOT, Division 5
Project Length	1.0 mile		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
STP-DA	PE/Design	Prior Year	197,371	0	49,342	246,713
STP-DA	Right of Way	2017	26,225	0	6,556	32,781
STP-DA	Construction	2018	2,066,903	0	761,543	2,828,446
		Totals:	2,290,499	0	817,441	3,107,940



Project Information

Non-Highway Program

Sidewalk on Barbee Road from Orindo to Pearsons town Elementary School.

TIP #	U-4726 HL	Project Types	Non-Highway, Bicycle and Pedestrian, Grouping (U-4726)
MTP #		Jurisdictions / Agencies	City of Durham, Durham County, Division 5
Project Length	0.25 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
STP-DA	Construction	Prior Year	31,520	0	7,880	39,400
Totals:			31,520	0	7,880	39,400



Project Information

Non-Highway Program

Construct bicycle and pedestrian facilities along Avondale Road.

TIP #	U-4726 HM	Project Types	Non-Highway, Bicycle and Pedestrian, Grouping (U-4726)
MTP #		Jurisdictions / Agencies	City of Durham, Durham County, Division 5
Project Length	1.2 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
STP-DA	Construction	Prior Year	323,907	0	80,976	404,883
		Totals:	323,907	0	80,976	404,883



Project Information

Non-Highway Program

Construct sidewalks and bicycle facilities along Carpenter-Fletcher Road from Woodcroft Pkway to Alston Ave.

TIP #	U-4726 HO	Project Types	Non-Highway, Bicycle and Pedestrian, Grouping (U-4726)
MTP #		Jurisdictions / Agencies	City of Durham, Durham County, Division 5
Project Length	0.6 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
STP-DA	PE/Design	Prior Year	304,222	0	76,055	380,277
STP-DA	Right of Way	2017	21,855	0	5,464	27,319
STP-DA	Construction	2018	3,204,976	0	1,076,411	4,281,387
		Totals:	3,531,053	0	1,157,930	4,688,983



Project Information

Non-Highway Program

Replacement bus. 5307 Grant.

TIP #	TA-4818 B
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Replacement Bus, Transit, Non-Highway, Public Transportation, Break
Jurisdictions / Agencies	Durham County, Orange County, GoTriangle, Division 5, Division 7

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5307 (FUZ)	Capital	Prior Year	0	0	0	4,567,000
5307 (FUZ)	Capital	2018	770,000	96,000	96,000	962,000
5307 (FUZ)	Capital	2021	770,000	96,000	96,000	962,000
Totals:			1,540,000	192,000	192,000	6,491,000



Non-Highway Program

Project Information

Battery replacement, bus refurbishment, and paratransit vehicles and bus purchases. STP-DA Grant.

TIP #	TA-4923
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Replacement Bus, Transit, Non-Highway, Public Transportation
Jurisdictions / Agencies	City of Durham, GoDurham, Durham County, Division 5

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
STP-DA	Capital	Prior Year	712,000	0	179,000	891,000
STP-DA	Capital	2016	3,226,000	0	806,000	4,032,000
Totals:			3,938,000	0	985,000	4,923,000



Project Information

Non-Highway Program

Purchase of paratransit vehicles, bus refurbishment, and bus shelters. STP-DA Grant.

TIP #	TA-5019 A
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Replacement Van, Transit, Non-Highway, Public Transportation, Break
Jurisdictions / Agencies	City of Durham, GoDurham, Durham County, Division 5

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
STP-DA	Purchase	Prior Year	266,000	0	67,000	327,000
STP-DA	Purchase	2016	287,000	0	71,000	358,000
		Totals:	553,000	0	138,000	685,000



Project Information

Non-Highway Program

Expansion bus. 5307 Grant.

TIP #	TA-5123 B
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Expansion Bus, Transit, Non-Highway, Public Transportation, Break
Jurisdictions / Agencies	Durham County, Orange County, GoTriangle, Division 5, Division 7

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5307 (FUZ)	Capital	Prior Year	0	0	0	13,062,000
5307 (FUZ)	Capital	2016	1,351,000	135,000	135,000	1,621,000
5307 (FUZ)	Capital	2018	1,351,000	135,000	135,000	1,621,000
5307 (FUZ)	Capital	2020	1,351,000	135,000	135,000	1,621,000
5307 (FUZ)	Capital	2022	1,351,000	135,000	135,000	1,621,000
Totals:			5,404,000	540,000	540,000	19,546,000



Project Information

Non-Highway Program

Bus rehabilitation. 5309 Grant.

TIP #	TA-5135
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Renovate Bus, Transit, Non-Highway, Public Transportation
Jurisdictions / Agencies	Durham County, GoTriangle, Division 5, Division 7

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5309 (FBUS)	Capital	Prior Year	222,000	0	55,000	277,000
		Totals:	222,000	0	55,000	277,000



Project Information

Non-Highway Program

Purchase of buses. 5339 Grant.

TIP #	TA-5144
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	UBF95

Project Types	Renovate Bus, Transit, Non-Highway, Public Transportation
Jurisdictions / Agencies	City of Durham, GoDurham, Durham County, Division 5

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5339 (FBUS)	Capital	2016	640,000	0	160,000	800,000
Totals:			640,000	0	160,000	800,000



Project Information

Non-Highway Program

Purchase of replacement buses and replacement paratransit vehicles. 5309 Grant.

TIP #	TA-5145
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Renovate Bus, Transit, Non-Highway, Public Transportation
Jurisdictions / Agencies	City of Durham, GoDurham, Durham County, Division 5

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5309 (FBUS)	Capital	Prior Year	78,000	0	20,000	98,000
5309 (FBUS)	Capital	2016	260,000	0	66,000	326,000
Totals:			338,000	0	86,000	424,000



Project Information

Non-Highway Program

Bus repower - 3. 5309 Grant.

TIP #	TA-5146
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	UBF95

Project Types	Renovate Bus, Transit, Non-Highway, Public Transportation
Jurisdictions / Agencies	City of Durham, GoDurham, Durham County, Division 5

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5309 (FBUS)	Capital	2017	142,000	0	35,000	177,000
Totals:			142,000	0	35,000	177,000



Project Information

Non-Highway Program

Bus refurbishment - 3. 5309 Grant.

TIP #	TA-5147
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Renovate Bus, Transit, Non-Highway, Public Transportation
Jurisdictions / Agencies	City of Durham, GoDurham, Durham County, Division 5

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5309 (FBUS)	Capital	2017	41,000	0	10,000	51,000
		Totals:	41,000	0	10,000	51,000



Project Information

Non-Highway Program

Vanpool vans - replacement (8). 5309 Grant.

TIP #	TA-5148
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	UBF15; and other grants

Project Types	Replacement Van, Transit, Vanpool, Non-Highway, Public Transportation
Jurisdictions / Agencies	Durham County, Orange County, Other, GoTriangle, Division 5, Division 7

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5309 (FBUS)	Capital	Prior Year	178,000	0	46,000	224,000
		Totals:	178,000	0	46,000	224,000



Project Information

Non-Highway Program

Replacement paratransit vehicles. STP-DA Grant.

TIP #	TA-5154	Project Types	Replacement Van, Transit, Non-Highway, Public Transportation
MTP #		Jurisdictions / Agencies	Durham County, Orange County, GoTriangle, Division 5, Division 7
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
STP-DA	Capital	Prior Year	215,200	0	53,800	269,000
		Totals:	215,200	0	53,800	269,000



Project Information

Non-Highway Program

Capital expenses. 5311 Grant.

TIP #	TA-6246
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Transit, Non-Highway, Public Transportation
Jurisdictions / Agencies	Durham County ACCESS, Durham County, Division 5

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5311 (FNU)	Capital	Prior Year	0	0	0	200,000
		Totals:	0	0	0	200,000



Project Information

Non-Highway Program

Maintenance facility renovation. 5309 Grant.

TIP #	TD-5267
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Facility - Operations & Maintenance, Transit, Non-Highway, Public Transportation
Jurisdictions / Agencies	Durham County, GoTriangle, Division 5

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5309 (FBUS)	Capital	Prior Year	75,000	0	19,000	94,000
		Totals:	75,000	0	19,000	94,000



Project Information

Non-Highway Program

Triangle Transit. Rougemont Park-and-Ride. Professional services and property acquisition. STP-DA Grant.

TIP #	TD-5273	Project Types	Facility - Park & Ride, Transit, Non-Highway, Public Transportation
MTP #		Jurisdictions / Agencies	Durham County, GoTriangle, Division 5
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
STP-DA	Acquisition	Prior Year	24,000	0	24,000	48,000
STP-DA	Acquisition	2016	92,000	0	109,000	201,000
		Totals:	116,000	0	133,000	249,000



Non-Highway Program

Project Information

Construct a light rail transit system from UNC Hospitals in Chapel Hill to NC 55 (Alston Avenue) in Durham. Total project cost is \$1,532,646,000. Total project length is 17.1 miles. Break B for the project is from the Orange County line to NC 55 (Alston Avenue) in Durham. Break B is in Region C. Project costs for Break B are shown in the table below. Coordinate this project with projects I-5720A, U-5717, and U-5774.

TIP #	TE-5205 B
MTP #	1, 2
Project Length	17.1 miles
Grantor Grant #	
MUNIS Grant #	

Project Types	Transit, Non-Highway, Public Transportation, Break
Jurisdictions / Agencies	City of Durham, Durham County, GoTriangle, Division 5

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Other	Prior Year	0	0	0	21,250,000
T	PE/Design	2016	0	3,786,000	0	3,786,000
5309 (FBUS)	PE/Design	2016	7,572,000	0	3,786,000	11,358,000
5309 (FBUS)	PE/Design	2017	7,572,000	0	3,786,000	11,358,000
T	PE/Design	2017	0	3,786,000	0	3,786,000
5309 (FBUS)	PE/Design	2018	7,572,000	0	3,786,000	11,358,000
T	PE/Design	2018	0	3,786,000	0	3,786,000
5309 (FBUS)	Right of Way	2019	31,185,000	0	15,593,000	46,778,000
T	Right of Way	2019	0	15,593,000	0	15,593,000
T	Right of Way	2020	0	15,593,000	0	15,593,000
5309 (FBUS)	Right of Way	2020	31,185,000	0	15,593,000	46,778,000
5309 (FBUS)	Acquisition	2021	33,495,000	0	16,748,000	50,243,000
T	Acquisition	2021	0	16,747,000	0	16,747,000
T	Construction	2024	0	9,375,000	0	9,375,000
5309 (FBUS)	Construction	2024	18,750,000	0	9,375,000	28,125,000
T	Construction	2025	0	9,375,000	0	9,375,000
5309 (FBUS)	Construction	2025	18,750,000	0	9,375,000	28,125,000
T	Construction	Future Unfunded	0	208,785,000	0	208,785,000
5309 (FBUS)	Construction	Future Unfunded	417,570,000	0	208,785,000	626,355,000
Totals:			573,651,000	286,826,000	286,827,000	1,168,554,000

Non-Highway Program

Project Information

Routine Capital - bus stop shelters, benches, shop equipment, spare parts, engines, service vehicles, etc. 5307 Grant.

TIP #	TG-4738	Project Types	Routine Capital, Transit, Non-Highway, Public Transportation
MTP #		Jurisdictions / Agencies	City of Durham, GoDurham, Durham County, Division 5
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5307 (FUZ)	Capital	Prior Year	0	0	0	4,313,000
5307 (FUZ)	Capital	2016	475,000	0	119,000	594,000
5307 (FUZ)	Capital	2017	475,000	0	119,000	594,000
5307 (FUZ)	Capital	2018	475,000	0	119,000	594,000
5307 (FUZ)	Capital	2019	475,000	0	119,000	594,000
5307 (FUZ)	Capital	2020	475,000	0	119,000	594,000
5307 (FUZ)	Capital	2021	475,000	0	119,000	594,000
5307 (FUZ)	Capital	2022	475,000	0	119,000	594,000
5307 (FUZ)	Capital	2023	475,000	0	119,000	594,000
		Totals:	3,800,000	0	952,000	9,065,000



Non-Highway Program

Project Information

Preventative Maintenance

TIP #	TG-4738 A
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Planning Assistance, Transit, Non-Highway, Public Transportation, Break
Jurisdictions / Agencies	City of Durham, GoDurham, Durham County, Division 5

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5307 (FUZ)	Operations	Prior Year	0	0	0	21,860,000
5307 (FUZ)	Operations	2016	3,000,000	0	750,000	3,750,000
5307 (FUZ)	Operations	2017	3,000,000	0	750,000	3,750,000
5307 (FUZ)	Operations	2018	3,000,000	0	750,000	3,750,000
5307 (FUZ)	Operations	2019	3,000,000	0	750,000	3,750,000
5307 (FUZ)	Operations	2020	3,000,000	0	750,000	3,750,000
5307 (FUZ)	Operations	2021	3,000,000	0	750,000	3,750,000
5307 (FUZ)	Operations	2022	3,000,000	0	750,000	3,750,000
5307 (FUZ)	Operations	2023	3,000,000	0	750,000	3,750,000
Totals:			24,000,000	0	6,000,000	51,860,000



Project Information

Non-Highway Program

Routine Capital -Bus stop shelters, benches, shop equipment, spare parts, engines, farebox, service vehicles, etc includes ADA, PM, and service vehicles

TIP #	TG-4821 B
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Transit, Facility - Other, Non-Highway, Public Transportation, Break
Jurisdictions / Agencies	Durham County, Orange County, GoTriangle, Division 5, Division 7

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5307 (FUZ)	Capital	Prior Year	0	0	0	8,921,000
5307 (FUZ)	Capital	2016	1,483,000	0	366,000	1,849,000
5307 (FUZ)	Capital	2017	1,527,000	0	382,000	1,909,000
5307 (FUZ)	Capital	2018	1,573,000	0	393,000	1,966,000
5307 (FUZ)	Capital	2019	1,575,000	0	394,000	1,969,000
5307 (FUZ)	Capital	2020	1,575,000	0	394,000	1,969,000
5307 (FUZ)	Capital	2021	1,575,000	0	394,000	1,969,000
5307 (FUZ)	Capital	2022	1,575,000	0	394,000	1,969,000
5307 (FUZ)	Capital	2023	1,575,000	0	394,000	1,969,000
Totals:			12,458,000	0	3,111,000	24,490,000



Triangle

Project Information

Non-Highway Program

Bus stop shelters, benches, shop equipment, spare parts, engines, service vehicles, etc. 5307 GRANT.

TIP #	TG-4958	Project Types	Transit, Non-Highway, Public Transportation
MTP #		Jurisdictions / Agencies	City of Durham, GoDurham, Durham County, Division 5
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5307 (FUZ)	Other	Prior Year	0	0	0	379,000
STP-DA	Other	Prior Year	0	0	0	0
		Totals:	0	0	0	379,000



Project Information

Non-Highway Program

Shop Equipment

TIP #	TG-5250
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	UBF15; and other grants

Project Types	Transit, Non-Highway, Public Transportation
Jurisdictions / Agencies	City of Durham, Durham County, GoTriangle, Division 5

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5309 (FBUS)	Capital	Prior Year	70,000	0	17,000	87,000
		Totals:	70,000	0	17,000	87,000



Project Information

Non-Highway Program

Routine Capital. 5309 Grant.

TIP #	TG-5251
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	UBF15

Project Types	Transit, Non-Highway, Public Transportation
Jurisdictions / Agencies	Durham County, Orange County, Other, GoTriangle, Division 5, Division 7

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5309 (FBUS)	Capital	Prior Year	222,000	0	55,000	277,000
Totals:			222,000	0	55,000	277,000



Non-Highway Program

Project Information

GoTriangle- establish Neighborhood Transit Centers in Durham. Reg B: Neighborhood Transit Center in South Durham in connection with Southpoint Park-and-Ride facility. Total project cost for Breaks B and E is \$1,320,000.

TIP #	TG-5255 B	Project Types	Facility - Park & Ride, Transit, Non-Highway, Public Transportation, Break
MTP #		Jurisdictions / Agencies	City of Durham, GoDurham, Durham County, GoTriangle, Division 5
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
Fed	Implementation	2016	528,000	0	0	528,000
T	Implementation	2016	0	66,000	0	66,000
L	Implementation	2016	0	0	66,000	66,000
Totals:			528,000	66,000	66,000	660,000



Project Information

Non-Highway Program

GoTriangle- establish Neighborhood Transit Centers in Durham. Reg E Neighborhood Transit Center in Southwest Durham in connection with Patterson Place Park-and-Ride facility. Total project cost for Breaks B and E is \$1,320,000.

TIP #	TG-5255 E	Project Types	Facility - Park & Ride, Transit, Non-Highway, Public Transportation, Break
MTP #		Jurisdictions / Agencies	City of Durham, GoDurham, Durham County, GoTriangle, Division 5
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
Fed	Implementation	2016	528,000	0	0	528,000
T	Implementation	2016	0	66,000	0	66,000
L	Implementation	2016	0	0	66,000	66,000
Totals:			528,000	66,000	66,000	660,000



Project Information

Non-Highway Program

Administration. 5317 New Freedom.

TIP #	TK-6126
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Administrative, Transit, Non-Highway, Public Transportation
Jurisdictions / Agencies	Durham County ACCESS, Durham County, Division 5

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5311 (FNU)	Operations	Prior Year	277,000	0	277,000	554,000
5311 (FNU)	Operations	2016	6,000	69,000	13,000	88,000
5311 (FNU)	Operations	2017	31,500	0	31,500	63,000
5311 (FNU)	Operations	2018	31,500	0	31,500	63,000
5311 (FNU)	Operations	2019	31,500	0	31,500	63,000
5311 (FNU)	Operations	2020	31,500	0	31,500	63,000
5311 (FNU)	Operations	2021	31,500	0	31,500	63,000
5311 (FNU)	Operations	2022	31,500	0	31,500	63,000
5311 (FNU)	Operations	2023	31,500	0	31,500	63,000
		Totals:	503,500	69,000	510,500	1,083,000

Project Information

Non-Highway Program

Capital - Travel Training. JARC 5316 GRANT

TIP #	TM-5304
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	LJA13

Project Types	Training, Transit, Non-Highway, Public Transportation
Jurisdictions / Agencies	City of Durham, GoDurham, Durham County, Division 5

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5316-JARC	Capital	Prior Year	100,000	0	25,000	125,000
		Totals:	100,000	0	25,000	125,000



Project Information

Non-Highway Program

City of Durham Planning & Program Administration of JARC projects (5316)

TIP #	TM-5307
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	LJA11; LJA13; LJA14

Project Types	Administrative, Transit, Non-Highway, Public Transportation
Jurisdictions / Agencies	City of Durham, Durham County, Lead Planning Agency, Division 5

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5316-JARC	Admin	Prior Year	72,000	0	18,000	90,000
		Totals:	72,000	0	18,000	90,000



Project Information

Non-Highway Program

Expanded Service to Brier Creek - Rt.15. JARC 5316 Grant

TIP #	TM-5310	Project Types	Operations, Transit, Non-Highway, Public Transportation
MTP #		Jurisdictions / Agencies	City of Durham, GoDurham, Durham County, Division 5
Project Length			
Grantor Grant #			
MUNIS Grant #	LJA14		

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5316-JARC	Operations	Prior Year	231,000	0	231,000	462,000
		Totals:	231,000	0	231,000	462,000



Project Information

Non-Highway Program

Sunday Routes (400,700, & 800). JARC 5316 Grant

TIP #	TM-5311
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	LJA14

Project Types	Operating Assistance, Transit, Non-Highway, Public Transportation
Jurisdictions / Agencies	Durham County, Orange County, Other, GoTriangle, Division 5, Division 7

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5316-JARC	Operations	Prior Year	235,000	0	235,000	470,000
		Totals:	235,000	0	235,000	470,000



Non-Highway Program

Project Information

Operating Assistance -New Freedom 5317 grant - Urban

TIP #	TN-5102
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	LNF13

Project Types	Operating Assistance, Transit, Non-Highway, Public Transportation
Jurisdictions / Agencies	City of Durham, GoDurham, Durham County, Orange County, Division 5, Division 7

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Other	Prior Year	0	0	0	756,000
5317 (FNF)	Operations	2016	63,000	0	63,000	126,000
5317 (FNF)	Operations	2017	63,000	0	63,000	126,000
5317 (FNF)	Operations	2018	63,000	0	63,000	126,000
5317 (FNF)	Operations	2019	63,000	0	63,000	126,000
5317 (FNF)	Operations	2020	63,000	0	63,000	126,000
5317 (FNF)	Operations	2021	63,000	0	63,000	126,000
5317 (FNF)	Operations	2022	63,000	0	63,000	126,000
5317 (FNF)	Operations	2023	63,000	0	63,000	126,000
Totals:			504,000	0	504,000	1,764,000



Project Information

Non-Highway Program

Capital-Membership in GoTriangle Regional Call Center. (New Freedom 5317 grant)

TIP #	TN-5132	Project Types	Mobility Management (transit), Transit, Non-Highway, Public Transportation
MTP #		Jurisdictions / Agencies	City of Durham, GoDurham, Durham County, Division 5
Project Length			
Grantor Grant #			
MUNIS Grant #	LNF13		

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5317 (FNF)	Capital	Prior Year	105,000	0	26,000	131,000
		Totals:	105,000	0	26,000	131,000



Project Information

Non-Highway Program

Capital - continuation of travel training. (New Freedom 5317 GRANT)

TIP #	TN-5133
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	LNF13

Project Types	Training, Transit, Non-Highway, Public Transportation
Jurisdictions / Agencies	Durham Center for Senior Life, Durham County, Division 5

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5317 (FNF)	Capital	Prior Year	24,000	0	6,000	30,000
		Totals:	24,000	0	6,000	30,000



Project Information

Non-Highway Program

City of Durham Planning & Program Administration of New Freedom projects (5317)

TIP #	TN-5134
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	LNF13

Project Types	Administrative, Transit, Non-Highway, Public Transportation
Jurisdictions / Agencies	City of Durham, Durham County, Lead Planning Agency, Division 5

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5317 (FNF)	Admin	Prior Year	0	0	0	14,000
		Totals:	0	0	0	14,000



Project Information

Non-Highway Program

Operating Assistance

TIP #	TO-5130
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Operating Assistance, Transit, Non-Highway, Public Transportation
Jurisdictions / Agencies	City of Durham, GoDurham, Durham County, Division 5

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
SMAP	Operations	Prior Year	0	16,736,000	0	16,736,000
SMAP	Operations	2016	0	2,806,000	0	2,806,000
SMAP	Operations	2017	0	2,806,000	0	2,806,000
SMAP	Operations	2018	0	2,806,000	0	2,806,000
SMAP	Operations	2019	0	2,806,000	0	2,806,000
SMAP	Operations	2020	0	2,806,000	0	2,806,000
SMAP	Operations	2021	0	2,806,000	0	2,806,000
SMAP	Operations	2022	0	2,806,000	0	2,806,000
SMAP	Operations	2023	0	2,806,000	0	2,806,000
Totals:			0	39,184,000	0	39,184,000



Project Information

Non-Highway Program

Operating Assistance - New Route. CMAQ funds flexed from original project #C-5180.

TIP #	TO-5130 B	Project Types	Operating Assistance, Transit, Non-Highway, Public Transportation, Break
MTP #		Jurisdictions / Agencies	City of Durham, GoDurham, Durham County, Division 5
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
CMAQ (L)	Operations	Prior Year	951,200	0	237,800	1,189,000
CMAQ (L)	Operations	Prior Year	948,000	0	237,000	1,185,000
		Totals:	1,899,200	0	474,800	2,374,000



Project Information

Non-Highway Program

5307 Operating Assistance

TIP #	TO-5202
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Operating Assistance, Transit, Non-Highway, Public Transportation
Jurisdictions / Agencies	City of Durham, GoDurham, Durham County, Division 5

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5307 (FUZ)	Operations	Prior Year	262,000	0	262,000	524,000
		Totals:	262,000	0	262,000	524,000



Project Information

Non-Highway Program

Paratransit Operating (Capital). 5307 Grant.

TIP #	TO-5203
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Operating Assistance, Transit, Non-Highway, Public Transportation
Jurisdictions / Agencies	City of Durham, GoDurham, Durham County, Division 5

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5307 (FUZ)	Capital	Prior Year	399,200	0	99,800	499,000
		Totals:	399,200	0	99,800	499,000



Non-Highway Program

Project Information

Planning Assistance 5307

TIP #	TP-4732 A
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Planning Assistance, Transit, Non-Highway, Public Transportation, Break
Jurisdictions / Agencies	Durham County, Orange County, GoTriangle, Division 5, Division 7

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Other	Prior Year	0	0	0	2,588,000
5307-Planning (FUZ)	Planning	2016	556,000	70,000	70,000	696,000
5307-Planning (FUZ)	Planning	2017	573,000	72,000	72,000	717,000
5307-Planning (FUZ)	Planning	2018	590,000	74,000	74,000	738,000
5307-Planning (FUZ)	Planning	2019	590,000	74,000	74,000	738,000
5307-Planning (FUZ)	Planning	2020	590,000	74,000	74,000	738,000
5307-Planning (FUZ)	Planning	2021	590,000	74,000	74,000	738,000
5307-Planning (FUZ)	Planning	2022	590,000	74,000	74,000	738,000
5307-Planning (FUZ)	Planning	2023	590,000	74,000	74,000	738,000
Totals:			4,669,000	586,000	586,000	8,429,000

Project Information

Non-Highway Program

Planning Assistance - 5303

TIP #	TP-5108
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	USP86

Project Types	Planning Assistance, Transit, Non-Highway, Public Transportation
Jurisdictions / Agencies	City of Durham, GoDurham, Durham County, Division 5

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5303	Capital	Prior Year	672,000	84,000	84,000	840,000
5303	Capital	2016	112,000	14,000	14,000	140,000
5303	Capital	2017	112,000	14,000	14,000	140,000
5303	Capital	2018	112,000	14,000	14,000	140,000
5303	Capital	2019	112,000	14,000	14,000	140,000
5303	Capital	2020	112,000	14,000	14,000	140,000
5303	Capital	2021	112,000	14,000	14,000	140,000
5303	Capital	2022	112,000	14,000	14,000	140,000
5303	Capital	2023	112,000	14,000	14,000	140,000
Totals:			1,568,000	196,000	196,000	1,960,000



Project Information

Non-Highway Program

Planning Assistance - 5307

TIP #	TP-5109
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Planning Assistance, Transit, Non-Highway, Public Transportation
Jurisdictions / Agencies	City of Durham, GoDurham, Durham County, Division 5

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5307-Planning (FUZ)	Capital	Prior Year	1,937,600	242,200	242,200	2,422,000
5307-Planning (FUZ)	Capital	2016	384,000	48,000	48,000	480,000
5307-Planning (FUZ)	Capital	2017	384,000	48,000	48,000	480,000
5307-Planning (FUZ)	Capital	2018	384,000	48,000	48,000	480,000
5307-Planning (FUZ)	Capital	2019	384,000	48,000	48,000	480,000
5307-Planning (FUZ)	Capital	2020	384,000	48,000	48,000	480,000
5307-Planning (FUZ)	Capital	2021	384,000	48,000	48,000	480,000
5307-Planning (FUZ)	Capital	2022	384,000	48,000	48,000	480,000
5307-Planning (FUZ)	Capital	2022	384,000	48,000	48,000	480,000
		Totals:	5,009,600	626,200	626,200	6,262,000

Project Information

Non-Highway Program

Reservation, Scheduling, SY & Mobility Services. 5310 Grant.

