

MPO ORIENTATION MATERIALS

2023

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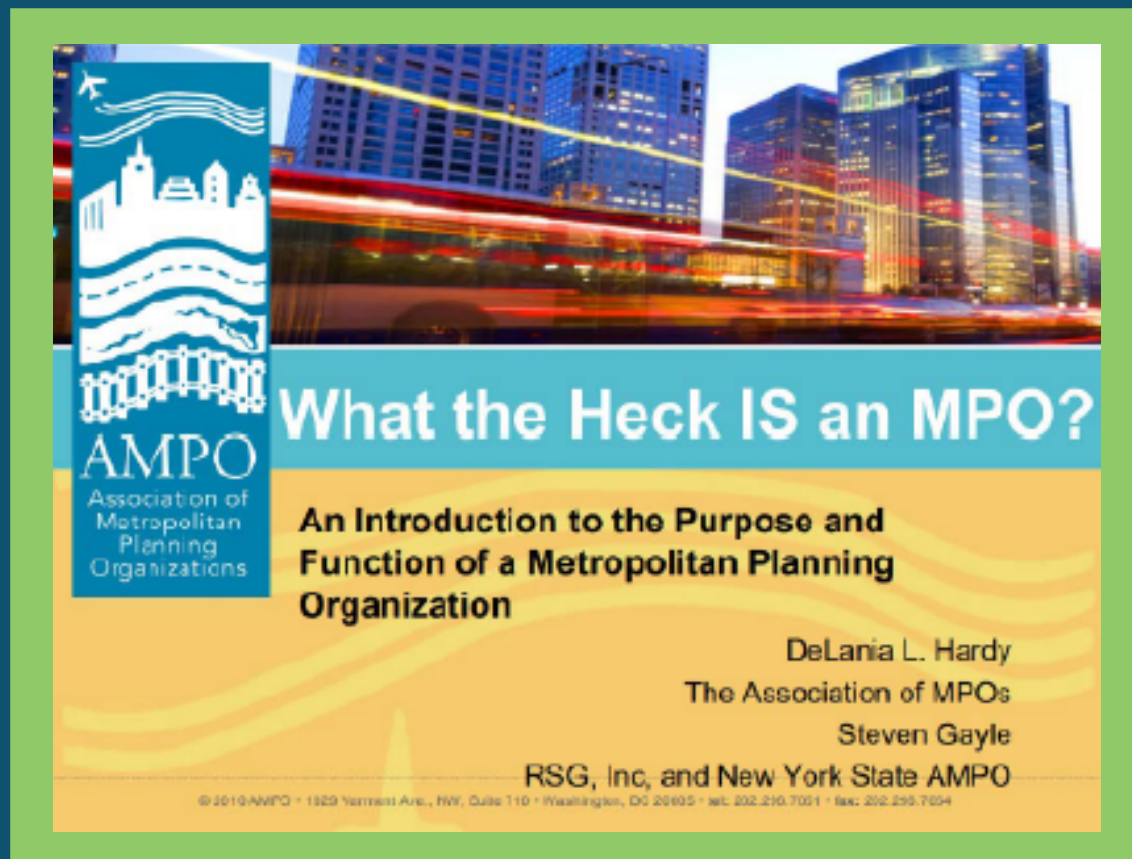
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