TIP #	TQ-3000
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	UED14

Project Types	Mobility Management (transit), Transit, Non-Highway, Public Transportation
Jurisdictions / Agencies	City of Durham, GoDurham, Durham County, Division 5

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5310 (FEPD)	Capital	Prior Year	108,800	0	27,200	136,000
		Totals:	108,800	0	27,200	136,000



Project Information

Non-Highway Program

Purchase of demand response service. 5310 Grant.

TIP #	TQ-3001	Project Types	Purchase of Service, Transit, Non-Highway, Public Transportation
MTP #		Jurisdictions / Agencies	Durham County ACCESS, Durham County, Division 5
Project Length			
Grantor Grant #			
MUNIS Grant #	UED14		

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5310 (FEPD)	Capital	Prior Year	100,000	0	25,000	125,000
		Totals:	100,000	0	25,000	125,000



Project Information

Non-Highway Program

Operating assistance - purchase of service. 5310 Grant.

TIP #	TQ-6158	Project Types	Purchase of Service, Transit, Non-Highway, Public Transportation
MTP #		Jurisdictions / Agencies	Durham County ACCESS, Durham County, Division 5
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5310 (FEPD)	Capital	Prior Year	371,000	46,000	46,000	463,000
		Totals:	371,000	46,000	46,000	463,000



Project Information

Non-Highway Program

Administration of Section 5310 program. 5310 Grant.

TIP #	TQ-7002 HF
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	UED14

Project Types	Administrative, Transit, Non-Highway, Public Transportation, Break
Jurisdictions / Agencies	City of Durham, Durham County, Lead Planning Agency, Division 5

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5310 (FEPD)	Admin	Prior Year	0	0	0	28,000
		Totals:	0	0	0	28,000



Project Information

Non-Highway Program

Capital - Purchase of Service

TIP #	TQ-9032
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Transit, Non-Highway, Public Transportation
Jurisdictions / Agencies	Durham County, Orange County, GoTriangle, Division 5, Division 7

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5310 (FEPD)	Capital	Prior Year	0	0	0	40,000
		Totals:	0	0	0	40,000



Project Information

Non-Highway Program

Safety & Security - 1% Set Aside. 5307 Grant.

TIP #	TS-5108	Project Types	Safety & Security, Transit, Non-Highway, Public Transportation
MTP #		Jurisdictions / Agencies	City of Durham, GoDurham, Durham County, Division 5
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5307 (FUZ)	Capital	Prior Year	184,800	0	46,200	231,000
5307 (FUZ)	Capital	2016	39,000	0	4,000	43,000
5307 (FUZ)	Capital	2017	39,000	0	4,000	43,000
5307 (FUZ)	Capital	2018	39,000	0	4,000	43,000
5307 (FUZ)	Capital	2019	39,000	0	4,000	43,000
5307 (FUZ)	Capital	2020	39,000	0	4,000	43,000
5307 (FUZ)	Capital	2021	39,000	0	4,000	43,000
5307 (FUZ)	Capital	2022	39,000	0	4,000	43,000
5307 (FUZ)	Capital	2023	39,000	0	4,000	43,000
		Totals:	496,800	0	78,200	575,000



Project Information

Non-Highway Program

Safety & Security - 1% Set Aside . 5307 Grant.

TIP #	TS-5119	Project Types	Safety & Security, Transit, Non-Highway, Public Transportation
MTP #		Jurisdictions / Agencies	Durham County, Orange County, GoTriangle, Division 5, Division 7
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5307 (FUZ)	Capital	Prior Year	199,200	0	49,800	249,000
5307 (FUZ)	Capital	2016	20,000	0	2,000	22,000
5307 (FUZ)	Capital	2017	17,000	0	2,000	19,000
5307 (FUZ)	Capital	2018	17,000	0	2,000	19,000
5307 (FUZ)	Capital	2019	17,000	0	2,000	19,000
5307 (FUZ)	Capital	2020	17,000	0	2,000	19,000
5307 (FUZ)	Capital	2021	19,000	0	0	19,000
5307 (FUZ)	Capital	2022	17,000	0	2,000	19,000
5307 (FUZ)	Construction	2023	17,000	0	2,000	19,000
Totals:			340,200	0	63,800	404,000



Triangle

Non-Highway Program

Project Information

Passenger Rail Project Trains 73/74 and 74/75 operations between Charlotte and Raleigh. Equipment and capital yard maintenance facility. Additional project funding includes anticipated \$6.6 million/year legislative appropriation from state highway fund, to be used for operations.

TIP #	P-2918	Project Types	Passenger Rail, Non-Highway
MTP #		Jurisdictions / Agencies	Durham County, NCDOT, Orange County, Division 5, Division 7
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Operations	Prior Year	0	0	0	148,006,000
CMAQ (S)	Operations	2016	3,000,000	750,000	0	3,750,000
		Totals:	3,000,000	750,000	0	151,756,000



Non-Highway Program

Project Information

Private Crossing Safety Initiative to close or enhance protection at railroad crossings between Raleigh and Charlotte. This project is in progress.

TIP #	P-4405	Project Types	Safety, Passenger Rail, Non-Highway
MTP #		Jurisdictions / Agencies	Durham County, NCDOT, Orange County, Division 5, Division 7
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Other	Prior Year	0	0	0	10,116,000
STHSR	Construction	2016	3,000,000	0	0	3,000,000
O	Construction	2016	0	0	0	880,000
STHSR	Construction	2017	941,000	0	0	941,000
Totals:			3,941,000	0	0	14,937,000



Non-Highway Program

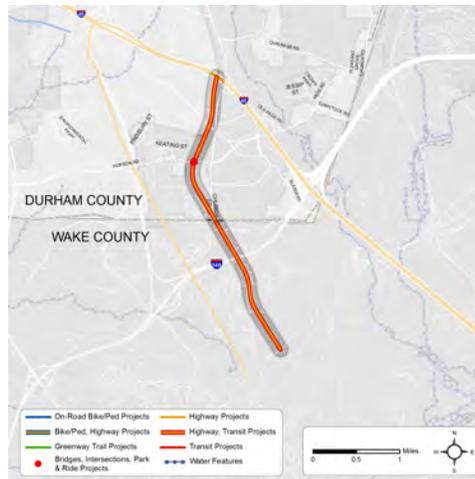
Project Information

Passenger Rail Project Piedmont Corridor Various Routes and Norfolk Southern Railroad-North Carolina Railroad in Durham and Morrisville, south of I-40 to north of McCrimmon Parkway. Construct a grade separation at SR 1978 (Hopson Rd). Extend Church Street to Hopson Rd. Close Church Street crossing 734 748 m of the Norfolk Southern-North Carolina Railroad, construct a second track, and widen Hopson Road from east of SR 1999 (Davis Drive) to NC 54.

TIP #	U-4716	Project Types	Passenger Rail, Non-Highway
MTP #	202	Jurisdictions / Agencies	Durham County, NCDOT, Other, Division 5
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Other	Prior Year	0	0	0	25,751,000
O	Right of Way	Future Unfunded	0	0	0	1,126,000
O	Construction	Future Unfunded	0	0	0	3,160,000
Totals:			0	0	0	30,037,000



FY2016-2025

Metropolitan Transportation Improvement Program

DIVISION 7 PROJECTS

HOW TO READ A PROJECT SHEET

Project Breaks are used to represent different segments or portions of a project and are shown as a letter following the TIP #.

US 70 (Miami Boulevard)

HIGHWAY PROGRAM

Project Information

Full U-5720 project information is Lynn Road in Durham to west of Alexander Drive in Raleigh. Upgrade to controlled-access facility and convert at-grade intersection with SR 1811/SR 1959 to interchange. Total project length is 1.6 miles. Total project cost for the entire project is \$136,124,000. Break A of this project is US 70 (Miami Blvd) from Lynn Road to SR 1959 (S Miami Blvd) / SR 1811 (Sherron Rd). Project costs for only Break A are shown in the table below. Planning and design for this project are in progress.

TIP # U-5720 **A**
MTP # 116; 116.1
Project Length 1.6 miles
Grantor Grant #
MUNIS Grant #

Project Types Intersection Improvements, Upgrade Roadway, Division 5: Highway - Urban
Jurisdictions / Agencies City of Durham, Durham County, NCDOT, Division 5

Corresponding Metropolitan Transportation Plan ID (if applicable)
 Corresponding Grant Numbers - applicable for transit-related grants

Location of the project or agency involved with implementation of the project.

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
T	Utilities	2022	0	3,248,000	0	3,248,000
T	Right of Way	2022	0	27,067,000	0	27,067,000
T	Construction	2024	0	26,235,000	0	26,235,000
T	Construction	2025	0	26,235,000	0	26,235,000
T	Construction	Future Unfunded	0	26,235,000	0	26,235,000
O	PE/Design	Prior Year	0	0	0	2,000,000
Total Project Cost						111,020,000

See Appendix E for detailed information on funding sources used for each project phase.

Type of work or activity to be completed as phases that make up each project.

Estimated costs for each phase of the project and the total project in current year dollars.

Unfunded project costs - unfunded future commitments



Map of estimated project location (if the project was mappable at the time of the release of the draft MTIP).

FY2016-2025 TIP

DIVISION 7 PROJECTS

HIGHWAY PROGRAM					
TIP #	PROJECT NAME	DESCRIPTION	PROJECT EXPECTED START DATE	TOTAL ESTIMATED PROJECT COST	PAGE #
I-3306 A	I-40	Full project details for I-3306 is widening of I-40 and installation of ITS from I-85 in Orange County to NC 147/Durham Freeway in Durham County. The project includes two breaks, Break A and Break B. Break A for this project are the improvements along I-40 from I-85 to the Durham County line. Break A length is 11.42 miles. ***Improvements to I-40 & NC 86 interchange.*** Break B is the section of I-40 from Orange County line to NC 147 in Durham County and has been completed.	Prior Year	\$175,131,000	1
I-5822	I-40	Pavement rehabilitation along I-40 from 1.6 miles east of NC 86 to 0.8 miles east of SR 1734 Erwin Road. Coordinate with I-3306A.	2019	\$1,792,000	2
EB-4707	Old Chapel Hill Rd / Old Durham Rd	SR 2220 (Old Chapel Hill Rd) and SR 1838 (Old Durham Rd). The full project is from US 15/501 in Orange County to SR 1116 (Garrett Rd) in Durham County. Bicycle, pedestrian, and transit improvements; and construction of a roundabout. Total project length is 2.7 miles. The total project cost is \$1,3321,000. Project #EB-4707 is the just the PE/design for the project. The table below only presents the schedule and funding for the PE/design for the project. Breaks A and B of the project present the funding and schedule for ROW, Utilities, and Construction.	Prior Year	\$2,109,278	3
EB-4707 A	Old Chapel Hill Rd / Old Durham Rd	SR 2220 (Old Chapel Hill Rd) and SR 1838 (Old Durham Rd). Full EB-4707 project is from US 15/501 in Orange County to SR 1116 (Garrett Rd) in Durham County. Bicycle, pedestrian, and transit improvements; and construction of a roundabout. Total project length is 2.7 miles. Total project cost is \$13,321,000. Break A of the project is from US 15/501 in Orange County to SR 1113 (Pope Rd) in Durham County. The funding and schedule for Break A are shown in the table below.	Prior Year	\$3,575,267	4
EB-4707 B	Old Chapel Hill Rd / Old Durham Rd	SR 2220 (Old Chapel Hill Rd) and SR 1838 (Old Durham Rd). Full EB-4707 project is from US 15/501 in Orange County to SR 1116 (Garrett Rd) in Durham County. Bicycle, pedestrian, and transit improvements; and construction of a roundabout. Total project length is 2.7 miles. Total project cost for this project is \$13,321,000. Break B of the project is from SR 1113 (Pope Rd) to SR 1116 (Garrett Rd) in Durham County. The project schedule and funding for Break B are shown in the table below.	Prior Year	\$7,636,456	5
U-0624	NC 86 (South Columbia Street)	From Purefoy Road to SR 1902 (Manning Drive) in Chapel Hill. Upgrade the corridor to include bicycle lanes. This project is under construction.	Prior Year	\$9,357,000	6
U-2803	SR 1919 (Smith Level Rd)	Rock Haven Road to bridge No. 88 in Carrboro. Widen to add bicycle lanes, sidewalks, and turn lanes with a center median. This project is under construction.	Prior Year	\$9,061,000	7

FY2016-2025 TIP ~ DIVISION 7 PROJECTS

HIGHWAY PROGRAM					
TIP #	PROJECT NAME	DESCRIPTION	PROJECT EXPECTED START DATE	TOTAL ESTIMATED PROJECT COST	PAGE #
U-3306	SR 1733 (Weaver Dairy Rd)	From NC 86 (Martin Luther King Jr. Blvd.) to SR 1734 (Erwin Rd) in Chapel Hill. Corridor upgrade, part on new location. This project is under construction.	Prior Year	\$19,377,000	8
U-4727	DCHC MPO Planning Allocation and Work Program	DCHC MPO Planning Allocation and Work Program. This project includes \$233,000 Federal TIGER grant. This project is in progress.	Prior Year	\$14,939,000	9
U-5023	DCHC MPO STP-DA Reserve Funds	DCHC MPO STP-DA Funds - Reserved for future programming.	2020	\$22,982,000	10
U-5304 A	US 15/501 (Fordham Boulevard)	Full U-5304 project is NC 86 (S Columbia St) to Eastowne Drive/Lakeview Drive in Chapel Hill. Upgrade corridor. Total project length is 6.0 miles. Total project cost for the entire project is \$100,717,000. Break A for the project is from NC 86 (S Columbia St) to SE 1742 (Ephesus Church Rd) in Chapel Hill. Capacity improvements and possible interchange at SR 1902 (Manning Dr) with sidewalks, wide outside lanes and transit accommodations. Project costs for only Break A are shown in the table below. The feasibility for this project is in progress. Coordinate this project with TE-5205.	2024	\$95,330,000	11
U-5304 B	US 15/501 (Fordham Boulevard)	Full U-5304 project is NC 86 (S Columbia St) to Eastowne Drive/Lakeview Drive in Chapel Hill. Upgrade corridor. Total project length is 6.0 miles. Total project cost for the entire project is \$100,717,000. Break B for the project is from Sage Road to East Lakeview Drive in Chapel Hill. Upgrade roadway to superstreet. ***Superstreet conversion should accommodate safe bicycle and pedestrian improvements, particularly at gateway light rail station area.*** Project length for Break B is 0.65 miles. Project costs for only Break B are shown in the table below. The feasibility for this project is in progress. Coordinate this project with TE-5205.	2024	\$2,052,000	12
U-5304 C	US 15/501 (Fordham Boulevard)	Full U-5304 project is NC 86 (S Columbia St) to Eastowne Drive/Lakeview Drive in Chapel Hill. Upgrade corridor. Total project length is 6.0 miles. Total project cost for the entire project is \$100,717,000. Break C for this project is the SR 1742 (Ephesus Church Rd) intersection improvements. No schedule or funding are shown in the table below because work for Break C will be completed under project #U-5550. The feasibility for this project is in progress. Coordinate this project with TE-5205.	not listed	not funded	13
U-5304 D	US 15/501 (Fordham Boulevard)	Full U-5304 project is NC 86 (S Columbia St) to Eastowne Drive/Lakeview Drive in Chapel Hill. Upgrade corridor. Total project length is 6.0 miles. Total project cost for the entire project is \$100,717,000. Break D for the project is the NC 54 (Raleigh Rd) interchange improvements. Project costs for only Break D are shown in the table below. The feasibility for this project is in progress. Coordinate this project with TE-5205.	2023	\$1,160,000	14

FY2016-2025 TIP ~ DIVISION 7 PROJECTS

HIGHWAY PROGRAM					
TIP #	PROJECT NAME	DESCRIPTION	PROJECT EXPECTED START DATE	TOTAL ESTIMATED PROJECT COST	PAGE #
U-5304 E	US 15/501 (Fordham Boulevard)	Full U-5304 project is NC 86 (S Columbia St) to Eastowne Drive/Lakeview Drive in Chapel Hill. Upgrade corridor. Total project length is 6.0 miles. Total project cost for the entire project is \$100,717,000. Break E for the project is the NC 54/ NC 86 interchange. Add lane on US 15/501 northbound ramp onto eastbound NC 54. ***Add loop ramp from westbound NC 54 to southbound US 15/501.*** The feasibility for this project is in progress. Coordinate this project with TE-5205.	2023	\$2,175,000	15
U-5543	Variable Message Signs in Chapel Hill	Variable message signs for traffic management on major corridors in Chapel Hill. Planning, design, right of way, and construction are in progress by the Town of Chapel Hill.	Prior Year	\$94,000	16
U-5549	Various (Downtown Access Imp)	Downtown Access Improvements in Hillsborough. Construct curb relocations and ADA-compliant intersection improvements, and remove on-street parking. Planning, design, right of way, and construction by the Town of Hillsborough.	2016	\$156,000	17
U-5550	US 15/501 (Fordham Boulevard)	Intersection Improvements at US 15/501 and SR 1742 Ephesus Church Road in Chapel Hill. Planning, design, ROW, and construction by the Town of Chapel Hill. FY 2018 programming reflects the reimbursement to the Town.	2018	\$2,170,000	18
U-5774 A	NC 54	The full project #U-5774 is NC 54 from US 15/501 in Chapel Hill to NC 55 in Durham, upgrade roadway corridor. Total project length for all sections is 9.2 miles. Total project cost for the entire project is \$228,859,000. Break A for this project is NC 54 and US 15/501, upgrade interchange. Project costs for Break A are shown in the table below. Planning and design for this project are in progress. Breaks A through F are on expanded NHS. Coordinate this project with TE-5205.	Prior Year	\$23,700,000	19
U-5774 B	NC 54	"The full project #U-5774 is NC 54 from US 15/501 in Chapel Hill to NC 55 in Durham, upgrade roadway corridor. Total project length for all sections is 9.2 miles. Total project cost for the entire project is \$228,859,000. Break B for this project is improvements to NC 54 from US 15/501 in Orange County to SR 1110 (Barbee Chapel Rd) in Durham County, upgrade the roadway corridor and convert at-grade intersection with SR 1110 (Barbee Chapel Rd) to interchange. Project length for Break B is 0.20 miles. ***Consultation with Town of Chapel Hill regarding NC 54 and Barbee Chapel Road intersection improvements will occur during planning and design.*** Project costs for Break B are shown in the table below. Planning and design for this project are in progress. Breaks A through F are on expanded NHS. Coordinate this project with TE-5205.	not listed	not funded	20

FY2016-2025 TIP ~ DIVISION 7 PROJECTS

HIGHWAY PROGRAM					
TIP #	PROJECT NAME	DESCRIPTION	PROJECT EXPECTED START DATE	TOTAL ESTIMATED PROJECT COST	PAGE #
U-5774 F	NC 54	The full project #U-5774 is NC 54 from US 15/501 in Chapel Hill to NC 55 in Durham, upgrade roadway corridor. Total project length for all sections is 9.2 miles. The total project cost for the entire project is \$228,859,000. Break F of the project is the I-40/NC 54 interchange improvements. ***Cost estimates for improvements to interchange may change during planning and design.*** Project costs for Break F are shown in the table below. Planning and design for this project are in progress. Breaks A through F are on expanded NHS. Coordinate this project with TE-5205.	Prior Year	\$1,428,000	21
U-5774 G	NC 54	The full project #U-5774 is NC 54 from US 15/501 in Chapel Hill to NC 55 in Durham, upgrade roadway corridor. Total project length for all sections is 9.2 miles. The total project cost for the entire project is \$228,859,000. Break G of the project is NC 54 from I-40 to NC 751, upgrade the roadway corridor. Project costs for Break G are shown in the table below. Planning and design for this project are in progress. Coordinate this project with TE-5205.	Prior Year	\$32,000,000	22
U-5774 H	NC 54	The full project #U-5774 is NC 54 from US 15/501 in Chapel Hill to NC 55 in Durham, upgrade roadway corridor. Total project length for all sections is 9.2 miles. The total project cost for the entire project is \$228,859,000. Break H of the project is NC 54 from NC 751 to SR 1118 (Fayetteville Rd), upgrade the roadway corridor. Project costs for Break H are shown in the table below. Planning and design for this project are in progress. Coordinate this project with TE-5205.	Prior Year	\$21,600,000	23
U-5845	SR 1009 (S Churton Street)	Improvements along S. Churton Street (SR 1009)/Old NC 86, from I-40 to Eno River in Hillsborough, Orange County. Widen to multi-lanes. Planning and design for this project are in progress. Coordinate this project with U-5848.	Prior Year	\$28,740,000	24
U-5846	SR 1772 (Greensboro Street)	SR 1780 (Estes Drive) in Carrboro, construct a roundabout. Planning and design for this project are in progress.	Prior Year	\$1,025,000	25
U-5847	SR 1010 (W Franklin St / E Main St)	SR 1771/ SR 1927 (Merritt Mill Rd) / Brewer Lane intersection in Chapel Hill and Carrboro. Intersection improvements. Planning and design for this project are in progress.	Prior Year	\$1,025,000	26
U-5848	SR 1006 (Orange Grove Road)	Existing SR 1006 (Orange Grove Road) to US 70 Business in Hillsborough. Extend Orange Grove Road on new location with sidewalks and bicycle lanes. Planning and design for this project are in progress. Coordinate this project with P-5701 and U-5845.	Prior Year	\$5,799,000	27
U-5854	SR 1008 (Mt. Carmel Church Rd)	SR 1913 (Bennett Rd) in Chapel Hill. Construct roundabout and related safety improvements. Planning and design for this project are in progress.	Prior Year	\$1,025,000	28

FY2016-2025 TIP ~ DIVISION 7 PROJECTS

HIGHWAY PROGRAM					
TIP #	PROJECT NAME	DESCRIPTION	PROJECT EXPECTED START DATE	TOTAL ESTIMATED PROJECT COST	PAGE #
FS-1205 A	I-40 Feasibility Study	The I-40 Feasibility Study will evaluate I-40 from NC 86 in Orange County, to SR 1728 (Wade Ave) in Wake County. The study will consider the construction of managed lanes. The feasibility study is in progress.	not listed	not funded	29
B-4962	US 70 Bypass (Bridge)	Replace bridge No. 46 over Eno River. Planning and design for this project are in progress.	Prior Year	\$6,800,000	30
B-5348	Sr 1005 (Old Greensboro Rd) (Bridge)	Replace bridge No. 85 over Phil's Creek. Planning and design for this project are in progress.	Prior Year	\$1,145,000	31
B-5720	SR 1336 (Halls Mill Road) (Bridge)	Replace bridge No. 11 over Eno River.	2021	\$1,265,000	32
B-5733	SR 1010 (E Franklin St) (Bridge)	Replace bridge No. 30 over Booker Creek in Chapel Hill.	2023	\$1,955,000	33
BD-5107	Division 7 Bridges (BPOC)	Division 7 Purchase Order Contract bridge replacement projects at selected locations. This project is in progress - bridge purchase order contract (BPOC)	Prior Year	\$19,304,000	34
EE-4907	Ecosystem Enhancement Program	Ecosystem Enhancement Program for Division 7 Project Mitigation. This project is in progress.	Prior Year	\$17,824,000	35
W-5207	Highway Safety Projects	Division 7 rumble strips, guardrail, safety, and lighting improvements at selected locations. This project is in progress.	Prior Year	\$4,770,000	36
C-4924 B	TJCOG TDM	TJCOG - develop a flexible work schedule for employees and organizations in the Triangle Ozone Non-attainment Area for three years. Full project cost for C-4924 includes funding for the CAMPO. Full project cost (including CAMPO) is \$11,174,000. The funding and schedule for Break B, the DCHC MPO portion, are shown in the table below. This project is in progress by the TJCOG.	Prior Year	\$5,492,000	37
C-4932 B	Orange County Park-and-Ride Lot	Park and Ride facility in Town of Hillsborough. Provide operating assistance for three years. This project is in progress by Orange County.	Prior Year	\$436,000	38

FY2016-2025 TIP ~ DIVISION 7 PROJECTS

HIGHWAY PROGRAM					
TIP #	PROJECT NAME	DESCRIPTION	PROJECT EXPECTED START DATE	TOTAL ESTIMATED PROJECT COST	PAGE #
C-5179	SR 1750 (North Estes Drive)	Construct five foot sidewalks and five foot bike lanes on North Estes Drive from NC 86 (Martin Luther King, Jr. Boulevard) to Caswell Drive in Chapel Hill. Construct a ten-foot multi-use path along North Estes Drive from NC 86 (Martin Luther King, Jr. Boulevard) to Elliott Road in Chapel Hill. Planning, design, right of way, and construction are in progress by the Town of Chapel Hill.	Prior Year	\$2,586,000	39
C-5181	Jones Creek Greenway	Construct a 100 foot bridge and 650 foot paved trail in Carrboro to fill gap between the Upper Bolin Trail and Twin Creeks Greenway and implement program to support non-vehicle trips to Morris Grove Elementary School. Planning, design, right of way, and construction by the Town of Carrboro.	2016	\$320,000	40
C-5184	Riverwalk Trail	Riverwalk Trail, Phase III in Hillsborough. Construct a paved off-road trail along Eno River connecting River Park, Gold Park, and the Occoneechee Mountain State Natural Area, and construct sidewalk to provide pedestrian and bicycle connections to the greenway. Planning, design, right of way, and construction are in progress by the Town of Hillsborough.	Prior Year	\$610,000	41
C-5605	CMAQ in DCHC MPO Area	Projects to improve Congestion and Air Quality in the DCHC MPO area.	2016	\$2,453,000	42

FY2016-2025 TIP ~ DIVISION 7 PROJECTS

NON-HIGHWAY PROGRAM					
TIP #	PROJECT NAME	DESCRIPTION	PROJECT EXPECTED START DATE	TOTAL ESTIMATED PROJECT COST	PAGE #
EB-5721	Orange County Bicycle Route 1	Cleland Drive to Willow Drive in Chapel Hill. Upgrade existing off-road path (located along US 15/US 501 Fordham Blvd) and construct new section of path.	2016	\$558,000	43
EL-4828	Morgan Creek Greenway (West)	Western section, SR 1919 (Smith Level Road) to University Lake in Carrboro. Construct greenway and connections. This project is for Phase 1 and Phase 2 of the western section of Morgan Creek Greenway. Phase 1 construction costs are \$372,000. Phase 2 construction costs are \$912,000. Each phase is shown separately in the project schedule. Planning, design, right of way, and construction for this project are in progress by the Town of Carrboro.	Prior Year	\$2,068,000	44
U-4726	DCHC MPO Bike/Ped TAP-Eligible Projects	Durham-Chapel Hill-Carrboro (DCHC) MPO. Bicycle, pedestrian, and Transportation Alternatives Program (TAP)-eligible projects. construct bike and pedestrian features. Planning, design, right of way, and construction by jurisdictions or agencies in the DCHC MPO area. STP-DA and TAP-DA funding reflects unprogrammed balances, programming subject to MPO approval.	Prior Year	\$17,988,000	45

FY2016-2025 TIP ~ DIVISION 7 PROJECTS

NON-HIGHWAY PROGRAM / U-4726 GROUPING

TIP #	PROJECT NAME	DESCRIPTION	PROJECT EXPECTED START DATE	TOTAL ESTIMATED PROJECT COST	PAGE #
U-4726	US 70 Pedestrian Improvements	Pedestrian improvements on US 70 from Lakeshore to Orange High School. On North Churton Street from Corbin to US 70. On South Churton Street from Nash/Kollock Street to Orange Grove.	Prior Year	\$150,000	46
U-4726 DE	Bolin Creek Greenway	Construct a greenway trail from Homestead Road to Chapel Hill High School.	Prior Year	\$903,980	47
U-4726 1x	Friday Center Drive	Bicycle lanes on Friday Center Drive from NC 54 to UNC Park & Ride lot.	Prior Year	\$565,000	48
U-4726 DD	Rogers Road Sidewalks	Sidewalks along Rogers Road from Homestead to Meadow Run.	Prior Year	\$561,747	49
U-4726 DF	Bicycle Detector Loops	Bicycle detector loops at selected intersections in Carrboro.	Prior Year	\$37,500	50
U-4726 Dx	S. Greensboro Street Sidewalks	From the north end of Old Pittsboro Road to the Public Works Driveway. Construct sidewalk on the west side of the street.	2016	\$546,550	51
U-4726 IJ	Tanyard Branch Greenway	Preliminary engineering and design for the greenway trail.	Prior Year	\$125,000	52

FY2016-2025 TIP ~ DIVISION 7 PROJECTS

NON-HIGHWAY PROGRAM					
TIP #	PROJECT NAME	DESCRIPTION	PROJECT EXPECTED START DATE	TOTAL ESTIMATED PROJECT COST	PAGE #
TA-4726	CHT Replacement Bus	Replacement Buses. 5309/5339 Grant.	Prior Year	\$51,141,000	53
TA-4726 A	CHT Replacement Buses (3).	3 Replacement Buses. In progress by Chapel Hill Transit.	Prior Year	\$2,235,000	54
TA-4748	CHT Replacement Paratransit Vehicle	Replacement Paratransit Vehicle. 5307 GRANT.	Prior Year	\$4,421,000	55
TA-4818 B	GoTriangle Replacement Bus	Replacement bus. 5307 Grant.	Prior Year	\$6,491,000	56
TA-4979	CHT Replacement Van	Replacement Van. 5307 Grant.	Prior Year	\$4,061,000	57
TA-5123 B	GoTriangle Expansion Bus	Expansion bus. 5307 Grant.	Prior Year	\$19,546,000	58
TA-5135	GoTriangle Bus Rehabilitation	Bus rehabilitation. 5309 Grant.	Prior Year	\$277,000	59
TA-5143	CHT Support & Paratransit Vehicles	Purchase Support & Paratransit Vehicles. 5309 Grant.	Prior Year	\$200,000	60
TA-5148	GoTriangle Vanpool Vans	Vanpool vans - replacement (8). 5309 Grant.	Prior Year	\$224,000	61
TA-5154	GoTriangle Replacement Paratransit Vehicles	Replacement paratransit vehicles. STP-DA Grant.	Prior Year	\$269,000	62
TA-6526	Capital	Capital - Orange County Department of Aging. 5310 Grant.	Prior Year	\$5,000	63
TD-4710 B	Facility - Park & Ride	Facility - Park & Ride. 5307 Grant.	Prior Year	\$878,000	64
TD-5155	Orange Public Transit	1 replacement LTV (25') and radio, vehicle lettering and logos, and on-board camera. STP-DA Grant.	2016	\$77,000	65

FY2016-2025 TIP ~ DIVISION 7 PROJECTS

NON-HIGHWAY PROGRAM					
TIP #	PROJECT NAME	DESCRIPTION	PROJECT EXPECTED START DATE	TOTAL ESTIMATED PROJECT COST	PAGE #
TD-5271	Renovate Bus Related Facilities	Renovate Bus Related Facilities. 5309 GRANT.	Prior Year	\$50,000	66
TD-5272	Hillsborough Park and Ride	Hillsborough Park and Ride - professional services and property acquisition.	Prior Year	\$236,000	67
TE-5205 A	Durham-Orange Light Rail Transit	Construct a light rail transit system from UNC Hospitals in Chapel Hill to NC 55 (Alston Avenue) in Durham. Total project cost is \$1,532,646,000. Total project length is 17.1 miles. Break A for this project is from the UNC Hospitals in Chapel Hill, to the Durham County line. Break A is in Region D. Project costs for Break A are shown in the table below. Coordinate this project with projects I-5720A, U-5717, and U-5774.	Prior Year	\$364,092,000	68
TG-4731 B	Preventive Maintenance	Preventive Maintenance. 5307 Grant.	Prior Year	\$28,557,000	69
TG-4732 A	Routine Capital	Routine Capital - Bus stop shelters, benches, shop equipment, spare parts, engines, farebox, service vehicles, etc. 5307 Grant.	Prior Year	\$3,920,000	70
TG-4732 B	Routine Capital - Service Vehicle	Routine Capital - Service Vehicle. 5307 Grant.	Prior Year	\$888,000	71
TG-4821 B	GoTriangle Routine Capital	Routine Capital - Bus stop shelters, benches, shop equipment, spare parts, engines, farebox, service vehicles, etc includes ADA, PM, and service vehicles	Prior Year	\$24,490,000	72
TG-5227	Routine Capital	Routine Capital - Purchase bus stop shelters, benches, shop equipment, spare parts, engines, farebox, support vehicles, replace/repair lifts. 5309 Grant.	Prior Year	\$329,000	73
TG-5247	Routine Capital - Resurfacing	Routine Capital - Resurface Park & Ride Lots. 5307 Grant.	Prior Year	\$71,000	74
TG-5248	Routine Capital - Resurfacing	Routine Capital - Resurface Park & Ride Lots. 5309 Grant.	Prior Year	\$100,000	75
TG-5249	Routine Capital - Resurfacing	Routine Capital - Resurface Park & Ride Lots. 5307 Grant.	Prior Year	\$70,000	76
TG-5251	GoTriangle Routine Capital	Routine Capital. 5309 Grant.	Prior Year	\$277,000	77
TM-5132	Operating Assistance	Operating Assistance. JARC 5316 GRANT	Prior Year	\$414,000	78

FY2016-2025 TIP ~ DIVISION 7 PROJECTS

NON-HIGHWAY PROGRAM					
TIP #	PROJECT NAME	DESCRIPTION	PROJECT EXPECTED START DATE	TOTAL ESTIMATED PROJECT COST	PAGE #
TM-5305	Operating- Night Service	Operating Assistance-Night Service. JARC 5316 GRANT	Prior Year	\$136,000	79
TM-5306	Operating Assistance - Continuation	Operating Assistance - Continuation of Service Hour Extension. JARC 5316.	Prior Year	\$144,000	80
TM-5311	GoTriangle Sunday Routes	Sunday Routes (400,700, & 800). JARC 5316 Grant	Prior Year	\$470,000	81
TN-5102	Operating Assistance -New Freedom	Operating Assistance -New Freedom 5317 grant - Urban	Prior Year	\$1,764,000	82
TO-5133	Operating Assistance	Operating Assistance. SMAP Grant.	Prior Year	\$50,081,000	83
TP-4732 A	GoTriangle Planning Assistance	Planning Assistance 5307	Prior Year	\$8,429,000	84
TQ-3002	Orange County Department of Aging	Senior transportation expansion, assessment and mobility manager (STEAMM) including purchase of service. 5310 Grant.	Prior Year	\$163,000	85
TQ-5104	EZ Rider Senior Shuttle	EZ Rider Senior Shuttle. 5310 Grant.	Prior Year	\$216,000	86
TQ-6165	Orange County Department on Aging	Mobility Management. 5310 Grant.	Prior Year	\$150,000	87
TQ-9032	Capital - Purchase of Service	Capital - Purchase of Service	Prior Year	\$40,000	88
TS-5106	Safety & Security - 1% Set Aside	Safety & Security - 1% Set Aside. 5307 Grant.	Prior Year	\$506,000	89
TS-5119	Safety & Security - 1% Set Aside	Safety & Security - 1% Set Aside . 5307 Grant.	Prior Year	\$404,000	90
TT-6107	Purchase Mobile Data Terminals	Purchase Mobile Data Terminals	Prior Year	\$80,000	91

FY2016-2025 TIP ~ DIVISION 7 PROJECTS

NON-HIGHWAY PROGRAM					
TIP #	PROJECT NAME	DESCRIPTION	PROJECT EXPECTED START DATE	TOTAL ESTIMATED PROJECT COST	PAGE #
U-5119 A	Phase 2 Alternatives Analysis	Chapel Hill Transit Bus Rapid Transit, Phase II Alternatives Analysis, including environmental assessment, design, and engineering.	2016	\$4,220,000	92
P-2918	Piedmont Corridor	Passenger Rail Project Trains 73/74 and 74/75 operations between Charlotte and Raleigh. Equipment and capital yard maintenance facility. Additional project funding includes anticipated \$6.6 million/year legislative appropriation from state highway fund, to be used for operations.	Prior Year	\$151,756,000	93
P-4405	Private Crossing Safety Initiative	Private Crossing Safety Initiative to close or enhance protection at railroad crossings between Raleigh and Charlotte. This project is in progress.	Prior Year	\$14,937,000	94
P-5701	Norfolk Southern H Line	Passenger Rail Station for Norfolk Southern H Line. Milepost 41.7 in Hillsborough. Construct platform, passenger rail station building, site access, utilities, and parking. Coordinate with U-5848. Other funding reflects participation by GoTriangle formerly Triangle Transit.	2016	\$7,200,000	95

Project Information

Highway Program

Full project details for I-3306 is widening of I-40 and installation of ITS from I-85 in Orange County to NC 147/Durham Freeway in Durham County. The project includes two breaks, Break A and Break B. Break A for this project are the improvements along I-40 from I-85 to the Durham County line. Break A length is 11.42 miles. ***Improvements to I-40 & NC 86 interchange.*** Break B is the section of I-40 from Orange County line to NC 147 in Durham County and has been completed.

TIP #	I-3306 A	Project Types	Roadway Capacity, Signal/ITS, Interstate, Highway, Break
MTP #	43; 44		
Project Length	20.7 miles	Jurisdictions / Agencies	City of Durham, Durham County, NCDOT, Orange County, Division 5, Division 7
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Other	Prior Year	0	0	0	87,031,000
NHP	Right of Way	2023	54,000	6,000	0	60,000
NHP	Right of Way	2023	36,000	4,000	0	40,000
NHP	Construction	2024	19,800,000	2,200,000	0	22,000,000
NHP	Construction	2025	19,800,000	2,200,000	0	22,000,000
NHP	Construction	Future Unfunded	39,600,000	4,400,000	0	44,000,000
Totals:			79,290,000	8,810,000	0	175,131,000



Project Information

Highway Program

Pavement rehabilitation along I-40 from 1.6 miles east of NC 86 to 0.8 miles east of SR 1734 Erwin Road. Coordinate with I-3306A.

TIP #	I-5822	Project Types	Roadway/Pavement Rehab, Interstate, Highway
MTP #		Jurisdictions / Agencies	NCDOT, Orange County, Division 7
Project Length	2.2 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
NHPIM	Construction	2019	1,612,800	179,200	0	1,792,000
Totals:			1,612,800	179,200	0	1,792,000



Highway Program

Project Information

SR 2220 (Old Chapel Hill Rd) and SR 1838 (Old Durham Rd). The full project is from US 15/501 in Orange County to SR 1116 (Garrett Rd) in Durham County. Bicycle, pedestrian, and transit improvements; and construction of a roundabout. Total project length is 2.7 miles. The total project cost is \$1,3321,000. Project #EB-4707 is the just the PE/design for the project. The table below only presents the schedule and funding for the PE/design for the project. Breaks A and B of the project present the funding and schedule for ROW, Utilities, and Construction.

TIP #	EB-4707	Project Types	Intersection Improvements, Transit, Highway, Urban
MTP #		Jurisdictions / Agencies	Chapel Hill, City of Durham, Durham County, NCDOT, Orange County, Division 5, Division 7
Project Length	2.7 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
STP-EB	PE/Design	Prior Year	320,000	80,000	0	400,000
STP-DA	PE/Design	Prior Year	204,800	0	66,560	271,360
STP-DA	PE/Design	Prior Year	204,800	0	35,840	240,640
STP-DA	PE/Design	Prior Year	0	0	0	1,197,278
Totals:			729,600	80,000	102,400	2,109,278



Highway Program

Project Information

SR 2220 (Old Chapel Hill Rd) and SR 1838 (Old Durham Rd). Full EB-4707 project is from US 15/501 in Orange County to SR 1116 (Garrett Rd) in Durham County. Bicycle, pedestrian, and transit improvements; and construction of a roundabout. Total project length is 2.7 miles. Total project cost is \$13,321,000. Break A of the project is from US 15/501 in Orange County to SR 1113 (Pope Rd) in Durham County. The funding and schedule for Break A are shown in the table below.

TIP #	EB-4707 A	Project Types	Intersection Improvements, Transit, Highway, Urban, Break
MTP #		Jurisdictions / Agencies	Chapel Hill, City of Durham, Durham County, NCDOT, Orange County, Division 5, Division 7
Project Length	2.7 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
TAP-DA	Right of Way	Prior Year	674,000	0	168,500	842,500
STP-DA	Right of Way	Prior Year	553,414	0	138,353	691,767
STP-DA	Construction	2016	1,633,000	0	408,000	2,041,000
Totals:			2,860,414	0	714,853	3,575,267



Highway Program

Project Information

SR 2220 (Old Chapel Hill Rd) and SR 1838 (Old Durham Rd). Full EB-4707 project is from US 15/501 in Orange County to SR 1116 (Garrett Rd) in Durham County. Bicycle, pedestrian, and transit improvements; and construction of a roundabout. Total project length is 2.7 miles. Total project cost for this project is \$13,321,000. Break B of the project is from SR 1113 (Pope Rd) to SR 1116 (Garrett Rd) in Durham County. The project schedule and funding for Break B are shown in the table below.

TIP #	EB-4707 B	Project Types	Intersection Improvements, Transit, Highway, Urban, Break
MTP #		Jurisdictions / Agencies	Chapel Hill, City of Durham, Durham County, NCDOT, Orange County, Division 5, Division 7
Project Length	2.7 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
STP-DA	Right of Way	Prior Year	2,201,767	0	550,442	2,752,209
STP-DA	Construction	2016	3,907,398	250,000	727,000	4,884,398
		Totals:	6,109,165	250,000	1,277,442	7,636,607



Highway Program

Project Information

From Purefoy Road to SR 1902 (Manning Drive) in Chapel Hill. Upgrade the corridor to include bicycle lanes. This project is under construction.

TIP #	U-0624	Project Types	Highway, Urban
MTP #	98	Jurisdictions / Agencies	Chapel Hill, NCDOT, Orange County, Division 7
Project Length	0.7 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Other	Prior Year	0	0	0	9,357,000
		Totals:	0	0	0	9,357,000



Highway Program

Project Information

Rock Haven Road to bridge No. 88 in Carrboro. Widen to add bicycle lanes, sidewalks, and turn lanes with a center median. This project is under construction.

TIP #	U-2803
MTP #	97
Project Length	0.6 miles
Grantor Grant #	
MUNIS Grant #	

Project Types	Turn Lanes, Highway, Urban
Jurisdictions / Agencies	Carrboro, NCDOT, Orange County, Division 7

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Other	Prior Year	0	0	0	9,061,000
Totals:			0	0	0	9,061,000



Highway Program

Project Information

From NC 86 (Martin Luther King Jr. Blvd.) to SR 1734 (Erwin Rd) in Chapel Hill. Corridor upgrade, part on new location. This project is under construction.

TIP #	U-3306	Project Types	New Road, Upgrade Roadway, Highway, Urban
MTP #	119	Jurisdictions / Agencies	Chapel Hill, NCDOT, Orange County, Division 7
Project Length	2.8 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Other	Prior Year	0	0	0	19,377,000
		Totals:	0	0	0	19,377,000



DCHC MPO Planning Allocation and Work Program

Project Information

DCHC MPO Planning Allocation and Work Program. This project includes \$233,000 Federal TIGER grant. This project is in progress.

TIP #	U-4727	Project Types	Administrative, Other, UPWP , Highway, Urban, Grouping (U-4727)
MTP #		Jurisdictions / Agencies	Carrboro, Chapel Hill Transit (CHT), Chapel Hill, Chatham County, City of Durham, GoDurham, Durham Center for Senior Life, Durham County ACCESS, Durham County, Hillsborough, Lead Planning Agency, Orange County, Orange Public Transit, Triangle J Council of Government, GoTriangle, Division 5, Division 7, Division 8
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Planning	Prior Year	13,733,000	0	0	13,733,000
STP-DA	Planning	Prior Year	742,000	0	166,000	908,000
TIGER	Planning	Prior Year	223,000	0	75,000	298,000
		Totals:	14,698,000	0	241,000	14,939,000



Project Information

Highway Program

DCHC MPO STP-DA Funds - Reserved for future programming.

TIP #	U-5023	Project Types	Highway, Urban
MTP #		Jurisdictions / Agencies	Chatham County, Durham County, Orange County, Division 5, Division 7, Division 8
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
STP-DA	Construction	2020	1,157,000	0	0	1,157,000
STP-DA	Construction	2021	4,365,000	0	0	4,365,000
STP-DA	Construction	2022	4,365,000	0	0	4,365,000
STP-DA	Construction	2023	4,365,000	0	0	4,365,000
STP-DA	Construction	2024	4,365,000	0	0	4,365,000
STP-DA	Construction	2025	4,365,000	0	0	4,365,000
Totals:			22,982,000	0	0	22,982,000



Highway Program

Project Information

Full U-5304 project is NC 86 (S Columbia St) to Eastowne Drive/Lakeview Drive in Chapel Hill. Upgrade corridor. Total project length is 6.0 miles. Total project cost for the entire project is \$100,717,000. Break A for the project is from NC 86 (S Columbia St) to SE 1742 (Ephesus Church Rd) in Chapel Hill. Capacity improvements and possible interchange at SR 1902 (Manning Dr) with sidewalks, wide outside lanes and transit accommodations. Project costs for only Break A are shown in the table below. The feasibility for this project is in progress. Coordinate this project with TE-5205.

TIP #	U-5304 A	Project Types	Intersection Improvements, Roadway Capacity, Upgrade Roadway, Highway, Urban, Break
MTP #	211; 73; 240; 204	Jurisdictions / Agencies	Chapel Hill, NCDOT, Orange County, Division 7
Project Length	6.0 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
T	Right of Way	2024	0	18,465,000	0	18,465,000
T	Utilities	2024	0	2,216,000	0	2,216,000
T	Right of Way	2025	0	18,465,000	0	18,465,000
T	Utilities	2025	0	2,216,000	0	2,216,000
T	Right of Way	Future Unfunded	0	18,465,000	0	18,465,000
T	Utilities	Future Unfunded	0	2,215,000	0	2,215,000
T	Construction	Future Unfunded	0	33,288,000	0	33,288,000
Totals:			0	95,330,000	0	95,330,000



Highway Program

Project Information

Full U-5304 project is NC 86 (S Columbia St) to Eastowne Drive/Lakeview Drive in Chapel Hill. Upgrade corridor. Total project length is 6.0 miles. Total project cost for the entire project is \$100,717,000. Break B for the project is from Sage Road to East Lakeview Drive in Chapel Hill. Upgrade roadway to superstreet. ***Superstreet conversion should accommodate safe bicycle and pedestrian improvements, particularly at gateway light rail station area.*** Project length for Break B is 0.65 miles. Project costs for only Break B are shown in the table below. The feasibility for this project is in progress. Coordinate this project with TE-5205.

TIP #	U-5304 B	Project Types	Upgrade Roadway, Highway, Urban, Break
MTP #	211; 73; 240; 204	Jurisdictions / Agencies	Chapel Hill, NCDOT, Orange County, Division 7
Project Length	6.0 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
T	Construction	2024	0	2,052,000	0	2,052,000
		Totals:	0	2,052,000	0	2,052,000



Project Information

Highway Program

Full U-5304 project is NC 86 (S Columbia St) to Eastowne Drive/Lakeview Drive in Chapel Hill. Upgrade corridor. Total project length is 6.0 miles. Total project cost for the entire project is \$100,717,000. Break C for this project is the SR 1742 (Ephesus Church Rd) intersection improvements. No schedule or funding are shown in the table below because work for Break C will be completed under project #U-5550. The feasibility for this project is in progress. Coordinate this project with TE-5205.

TIP #	U-5304 C
MTP #	211; 73; 240; 204
Project Length	6.0 miles
Grantor Grant #	
MUNIS Grant #	

Project Types	Intersection Improvements, Highway, Urban, Break
Jurisdictions / Agencies	Chapel Hill, NCDOT, Orange County, Division 7

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
Totals:			0	0	0	0



Highway Program

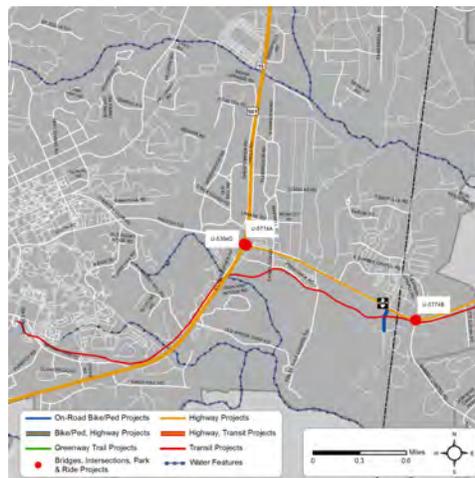
Project Information

Full U-5304 project is NC 86 (S Columbia St) to Eastowne Drive/Lakeview Drive in Chapel Hill. Upgrade corridor. Total project length is 6.0 miles. Total project cost for the entire project is \$100,717,000. Break D for the project is the NC 54 (Raleigh Rd) interchange improvements. Project costs for only Break D are shown in the table below. The feasibility for this project is in progress. Coordinate this project with TE-5205.

TIP #	U-5304 D	Project Types	Intersection Improvements, Highway, Urban, Break
MTP #	211; 73; 240; 204	Jurisdictions / Agencies	Chapel Hill, NCDOT, Orange County, Division 7
Project Length	6.0 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
T	Right of Way	2023	0	160,000	0	160,000
T	Construction	2024	0	1,000,000	0	1,000,000
Totals:			0	1,160,000	0	1,160,000



Highway Program

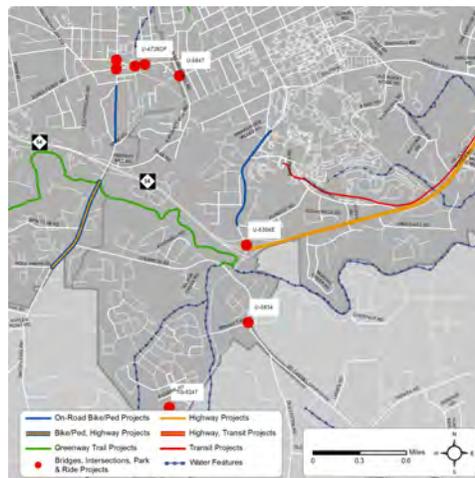
Project Information

Full U-5304 project is NC 86 (S Columbia St) to Eastowne Drive/Lakeview Drive in Chapel Hill. Upgrade corridor. Total project length is 6.0 miles. Total project cost for the entire project is \$100,717,000. Break E for the project is the NC 54/ NC 86 interchange. Add lane on US 15/501 northbound ramp onto eastbound NC 54. ***Add loop ramp from westbound NC 54 to southbound US 15/501.*** The feasibility for this project is in progress. Coordinate this project with TE-5205.

TIP #	U-5304 E	Project Types	Intersection Improvements, Highway, Urban, Break
MTP #	211; 73; 240; 204	Jurisdictions / Agencies	Chapel Hill, NCDOT, Orange County, Division 7
Project Length	6.0 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
T	Right of Way	2023	0	300,000	0	300,000
T	Construction	2024	0	1,875,000	0	1,875,000
Totals:			0	2,175,000	0	2,175,000



Project Information

Highway Program

Variable message signs for traffic management on major corridors in Chapel Hill. Planning, design, right of way, and construction are in progress by the Town of Chapel Hill.

TIP #	U-5543	Project Types	Signage & Road Markings, Highway, Urban
MTP #		Jurisdictions / Agencies	Chapel Hill, Durham County, NCDOT, Orange County, Division 7
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
STP-DA	PE/Design	Prior Year	75,200	0	18,800	94,000
		Totals:	75,200	0	18,800	94,000



Highway Program

Project Information

Downtown Access Improvements in Hillsborough. Construct curb relocations and ADA-compliant intersection improvements, and remove on-street parking. Planning, design, right of way, and construction by the Town of Hillsborough.

TIP #	U-5549	Project Types	Upgrade Roadway, Highway, Urban
MTP #		Jurisdictions / Agencies	Hillsborough, Orange County, Division 7
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
STP-DA	Construction	2016	125,000	0	31,000	156,000
Totals:			125,000	0	31,000	156,000



Highway Program

Project Information

Intersection Improvements at US 15/501 and SR 1742 Ephesus Church Road in Chapel Hill. Planning, design, ROW, and construction by the Town of Chapel Hill. FY 2018 programming reflects the reimbursement to the Town.

TIP #	U-5550	Project Types	Intersection Improvements, Highway, Urban
MTP #		Jurisdictions / Agencies	Chapel Hill, NCDOT, Orange County, Division 7
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
NHP	Construction	2018	1,953,000	0	217,000	2,170,000
Totals:			1,953,000	0	217,000	2,170,000



Highway Program

Project Information

The full project #U-5774 is NC 54 from US 15/501 in Chapel Hill to NC 55 in Durham, upgrade roadway corridor. Total project length for all sections is 9.2 miles. Total project cost for the entire project is \$228,859,000. Break A for this project is NC 54 and US 15/501, upgrade interchange. Project costs for Break A are shown in the table below. Planning and design for this project are in progress. Breaks A through F are on expanded NHS. Coordinate this project with TE-5205.

TIP #	U-5774 A	Project Types	Intersection Improvements, Upgrade Roadway, Highway, Urban, Break
MTP #	204	Jurisdictions / Agencies	Chapel Hill, City of Durham, Durham County, NCDOT, Orange County, Division 5, Division 7
Project Length	9.2 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	PE/Design	Prior Year	0	0	0	0
NHP	Right of Way	Future Unfunded	5,760,000	640,000	0	6,400,000
NHP	Construction	Future Unfunded	15,570,000	1,730,000	0	17,300,000
Totals:			21,330,000	2,370,000	0	23,700,000



Highway Program

Project Information

The full project #U-5774 is NC 54 from US 15/501 in Chapel Hill to NC 55 in Durham, upgrade roadway corridor. Total project length for all sections is 9.2 miles. Total project cost for the entire project is \$228,859,000. Break B for this project is improvements to NC 54 from US 15/501 in Orange County to SR 1110 (Barbee Chapel Rd) in Durham County, upgrade the roadway corridor and convert at-grade intersection with SR 1110 (Barbee Chapel Rd) to interchange. Project length for Break B is 0.20 miles. ***Consultation with Town of Chapel Hill regarding NC 54 and Barbee Chapel Road intersection improvements will occur during planning and design.*** Project costs for Break B are shown in the table below. Planning and design for this project are in progress. Breaks A through F are on expanded NHS. Coordinate this project with TE-5205.

TIP #	U-5774 B
MTP #	208
Project Length	9.2 miles
Grantor Grant #	
MUNIS Grant #	

Project Types	Intersection Improvements, Upgrade Roadway, Highway, Urban, Break
Jurisdictions / Agencies	Chapel Hill, City of Durham, Durham County, NCDOT, Orange County, Division 5, Division 7

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	PE/Design	Prior Year	0	0	0	0
NHP	Right of Way	2023	4,158,000	462,000	0	4,620,000
NHP	Utilities	2023	498,600	55,400	0	554,000
NHP	Construction	2024	12,119,400	1,346,600	0	13,466,000
NHP	Construction	2025	12,119,400	1,346,600	0	13,466,000
Totals:			28,895,400	3,210,600	0	32,106,000



Highway Program

Project Information

The full project #U-5774 is NC 54 from US 15/501 in Chapel Hill to NC 55 in Durham, upgrade roadway corridor. Total project length for all sections is 9.2 miles. The total project cost for the entire project is \$228,859,000. Break F of the project is the I-40/NC 54 interchange improvements. ***Cost estimates for improvements to interchange may change during planning and design.*** Project costs for Break F are shown in the table below. Planning and design for this project are in progress. Breaks A through F are on expanded NHS. Coordinate this project with TE-5205.

TIP #	U-5774 F	Project Types	Intersection Improvements, Highway, Urban, Break
MTP #	203	Jurisdictions / Agencies	City of Durham, Durham County, NCDOT, Orange County, Division 5, Division 7
Project Length	9.2 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	PE/Design	Prior Year	0	0	0	0
NHP	Right of Way	2023	144,000	16,000	0	160,000
NHP	Utilities	2023	241,200	26,800	0	268,000
NHP	Construction	2024	900,000	100,000	0	1,000,000
Totals:			1,285,200	142,800	0	1,428,000



Highway Program

Project Information

The full project #U-5774 is NC 54 from US 15/501 in Chapel Hill to NC 55 in Durham, upgrade roadway corridor. Total project length for all sections is 9.2 miles. The total project cost for the entire project is \$228,859,000. Break G of the project is NC 54 from I-40 to NC 751, upgrade the roadway corridor. Project costs for Break G are shown in the table below. Planning and design for this project are in progress. Coordinate this project with TE-5205.

TIP #	U-5774 G	Project Types	Upgrade Roadway, Highway, Urban, Break
MTP #	69.1	Jurisdictions / Agencies	Chapel Hill, City of Durham, Durham County, NCDOT, Orange County, Division 5, Division 7
Project Length	9.2 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	PE/Design	Prior Year	0	0	0	0
T	Right of Way	Future Unfunded	0	1,800,000	0	1,800,000
T	Utilities	Future Unfunded	0	800,000	0	800,000
T	Construction	Future Unfunded	0	29,400,000	0	29,400,000
Totals:			0	32,000,000	0	32,000,000



Highway Program

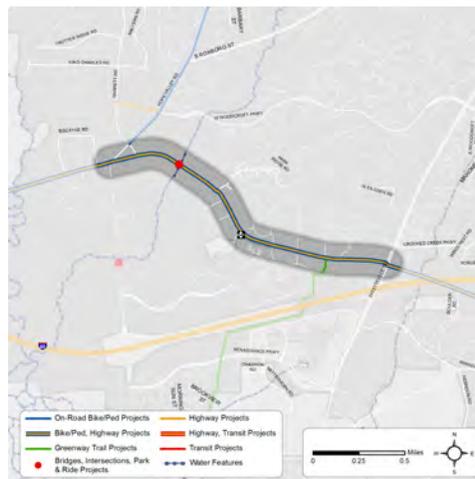
Project Information

The full project #U-5774 is NC 54 from US 15/501 in Chapel Hill to NC 55 in Durham, upgrade roadway corridor. Total project length for all sections is 9.2 miles. The total project cost for the entire project is \$228,859,000. Break H of the project is NC 54 from NC 751 to SR 1118 (Fayetteville Rd), upgrade the roadway corridor. Project costs for Break H are shown in the table below. Planning and design for this project are in progress. Coordinate this project with TE-5205. (Previous TIP # U-5324C.)

TIP #	U-5774 H	Project Types	Upgrade Roadway, Highway, Urban, Break
MTP #	69.2	Jurisdictions / Agencies	City of Durham, Durham County, NCDOT, Orange County, Division 5, Division 7
Project Length	9.2 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	PE/Design	Prior Year	0	0	0	0
T	Right of Way	2023	0	5,900,000	0	5,900,000
T	Utilities	2023	0	2,500,000	0	2,500,000
T	Construction	2024	0	6,600,000	0	6,600,000
T	Construction	2025	0	6,600,000	0	6,600,000
Totals:			0	21,600,000	0	21,600,000



Highway Program

Project Information

Improvements along S. Churton Street (SR 1009)/Old NC 86, from I-40 to Eno River in Hillsborough, Orange County. Widen to multi-lanes. Planning and design for this project are in progress. Coordinate this project with U-5848.

TIP #	U-5845	Project Types	Upgrade Roadway, Highway, Urban
MTP #	86; 87	Jurisdictions / Agencies	Hillsborough, NCDOT, Orange County, Division 7
Project Length	2.6 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
T	Other	Prior Year	0	2,500,000	0	2,500,000
T	Right of Way	2021	0	1,952,000	0	1,952,000
T	Utilities	2021	0	234,000	0	234,000
T	Construction	2023	0	24,054,000	0	24,054,000
		Totals:	0	28,740,000	0	28,740,000



Project Information

Highway Program

SR 1780 (Estes Drive) in Carrboro, construct a roundabout. Planning and design for this project are in progress.

TIP #	U-5846	Project Types	Intersection Improvements, Highway, Urban
MTP #		Jurisdictions / Agencies	Carrboro, NCDOT, Orange County, Division 7
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
T	PE/Design	Prior Year	0	250,000	0	250,000
T	Right of Way	2017	0	150,000	0	150,000
T	Construction	2018	0	625,000	0	625,000
		Totals:	0	1,025,000	0	1,025,000



Highway Program

Project Information

SR 1771/ SR 1927 (Merritt Mill Rd) / Brewer Lane intersection in Chapel Hill and Carrboro. Intersection improvements. Planning and design for this project are in progress.

TIP #	U-5847	Project Types	Intersection Improvements, Highway, Urban
MTP #		Jurisdictions / Agencies	Carrboro, Chapel Hill, Orange County, Division 7
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
T	PE/Design	Prior Year	0	250,000	0	250,000
T	Right of Way	2018	0	150,000	0	150,000
T	Construction	2019	0	625,000	0	625,000
Totals:			0	1,025,000	0	1,025,000



Highway Program

Project Information

Existing SR 1006 (Orange Grove Road) to US 70 Business in Hillsborough. Extend Orange Grove Road on new location with sidewalks and bicycle lanes. Planning and design for this project are in progress. Coordinate this project with P-5701 and U-5845.

TIP #	U-5848	Project Types	New Road, Highway, Urban
MTP #	89.3	Jurisdictions / Agencies	Hillsborough, NCDOT, Orange County, Division 7
Project Length	0.4 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
T	PE/Design	Prior Year	0	500,000	0	500,000
T	Right of Way	2021	0	1,067,000	0	1,067,000
T	Utilities	2021	0	128,000	0	128,000
T	Construction	2023	0	4,104,000	0	4,104,000
		Totals:	0	5,799,000	0	5,799,000



Highway Program

Project Information

SR 1913 (Bennett Rd) in Chapel Hill. Construct roundabout and related safety improvements. Planning and design for this project are in progress.

TIP #	U-5854	Project Types	Intersection Improvements, Highway, Urban
MTP #	242	Jurisdictions / Agencies	Chapel Hill, NCDOT, Orange County, Division 7
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
T	PE/Design	Prior Year	0	250,000	0	250,000
T	Right of Way	2017	0	150,000	0	150,000
T	Construction	2018	0	625,000	0	625,000
		Totals:	0	1,025,000	0	1,025,000



Project Information

Highway Program

The I-40 Feasibility Study will evaluate I-40 from NC 86 in Orange County, to SR 1728 (Wade Ave) in Wake County. The study will consider the construction of managed lanes. The feasibility study is in progress.

TIP #	FS-1205 A	Project Types	Study, Highway, Feasibility Studies
MTP #	45	Jurisdictions / Agencies	Durham County, NCDOT, Orange County, Other, Division 5, Division 7
Project Length	23.0 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
		Totals:	0	0	0	0



Project Information

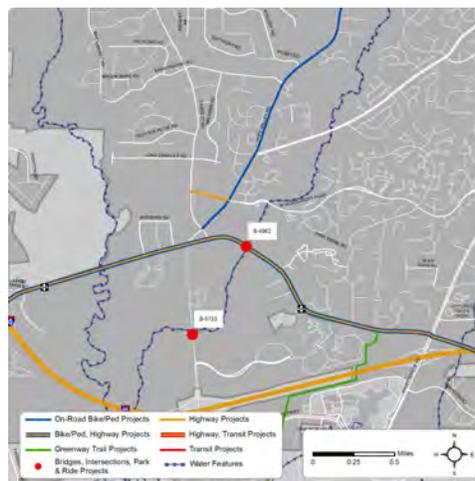
Highway Program

Replace bridge No. 46 over Eno River. Planning and design for this project are in progress.

TIP #	B-4962	Project Types	Federal Bridge, Highway
MTP #		Jurisdictions / Agencies	NCDOT, Orange County, Division 7
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Other	Prior Year	0	200,000	0	200,000
HFB	Right of Way	2017	0	600,000	0	600,000
HFB	Construction	2018	0	6,000,000	0	6,000,000
		Totals:	0	6,800,000	0	6,800,000



Project Information

Highway Program

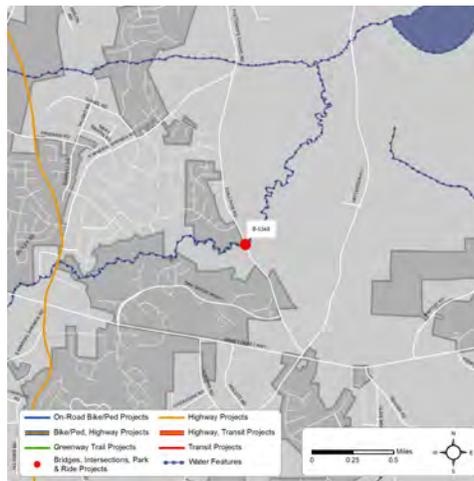
Replace bridge No. 85 over Phil's Creek. Planning and design for this project are in progress.

TIP #	B-5348
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Federal Bridge, Highway
Jurisdictions / Agencies	NCDOT, Orange County, Division 7

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
HFB	Other	Prior Year	0	100,000	0	100,000
HFB	Right of Way	2017	0	95,000	0	95,000
HFB	Construction	2018	0	950,000	0	950,000
Totals:			0	1,145,000	0	1,145,000



Project Information

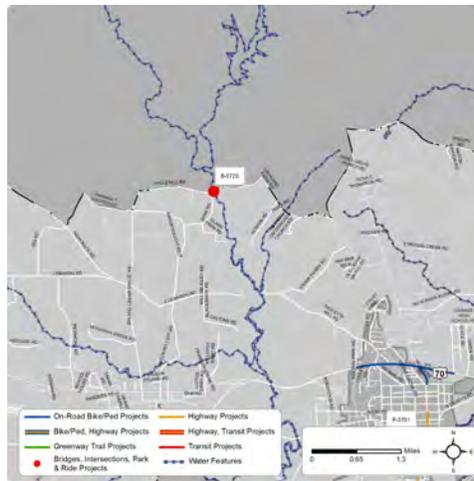
Highway Program

Replace bridge No. 11 over Eno River.

TIP #	B-5720	Project Types	Federal Bridge, Highway
MTP #		Jurisdictions / Agencies	NCDOT, Orange County, Division 7
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
HFB	Right of Way	2021	0	115,000	0	115,000
HFB	Construction	2022	0	1,150,000	0	1,150,000
Totals:			0	1,265,000	0	1,265,000



Project Information

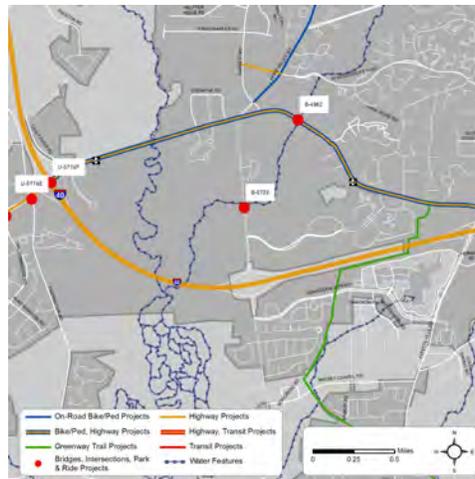
Highway Program

Replace bridge No. 30 over Booker Creek in Chapel Hill.

TIP #	B-5733	Project Types	Federal Bridge, Highway
MTP #		Jurisdictions / Agencies	Chapel Hill, NCDOT, Orange County, Division 7
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
HFB	Right of Way	2023	0	180,000	0	180,000
HFB	Construction	2024	0	1,775,000	0	1,775,000
Totals:			0	1,955,000	0	1,955,000



Highway Program

Project Information

Division 7 Purchase Order Contract bridge replacement projects at selected locations. This project is in progress - bridge purchase order contract (BPOC)

TIP #	BD-5107	Project Types	Administrative, Federal Bridge, Highway
MTP #		Jurisdictions / Agencies	NCDOT, Orange County, Division 7
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Other	Prior Year	0	0	0	19,304,000
		Totals:	0	0	0	19,304,000



Project Information

Highway Program

Ecosystem Enhancement Program for Division 7 Project Mitigation. This project is in progress.

TIP #	EE-4907	Project Types	Mitigation, Highway
MTP #		Jurisdictions / Agencies	NCDOT, Orange County, Division 7
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Other	Prior Year	0	0	0	17,824,000
		Totals:	0	0	0	17,824,000



Project Information

Highway Program

Division 7 rumble strips, guardrail, safety, and lighting improvements at selected locations. This project is in progress.

TIP #	W-5207	Project Types	Safety, Highway
MTP #		Jurisdictions / Agencies	NCDOT, Orange County, Division 7
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Other	Prior Year	0	0	0	4,770,000
		Totals:	0	0	0	4,770,000



Highway Program

Project Information

TJCOG - develop a flexible work schedule for employees and organizations in the Triangle Ozone Non-attainment Area for three years. Full project cost for C-4924 includes funding for the CAMPO. Full project cost (including CAMPO) is \$11,174,000. The funding and schedule for Break B, the DCHC MPO portion, are shown in the table below. This project is in progress by the TJCOG.

TIP #	C-4924 B	Project Types	TDM, Congestion Mitigation, Highway, Break
MTP #		Jurisdictions / Agencies	Triangle J Council of Government, Division 5, Division 7, Division 8
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
CMAQ (L)	Implementation	Prior Year	385,000	0	430,000	815,000
CMAQ (L)	Implementation	Prior Year	458,000	0	496,000	954,000
CMAQ (L)	Implementation	2016	505,000	0	829,000	1,334,000
CMAQ (L)	Implementation	2017	523,000	0	858,000	1,381,000
Totals:			1,871,000	0	2,613,000	4,484,000



TRIANGLE J COUNCIL OF GOVERNMENTS

Highway Program

Project Information

Park and Ride facility in Town of Hillsborough. Provide operating assistance for three years. This project is in progress by Orange County.

TIP #	C-4932 B	Project Types	Facility - Park & Ride, Transit, Congestion Mitigation, Highway, Break
MTP #		Jurisdictions / Agencies	Hillsborough, Orange County, Division 7
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
CMAQ (L)	Construction	Prior Year	348,800	0	87,200	436,000
Totals:			348,800	0	87,200	436,000



Highway Program

Project Information

Construct five foot sidewalks and five foot bike lanes on North Estes Drive from NC 86 (Martin Luther King, Jr. Boulevard) to Caswell Drive in Chapel Hill. Construct a ten-foot multi-use path along North Estes Drive from NC 86 (Martin Luther King, Jr. Boulevard) to Elliott Road in Chapel Hill. Planning, design, right of way, and construction are in progress by the Town of Chapel Hill.

TIP #	C-5179	Project Types	Trail or Greenway, Congestion Mitigation, Highway
MTP #		Jurisdictions / Agencies	Chapel Hill, Orange County, Division 7
Project Length	1.9 miles (total for 2 segments)		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
STP-DA	PE/Design	Prior Year	190,000	0	58,000	248,000
CMAQ (L)	Right of Way	2016	240,000	0	60,000	300,000
CMAQ (L)	Construction	2017	1,630,000	0	408,000	2,038,000
		Totals:	2,060,000	0	526,000	2,586,000



Highway Program

Project Information

Construct a 100 foot bridge and 650 foot paved trail in Carrboro to fill gap between the Upper Bolin Trail and Twin Creeks Greenway and implement program to support non-vehicle trips to Morris Grove Elementary School. Planning, design, right of way, and construction by the Town of Carrboro.

TIP #	C-5181	Project Types	Trail or Greenway, Congestion Mitigation, Highway
MTP #		Jurisdictions / Agencies	Carrboro, Orange County, Division 7
Project Length	0.4 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
CMAQ (L)	Construction	2016	247,000	0	61,000	308,000
CMAQ (L)	Implementation	2017	10,000	0	2,000	12,000
Totals:			257,000	0	63,000	320,000



Highway Program

Project Information

Riverwalk Trail, Phase III in Hillsborough. Construct a paved off-road trail along Eno River connecting River Park, Gold Park, and the Occoneechee Mountain State Natural Area, and construct sidewalk to provide pedestrian and bicycle connections to the greenway. Planning, design, right of way, and construction are in progress by the Town of Hillsborough.

TIP #	C-5184	Project Types	Trail or Greenway, Congestion Mitigation, Highway
MTP #		Jurisdictions / Agencies	Hillsborough, Orange County, Division 7
Project Length	0.3 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
CMAQ (L)	PE/Design	Prior Year	48,000	0	12,000	60,000
CMAQ (L)	Right of Way	Prior Year	80,000	0	20,000	100,000
CMAQ (L)	Construction	2016	360,000	0	90,000	450,000
Totals:			488,000	0	122,000	610,000



Project Information

Highway Program

Projects to improve Congestion and Air Quality in the DCHC MPO area.

TIP #	C-5605	Project Types	Congestion Mitigation, Highway
MTP #		Jurisdictions / Agencies	Chatham County, Durham County, NCDOT, Orange County, Division 5, Division 7, Division 8
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
CMAQ (L)	Construction	2016	695,000	0	0	695,000
CMAQ (L)	Construction	2017	1,758,000	0	0	1,758,000
Totals:			2,453,000	0	0	2,453,000



Project Information

Non-Highway Program

Cleland Drive to Willow Drive in Chapel Hill. Upgrade existing off-road path (located along US 15/US 501 Fordham Blvd) and construct new section of path.

TIP #	EB-5721	Project Types	Trail or Greenway, Non-Highway, Bicycle and Pedestrian
MTP #		Jurisdictions / Agencies	Chapel Hill, Orange County, Division 7
Project Length	0.7 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
SRTS	PE/Design	2016	89,000	0	0	89,000
SRTS	Construction	2017	469,000	0	0	469,000
Totals:			558,000	0	0	558,000



Non-Highway Program

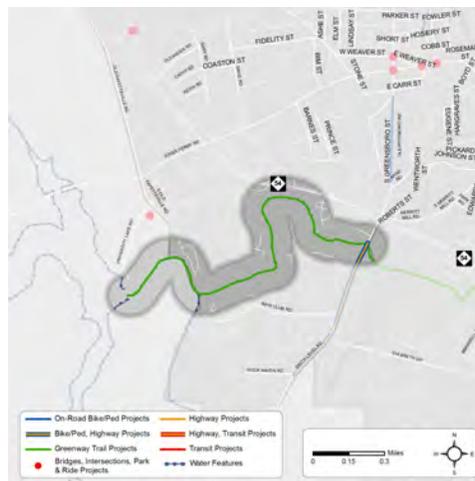
Project Information

Western section, SR 1919 (Smith Level Road) to University Lake in Carrboro. Construct greenway and connections. This project is for Phase 1 and Phase 2 of the western section of Morgan Creek Greenway. Phase 1 construction costs are \$372,000. Phase 2 construction costs are \$912,000. Each phase is shown separately in the project schedule. Planning, design, right of way, and construction for this project are in progress by the Town of Carrboro.

TIP #	EL-4828	Project Types	Trail or Greenway, Non-Highway, Bicycle and Pedestrian
MTP #		Jurisdictions / Agencies	Carrboro, Orange County, Division 7
Project Length	1.3 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
STP-DA	PE/Design	Prior Year	627,200	0	156,800	784,000
STP-DA	Construction	2016	298,000	0	74,000	372,000
TAP-DA	Construction	2016	730,000	0	182,000	912,000
Totals:			1,655,200	0	412,800	2,068,000



Project Information

Non-Highway Program

Durham-Chapel Hill-Carrboro (DCHC) MPO. Bicycle, pedestrian, and Transportation Alternatives Program (TAP)-eligible projects construct bike and pedestrian features. Planning, design, right of way, and construction by jurisdictions or agencies in the DCHC MPO area. STP-DA and TAP-DA funding reflects unprogrammed balances, programming subject to MPO approval.

TIP #	U-4726	Project Types	Non-Highway, Bicycle and Pedestrian, Grouping (U-4726)
MTP #		Jurisdictions / Agencies	Carrboro, Chapel Hill, Chatham County, City of Durham, Durham County, Orange County, Various, Division 5, Division 7, Division 8
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
STP-DA	PE/Design	Prior Year	531,000	0	201,000	732,000
STP-DA	Construction	Prior Year	1,994,000	0	499,000	2,493,000
STP-DA	Construction	Prior Year	2,291,600	0	730,400	3,652,000
STP-DA	Construction	2016	353,000	0	88,000	441,000
TAP-DA	Construction	2016	350,000	0	0	350,000
STP-DA	Right of Way	2017	48,000	0	12,000	60,000
TAP-DA	Construction	2017	350,000	0	0	350,000
TAP-DA	Construction	2018	350,000	0	0	350,000
STP-DA	Construction	2018	5,272,000	0	1,838,000	7,110,000
TAP-DA	Construction	2019	350,000	0	0	350,000
TAP-DA	Construction	2020	350,000	0	0	350,000
TAP-DA	Construction	2021	350,000	0	0	350,000
TAP-DA	Construction	2022	350,000	0	0	350,000
TAP-DA	Construction	2023	350,000	0	0	350,000
TAP-DA	Construction	2024	350,000	0	0	350,000
TAP-DA	Construction	2025	350,000	0	0	350,000
		Totals:	14,619,600	0	3,368,400	17,988,000

Project Information

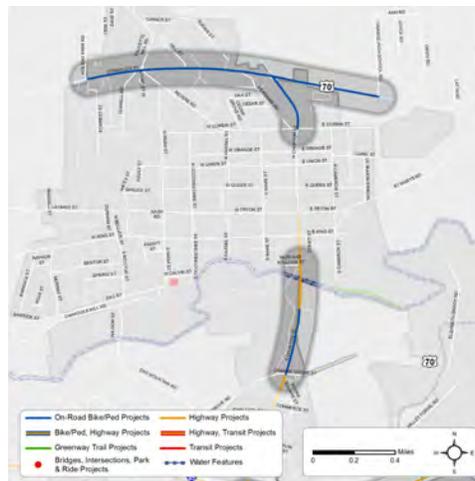
Non-Highway Program

Pedestrian improvements on US 70 from Lakeshore to Orange High School. On North Churton Street from Corbin to US 70. On South Churton Street from Nash/Kollock Street to Orange Grove.

TIP #	U-4726	Project Types	Non-Highway, Bicycle and Pedestrian, Grouping (U-4726)
MTP #		Jurisdictions / Agencies	Hillsborough, NCDOT, Orange County, Division 7
Project Length	7.5 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
STP-DA	PE/Design	Prior Year	120,000	0	30,000	150,000
		Totals:	120,000	0	30,000	150,000



Project Information

Non-Highway Program

Construct a greenway trail from Homestead Road to Chapel Hill High School.

TIP #	U-4726 DE	Project Types	Trail or Greenway, Non-Highway, Bicycle and Pedestrian, Grouping (U-4726)
MTP #		Jurisdictions / Agencies	Carrboro, Orange County, Division 7
Project Length	0.26 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
STP-DA	PE/Design	Prior Year	104,388	0	26,097	130,485
STP-DA	Construction	Prior Year	723,184	0	180,796	903,980
Totals:			827,572	0	206,893	1,034,465



Project Information

Non-Highway Program

Bicycle lanes on Friday Center Drive from NC 54 to UNC Park & Ride lot.

TIP #	U-4726 1x	Project Types	Non-Highway, Bicycle and Pedestrian, Grouping (U-4726)
MTP #		Jurisdictions / Agencies	Chapel Hill, Orange County, Division 7
Project Length	0.3 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
STP-DA	Construction	Prior Year	452,000	0	113,000	565,000
		Totals:	452,000	0	113,000	565,000



Project Information

Non-Highway Program

Sidewalks along Rogers Road from Homestead to Meadow Run.

TIP #	U-4726 DD	Project Types	Non-Highway, Bicycle and Pedestrian, Grouping (U-4726)
MTP #		Jurisdictions / Agencies	Carrboro, Orange County, Division 7
Project Length	1.0 mile		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
STP-DA	PE/Design	Prior Year	81,822	0	20,455	102,277
STP-DA	Construction	Prior Year	449,398	0	112,349	561,747
		Totals:	531,220	0	132,804	664,024



Project Information

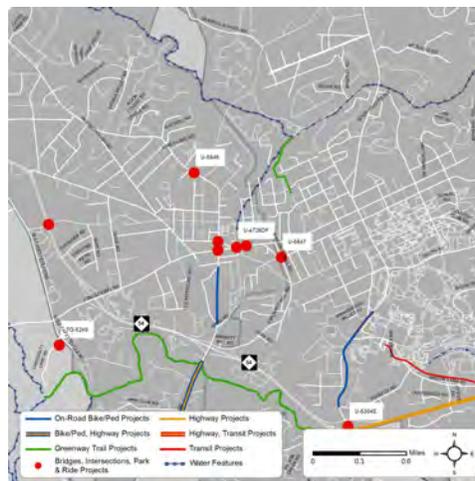
Non-Highway Program

Bicycle detector loops at selected intersections in Carrboro.

TIP #	U-4726 DF	Project Types	Non-Highway, Bicycle and Pedestrian, Grouping (U-4726)
MTP #		Jurisdictions / Agencies	Carrboro, NCDOT, Orange County, Division 7
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
STP-DA	PE/Design	Prior Year	14,820	0	3,705	18,525
STP-DA	Construction	Prior Year	30,000	0	7,500	37,500
Totals:			44,820	0	11,205	56,025



Non-Highway Program

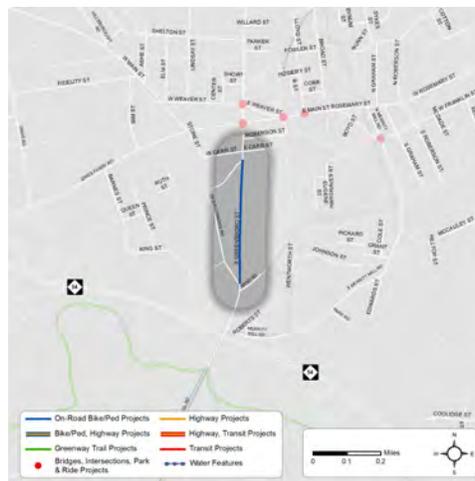
Project Information

From the north end of Old Pittsboro Road to the Public Works Driveway. Construct sidewalk on the west side of the street.

TIP #	U-4726 Dx	Project Types	Non-Highway, Bicycle and Pedestrian, Grouping (U-4726)
MTP #		Jurisdictions / Agencies	Carrboro, Orange County, Division 7
Project Length	0.36 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
STP-DA	PE/Design	2016	84,104	0	21,026	105,130
STP-DA	Construction	2017	353,136	0	88,284	441,420
Totals:			437,240	0	109,310	546,550



Project Information

Non-Highway Program

Preliminary engineering and design for the greenway trail.

TIP #	U-4726 IJ	Project Types	Trail or Greenway, Non-Highway, Bicycle and Pedestrian, Grouping (U-4726)
MTP #		Jurisdictions / Agencies	Chapel Hill, Orange County, Division 7
Project Length	0.46 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
STP-DA	PE/Design	Prior Year	100,000	0	25,000	125,000
		Totals:	100,000	0	25,000	125,000



Project Information

Non-Highway Program

Replacement Buses. 5309/5339 Grant.

TIP #	TA-4726
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Replacement Bus, Transit, Non-Highway, Public Transportation
Jurisdictions / Agencies	Chapel Hill Transit (CHT), Chapel Hill, Orange County, Division 7

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5307-Planning (FUZ)	Capital	Prior Year	31,757,000	0	0	31,757,000
5307-Planning (FUZ)	Capital	2016	1,939,000	242,000	242,000	2,423,000
5307-Planning (FUZ)	Capital	2017	1,939,000	242,000	242,000	2,423,000
5307-Planning (FUZ)	Capital	2018	1,939,000	242,000	242,000	2,423,000
5307-Planning (FUZ)	Capital	2019	1,939,000	242,000	242,000	2,423,000
5307-Planning (FUZ)	Capital	2020	1,939,000	242,000	242,000	2,423,000
5307-Planning (FUZ)	Capital	2021	1,939,000	242,000	242,000	2,423,000
5307-Planning (FUZ)	Capital	2022	1,939,000	242,000	242,000	2,423,000
5307-Planning (FUZ)	Capital	2023	1,939,000	242,000	242,000	2,423,000
Totals:			47,269,000	1,936,000	1,936,000	51,141,000

Project Information

Non-Highway Program

3 Replacement Buses. In progress by Chapel Hill Transit.

TIP #	TA-4726 A	Project Types	Replacement Bus, Transit, Non-Highway, Public Transportation, Break
MTP #		Jurisdictions / Agencies	Chapel Hill Transit (CHT), Chapel Hill, Orange County, Division 7
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
STP-DA	Purchase	Prior Year	973,000	0	362,000	1,335,000
STP-DA	Purchase	2016	720,000	0	180,000	900,000
		Totals:	1,693,000	0	542,000	2,235,000



Project Information

Non-Highway Program

Replacement Paratransit Vehicle. 5307 GRANT.

TIP #	TA-4748
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Replacement Van, Transit, Non-Highway, Public Transportation
Jurisdictions / Agencies	Chapel Hill Transit (CHT), Chapel Hill, Orange County, Division 7

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Capital	Prior Year	0	0	0	2,845,000
5307 (FUZ)	Capital	2016	157,600	0	39,400	197,000
5307 (FUZ)	Capital	2017	157,600	0	39,400	197,000
5307 (FUZ)	Capital	2018	157,600	0	39,400	197,000
5307 (FUZ)	Capital	2019	157,600	0	39,400	197,000
5307 (FUZ)	Capital	2020	157,600	0	39,400	197,000
5307 (FUZ)	Capital	2021	157,600	0	39,400	197,000
5307 (FUZ)	Capital	2022	157,600	0	39,400	197,000
5307 (FUZ)	Capital	2023	157,600	0	39,400	197,000
Totals:			1,260,800	0	315,200	4,421,000



Project Information

Non-Highway Program

Replacement bus. 5307 Grant.

TIP #	TA-4818 B
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Replacement Bus, Transit, Non-Highway, Public Transportation, Break
Jurisdictions / Agencies	Durham County, Orange County, GoTriangle, Division 5, Division 7

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5307 (FUZ)	Capital	Prior Year	0	0	0	4,567,000
5307 (FUZ)	Capital	2018	770,000	96,000	96,000	962,000
5307 (FUZ)	Capital	2021	770,000	96,000	96,000	962,000
Totals:			1,540,000	192,000	192,000	6,491,000



Project Information

Non-Highway Program

Replacement Van. 5307 Grant.

TIP #	TA-4979
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Replacement Van, Transit, Non-Highway, Public Transportation
Jurisdictions / Agencies	Chapel Hill Transit (CHT), Chapel Hill, Orange County, Division 7

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Capital	Prior Year	0	0	0	1,685,000
5307 (FUZ)	Capital	2016	633,600	0	158,400	792,000
5307 (FUZ)	Capital	2019	633,600	0	158,400	792,000
5307 (FUZ)	Capital	2022	633,600	0	158,400	792,000
Totals:			1,900,800	0	475,200	4,061,000



Project Information

Non-Highway Program

Expansion bus. 5307 Grant.

TIP #	TA-5123 B
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Expansion Bus, Transit, Non-Highway, Public Transportation, Break
Jurisdictions / Agencies	Durham County, Orange County, GoTriangle, Division 5, Division 7

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5307 (FUZ)	Capital	Prior Year	0	0	0	13,062,000
5307 (FUZ)	Capital	2016	1,351,000	135,000	135,000	1,621,000
5307 (FUZ)	Capital	2018	1,351,000	135,000	135,000	1,621,000
5307 (FUZ)	Capital	2020	1,351,000	135,000	135,000	1,621,000
5307 (FUZ)	Capital	2022	1,351,000	135,000	135,000	1,621,000
Totals:			5,404,000	540,000	540,000	19,546,000



Project Information

Non-Highway Program

Bus rehabilitation. 5309 Grant.

TIP #	TA-5135
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Renovate Bus, Transit, Non-Highway, Public Transportation
Jurisdictions / Agencies	Durham County, GoTriangle, Division 5, Division 7

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5309 (FBUS)	Capital	Prior Year	222,000	0	55,000	277,000
		Totals:	222,000	0	55,000	277,000



Project Information

Non-Highway Program

Purchase Support & Paratransit Vehicles. 5309 Grant.

TIP #	TA-5143	Project Types	Transit, Non-Highway, Public Transportation
MTP #		Jurisdictions / Agencies	Chapel Hill Transit (CHT), Chapel Hill, Orange County, Division 7
Project Length			
Grantor Grant #			
MUNIS Grant #	UBF15		

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5309 (FBUS)	Capital	Prior Year	160,000	20,000	20,000	200,000
		Totals:	160,000	20,000	20,000	200,000



Project Information

Non-Highway Program

Vanpool vans - replacement (8). 5309 Grant.

TIP #	TA-5148
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	UBF15; and other grants

Project Types	Replacement Van, Transit, Vanpool, Non-Highway, Public Transportation
Jurisdictions / Agencies	Durham County, Orange County, Other, GoTriangle, Division 5, Division 7

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5309 (FBUS)	Capital	Prior Year	178,000	0	46,000	224,000
		Totals:	178,000	0	46,000	224,000



Project Information

Non-Highway Program

Replacement paratransit vehicles. STP-DA Grant.

TIP #	TA-5154	Project Types	Replacement Van, Transit, Non-Highway, Public Transportation
MTP #		Jurisdictions / Agencies	Durham County, Orange County, GoTriangle, Division 5, Division 7
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
STP-DA	Capital	Prior Year	215,200	0	53,800	269,000
		Totals:	215,200	0	53,800	269,000



Project Information

Non-Highway Program

Capital - Orange County Department of Aging. 5310 Grant.

TIP #	TA-6526
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	UED14

Project Types	Transit, Non-Highway, Public Transportation
Jurisdictions / Agencies	Orange County, Division 7, Orange County Dept of Aging

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5310 (FEPD)	Capital	Prior Year	3,000	1,000	1,000	5,000
		Totals:	3,000	1,000	1,000	5,000



ORANGE COUNTY

NORTH CAROLINA

Project Information

Non-Highway Program

Facility - Park & Ride. 5307 Grant.

TIP #	TD-4710 B
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Facility - Park & Ride, Transit, Non-Highway, Public Transportation, Break
Jurisdictions / Agencies	Chapel Hill Transit (CHT), Chapel Hill, Orange County, Division 7

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5307 (FUZ)	Other	Prior Year	0	0	0	878,000
		Totals:	0	0	0	878,000



Project Information

Non-Highway Program

1 replacement LTV (25') and radio, vehicle lettering and logos, and on-board camera. STP-DA Grant.

TIP #	TD-5155	Project Types	Replacement Bus, Transit, Non-Highway, Public Transportation
MTP #		Jurisdictions / Agencies	Orange County, Orange Public Transit, Division 7
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
STP-DA	Acquisition	2016	62,000	0	15,000	77,000
		Totals:	62,000	0	15,000	77,000



ORANGE COUNTY

NORTH CAROLINA

Non-Highway Program

Project Information

Renovate Bus Related Facilities. 5309 GRANT.

TIP #	TD-5271
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	UBF15

Project Types	Transit, Facility - Other, Non-Highway, Public Transportation
Jurisdictions / Agencies	Chapel Hill Transit (CHT), Chapel Hill, Orange County, Division 7

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5309 (FBUS)	Capital	Prior Year	0	0	0	50,000
		Totals:	0	0	0	50,000



Project Information

Non-Highway Program

Hillsborough Park and Ride - professional services and property acquisition.

TIP #	TD-5272
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Facility - Park & Ride, Transit, Non-Highway, Public Transportation
Jurisdictions / Agencies	Hillsborough, Orange County, GoTriangle, Division 7

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
STP-DA	Acquisition	Prior Year	111,000	0	125,000	236,000
		Totals:	111,000	0	125,000	236,000



Project Information

Non-Highway Program

Construct a light rail transit system from UNC Hospitals in Chapel Hill to NC 55 (Alston Avenue) in Durham. Total project cost is \$1,532,646,000. Total project length is 17.1 miles. Break A for this project is from the UNC Hospitals in Chapel Hill, to the Durham County line. Break A is in Region D. Project costs for Break A are shown in the table below. Coordinate this project with projects I-5720A, U-5717, and U-5774.

TIP #	TE-5205 A	Project Types	Transit, Non-Highway, Public Transportation, Break
MTP #	1, 2	Jurisdictions / Agencies	Chapel Hill, Orange County, GoTriangle, Division 7
Project Length	17.1 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Other	Prior Year	0	0	0	21,250,000
5309 (FBUS)	PE/Design	2016	2,262,000	0	1,131,000	3,393,000
T	PE/Design	2016	0	1,131,000	0	1,131,000
5309 (FBUS)	PE/Design	2017	2,262,000	0	1,131,000	3,393,000
T	PE/Design	2017	0	1,131,000	0	1,131,000
5309 (FBUS)	PE/Design	2018	2,262,000	0	1,131,000	3,393,000
T	PE/Design	2018	0	1,131,000	0	1,131,000
5309 (FBUS)	Right of Way	2019	9,315,000	0	4,658,000	13,973,000
T	Right of Way	2019	0	4,658,000	0	4,658,000
5309 (FBUS)	Right of Way	2020	9,315,000	0	4,657,000	13,972,000
T	Right of Way	2020	0	4,657,000	0	4,657,000
5309 (FBUS)	Acquisition	2021	10,005,000	0	5,003,000	15,008,000
T	Acquisition	2021	0	5,002,000	0	5,002,000
T	Construction	2022	0	10,625,000	0	10,625,000
5309 (FBUS)	Construction	2022	21,250,000	0	10,625,000	31,875,000
T	Construction	2023	0	10,625,000	0	10,625,000
5309 (FBUS)	Construction	2023	21,250,000	0	10,625,000	31,875,000
T	Construction	2024	0	10,625,000	0	10,625,000
5309 (FBUS)	Construction	2024	21,250,000	0	10,625,000	31,875,000
T	Construction	2025	0	10,625,000	0	10,625,000
5309 (FBUS)	Construction	2025	21,250,000	0	10,625,000	31,875,000
T		Unfunded	0	25,500,000	0	25,500,000
5309 (FBUS)	Construction	Future Unfunded	51,000,000	0	25,500,000	76,500,000
		Totals:	171,421,000	85,710,000	85,711,000	364,092,000

Non-Highway Program

Project Information

Preventive Maintenance. 5307 Grant.

TIP #	TG-4731 B	Project Types	Preventive Maintenance, Transit, Non-Highway, Public Transportation, Break
MTP #		Jurisdictions / Agencies	Chapel Hill Transit (CHT), Chapel Hill, Orange County, Division 7
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5307 (FUZ)	Operations	Prior Year	0	0	0	9,961,000
5307 (FUZ)	Operations	2016	2,345,000	0	586,000	2,931,000
5307 (FUZ)	Operations	2017	2,545,000	0	636,000	3,181,000
5307 (FUZ)	Operations	2018	2,745,000	0	686,000	3,431,000
5307 (FUZ)	Operations	2019	2,945,000	0	736,000	3,681,000
5307 (FUZ)	Operations	2020	1,074,000	0	269,000	1,343,000
5307 (FUZ)	Operations	2021	1,074,000	0	269,000	1,343,000
5307 (FUZ)	Operations	2022	1,074,000	0	269,000	1,343,000
5307 (FUZ)	Operations	2023	1,074,000	0	269,000	1,343,000
Totals:			14,876,000	0	3,720,000	28,557,000



Project Information

Non-Highway Program

Routine Capital - Bus stop shelters, benches, shop equipment, spare parts, engines, farebox, service vehicles, etc. 5307 Grant.

TIP #	TG-4732 A	Project Types	Routine Capital, Transit, Non-Highway, Public Transportation, Break
MTP #		Jurisdictions / Agencies	Chapel Hill Transit (CHT), Chapel Hill, Orange County, Division 7
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5307 (FUZ)	Capital	Prior Year	976,000	0	244,000	1,760,000
5307 (FUZ)	Capital	2016	432,000	0	108,000	540,000
5307 (FUZ)	Capital	2018	432,000	0	108,000	540,000
5307 (FUZ)	Capital	2020	432,000	0	108,000	540,000
5307 (FUZ)	Capital	2022	432,000	0	108,000	540,000
Totals:			2,704,000	0	676,000	3,920,000



Project Information

Non-Highway Program

Routine Capital - Service Vehicle. 5307 Grant.

TIP #	TG-4732 B
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Routine Capital, Transit, Non-Highway, Public Transportation, Break
Jurisdictions / Agencies	Chapel Hill Transit (CHT), Chapel Hill, Orange County, Division 7

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5307 (FUZ)	Capital	Prior Year	0	0	0	496,000
5307 (FUZ)	Capital	2016	157,000	0	39,000	196,000
5307 (FUZ)	Capital	2023	157,000	0	39,000	196,000
		Totals:	314,000	0	78,000	888,000



Non-Highway Program

Project Information

Routine Capital -Bus stop shelters, benches, shop equipment, spare parts, engines, farebox, service vehicles, etc includes ADA, PM, and service vehicles

TIP #	TG-4821 B	Project Types	Transit, Facility - Other, Non-Highway, Public Transportation, Break
MTP #		Jurisdictions / Agencies	Durham County, Orange County, GoTriangle, Division 5, Division 7
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5307 (FUZ)	Capital	Prior Year	0	0	0	8,921,000
5307 (FUZ)	Capital	2016	1,483,000	0	366,000	1,849,000
5307 (FUZ)	Capital	2017	1,527,000	0	382,000	1,909,000
5307 (FUZ)	Capital	2018	1,573,000	0	393,000	1,966,000
5307 (FUZ)	Capital	2019	1,575,000	0	394,000	1,969,000
5307 (FUZ)	Capital	2020	1,575,000	0	394,000	1,969,000
5307 (FUZ)	Capital	2021	1,575,000	0	394,000	1,969,000
5307 (FUZ)	Capital	2022	1,575,000	0	394,000	1,969,000
5307 (FUZ)	Capital	2023	1,575,000	0	394,000	1,969,000
Totals:			12,458,000	0	3,111,000	24,490,000



Project Information

Non-Highway Program

Routine Capital - Purchase bus stop shelters, benches, shop equipment, spare parts, engines, farebox, support vehicles, replace/repair lifts. 5309 Grant.

TIP #	TG-5227	Project Types	Routine Capital, Transit, Non-Highway, Public Transportation
MTP #		Jurisdictions / Agencies	Chapel Hill Transit (CHT), Chapel Hill, Orange County, Division 7
Project Length			
Grantor Grant #			
MUNIS Grant #	UBF15		

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5309 (FBUS)	Capital	Prior Year	263,000	0	66,000	329,000
		Totals:	263,000	0	66,000	329,000



Project Information

Non-Highway Program

Routine Capital - Resurface Park & Ride Lots. 5307 Grant.

TIP #	TG-5247	Project Types	Facility - Park & Ride, Transit, Non-Highway, Public Transportation
MTP #		Jurisdictions / Agencies	Chapel Hill Transit (CHT), Chapel Hill, Orange County, Division 7
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5307 (FUZ)	Capital	Prior Year	57,000	7,000	7,000	71,000
Totals:			57,000	7,000	7,000	71,000



Project Information

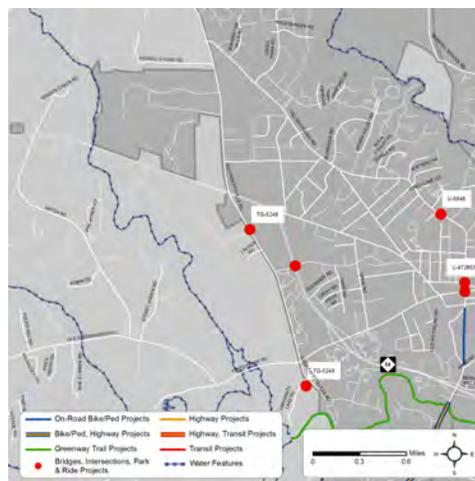
Non-Highway Program

Routine Capital - Resurface Park & Ride Lots. 5309 Grant.

TIP #	TG-5248	Project Types	Facility - Park & Ride, Transit, Non-Highway, Public Transportation
MTP #		Jurisdictions / Agencies	Chapel Hill Transit (CHT), Chapel Hill, Orange County, Division 7
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5309 (FBUS)	Capital	Prior Year	80,000	0	20,000	100,000
Totals:			80,000	0	20,000	100,000



Project Information

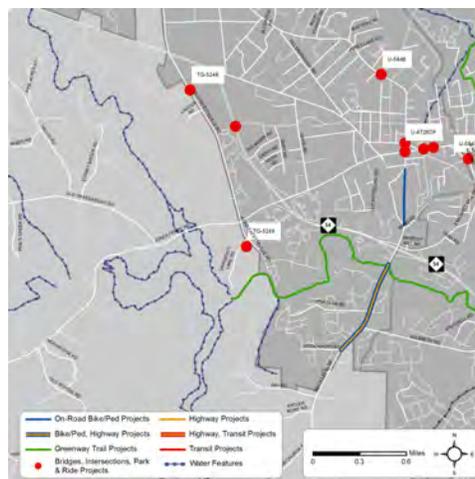
Non-Highway Program

Routine Capital - Resurface Park & Ride Lots. 5307 Grant.

TIP #	TG-5249	Project Types	Facility - Park & Ride, Transit, Non-Highway, Public Transportation
MTP #			
Project Length			
Grantor Grant #			
MUNIS Grant #			
		Jurisdictions / Agencies	Chapel Hill Transit (CHT), Chapel Hill, Orange County, Division 7

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5307 (FUZ)	Capital	Prior Year	56,000	0	14,000	70,000
Totals:			56,000	0	14,000	70,000



Project Information

Non-Highway Program

Routine Capital. 5309 Grant.

TIP #	TG-5251
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	UBF15

Project Types	Transit, Non-Highway, Public Transportation
Jurisdictions / Agencies	Durham County, Orange County, Other, GoTriangle, Division 5, Division 7

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5309 (FBUS)	Capital	Prior Year	222,000	0	55,000	277,000
		Totals:	222,000	0	55,000	277,000



Project Information

Non-Highway Program

Operating Assistance. JARC 5316 GRANT

TIP #	TM-5132	Project Types	Operating Assistance, Transit, Non-Highway, Public Transportation
MTP #		Jurisdictions / Agencies	Chapel Hill Transit (CHT), Chapel Hill, Orange County, Division 7
Project Length			
Grantor Grant #			
MUNIS Grant #	LJA14; LJA11		

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5316-JARC	Operations	Prior Year	331,200	0	82,800	414,000
		Totals:	331,200	0	82,800	414,000



Project Information

Non-Highway Program

Operating Assistance-Night Service. JARC 5316 GRANT

TIP #	TM-5305
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	LJA13

Project Types	Operating Assistance, Transit, Non-Highway, Public Transportation
Jurisdictions / Agencies	Chapel Hill Transit (CHT), Chapel Hill, Orange County, Division 7

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5316-JARC	Operations	Prior Year	68,000	0	68,000	136,000
		Totals:	68,000	0	68,000	136,000



Project Information

Non-Highway Program

Operating Assistance - Continuation of Service Hour Extension. JARC 5316.

TIP #	TM-5306	Project Types	Operating Assistance, Transit, Non-Highway, Public Transportation
MTP #		Jurisdictions / Agencies	Chapel Hill Transit (CHT), Chapel Hill, Orange County, Division 7
Project Length			
Grantor Grant #			
MUNIS Grant #	LJA13; LJA14		

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5316-JARC	Operations	Prior Year	72,000	0	72,000	144,000
		Totals:	72,000	0	72,000	144,000



Project Information

Non-Highway Program

Sunday Routes (400,700, & 800). JARC 5316 Grant

TIP #	TM-5311
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	LJA14

Project Types	Operating Assistance, Transit, Non-Highway, Public Transportation
Jurisdictions / Agencies	Durham County, Orange County, Other, GoTriangle, Division 5, Division 7

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5316-JARC	Operations	Prior Year	235,000	0	235,000	470,000
		Totals:	235,000	0	235,000	470,000



Non-Highway Program

Project Information

Operating Assistance -New Freedom 5317 grant - Urban

TIP #	TN-5102
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	LNF13

Project Types	Operating Assistance, Transit, Non-Highway, Public Transportation
Jurisdictions / Agencies	City of Durham, GoDurham, Durham County, Orange County, Division 5, Division 7

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Other	Prior Year	0	0	0	756,000
5317 (FNF)	Operations	2016	63,000	0	63,000	126,000
5317 (FNF)	Operations	2017	63,000	0	63,000	126,000
5317 (FNF)	Operations	2018	63,000	0	63,000	126,000
5317 (FNF)	Operations	2019	63,000	0	63,000	126,000
5317 (FNF)	Operations	2020	63,000	0	63,000	126,000
5317 (FNF)	Operations	2021	63,000	0	63,000	126,000
5317 (FNF)	Operations	2022	63,000	0	63,000	126,000
5317 (FNF)	Operations	2023	63,000	0	63,000	126,000
Totals:			504,000	0	504,000	1,764,000



Project Information

Non-Highway Program

Operating Assistance. SMAP Grant.

TIP #	TO-5133
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Operating Assistance, Transit, Non-Highway, Public Transportation
Jurisdictions / Agencies	Chapel Hill Transit (CHT), Chapel Hill, Orange County, Division 7

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
SMAP	Operations	Prior Year	0	21,521,000	0	21,521,000
SMAP	Operations	2016	0	3,570,000	0	3,570,000
SMAP	Operations	2017	0	3,570,000	0	3,570,000
SMAP	Operations	2018	0	3,570,000	0	3,570,000
SMAP	Operations	2019	0	3,570,000	0	3,570,000
SMAP	Operations	2020	0	3,570,000	0	3,570,000
SMAP	Operations	2021	0	3,570,000	0	3,570,000
SMAP	Operations	2022	0	3,570,000	0	3,570,000
SMAP	Operations	2023	0	3,570,000	0	3,570,000
Totals:			0	50,081,000	0	50,081,000



Project Information

Non-Highway Program

Planning Assistance 5307

TIP #	TP-4732 A
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Planning Assistance, Transit, Non-Highway, Public Transportation, Break
Jurisdictions / Agencies	Durham County, Orange County, GoTriangle, Division 5, Division 7

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Other	Prior Year	0	0	0	2,588,000
5307-Planning (FUZ)	Planning	2016	556,000	70,000	70,000	696,000
5307-Planning (FUZ)	Planning	2017	573,000	72,000	72,000	717,000
5307-Planning (FUZ)	Planning	2018	590,000	74,000	74,000	738,000
5307-Planning (FUZ)	Planning	2019	590,000	74,000	74,000	738,000
5307-Planning (FUZ)	Planning	2020	590,000	74,000	74,000	738,000
5307-Planning (FUZ)	Planning	2021	590,000	74,000	74,000	738,000
5307-Planning (FUZ)	Planning	2022	590,000	74,000	74,000	738,000
5307-Planning (FUZ)	Planning	2023	590,000	74,000	74,000	738,000
Totals:			4,669,000	586,000	586,000	8,429,000

Project Information

Non-Highway Program

Senior transportation expansion, assessment and mobility manager (STEAMM) including purchase of service. 5310 Grant.

TIP #	TQ-3002
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	UED14

Project Types	Mobility Management (transit), Transit, Non-Highway, Public Transportation
Jurisdictions / Agencies	Orange County, Division 7

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5310 (FEPD)	Capital	Prior Year	130,400	0	32,600	163,000
		Totals:	130,400	0	32,600	163,000



ORANGE COUNTY

NORTH CAROLINA

Project Information

Non-Highway Program

EZ Rider Senior Shuttle. 5310 Grant.

TIP #	TQ-5104
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	UED14

Project Types	Operating Assistance, Transit, Non-Highway, Public Transportation
Jurisdictions / Agencies	Chapel Hill Transit (CHT), Chapel Hill, Orange County, Division 7

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5310 (FEPD)	Operations	Prior Year	172,800	0	43,200	216,000
		Totals:	172,800	0	43,200	216,000



Project Information

Non-Highway Program

Mobility Management. 5310 Grant.

TIP #	TQ-6165
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	UED14

Project Types	Mobility Management (transit), Transit, Non-Highway, Public Transportation
Jurisdictions / Agencies	Orange County, Division 7, Orange County Dept of Aging

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5310 (FEPS)	Capital	Prior Year	120,000	15,000	15,000	150,000
		Totals:	120,000	15,000	15,000	150,000



ORANGE COUNTY

NORTH CAROLINA

Project Information

Non-Highway Program

Capital - Purchase of Service

TIP #	TQ-9032
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Transit, Non-Highway, Public Transportation
Jurisdictions / Agencies	Durham County, Orange County, GoTriangle, Division 5, Division 7

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5310 (FEPD)	Capital	Prior Year	0	0	0	40,000
		Totals:	0	0	0	40,000



Project Information

Non-Highway Program

Safety & Security - 1% Set Aside. 5307 Grant.

TIP #	TS-5106
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Routine Capital, Safety & Security, Transit, Non-Highway, Public Transportation
Jurisdictions / Agencies	Chapel Hill Transit (CHT), Chapel Hill, Orange County, Division 7

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5307 (FUZ)	Capital	Prior Year	235,200	0	58,800	294,000
5307 (FUZ)	Capital	2016	32,000	0	3,000	35,000
5307 (FUZ)	Capital	2017	32,000	0	3,000	35,000
5307 (FUZ)	Capital	2018	32,000	0	3,000	35,000
5307 (FUZ)	Capital	2019	32,000	0	3,000	35,000
5307 (FUZ)	Capital	2020	16,000	0	2,000	18,000
5307 (FUZ)	Capital	2021	16,000	0	2,000	18,000
5307 (FUZ)	Capital	2022	16,000	0	2,000	18,000
5307 (FUZ)	Capital	2023	16,000	0	2,000	18,000
Totals:			427,200	0	78,800	506,000



Project Information

Non-Highway Program

Safety & Security - 1% Set Aside . 5307 Grant.

TIP #	TS-5119
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Safety & Security, Transit, Non-Highway, Public Transportation
Jurisdictions / Agencies	Durham County, Orange County, GoTriangle, Division 5, Division 7

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5307 (FUZ)	Capital	Prior Year	199,200	0	49,800	249,000
5307 (FUZ)	Capital	2016	20,000	0	2,000	22,000
5307 (FUZ)	Capital	2017	17,000	0	2,000	19,000
5307 (FUZ)	Capital	2018	17,000	0	2,000	19,000
5307 (FUZ)	Capital	2019	17,000	0	2,000	19,000
5307 (FUZ)	Capital	2020	17,000	0	2,000	19,000
5307 (FUZ)	Capital	2021	19,000	0	0	19,000
5307 (FUZ)	Capital	2022	17,000	0	2,000	19,000
5307 (FUZ)	Construction	2023	17,000	0	2,000	19,000
Totals:			340,200	0	63,800	404,000



Project Information

Non-Highway Program

Purchase Mobile Data Terminals

TIP #	TT-6107
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Technology, Transit, Non-Highway, Public Transportation
Jurisdictions / Agencies	Chapel Hill Transit (CHT), Chapel Hill, Orange County, Division 7

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
STP-DA	Capital	Prior Year	64,000	0	16,000	80,000
		Totals:	64,000	0	16,000	80,000



Non-Highway Program

Project Information

Chapel Hill Transit Bus Rapid Transit, Phase II Alternatives Analysis, including environmental assessment, design, and engineering. More specific phase-related details: • In 2016 – submission of a Small Starts Project Development Application to the FTA at the cost of \$20,000 • In 2016 – starting and completing an Environmental Assessment under Federal NEPA rules with the outcome of a signed Findings of No Significant Impact (FONSI) by the FTA at the cost of \$550,000 to \$700,000 depending on the level of transportation analysis and Cultural Resource Analysis • In 2016 and until the project is constructed (assume 2020) – annual required planning and FTA submittals including the update of Small Starts documentation and required documents including (but not limited to) Project Management Plan, Public Involvement Plan, BRT Comprehensive Operations Analysis, BRT Fleet Management Plan, Basis of Design, and Work Breakdown Structure at the cost of \$100,000 to \$200,000 annually • In 2017 and 2018 – initiation and completion of engineering (preliminary and final) at the cost of \$1.5 million to \$2.5 million depending on the LPA cross-section

TIP #	U-5119 A	Project Types	Alternatives Analysis, Transit, Non-Highway, Public Transportation, Break
MTP #		Jurisdictions / Agencies	Chapel Hill Transit (CHT), Chapel Hill, Orange County, Division 7
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
Fed	PE/Design	2016	736,000	0	184,000	920,000
Fed	PE/Design	2017	1,160,000	0	290,000	1,450,000
Fed	PE/Design	2018	1,160,000	0	290,000	1,450,000
Fed	PE/Design	2019	160,000	0	40,000	200,000
Fed	PE/Design	2020	160,000	0	40,000	200,000
Totals:			3,376,000	0	844,000	4,220,000



Non-Highway Program

Project Information

Passenger Rail Project Trains 73/74 and 74/75 operations between Charlotte and Raleigh. Equipment and capital yard maintenance facility. Additional project funding includes anticipated \$6.6 million/year legislative appropriation from state highway fund, to be used for operations.

TIP #	P-2918
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Passenger Rail, Non-Highway
Jurisdictions / Agencies	Durham County, NCDOT, Orange County, Division 5, Division 7

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Operations	Prior Year	0	0	0	148,006,000
CMAQ (S)	Operations	2016	3,000,000	750,000	0	3,750,000
Totals:			3,000,000	750,000	0	151,756,000



Project Information

Non-Highway Program

Private Crossing Safety Initiative to close or enhance protection at railroad crossings between Raleigh and Charlotte. This project is in progress.

TIP #	P-4405
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Safety, Passenger Rail, Non-Highway
Jurisdictions / Agencies	Durham County, NCDOT, Orange County, Division 5, Division 7

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Other	Prior Year	0	0	0	10,116,000
STHSR	Construction	2016	3,000,000	0	0	3,000,000
O	Construction	2016	0	0	0	880,000
STHSR	Construction	2017	941,000	0	0	941,000
Totals:			3,941,000	0	0	14,937,000



Project Information

Non-Highway Program

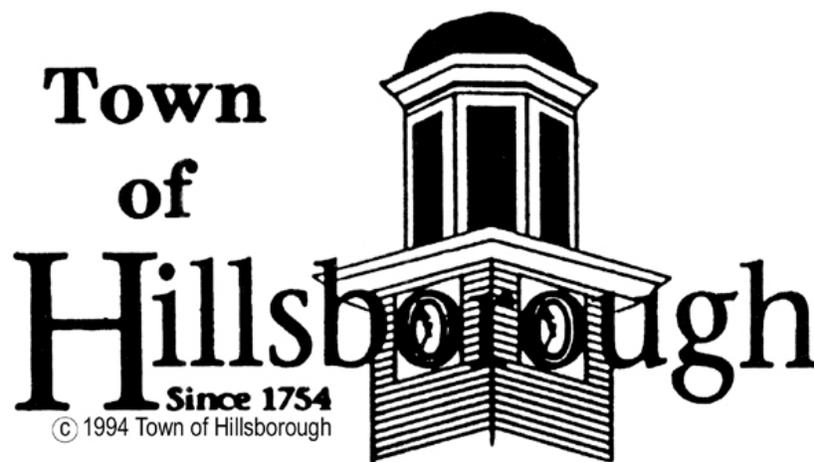
Passenger Rail Station for Norfolk Southern H Line. Milepost 41.7 in Hillsborough. Construct platform, passenger rail station building, site access, utilities, and parking. Coordinate with U-5848. "Other" funding reflects participation by GoTriangle, formerly Triangle Transit.

TIP #	P-5701
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Transit, Passenger Rail, Non-Highway
Jurisdictions / Agencies	Hillsborough, NCDOT, Orange County, Other, GoTriangle, Division 7

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	PL/ENV (NEPA)	2016	0	0	0	0
T	Construction	2019	0	3,315,000	0	3,315,000
O	Construction	2019	0	0	285,000	285,000
T	Construction	2020	0	3,315,000	0	3,315,000
O	Construction	2020	0	0	285,000	285,000
Totals:			0	6,630,000	570,000	7,200,000



FY2016-2025

Metropolitan Transportation Improvement Program

DIVISION 8 PROJECTS

HOW TO READ A PROJECT SHEET

Project Breaks are used to represent different segments or portions of a project and are shown as a letter following the TIP #.

US 70 (Miami Boulevard)

HIGHWAY PROGRAM

Project Information

Full U-5720 project information is Lynn Road in Durham to west of Alexander Drive in Raleigh. Upgrade to controlled-access facility and convert at-grade intersection with SR 1811/SR 1959 to interchange. Total project length is 1.6 miles. Total project cost for the entire project is \$136,124,000. Break A of this project is US 70 (Miami Blvd) from Lynn Road to SR 1959 (S Miami Blvd) / SR 1811 (Sherron Rd). Project costs for only Break A are shown in the table below. Planning and design for this project are in progress.

TIP # U-5720 **A**
MTP # 116; 116.1
Project Length 1.6 miles
Grantor Grant #
MUNIS Grant #

Project Types Intersection Improvements, Upgrade Roadway, Division 5: Highway - Urban
Jurisdictions / Agencies City of Durham, Durham County, NCDOT, Division 5

Corresponding Metropolitan Transportation Plan ID (if applicable)
 Corresponding Grant Numbers - applicable for transit-related grants

Location of the project or agency involved with implementation of the project.

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
T	Utilities	2022	0	3,248,000	0	3,248,000
T	Right of Way	2022	0	27,067,000	0	27,067,000
T	Construction	2024	0	26,235,000	0	26,235,000
T	Construction	2025	0	26,235,000	0	26,235,000
T	Construction	Future Unfunded	0	26,235,000	0	26,235,000
O	PE/Design	Prior Year	0	0	0	2,000,000
Total Project Cost						111,020,000

See Appendix E for detailed information on funding sources used for each project phase.

Type of work or activity to be completed as phases that make up each project.

Estimated costs for each phase of the project and the total project in current year dollars.

Unfunded project costs - unfunded future commitments



Map of estimated project location (if the project was mappable at the time of the release of the draft MTIP).

FY2016-2025 TIP

DIVISION 8 PROJECTS

HIGHWAY PROGRAM

TIP #	PROJECT NAME	DESCRIPTION	PROJECT EXPECTED START DATE	TOTAL ESTIMATED PROJECT COST	PAGE #
U-4727	DCHC MPO Planning Allocation and Work Program	DCHC MPO Planning Allocation and Work Program. This project includes \$233,000 Federal TIGER grant. This project is in progress.	Prior Year	\$14,939,000	1
U-5023	DCHC MPO STP-DA Reserve Funds	DCHC MPO STP-DA Funds - Reserved for future programming.	2020	\$22,982,000	2
BD-5108	Division 8 Bridges (BPOC)	Division 8 Purchase Order Contract bridge replacement projects at selected locations. This project is in progress - bridge purchase order contract (BPOC)	Prior Year	\$21,538,000	3
EE-4908	Ecosystem Enhancement Program	Ecosystem Enhancement Program for Division 8 Project Mitigation. This project is in progress.	Prior Year	\$25,842,000	4
W-5208	Highway Safety Projects	Division 8 rumble strips, guardrail, safety, and lighting improvements at selected locations. This project is in progress.	Prior Year	\$4,953,000	5
C-4924 B	TJCOG TDM	TJCOG - develop a flexible work schedule for employees and organizations in the Triangle Ozone Non-attainment Area for three years. Full project cost for C-4924 includes funding for the CAMPO. Full project cost (including CAMPO) is \$11,174,000. The funding and schedule for Break B, the DCHC MPO portion, are shown in the table below. This project is in progress by the TJCOG.	Prior Year	\$5,492,000	6
C-5176	American Tobacco Trail (ATT)	American Tobacco Trail in Chatham County, New Hope Church Road Trailhead Park and Ride Lot. This project is under construction by the Town of Cary.	Prior Year	\$1,192,000	7
C-5605	CMAQ in DCHC MPO Area	Projects to improve Congestion and Air Quality in the DCHC MPO area.	2016	\$2,453,000	8

FY2016-2025 TIP ~ DIVISION 8 PROJECTS

NON-HIGHWAY PROGRAM					
TIP #	PROJECT NAME	DESCRIPTION	PROJECT EXPECTED START DATE	TOTAL ESTIMATED PROJECT COST	PAGE #
EB-5738	SR 1008 (Mt. Carmel Church Road) Bicycle Lanes	Construct bicycle lanes along Mt. Carmel Church Road from SR 1008 (Old Farrington Point Road) to the Orange County line.	2016	\$435,000	9
EB-5739	SR 1532 (Manns Chapel Road) Bicycle Lanes	From SR 1534 (Poythress Road) to US 15/US 501. Construct bicycle lanes.	2016	\$705,000	10
U-4726	DCHC MPO Bike/Ped TAP-Eligible Projects	Durham-Chapel Hill-Carrboro (DCHC) MPO. Bicycle, pedestrian, and Transportation Alternatives Program (TAP)-eligible projects.construct bike and pedestrian features. Planning, design, right of way, and construction by jurisdictions or agencies in the DCHC MPO area. STP-DA and TAP-DA funding reflects unprogrammed balances, programming subject to MPO approval.	Prior Year	\$17,988,000	11

Highway Program

Project Information

DCHC MPO Planning Allocation and Work Program. This project includes \$233,000 Federal TIGER grant. This project is in progress.

TIP #	U-4727	Project Types	Administrative, Other, UPWP , Highway, Urban, Grouping (U-4727)
MTP #		Jurisdictions / Agencies	Carrboro, Chapel Hill Transit (CHT), Chapel Hill, Chatham County, City of Durham, GoDurham, Durham Center for Senior Life, Durham County ACCESS, Durham County, Hillsborough, Lead Planning Agency, Orange County, Orange Public Transit, Triangle J Council of Government, GoTriangle, Division 5, Division 7, Division 8
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Planning	Prior Year	13,733,000	0	0	13,733,000
STP-DA	Planning	Prior Year	742,000	0	166,000	908,000
TIGER	Planning	Prior Year	223,000	0	75,000	298,000
		Totals:	14,698,000	0	241,000	14,939,000



Project Information

Highway Program

DCHC MPO STP-DA Funds - Reserved for future programming.

TIP #	U-5023	Project Types	Highway, Urban
MTP #		Jurisdictions / Agencies	Chatham County, Durham County, Orange County, Division 5, Division 7, Division 8
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
STP-DA	Construction	2020	1,157,000	0	0	1,157,000
STP-DA	Construction	2021	4,365,000	0	0	4,365,000
STP-DA	Construction	2022	4,365,000	0	0	4,365,000
STP-DA	Construction	2023	4,365,000	0	0	4,365,000
STP-DA	Construction	2024	4,365,000	0	0	4,365,000
STP-DA	Construction	2025	4,365,000	0	0	4,365,000
Totals:			22,982,000	0	0	22,982,000



Highway Program

Project Information

Division 8 Purchase Order Contract bridge replacement projects at selected locations. This project is in progress - bridge purchase order contract (BPOC)

TIP #	BD-5108	Project Types	Administrative, Federal Bridge, Highway
MTP #		Jurisdictions / Agencies	Chatham County, NCDOT, Division 8
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Other	Prior Year	0	0	0	21,538,000
		Totals:	0	0	0	21,538,000



Highway Program

Project Information

Ecosystem Enhancement Program for Division 8 Project Mitigation. This project is in progress.

TIP #	EE-4908	Project Types	Mitigation, Highway
MTP #		Jurisdictions / Agencies	Chatham County, NCDOT, Division 8
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Other	Prior Year	0	0	0	25,842,000
		Totals:	0	0	0	25,842,000



Project Information

Highway Program

Division 8 rumble strips, guardrail, safety, and lighting improvements at selected locations. This project is in progress.

TIP #	W-5208	Project Types	Safety, Highway
MTP #		Jurisdictions / Agencies	Chatham County, NCDOT, Division 8
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Other	Prior Year	0	0	0	4,953,000
		Totals:	0	0	0	4,953,000



Highway Program

Project Information

TJCOG - develop a flexible work schedule for employees and organizations in the Triangle Ozone Non-attainment Area for three years. Full project cost for C-4924 includes funding for the CAMPO. Full project cost (including CAMPO) is \$11,174,000. The funding and schedule for Break B, the DCHC MPO portion, are shown in the table below. This project is in progress by the TJCOG.

TIP #	C-4924 B
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	TDM, Congestion Mitigation, Highway, Break
Jurisdictions / Agencies	Triangle J Council of Government, Division 5, Division 7, Division 8

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
CMAQ (L)	Implementation	Prior Year	385,000	0	430,000	815,000
CMAQ (L)	Implementation	Prior Year	458,000	0	496,000	954,000
CMAQ (L)	Implementation	2016	505,000	0	829,000	1,334,000
CMAQ (L)	Implementation	2017	523,000	0	858,000	1,381,000
Totals:			1,871,000	0	2,613,000	4,484,000



TRIANGLE J COUNCIL OF GOVERNMENTS

Highway Program

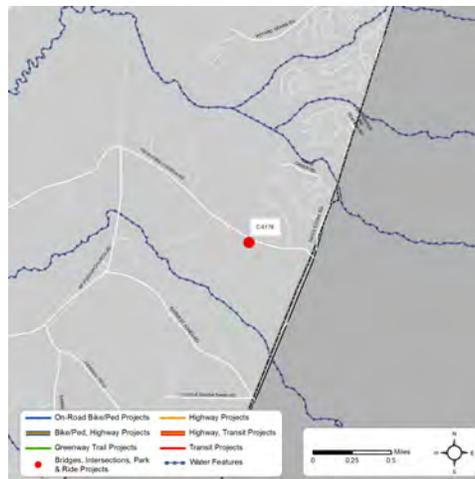
Project Information

American Tobacco Trail in Chatham County, New Hope Church Road Trailhead Park and Ride Lot. This project is under construction by the Town of Cary.

TIP #	C-5176	Project Types	Trail or Greenway, Facility - Park & Ride, Congestion Mitigation, Highway
MTP #		Jurisdictions / Agencies	Chatham County, Division 8, Cary
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
CMAQ (L)	Construction	Prior Year	953,600	0	238,400	1,192,000
		Totals:	953,600	0	238,400	1,192,000



Project Information

Highway Program

Projects to improve Congestion and Air Quality in the DCHC MPO area.

TIP #	C-5605
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Congestion Mitigation, Highway
Jurisdictions / Agencies	Chatham County, Durham County, NCDOT, Orange County, Division 5, Division 7, Division 8

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
CMAQ (L)	Construction	2016	695,000	0	0	695,000
CMAQ (L)	Construction	2017	1,758,000	0	0	1,758,000
Totals:			2,453,000	0	0	2,453,000



Project Information

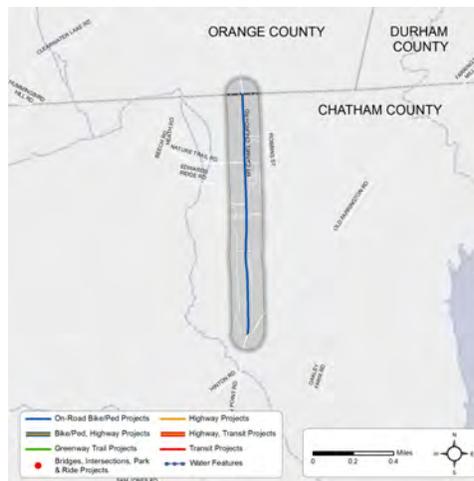
Non-Highway Program

Construct bicycle lanes along Mt. Carmel Church Road from SR 1008 (Old Farrington Point Road) to the Orange County line.

TIP #	EB-5738	Project Types	Non-Highway, Bicycle and Pedestrian
MTP #		Jurisdictions / Agencies	Chatham County, NCDOT, Division 8
Project Length	1.9 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
TAP-DA	PE/Design	2016	20,000	0	5,000	25,000
TAP-DA	Construction	2017	328,000	0	82,000	410,000
Totals:			348,000	0	87,000	435,000



Project Information

Non-Highway Program

From SR 1534 (Poythress Road) to US 15/US 501. Construct bicycle lanes.

TIP #	EB-5739	Project Types	Non-Highway, Bicycle and Pedestrian
MTP #		Jurisdictions / Agencies	Chatham County, NCDOT, Division 8
Project Length	3.9 miles		
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
TAP-DA	PE/Design	2016	32,000	0	8,000	40,000
TAP-DA	Construction	2017	532,000	0	133,000	665,000
Totals:			564,000	0	141,000	705,000



Project Information

Non-Highway Program

Durham-Chapel Hill-Carrboro (DCHC) MPO. Bicycle, pedestrian, and Transportation Alternatives Program (TAP)-eligible projects construct bike and pedestrian features. Planning, design, right of way, and construction by jurisdictions or agencies in the DCHC MPO area. STP-DA and TAP-DA funding reflects unprogrammed balances, programming subject to MPO approval.

TIP #	U-4726	Project Types	Non-Highway, Bicycle and Pedestrian, Grouping (U-4726)
MTP #		Jurisdictions / Agencies	Carrboro, Chapel Hill, Chatham County, City of Durham, Durham County, Orange County, Various, Division 5, Division 7, Division 8
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
STP-DA	PE/Design	Prior Year	531,000	0	201,000	732,000
STP-DA	Construction	Prior Year	1,994,000	0	499,000	2,493,000
STP-DA	Construction	Prior Year	2,921,600	0	730,400	3,652,000
STP-DA	Construction	2016	353,000	0	88,000	441,000
TAP-DA	Construction	2016	350,000	0	0	350,000
STP-DA	Right of Way	2017	48,000	0	12,000	60,000
TAP-DA	Construction	2017	350,000	0	0	350,000
TAP-DA	Construction	2018	350,000	0	0	350,000
STP-DA	Construction	2018	5,272,000	0	1,838,000	7,110,000
TAP-DA	Construction	2019	350,000	0	0	350,000
TAP-DA	Construction	2020	350,000	0	0	350,000
TAP-DA	Construction	2021	350,000	0	0	350,000
TAP-DA	Construction	2022	350,000	0	0	350,000
TAP-DA	Construction	2023	350,000	0	0	350,000
TAP-DA	Construction	2024	350,000	0	0	350,000
TAP-DA	Construction	2025	350,000	0	0	350,000
		Totals:	14,619,600	0	3,368,400	17,988,000

FY2016-2025

Metropolitan Transportation Improvement Program

STATEWIDE PROJECTS

HOW TO READ A PROJECT SHEET

Project Breaks are used to represent different segments or portions of a project and are shown as a letter following the TIP #.

US 70 (Miami Boulevard)

HIGHWAY PROGRAM

Project Information

Full U-5720 project information is Lynn Road in Durham to west of Alexander Drive in Raleigh. Upgrade to controlled-access facility and convert at-grade intersection with SR 1811/SR 1959 to interchange. Total project length is 1.6 miles. Total project cost for the entire project is \$136,124,000. Break A of this project is US 70 (Miami Blvd) from Lynn Road to SR 1959 (S Miami Blvd) / SR 1811 (Sherron Rd). Project costs for only Break A are shown in the table below. Planning and design for this project are in progress.

TIP # U-5720 **A**
MTP # 116; 116.1
Project Length 1.6 miles
Grantor Grant #
MUNIS Grant #

Project Types Intersection Improvements, Upgrade Roadway, Division 5: Highway - Urban
Jurisdictions / Agencies City of Durham, Durham County, NCDOT, Division 5

Corresponding Metropolitan Transportation Plan ID (if applicable)
 Corresponding Grant Numbers - applicable for transit-related grants

Location of the project or agency involved with implementation of the project.

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
T	Utilities	2022	0	3,248,000	0	3,248,000
T	Right of Way	2022	0	27,067,000	0	27,067,000
T	Construction	2024	0	26,235,000	0	26,235,000
T	Construction	2025	0	26,235,000	0	26,235,000
T	Construction	Future Unfunded	0	26,235,000	0	26,235,000
O	PE/Design	Prior Year	0	0	0	2,000,000
Total Project Cost						111,020,000

See Appendix E for detailed information on funding sources used for each project phase.

Type of work or activity to be completed as phases that make up each project.

Estimated costs for each phase of the project and the total project in current year dollars.

Unfunded project costs - unfunded future commitments



Map of estimated project location (if the project was mappable at the time of the release of the draft MTIP).

FY2016-2025 TIP

STATEWIDE PROJECTS

HIGHWAY PROGRAM					
TIP #	PROJECT NAME	DESCRIPTION	PROJECT EXPECTED START DATE	TOTAL ESTIMATED PROJECT COST	PAGE #
B-9999	Bridge Inspection Program	Bridge Inspection Program. This project is in progress.	Prior Year	\$300,121,000	1
BK-5100	Establish Bridge Management System	Establish Bridge Management System. This project is in progress.	Prior Year	\$5,000,000	2
BK-5101	Deck Preservation	Deck preservation at 15 selected locations. This project is under construction.	Prior Year	\$7,747,000	3
BK-5102	Bridge Painting	Bridge painting at 19 selected locations. This project is in progress.	Prior Year	\$2,027,000	4
BK-5131	Bridge Preservation	Bridge preservation at selected locations. This project is in under construction.	Prior Year	\$1,500,000	5
BK-5132	Engineering Eval of Weight Limit on Bridges	In-depth engineering evaluation of weight restrictions on load posted bridges on US and NC designated routes. This project is in progress.	Prior Year	\$1,000,000	6
BP-5500	Bridge Preservation Issues	Bridge preservation issues at selected sites.	Prior Year	\$14,270,000	7
C-3600	CMAQ: DMV	Department of Motor Vehicles (DMV) vehicle emission compliance system. Upgrade North Carolina's motor vehicle emissions inspection and maintenance (I/M) program. This project is in progress by the Department of Motor Vehicles.	Prior Year	\$6,702,000	8
C-4902	CMAQ: NCSU	North Carolina State University Solar Center Clean Transportation Program. Develop and administer a seven-year clean fuel-advanced technology rebate program in all CMAQ eligible counties to reduce emissions. Phase 2 of Implementation. This project is in progress by North Carolina State University.	Prior Year	\$4,694,000	9
C-4903	CMAQ: Air Awareness	North Carolina Department of Environment and Natural Resources. North Carolina Air Awareness Outreach Program to provide education and produce daily air quality forecast. This project is in progress by the NCDENR division of air quality.	Prior Year	\$2,125,000	10

FY2016-2025 TIP ~ STATEWIDE PROJECTS

HIGHWAY PROGRAM					
TIP #	PROJECT NAME	DESCRIPTION	PROJECT EXPECTED START DATE	TOTAL ESTIMATED PROJECT COST	PAGE #
C-5554	CMAQ: Div A/Q School Bus	Division of Air Quality school bus replacement program. Replace buses with new buses that meet the new heavy duty diesel truck and bus standards. This project is in progress.	Prior Year	\$1,775,000	11
C-5600	CMAQ Statewide	Statewide CMAQ projects to improve air quality within nonattainment and maintenance areas.	2016	\$31,342,000	12
C-5601	CMAQ Statewide	CMAQ projects to improve air quality across multiple nonattainment and maintenance areas.	2016	\$4,500,000	13
C-9999	CMAQ: Program Balance	Congestion Mitigation Air Quality (CMAQ) program balance in non-attainment areas.	2018	\$240,000,000	14
ER-5600	Enhancement: Veg Management	Vegetation management - clear zone improvement and management statewide. Previous STP-EL set-aside (TAP flex). This project is in progress.	2016	\$40,000,000	15
I-9999	Interstate Maintenance Balance	Interstate Maintenance Balance	2016	\$488,522,000	16
K-4704	Roadside Environmental Projects (Rest Area)	Rest area system preservation. Pavement, pavement marking, curb and gutter, sidewalks and other rehabilitation items. This project is in progress.	Prior Year	\$4,100,000	17
M-0219	SW Rural: Photogrammetry, PE for Misc Projects	Statewide Rural Projects: Photogrammetry, PE for Misc Projects	Prior Year	\$4,257,000	18
M-0360	SW Rural Projects: Design Services, PE	Design services, preliminary engineering for miscellaneous projects. This project is in progress.	Prior Year	\$21,180,000	19
M-0376	SW Rural Projects: Geotech Studies	Statewide Rural Projects: Geotechnical Studies and investigations project to cover non-project specific work. This project is in progress.	Prior Year	\$20,066,000	20

FY2016-2025 TIP ~ STATEWIDE PROJECTS

HIGHWAY PROGRAM					
TIP #	PROJECT NAME	DESCRIPTION	PROJECT EXPECTED START DATE	TOTAL ESTIMATED PROJECT COST	PAGE #
M-0379	Scour Evaluation Program (Bridges)	Scour evaluation program of existing bridges. This project is in progress.	Prior Year	\$3,100,000	21
M-0391	SW Rural Projects: Structure Design, PE for Misc Projects	Statewide Rural Projects: Structure Design, Preliminary Engineering for Misc Projects. This project is in progress.	Prior Year	\$8,478,000	22
M-0392	SW Rural Projects: Hydraulics, PE	Hydraulics, preliminary engineering for miscellaneous projects. This project is in progress.	Prior Year	\$3,720,000	23
M-0405	SW Rural Projects: Mowing	Statewide mowing maintenance contracts for properties acquired by NCDOT in advance of STIP projects. This project is in progress.		\$0	24
M-0418	Storm Water Runoff	Storm water runoff. Research, design, construct, maintain, and monitor storm water drainage from 50 bridges over waterways. (HB 2346, Section 25.18). This project is under construction.	Prior Year	\$5,860,000	25
M-0451	Enhancement: SW Landscape Plans	Statewide landscape plans for STIP construction projects.	Prior Year	\$1,112,000	26
M-0452	Tolling/Financial Feasibility Studies	Tolling/Financial Feasibility Studies.	Prior Year	\$3,064,000	27
M-0479	SW Rural Projects: Project Dev & Env Analysis	Statewide project development and environmental analysis, preliminary engineering for miscellaneous projects.	Prior Year	\$5,500,000	28
M-0450	Transportation Program Management Unit (TPMU) Oversight	TPMU oversight for locally administered projects including the preparation of agreements and funding authorization requests.	2016	\$1,500,000	29
R-4049	SW Rural Projects: Traffic Operations	Traffic operations (incident management, 511, smartlink, TEC, TMC). This project is in progress.	Prior Year	\$158,759,000	30
R-4067	SW Rural Projects: Positive Guidance Program	Positive guidance program (pavement markings and markers, LED signal head replacement). This project is in progress.	Prior Year	\$89,398,000	31
R-4073	SW Rural Projects: Asphalt Materials Testing	Asphalt materials testing laboratories corrective action plan for groundwater clean up at 54 sites. This project is in progress.	Prior Year	\$17,399,000	32

FY2016-2025 TIP ~ STATEWIDE PROJECTS

HIGHWAY PROGRAM					
TIP #	PROJECT NAME	DESCRIPTION	PROJECT EXPECTED START DATE	TOTAL ESTIMATED PROJECT COST	PAGE #
R-4436	SW Rural Projects: NPDES Permit	NPDES permit, retrofit 14 sites per year to protect water quality. Previous STP-E set-aside (TAP flex). This project is in progress.	Prior Year	\$61,399,000	33
R-4701	SW Rural Projects: Traffic System	Traffic system operations program (signal maintenance). This project is in progress.	Prior Year	\$265,523,000	34
R-5753	Federal Lands Transportation Program (FLTP)	Federal Lands Transportation Program (FLTP). Road and bridge improvements to be constructed on transportation facilities that are owned by the federal government that provide access to federal lands. This program is in progress.		\$0	35
R-9999WM	SW Rural Projects: Env Mit & Min	Environmental mitigation and minimization. This project is in progress.	Prior Year	\$73,971,000	36
SR-5000	Safe Routes to School: Non-Infrastructure	Safe Routes to School Program. Educational, training, and other non-infrastructure needs. This project is in progress.	Prior Year	\$6,435,000	37
SR-5001	Safe Routes to School: Infrastructure	Safe Routes to School Program. Project to improve safety, reduce traffic, fuel consumption, and air pollution in the vicinity of schools. This project is in progress. \$200,800 of STP-DA funds have been allocated to SR-5001C.	Prior Year	\$10,926,000	38
W-5300	Highway Safety Projects	Signal retiming to improve safety. This project is in progress.	Prior Year	\$15,808,000	39
W-5508	Highway Safety Projects	Highway system data collection. Traffic engineering branch to participate in a three-year data collection program.	Prior Year	\$1,500,000	40
W-5517	Highway Safety Projects	Safety management program. Project identification, analysis, and preliminary engineering.	Prior Year	\$66,000,000	41
W-5601	Highway Safety Projects	Rumble strips, guardrail, safety, and lighting improvements at selected locations. This project is in progress.	Prior Year	\$105,078,000	42
W-9999	Highway Safety Projects	Highway safety improvement program balance.	2018	\$186,200,000	43

FY2016-2025 TIP ~ STATEWIDE PROJECTS

NON-HIGHWAY PROGRAM					
TIP #	PROJECT NAME	DESCRIPTION	PROJECT EXPECTED START DATE	TOTAL ESTIMATED PROJECT COST	PAGE #
C-5571	Passenger Rail Projects: NCRR	NCDOT Piedmont and Carolinian passenger rail services. Public Outreach and Awareness Program.	Prior Year	\$1,637,000	44
E-4018	National Recreation Trails	National recreation trails. This project is in progress.	Prior Year	\$12,645,000	45
EB-3314	SW Pedestrian Facilities	Statewide pedestrian facilities program. This project is under construction.	Prior Year	\$5,260,000	46
EB-4411	SW Bicycle Safety Projects	Roadway improvements for bicycle safety on state and local designated bicycle routes. This project is in progress.		\$0	47
EB-5542	SW Bicycle-Pedestrian Program	Statewide Bicycle-Pedestrian Program. Previous TAP set-aside (TAP flex).	2016	\$10,000,000	48
ER-2971	NCDOT Sidewalk Program	NCDOT's Sidewalk Program in all fourteen highway divisions. This project is in progress. \$182,000 in STP-DA funds have been allocated to Prior Year of ER-2971E.	Prior Year	\$25,408,000	49
P-5602	Passenger Rail Projects: SW Rail PE	Statewide rail preliminary engineering.	2016	\$10,000,000	50
TA-6520	New Freedom Capital Funding Assistance	Section 5317 New Freedom Capital funding assistance to community transportation systems and non-profit agencies across the state.	Prior Year	\$443,000	51
TA-6535	NCDOT Ferry Division	Capital Acquisition. New Freedom 5317 Grant.	Prior Year	\$789,000	52
TI-6105	Greyhound Lines	Greyhound Bus Service from Raleigh to Norfolk. Intercity bus service from Raleigh to Norfolk along US 64 and US 258 with stops at Raleigh, Rocky Mount, Ahoskie, and Suffolk.	Prior Year	\$1,402,000	53
TI-6106	Greyhound Lines	Greyhound Bus Service from Raleigh to Wilmington . Intercity bus service from Raleigh to Wilmington along US 70 and US 117 with stops at Raleigh, Smithfield, Goldsboro, Wallace, and Wilmington	Prior Year	\$1,592,000	54
TI-6107	Greyhound Lines	Greyhound Bus Service From Raleigh to Jacksonville. Intercity bus service from Raleigh to Jacksonville along US 70 and US 17 with stops at Raleigh, Smithfield, Goldsboro, Kinston, and New Bern.	Prior Year	\$1,910,000	55

FY2016-2025 TIP ~ STATEWIDE PROJECTS

NON-HIGHWAY PROGRAM					
TIP #	PROJECT NAME	DESCRIPTION	PROJECT EXPECTED START DATE	TOTAL ESTIMATED PROJECT COST	PAGE #
TI-6108	Greyhound Lines	Greyhound Bus Service from Raleigh to Jacksonville (via Wilmington). Intercity bus service from Raleigh to Jacksonville via Wilmington along US 70, US 117, and US 17 and from Jacksonville to Myrtle Beach via Wilmington along US 17.	Prior Year	\$4,081,000	56
TK-4900 Z	Public Transportation Projects: State Admin	Statewide administration - rural area general public transit services. 5311 Grant.	Prior Year	\$17,091,000	57
TK-4902	Appalachian Development Transportation Program	State administration of Appalachian Development Transportation Assistance Program.	2016	\$145,000	58
TM-5301	State Admin - Job Access Non-Urban	Public Transportation Projects: Sub-Regional. State administration - Job Access Non-Urban. 5316 Grant.	Prior Year	\$5,592,000	59
TM-6155	Operating Funding	Operating funding for existing projects statewide.	2016	\$350,000	60
TN-5112	State Admin - New Freedom	Public Transportation Projects: Sub-Regional. State administration - New Freedom - 5317	Prior Year	\$4,270,000	61
TP-4901	Regional Coordinated Area Transportation	Planning assistance - research support activities. FSPR Grant.	Prior Year	\$7,739,000	62
TP-4902	SW Support for Local Plans	Statewide support to update local community transportation service plans - 5311.	Prior Year	\$3,710,000	63
TS-4900 Z	Public Transportation Projects: RTAP	Statewide training and support services RTAP (Rural, Small-Urban and Paratransit).	Prior Year	\$1,472,000	64
TS-7000	Enhanced State Safety Oversight Program	Develop and implement an enhanced state safety oversight program.	Prior Year	\$844,000	65
TT-9702 A	Regional Coordinated Area Transportation	Technology - Administration (ITRE)	Prior Year	\$50,000	66
TV-4903	State Admin - Elderly & Disabled Persons	Public Transportation Projects: Sub-Regional. State administration - Elderly and disabled persons (federal PROGRAM). 5310 Grant.	Prior Year	\$9,959,000	67
Y-5500	Passenger Rail Projects: Traffic Separation Study	Traffic separation study implementation and closures. This project is in progress.	2016	\$30,000,000	68
Z-5400	Passenger Rail Projects: Highway-Rail Crossing	Highway-rail grade crossing safety improvements. This project is in progress.	Prior Year	\$41,817,000	69

Highway Program

Project Information

Bridge Inspection Program. This project is in progress.

TIP #	B-9999
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Federal Bridge, Inspection, Highway
Jurisdictions / Agencies	NCDOT, Statewide

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Implementation	Prior Year	0	0	0	190,121,000
STP	Implementation	2016	8,800,000	2,200,000	0	11,000,000
STP	Implementation	2017	8,800,000	2,200,000	0	11,000,000
STP	Implementation	2018	8,800,000	2,200,000	0	11,000,000
STP	Implementation	2019	8,800,000	2,200,000	0	11,000,000
STP	Implementation	2020	8,800,000	2,200,000	0	11,000,000
STP	Implementation	2021	8,800,000	2,200,000	0	11,000,000
STP	Implementation	2022	8,800,000	2,200,000	0	11,000,000
STP	Implementation	2023	8,800,000	2,200,000	0	11,000,000
STP	Implementation	2024	8,800,000	2,200,000	0	11,000,000
STP	Implementation	2025	8,800,000	2,200,000	0	11,000,000
Totals:			88,000,000	22,000,000	0	300,121,000

Project Information

Highway Program

Establish Bridge Management System. This project is in progress.

TIP #	BK-5100
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Federal Bridge, Highway
Jurisdictions / Agencies	NCDOT, Statewide

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Other	Prior Year	0	0	0	5,000,000
Totals:			0	0	0	5,000,000



Project Information

Highway Program

Deck preservation at 15 selected locations. This project is under construction.

TIP #	BK-5101	Project Types	Federal Bridge, Highway
MTP #		Jurisdictions / Agencies	NCDOT, Statewide
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Construction	Prior Year	0	0	0	7,747,000
		Totals:	0	0	0	7,747,000



Project Information

Highway Program

Bridge painting at 19 selected locations. This project is in progress.

TIP #	BK-5102	Project Types	Federal Bridge, Highway
MTP #		Jurisdictions / Agencies	NCDOT, Statewide
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Construction	Prior Year	0	0	0	2,027,000
		Totals:	0	0	0	2,027,000



Project Information

Highway Program

Bridge preservation at selected locations. This project is in under construction.

TIP #	BK-5131	Project Types	Federal Bridge, Highway
MTP #		Jurisdictions / Agencies	NCDOT, Statewide
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Construction	Prior Year	0	0	0	1,500,000
		Totals:	0	0	0	1,500,000



Project Information

Highway Program

In-depth engineering evaluation of weight restrictions on load posted bridges on US and NC designated routes. This project is in progress.

TIP #	BK-5132	Project Types	Federal Bridge, Highway
MTP #		Jurisdictions / Agencies	NCDOT, Statewide
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Other	Prior Year	0	0	0	1,000,000
		Totals:	0	0	0	1,000,000



Project Information

Highway Program

Bridge preservation issues at selected sites.

TIP #	BP-5500	Project Types	Federal Bridge, Highway
MTP #		Jurisdictions / Agencies	NCDOT, Statewide
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Construction	Prior Year	0	0	0	14,270,000
		Totals:	0	0	0	14,270,000



Project Information

Highway Program

Department of Motor Vehicles (DMV) vehicle emission compliance system. Upgrade North Carolina's motor vehicle emissions inspection and maintenance (I/M) program. This project is in progress by the Department of Motor Vehicles.

TIP #	C-3600	Project Types	Congestion Mitigation, Highway
MTP #		Jurisdictions / Agencies	NCDOT, Statewide
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
CMAQ (S)	Implementation	Prior Year	0	0	0	6,702,000
		Totals:	0	0	0	6,702,000



Project Information

Highway Program

North Carolina State University Solar Center Clean Transportation Program. Develop and administer a seven-year clean fuel-advanced technology rebate program in all CMAQ eligible counties to reduce emissions. Phase 2 of Implementation. This project is in progress by North Carolina State University.

TIP #	C-4902	Project Types	Congestion Mitigation, Highway
MTP #		Jurisdictions / Agencies	NCDOT, Other, Statewide
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
CMAQ (S)	Implementation	Prior Year	3,755,200	938,800	0	4,694,000
		Totals:	3,755,200	938,800	0	4,694,000



Highway Program

Project Information

North Carolina Department of Environment and Natural Resources. North Carolina Air Awareness Outreach Program to provide education and produce daily air quality forecast. This project is in progress by the NCDENR division of air quality.

TIP #	C-4903	Project Types	Congestion Mitigation, Highway
MTP #		Jurisdictions / Agencies	NCDOT, Statewide
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
CMAQ (L)	Construction	Prior Year	0	0	0	1,500,000
CMAQ (S)	Implementation	2016	500,000	125,000	0	625,000
		Totals:	500,000	125,000	0	2,125,000



Highway Program

Project Information

Division of Air Quality school bus replacement program. Replace buses with new buses that meet the new heavy duty diesel truck and bus standards. This project is in progress.

TIP #	C-5554	Project Types	Replacement Bus, Congestion Mitigation, Highway
MTP #		Jurisdictions / Agencies	NCDOT, Statewide
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
CMAQ (S)	Other	Prior Year	1,420,000	355,000	0	1,775,000
		Totals:	1,420,000	355,000	0	1,775,000



Project Information

Highway Program

Statewide CMAQ projects to improve air quality within nonattainment and maintenance areas.

TIP #	C-5600	Project Types	Congestion Mitigation, Highway
MTP #		Jurisdictions / Agencies	NCDOT, Statewide
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
CMAQ (S)	Construction	2016	12,536,800	3,134,200	0	15,671,000
CMAQ (S)	Construction	2017	12,536,800	3,134,200	0	15,671,000
Totals:			25,073,600	6,268,400	0	31,342,000



Highway Program

Project Information

CMAQ projects to improve air quality across multiple nonattainment and maintenance areas.

TIP #	C-5601	Project Types	Congestion Mitigation, Highway
MTP #		Jurisdictions / Agencies	NCDOT, Other, Statewide
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
CMAQ (S)	Construction	2016	1,800,000	450,000	0	2,250,000
CMAQ (S)	Construction	2017	1,800,000	450,000	0	2,250,000
Totals:			3,600,000	900,000	0	4,500,000



Highway Program

Project Information

Congestion Mitigation Air Quality (CMAQ) program balance in non-attainment areas.

TIP #	C-9999	Project Types	Congestion Mitigation, Highway
MTP #		Jurisdictions / Agencies	NCDOT, Statewide
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
CMAQ (S)	Construction	2018	24,000,000	6,000,000	0	30,000,000
CMAQ (S)	Construction	2019	24,000,000	6,000,000	0	30,000,000
CMAQ (S)	Construction	2020	24,000,000	6,000,000	0	30,000,000
CMAQ (S)	Construction	2021	24,000,000	6,000,000	0	30,000,000
CMAQ (S)	Construction	2022	24,000,000	6,000,000	0	30,000,000
CMAQ (S)	Construction	2023	24,000,000	6,000,000	0	30,000,000
CMAQ (S)	Construction	2024	24,000,000	6,000,000	0	30,000,000
CMAQ (S)	Construction	2025	24,000,000	6,000,000	0	30,000,000
Totals:			192,000,000	48,000,000	0	240,000,000



Highway Program

Project Information

Vegetation management - clear zone improvement and management statewide. Previous STP-EL set-aside (TAP flex). This project is in progress.

TIP #	ER-5600	Project Types	Enhancement, Highway
MTP #		Jurisdictions / Agencies	NCDOT, Statewide
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
STP	Construction	2016	3,200,000	800,000	0	4,000,000
STP	Construction	2017	3,200,000	800,000	0	4,000,000
STP	Construction	2018	3,200,000	800,000	0	4,000,000
STP	Construction	2019	3,200,000	800,000	0	4,000,000
STP	Construction	2020	3,200,000	800,000	0	4,000,000
STP	Construction	2021	3,200,000	800,000	0	4,000,000
STP	Construction	2022	3,200,000	800,000	0	4,000,000
STP	Construction	2023	3,200,000	800,000	0	4,000,000
STP	Construction	2024	3,200,000	800,000	0	4,000,000
STP	Construction	2025	3,200,000	800,000	0	4,000,000
Totals:			32,000,000	8,000,000	0	40,000,000



Highway Program

Project Information

Interstate Maintenance Balance

TIP #	I-9999	Project Types	Interstate, Highway
MTP #		Jurisdictions / Agencies	NCDOT, Statewide
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
NHPIM	Construction	2016	4,500,000	500,000	0	5,000,000
NHPIM	Construction	2017	4,500,000	500,000	0	5,000,000
NHPIM	Construction	2018	4,500,000	500,000	0	5,000,000
NHPIM	Construction	2019	4,500,000	500,000	0	5,000,000
NHPIM	Construction	2020	4,500,000	500,000	0	5,000,000
NHPIM	Construction	2021	57,169,800	6,352,200	0	63,522,000
NHPIM	Construction	2022	90,000,000	10,000,000	0	100,000,000
NHPIM	Construction	2023	90,000,000	10,000,000	0	100,000,000
NHPIM	Construction	2024	90,000,000	10,000,000	0	100,000,000
NHPIM	Construction	2025	90,000,000	10,000,000	0	100,000,000
Totals:			439,669,800	48,852,200	0	488,522,000



Project Information

Highway Program

Rest area system preservation. Pavement, pavement marking, curb and gutter, sidewalks and other rehabilitation items. This project is in progress.

TIP #	K-4704	Project Types	Landscaping, Highway, Roadside Environmental
MTP #		Jurisdictions / Agencies	NCDOT, Statewide
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Construction	Prior Year	0	0	0	4,100,000
		Totals:	0	0	0	4,100,000



Project Information

Highway Program

Statewide Rural Projects: Photogrammetry, PE for Misc Projects

TIP #	M-0219
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Other, Study, Highway, Rural
Jurisdictions / Agencies	NCDOT, Statewide

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
T	PE/Design	Prior Year	0	1,757,000	0	1,757,000
T	PE/Design	2016	0	250,000	0	250,000
T	PE/Design	2017	0	250,000	0	250,000
T	PE/Design	2018	0	250,000	0	250,000
T	PE/Design	2019	0	250,000	0	250,000
T	PE/Design	2020	0	250,000	0	250,000
T	PE/Design	2021	0	250,000	0	250,000
T	PE/Design	2022	0	250,000	0	250,000
T	PE/Design	2023	0	250,000	0	250,000
T	PE/Design	2024	0	250,000	0	250,000
T	PE/Design	2025	0	250,000	0	250,000
		Totals:	0	4,257,000	0	4,257,000

Highway Program

Project Information

Design services, preliminary engineering for miscellaneous projects. This project is in progress.

TIP #	M-0360
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Other, Study, Highway, Rural
Jurisdictions / Agencies	NCDOT, Statewide

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
T	PE/Design	Prior Year	0	11,180,000	0	11,180,000
T	PE/Design	2016	0	1,000,000	0	1,000,000
T	PE/Design	2017	0	1,000,000	0	1,000,000
T	PE/Design	2018	0	1,000,000	0	1,000,000
T	PE/Design	2019	0	1,000,000	0	1,000,000
T	PE/Design	2020	0	1,000,000	0	1,000,000
T	PE/Design	2021	0	1,000,000	0	1,000,000
T	PE/Design	2022	0	1,000,000	0	1,000,000
T	PE/Design	2023	0	1,000,000	0	1,000,000
T	PE/Design	2024	0	1,000,000	0	1,000,000
T	PE/Design	2025	0	1,000,000	0	1,000,000
		Totals:	0	21,180,000	0	21,180,000

Highway Program

Project Information

Statewide Rural Projects: Geotechnical Studies and investigations project to cover non-project specific work. This project is in progress.

TIP #	M-0376
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Other, Study, Highway, Rural
Jurisdictions / Agencies	NCDOT, Statewide

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Other	Prior Year	0	11,066,000	0	11,066,000
T	PE/Design	2016	0	900,000	0	900,000
T	PE/Design	2017	0	900,000	0	900,000
T	PE/Design	2018	0	900,000	0	900,000
T	PE/Design	2019	0	900,000	0	900,000
T	PE/Design	2020	0	900,000	0	900,000
T	PE/Design	2021	0	900,000	0	900,000
T	PE/Design	2022	0	900,000	0	900,000
T	PE/Design	2023	0	900,000	0	900,000
T	PE/Design	2024	0	900,000	0	900,000
T	PE/Design	2025	0	900,000	0	900,000
Totals:			0	20,066,000	0	20,066,000

Project Information

Highway Program

Scour evaluation program of existing bridges. This project is in progress.

TIP #	M-0379	Project Types	Federal Bridge, Highway
MTP #		Jurisdictions / Agencies	NCDOT, Statewide
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Other	Prior Year	0	0	0	3,100,000
		Totals:	0	0	0	3,100,000



Project Information

Highway Program

Statewide Rural Projects: Structure Design, Preliminary Engineering for Misc Projects. This project is in progress.

TIP #	M-0391
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Other, Study, Highway, Rural
Jurisdictions / Agencies	NCDOT, Statewide

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
T	PE/Design	Prior Year	0	0	0	4,478,000
T	PE/Design	2016	0	400,000	0	400,000
T	PE/Design	2017	0	400,000	0	400,000
T	PE/Design	2018	0	400,000	0	400,000
T	PE/Design	2019	0	400,000	0	400,000
T	PE/Design	2020	0	400,000	0	400,000
T	PE/Design	2021	0	400,000	0	400,000
T	PE/Design	2022	0	400,000	0	400,000
T	PE/Design	2023	0	400,000	0	400,000
T	PE/Design	2024	0	400,000	0	400,000
T	PE/Design	2025	0	400,000	0	400,000
		Totals:	0	4,000,000	0	8,478,000

Highway Program

Project Information

Hydraulics, preliminary engineering for miscellaneous projects. This project is in progress.

TIP #	M-0392
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Other, Study, Highway, Rural
Jurisdictions / Agencies	NCDOT, Statewide

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
T	Other	Prior Year	0	2,120,000	0	2,120,000
T	PE/Design	2016	0	160,000	0	160,000
T	PE/Design	2017	0	160,000	0	160,000
T	PE/Design	2018	0	160,000	0	160,000
T	PE/Design	2019	0	160,000	0	160,000
T	PE/Design	2020	0	160,000	0	160,000
T	PE/Design	2021	0	160,000	0	160,000
T	PE/Design	2022	0	160,000	0	160,000
T	PE/Design	2023	0	160,000	0	160,000
T	PE/Design	2024	0	160,000	0	160,000
T	PE/Design	2025	0	160,000	0	160,000
Totals:			0	3,720,000	0	3,720,000

Highway Program

Project Information

Statewide mowing maintenance contracts for properties acquired by NCDOT in advance of STIP projects. This project is in progress.

TIP #	M-0405	Project Types	Landscaping, Highway, Rural
MTP #		Jurisdictions / Agencies	NCDOT, Statewide
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
		Totals:	0	0	0	0



Highway Program

Project Information

Storm water runoff. Research, design, construct, maintain, and monitor storm water drainage from 50 bridges over waterways. (HB 2346, Section 25.18). This project is under construction.

TIP #	M-0418	Project Types	Federal Bridge, Highway
MTP #		Jurisdictions / Agencies	NCDOT, Statewide
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Other	Prior Year	0	0	0	5,860,000
		Totals:	0	0	0	5,860,000



Highway Program

Project Information

Statewide landscape plans for STIP construction projects.

TIP #	M-0451
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Landscaping, Enhancement, Highway
Jurisdictions / Agencies	NCDOT, Statewide

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
T	PE/Design	Prior Year	0	412,000	0	412,000
T	PE/Design	2016	0	70,000	0	70,000
T	PE/Design	2017	0	70,000	0	70,000
T	PE/Design	2018	0	70,000	0	70,000
T	PE/Design	2019	0	70,000	0	70,000
T	PE/Design	2020	0	70,000	0	70,000
T	PE/Design	2021	0	70,000	0	70,000
T	PE/Design	2022	0	70,000	0	70,000
T	PE/Design	2023	0	70,000	0	70,000
T	PE/Design	2024	0	70,000	0	70,000
T	PE/Design	2025	0	70,000	0	70,000
Totals:			0	1,112,000	0	1,112,000

Highway Program

Project Information

Tolling/Financial Feasibility Studies.

TIP #	M-0452
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Study, Highway, Feasibility Studies
Jurisdictions / Agencies	NCDOT, Statewide

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
T	PE/Design	Prior Year	0	0	0	1,064,000
T	PE/Design	2016	0	200,000	0	200,000
T	PE/Design	2017	0	200,000	0	200,000
T	PE/Design	2018	0	200,000	0	200,000
T	PE/Design	2019	0	200,000	0	200,000
T	PE/Design	2020	0	200,000	0	200,000
T	PE/Design	2021	0	200,000	0	200,000
T	PE/Design	2022	0	200,000	0	200,000
T	PE/Design	2023	0	200,000	0	200,000
T	PE/Design	2024	0	200,000	0	200,000
T	PE/Design	2025	0	200,000	0	200,000
		Totals:	0	2,000,000	0	3,064,000

Project Information

Highway Program

Statewide project development and environmental analysis, preliminary engineering for miscellaneous projects.

TIP #	M-0479
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Other, Study, Highway, Rural
Jurisdictions / Agencies	NCDOT, Statewide

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
T	PE/Design	Prior Year	0	500,000	0	500,000
T	PE/Design	2016	0	500,000	0	500,000
T	PE/Design	2017	0	500,000	0	500,000
T	PE/Design	2018	0	500,000	0	500,000
T	PE/Design	2019	0	500,000	0	500,000
T	PE/Design	2020	0	500,000	0	500,000
T	PE/Design	2021	0	500,000	0	500,000
T	PE/Design	2022	0	500,000	0	500,000
T	PE/Design	2023	0	500,000	0	500,000
T	PE/Design	2024	0	500,000	0	500,000
T	PE/Design	2025	0	500,000	0	500,000
		Totals:	0	5,500,000	0	5,500,000

Project Information

Highway Program

Transportation Program Management Unit (TPMU) Oversight for locally administered projects including the preparation of agreements and funding authorization requests.

TIP #	M-0505	Project Types	Administrative, Study, Highway
MTP #		Jurisdictions / Agencies	NCDOT, Statewide
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
T	Implementation	2016	0	300,000	0	300,000
T	Implementation	2017	0	300,000	0	300,000
T	Implementation	2018	0	300,000	0	300,000
T	Implementation	2019	0	300,000	0	300,000
T	Implementation	2020	0	300,000	0	300,000
Totals:			0	1,500,000	0	1,500,000



Highway Program

Project Information

Traffic operations (incident management, 511, smartlink, TEC, TMC). This project is in progress.

TIP #	R-4049	Project Types	Operations, Other, Highway, Rural
MTP #		Jurisdictions / Agencies	NCDOT, Statewide
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
T	Other	Prior Year	0	158,759,000	0	158,759,000
		Totals:	0	158,759,000	0	158,759,000



Project Information

Highway Program

Positive guidance program (pavement markings and markers, LED signal head replacement). This project is in progress.

TIP #	R-4067
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Signage & Road Markings, Highway, Rural
Jurisdictions / Agencies	NCDOT, Statewide

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Construction	Prior Year	0	0	0	89,398,000
		Totals:	0	0	0	89,398,000



Project Information

Highway Program

Asphalt materials testing laboratories corrective action plan for groundwater clean up at 54 sites. This project is in progress.

TIP #	R-4073	Project Types	Other, Highway, Rural
MTP #		Jurisdictions / Agencies	NCDOT, Statewide
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Construction	Prior Year	0	0	0	17,399,000
		Totals:	0	0	0	17,399,000



Project Information

Highway Program

NPDES permit, retrofit 14 sites per year to protect water quality. Previous STP-E set-aside (TAP flex). This project is in progress.

TIP #	R-4436
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Other, Study, Highway, Rural
Jurisdictions / Agencies	NCDOT, Statewide

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Construction	Prior Year	0	0	0	31,399,000
STP	Construction	2016	2,400,000	600,000	0	3,000,000
STP	Construction	2017	2,400,000	600,000	0	3,000,000
STP	Construction	2018	2,400,000	600,000	0	3,000,000
STP	Construction	2019	2,400,000	600,000	0	3,000,000
STP	Construction	2020	2,400,000	600,000	0	3,000,000
STP	Construction	2021	2,400,000	600,000	0	3,000,000
STP	Construction	2022	2,400,000	600,000	0	3,000,000
STP	Construction	2023	2,400,000	600,000	0	3,000,000
STP	Construction	2024	2,400,000	600,000	0	3,000,000
STP	Construction	2025	2,400,000	600,000	0	3,000,000
Totals:			24,000,000	6,000,000	0	61,399,000

Highway Program

Project Information

Traffic system operations program (signal maintenance). This project is in progress.

TIP #	R-4701	Project Types	Operations, Other, Signal/ITS, Highway, Rural
MTP #		Jurisdictions / Agencies	NCDOT, Statewide
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Other	Prior Year	0	0	0	265,523,000
		Totals:	0	0	0	265,523,000



Project Information

Highway Program

Federal Lands Transportation Program (FLTP). Road and bridge improvements to be constructed on transportation facilities that are owned by the federal government that provide access to federal lands. This program is in progress.

TIP #	R-5753	Project Types	Highway, Rural
MTP #		Jurisdictions / Agencies	NCDOT, Statewide
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
Totals:			0	0	0	0



Highway Program

Project Information

Environmental mitigation and minimization. This project is in progress.

TIP #	R-9999WM
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Mitigation, Highway, Rural
Jurisdictions / Agencies	NCDOT, Statewide

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Mitigation	Prior Year	0	0	0	63,971,000
NHP	Mitigation	2016	450,000	50,000	0	500,000
T	Mitigation	2016	0	500,000	0	500,000
NHP	Mitigation	2017	450,000	50,000	0	500,000
T	Mitigation	2017	0	500,000	0	500,000
NHP	Mitigation	2018	450,000	50,000	0	500,000
T	Mitigation	2018	0	500,000	0	500,000
NHP	Mitigation	2019	450,000	50,000	0	500,000
T	Mitigation	2019	0	500,000	0	500,000
NHP	Mitigation	2020	450,000	50,000	0	500,000
T	Mitigation	2020	0	500,000	0	500,000
NHP	Mitigation	2021	450,000	50,000	0	500,000
T	Mitigation	2021	0	500,000	0	500,000
NHP	Mitigation	2022	450,000	50,000	0	500,000
T	Mitigation	2022	0	500,000	0	500,000
NHP	Mitigation	2023	450,000	50,000	0	500,000
T	Mitigation	2023	0	500,000	0	500,000
NHP	Mitigation	2024	450,000	50,000	0	500,000
T	Mitigation	2024	0	500,000	0	500,000
NHP	Mitigation	2025	450,000	50,000	0	500,000
T	Mitigation	2025	0	500,000	0	500,000
Totals:			4,500,000	5,500,000	0	73,971,000

Project Information

Highway Program

Safe Routes to School Program. Educational, training, and other non-infrastructure needs. This project is in progress.

TIP #	SR-5000	Project Types	Training, Highway, Safe Routes to School
MTP #		Jurisdictions / Agencies	NCDOT, Statewide
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
SRTS	Implementation	Prior Year	6,435,000	0	0	6,435,000
		Totals:	6,435,000	0	0	6,435,000



Highway Program

Project Information

Safe Routes to School Program. Project to improve safety, reduce traffic, fuel consumption, and air pollution in the vicinity of schools. This project is in progress. \$200,800 of STP-DA funds have been allocated to SR-5001C.

TIP #	SR-5001	Project Types	Highway, Safe Routes to School
MTP #		Jurisdictions / Agencies	City of Durham, NCDOT, Statewide
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
STP-DA	Construction	Prior Year	200,800	0	50,200	251,000
SRTS	Construction	Prior Year	0	0	0	10,578,233
SRTS	Construction	Prior Year	96,767	0	0	96,767
		Totals:	297,567	0	50,200	10,926,000



Project Information

Highway Program

Signal retiming to improve safety. This project is in progress.

TIP #	W-5300
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Signal/ITS, Safety, Highway
Jurisdictions / Agencies	NCDOT, Statewide

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Construction	Prior Year	0	0	0	5,808,000
HSIP	Construction	2016	900,000	100,000	0	1,000,000
HSIP	Construction	2017	900,000	100,000	0	1,000,000
HSIP	Construction	2018	900,000	100,000	0	1,000,000
HSIP	Construction	2019	900,000	100,000	0	1,000,000
HSIP	Construction	2020	900,000	100,000	0	1,000,000
HSIP	Construction	2021	900,000	100,000	0	1,000,000
HSIP	Construction	2022	900,000	100,000	0	1,000,000
HSIP	Construction	2023	900,000	100,000	0	1,000,000
HSIP	Construction	2024	900,000	100,000	0	1,000,000
HSIP	Construction	2025	900,000	100,000	0	1,000,000
		Totals:	9,000,000	1,000,000	0	15,808,000

Project Information

Highway Program

Highway system data collection. Traffic engineering branch to participate in a three-year data collection program.

TIP #	W-5508	Project Types	Other, Study, Safety, Highway
MTP #		Jurisdictions / Agencies	NCDOT, Statewide
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Other	Prior Year	0	0	0	1,500,000
		Totals:	0	0	0	1,500,000



Project Information

Highway Program

Safety management program. Project identification, analysis, and preliminary engineering.

TIP #	W-5517
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Other, Safety, Highway
Jurisdictions / Agencies	NCDOT, Statewide

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Other	Prior Year	0	0	0	11,000,000
HSIP	PE/Design	2016	4,950,000	550,000	0	5,500,000
HSIP	PE/Design	2017	4,950,000	550,000	0	5,500,000
HSIP	PE/Design	2018	4,950,000	550,000	0	5,500,000
HSIP	PE/Design	2019	4,950,000	550,000	0	5,500,000
HSIP	PE/Design	2020	4,950,000	550,000	0	5,500,000
HSIP	PE/Design	2021	4,950,000	550,000	0	5,500,000
HSIP	PE/Design	2022	4,950,000	550,000	0	5,500,000
HSIP	PE/Design	2023	4,950,000	550,000	0	5,500,000
HSIP	PE/Design	2024	4,950,000	550,000	0	5,500,000
HSIP	PE/Design	2025	4,950,000	550,000	0	5,500,000
		Totals:	49,500,000	5,500,000	0	66,000,000

Highway Program

Project Information

Rumple strips, guardrail, safety, and lighting improvements at selected locations. This project is in progress.

TIP #	W-5601
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Safety, Highway
Jurisdictions / Agencies	NCDOT, Statewide

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Other	Prior Year	0	0	0	7,078,000
HSIP	Right of Way	2016	1,260,000	140,000	0	1,400,000
HSIP	Construction	2016	7,560,000	840,000	0	8,400,000
HSIP	Right of Way	2017	1,260,000	140,000	0	1,400,000
HSIP	Construction	2017	7,560,000	840,000	0	8,400,000
HSIP	Right of Way	2018	1,260,000	140,000	0	1,400,000
HSIP	Construction	2018	7,560,000	840,000	0	8,400,000
HSIP	Right of Way	2019	1,260,000	140,000	0	1,400,000
HSIP	Right of Way	2019	1,260,000	140,000	0	1,400,000
HSIP	Construction	2019	7,560,000	840,000	0	8,400,000
HSIP	Construction	2020	7,560,000	840,000	0	8,400,000
HSIP	Right of Way	2021	1,260,000	140,000	0	1,400,000
HSIP	Construction	2021	7,560,000	840,000	0	8,400,000
HSIP	Right of Way	2022	1,260,000	140,000	0	1,400,000
HSIP	Construction	2022	7,560,000	840,000	0	8,400,000
HSIP	Right of Way	2023	1,260,000	140,000	0	1,400,000
HSIP	Construction	2023	7,560,000	840,000	0	8,400,000
HSIP	Right of Way	2024	1,260,000	140,000	0	1,400,000
HSIP	Construction	2024	7,560,000	840,000	0	8,400,000
HSIP	Right of Way	2025	1,260,000	140,000	0	1,400,000
HSIP	Construction	2025	7,560,000	840,000	0	8,400,000
Totals:			88,200,000	9,800,000	0	105,078,000

Project Information

Highway Program

Highway safety improvement program balance.

TIP #	W-9999	Project Types	Safety, Highway
MTP #		Jurisdictions / Agencies	NCDOT, Statewide
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
HSIP	Construction	2018	19,350,000	2,150,000	0	21,500,000
HSIP	Construction	2019	20,250,000	2,250,000	0	22,500,000
HSIP	Construction	2020	21,330,000	2,370,000	0	23,700,000
HSIP	Construction	2021	21,330,000	2,370,000	0	23,700,000
HSIP	Construction	2022	21,330,000	2,370,000	0	23,700,000
HSIP	Construction	2023	21,330,000	2,370,000	0	23,700,000
HSIP	Construction	2024	21,330,000	2,370,000	0	23,700,000
HSIP	Construction	2025	21,330,000	2,370,000	0	23,700,000
Totals:			167,580,000	18,620,000	0	186,200,000



Project Information

Non-Highway Program

NCDOT Piedmont and Carolinian passenger rail services. Public Outreach and Awareness Program.

TIP #	C-5571	Project Types	Passenger Rail, Non-Highway
MTP #		Jurisdictions / Agencies	NCDOT, Statewide
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
CMAQ (S)	Implementation	Prior Year	655,200	163,800	0	819,000
CMAQ (S)	Implementation	2016	654,400	163,600	0	818,000
		Totals:	1,309,600	327,400	0	1,637,000



Project Information

Non-Highway Program

National recreation trails. This project is in progress.

TIP #	E-4018
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Trail or Greenway, Non-Highway, Bicycle and Pedestrian
Jurisdictions / Agencies	NCDOT, Various, Statewide

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
TAP	Construction	Prior Year	516,000	129,000	0	645,000
TAP	Construction	2016	960,000	240,000	0	1,200,000
TAP	Construction	2017	960,000	240,000	0	1,200,000
TAP	Construction	2018	960,000	240,000	0	1,200,000
TAP	Construction	2019	960,000	240,000	0	1,200,000
TAP	Construction	2020	960,000	240,000	0	1,200,000
TAP	Construction	2021	960,000	240,000	0	1,200,000
TAP	Construction	2022	960,000	240,000	0	1,200,000
TAP	Construction	2023	960,000	240,000	0	1,200,000
TAP	Construction	2024	960,000	240,000	0	1,200,000
TAP	Construction	2025	960,000	240,000	0	1,200,000
Totals:			10,116,000	2,529,000	0	12,645,000

Project Information

Non-Highway Program

Statewide pedestrian facilities program. This project is under construction.

TIP #	EB-3314	Project Types	Non-Highway, Bicycle and Pedestrian
MTP #		Jurisdictions / Agencies	NCDOT, Various, Statewide
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
STP-EB	Construction	Prior Year	0	0	0	5,260,000
		Totals:	0	0	0	5,260,000



Project Information

Non-Highway Program

Roadway improvements for bicycle safety on state and local designated bicycle routes. This project is in progress.

TIP #	EB-4411	Project Types	Non-Highway, Bicycle and Pedestrian
MTP #		Jurisdictions / Agencies	NCDOT, Statewide
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
Totals:			0	0	0	0



Project Information

Non-Highway Program

Statewide Bicycle-Pedestrian Program. Previous TAP set-aside (TAP flex).

TIP #	EB-5542
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Non-Highway, Bicycle and Pedestrian
Jurisdictions / Agencies	NCDOT, Statewide

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
STP	PE/Design	2016	800,000	200,000	0	1,000,000
STP	PE/Design	2017	800,000	200,000	0	1,000,000
STP	PE/Design	2018	800,000	200,000	0	1,000,000
STP	PE/Design	2019	800,000	200,000	0	1,000,000
STP	PE/Design	2020	800,000	200,000	0	1,000,000
STP	PE/Design	2021	800,000	200,000	0	1,000,000
STP	PE/Design	2022	800,000	200,000	0	1,000,000
STP	PE/Design	2023	800,000	200,000	0	1,000,000
STP	PE/Design	2024	800,000	200,000	0	1,000,000
STP	PE/Design	2025	800,000	200,000	0	1,000,000
Totals:			8,000,000	2,000,000	0	10,000,000

Project Information

Non-Highway Program

NCDOT's Sidewalk Program in all fourteen highway divisions. This project is in progress. \$182,000 in STP-DA funds were previously allocated to Prior Year of ER-2971E, for the City of Durham's sidewalk projects. A recent amendment reprogrammed the STP-DA funds to a new TIP #. TIP# U-4726 HJ has been created for the City of Durham portion of this project.

TIP #	ER-2971	Project Types	Non-Highway, Bicycle and Pedestrian
MTP #		Jurisdictions / Agencies	City of Durham, Durham County, NCDOT, Statewide, Division 5
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Other	Prior Year	0	0	0	25,132,000
STP-DA	Construction	2017	0	0	0	0
Totals:			0	0	0	25,132,000



Project Information

Non-Highway Program

Statewide rail preliminary engineering.

TIP #	P-5602
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Passenger Rail, Non-Highway
Jurisdictions / Agencies	NCDOT, Statewide

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
T	PE/Design	2016	0	1,000,000	0	1,000,000
T	PE/Design	2017	0	1,000,000	0	1,000,000
T	PE/Design	2018	0	1,000,000	0	1,000,000
T	PE/Design	2019	0	1,000,000	0	1,000,000
T	PE/Design	2020	0	1,000,000	0	1,000,000
T	PE/Design	2021	0	1,000,000	0	1,000,000
T	PE/Design	2022	0	1,000,000	0	1,000,000
T	PE/Design	2023	0	1,000,000	0	1,000,000
T	PE/Design	2024	0	1,000,000	0	1,000,000
T	PE/Design	2025	0	1,000,000	0	1,000,000
Totals:			0	10,000,000	0	10,000,000

Project Information

Non-Highway Program

Section 5317 New Freedom Capital funding assistance to community transportation systems and non-profit agencies across the state.

TIP #	TA-6520	Project Types	Routine Capital, Transit, Non-Highway, Public Transportation
MTP #		Jurisdictions / Agencies	NCDOT, Statewide
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5317 (FNF)	Other	Prior Year	0	0	0	443,000
		Totals:	0	0	0	443,000



Project Information

Non-Highway Program

Capital Acquisition. New Freedom 5317 Grant.

TIP #	TA-6535	Project Types	Other, Routine Capital, Transit, Non-Highway, Public Transportation
MTP #		Jurisdictions / Agencies	NCDOT, Statewide
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5317 (FNF)	Capital	Prior Year	0	0	0	789,000
		Totals:	0	0	0	789,000



Project Information

Non-Highway Program

Greyhound Bus Service from Raleigh to Norfolk. Intercity bus service from Raleigh to Norfolk along US 64 and US 258 with stops at Raleigh, Rocky Mount, Ahoskie, and Suffolk.

TIP #	TI-6105	Project Types	Operating Assistance, Transit, Non-Highway, Public Transportation
MTP #		Jurisdictions / Agencies	NCDOT, Other, Statewide
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5317 (FNF)	Operations	Prior Year	0	0	0	1,402,000
		Totals:	0	0	0	1,402,000



Project Information

Non-Highway Program

Greyhound Bus Service from Raleigh to Wilmington . Intercity bus service from Raleigh to Wilmington along US 70 and US 117 with stops at Raleigh, Smithfield, Goldsboro, Wallace, and Wilmington

TIP #	TI-6106	Project Types	Operating Assistance, Transit, Non-Highway, Public Transportation
MTP #		Jurisdictions / Agencies	NCDOT, Other, Statewide
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5311 (FNU)	Other	Prior Year	0	0	0	1,592,000
		Totals:	0	0	0	1,592,000



Project Information

Non-Highway Program

Greyhound Bus Service From Raleigh to Jacksonville. Intercity bus service from Raleigh to Jacksonville along US 70 and US 17 with stops at Raleigh, Smithfield, Goldsboro, Kinston, and New Bern.

TIP #	TI-6107	Project Types	Operating Assistance, Transit, Non-Highway, Public Transportation
MTP #		Jurisdictions / Agencies	NCDOT, Other, Statewide
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5311 (FNU)	Other	Prior Year	0	0	0	1,910,000
		Totals:	0	0	0	1,910,000



Project Information

Non-Highway Program

Greyhound Bus Service from Raleigh to Jacksonville (via Wilmington). Intercity bus service from Raleigh to Jacksonville via Wilmington along US 70, US 117, and US 17 and from Jacksonville to Myrtle Beach via Wilmington along US 17.

TIP #	TI-6108	Project Types	Operating Assistance, Transit, Non-Highway, Public Transportation
MTP #		Jurisdictions / Agencies	NCDOT, Other, Statewide
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5311 (FNU)	Operations	Prior Year	0	0	0	4,081,000
		Totals:	0	0	0	4,081,000



Non-Highway Program

Project Information

Statewide administration - rural area general public transit services. 5311 Grant.

TIP #	TK-4900 Z	Project Types	Administrative, Transit, Non-Highway, Public Transportation, Break
MTP #		Jurisdictions / Agencies	NCDOT, Statewide
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
O	Operations	Prior Year	7,446,000	0	0	7,446,000
5311 (FNU)	Operations	2016	1,945,000	0	0	1,945,000
5311 (FNU)	Operations	2017	1,100,000	0	0	1,100,000
5311 (FNU)	Operations	2018	1,100,000	0	0	1,100,000
5311 (FNU)	Operations	2019	1,100,000	0	0	1,100,000
5311 (FNU)	Operations	2020	1,100,000	0	0	1,100,000
5311 (FNU)	Operations	2021	1,100,000	0	0	1,100,000
5311 (FNU)	Operations	2022	1,100,000	0	0	1,100,000
5311 (FNU)	Operations	2023	1,100,000	0	0	1,100,000
Totals:			17,091,000	0	0	17,091,000



Project Information

Non-Highway Program

State administration of Appalachian Development Transportation Assistance Program.

TIP #	TK-4902	Project Types	Administrative, Transit, Non-Highway, Public Transportation
MTP #		Jurisdictions / Agencies	NCDOT, Statewide
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
ADTAP	Admin	2016	145,000	0	0	145,000
		Totals:	145,000	0	0	145,000



Non-Highway Program

Project Information

Public Transportation Projects: Sub-Regional. State administration - Job Access Non-Urban. 5316 Grant.

TIP #	TM-5301	Project Types	Administrative, Transit, Non-Highway, Public Transportation
MTP #		Jurisdictions / Agencies	NCDOT, Statewide
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5316-JARC	Admin	Prior Year	3,092,000	0	0	3,092,000
5316-JARC	Admin	2016	500,000	0	0	500,000
5316-JARC	Admin	2017	500,000	0	0	500,000
5316-JARC	Admin	2018	500,000	0	0	500,000
5316-JARC	Admin	2019	500,000	0	0	500,000
5316-JARC	Admin	2020	500,000	0	0	500,000
Totals:			5,592,000	0	0	5,592,000



Project Information

Non-Highway Program

Operating funding for existing projects statewide.

TIP #	TM-6155	Project Types	Administrative, Transit, Non-Highway, Public Transportation
MTP #		Jurisdictions / Agencies	NCDOT, Statewide
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5316-JARC	Operations	2016	175,000	175,000	0	350,000
		Totals:	175,000	175,000	0	350,000



Non-Highway Program

Project Information

Public Transportation Projects: Sub-Regional. State administration - New Freedom - 5317

TIP #	TN-5112	Project Types	Administrative, Transit, Non-Highway, Public Transportation
MTP #		Jurisdictions / Agencies	NCDOT, Statewide
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5317 (FNF)	Admin	Prior Year	2,412,000	0	0	2,412,000
5317 (FNF)	Admin	2016	386,000	0	0	386,000
5317 (FNF)	Admin	2017	386,000	0	0	386,000
5317 (FNF)	Admin	2018	386,000	0	0	386,000
5317 (FNF)	Admin	2019	350,000	0	0	350,000
5317 (FNF)	Admin	2020	350,000	0	0	350,000
Totals:			4,270,000	0	0	4,270,000



Project Information

Non-Highway Program

Planning assistance - research support activities. FSPR Grant.

TIP #	TP-4901	Project Types	Planning Assistance, Transit, Non-Highway, Public Transportation
MTP #		Jurisdictions / Agencies	NCDOT, Statewide
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
FSPR	Capital	Prior Year	0	0	0	4,139,000
FSPR	Capital	2016	600,000	120,000	0	720,000
FSPR	Capital	2017	600,000	120,000	0	720,000
FSPR	Capital	2018	600,000	120,000	0	720,000
FSPR	Capital	2019	600,000	120,000	0	720,000
FSPR	Capital	2020	600,000	120,000	0	720,000
		Totals:	3,000,000	600,000	0	7,739,000



Project Information

Non-Highway Program

Statewide support to update local community transportation service plans - 5311.

TIP #	TP-4902	Project Types	Administrative, Study, Transit, Non-Highway, Public Transportation
MTP #		Jurisdictions / Agencies	NCDOT, Statewide
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5311 (FNU)	Planning	Prior Year	3,010,000	0	0	3,010,000
5311 (FNU)	Planning	2016	700,000	0	0	700,000
		Totals:	3,710,000	0	0	3,710,000



Project Information

Non-Highway Program

Statewide training and support services RTAP (Rural, Small-Urban and Paratransit).

TIP #	TS-4900 Z
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Training, Transit, Non-Highway, Public Transportation, Break
Jurisdictions / Agencies	NCDOT, Statewide

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5311 - RTAP	Admin	Prior Year	0	1,057,000	0	1,057,000
5311 - RTAP	Admin	2016	0	415,000	0	415,000
		Totals:	0	1,472,000	0	1,472,000



Project Information

Non-Highway Program

Develop and implement an enhanced state safety oversight program.

TIP #	TS-7000	Project Types	Transit, Non-Highway, Public Transportation
MTP #		Jurisdictions / Agencies	NCDOT, Statewide
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
SSO	Admin	Prior Year	844,000	0	0	844,000
		Totals:	844,000	0	0	844,000



Project Information

Non-Highway Program

Technology - Administration (ITRE)

TIP #	TT-9702 A	Project Types	Administrative, Technology, Transit, Non-Highway, Public Transportation, Break
MTP #		Jurisdictions / Agencies	NCDOT, Statewide
Project Length			
Grantor Grant #			
MUNIS Grant #			

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
UTCH	Other	Prior Year	0	50,000	0	50,000
		Totals:	0	50,000	0	50,000



Non-Highway Program

Project Information

Public Transportation Projects: Sub-Regional. State administration - Elderly and disabled persons (federal PROGRAM). 5310 Grant.

TIP #	TV-4903	Project Types	Administrative, Transit, Non-Highway, Public Transportation
MTP #		Jurisdictions / Agencies	NCDOT, Statewide
Project Length			
Grantor Grant #			
MUNIS Grant #	UED14		

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
5310 (FEPD)	Admin	Prior Year	5,147,000	0	0	5,147,000
5310 (FEPD)	Admin	2016	262,000	0	0	262,000
5310 (FEPD)	Admin	2017	650,000	0	0	650,000
5310 (FEPD)	Admin	2018	650,000	0	0	650,000
5310 (FEPD)	Admin	2019	650,000	0	0	650,000
5310 (FEPD)	Admin	2020	650,000	0	0	650,000
5310 (FEPD)	Admin	2021	650,000	0	0	650,000
5310 (FEPD)	Admin	2022	650,000	0	0	650,000
5310 (FEPD)	Admin	2023	650,000	0	0	650,000
Totals:			9,959,000	0	0	9,959,000



Project Information

Non-Highway Program

Traffic separation study implementation and closures. This project is in progress.

TIP #	Y-5500
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Study, Passenger Rail, Non-Highway
Jurisdictions / Agencies	NCDOT, Statewide

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
RR	Right of Way	2016	500,000	0	0	500,000
RR	Construction	2016	2,500,000	0	0	2,500,000
RR	Right of Way	2017	500,000	0	0	500,000
RR	Construction	2017	2,500,000	0	0	2,500,000
RR	Right of Way	2018	500,000	0	0	500,000
RR	Construction	2018	2,500,000	0	0	2,500,000
RR	Right of Way	2019	500,000	0	0	500,000
RR	Construction	2019	2,500,000	0	0	2,500,000
RR	Right of Way	2020	500,000	0	0	500,000
RR	Construction	2020	2,500,000	0	0	2,500,000
RR	Right of Way	2021	500,000	0	0	500,000
RR	Construction	2021	2,500,000	0	0	2,500,000
RR	Right of Way	2022	500,000	0	0	500,000
RR	Construction	2022	2,500,000	0	0	2,500,000
RR	Right of Way	2023	500,000	0	0	500,000
RR	Construction	2023	2,500,000	0	0	2,500,000
RR	Right of Way	2024	500,000	0	0	500,000
RR	Construction	2024	2,500,000	0	0	2,500,000
RR	Right of Way	2025	500,000	0	0	500,000
RR	Construction	2025	2,500,000	0	0	2,500,000
Totals:			30,000,000	0	0	30,000,000

Project Information

Non-Highway Program

Highway-rail grade crossing safety improvements. This project is in progress.

TIP #	Z-5400
MTP #	
Project Length	
Grantor Grant #	
MUNIS Grant #	

Project Types	Passenger Rail, Non-Highway
Jurisdictions / Agencies	NCDOT, Statewide

Project Schedule

Funding Source	Phase	Year	Federal	State	Local	Total
RR	Other	Prior Year	7,517,000	0	0	7,517,000
RR	Right of Way	2016	500,000	0	0	500,000
RR	Construction	2016	3,000,000	0	0	3,000,000
RR	Right of Way	2017	500,000	0	0	500,000
RR	Construction	2017	3,000,000	0	0	3,000,000
RR	Right of Way	2018	500,000	0	0	500,000
RR	Construction	2018	3,000,000	0	0	3,000,000
RR	Right of Way	2019	500,000	0	0	500,000
RR	Construction	2019	3,000,000	0	0	3,000,000
RR	Right of Way	2020	500,000	0	0	500,000
RR	Construction	2020	3,000,000	0	0	3,000,000
RR	Right of Way	2021	500,000	0	0	500,000
RR	Construction	2021	3,000,000	0	0	3,000,000
RR	Right of Way	2022	500,000	0	0	500,000
RR	Construction	2022	3,000,000	0	0	3,000,000
RR	Right of Way	2023	500,000	0	0	500,000
RR	Construction	2023	3,000,000	0	0	3,000,000
RR	Right of Way	2024	450,000	0	0	450,000
RR	Construction	2024	2,700,000	0	0	2,700,000
RR	Right of Way	2025	450,000	0	0	450,000
RR	Construction	2025	2,700,000	0	0	2,700,000
Totals:			41,817,000	0	0	41,817,000

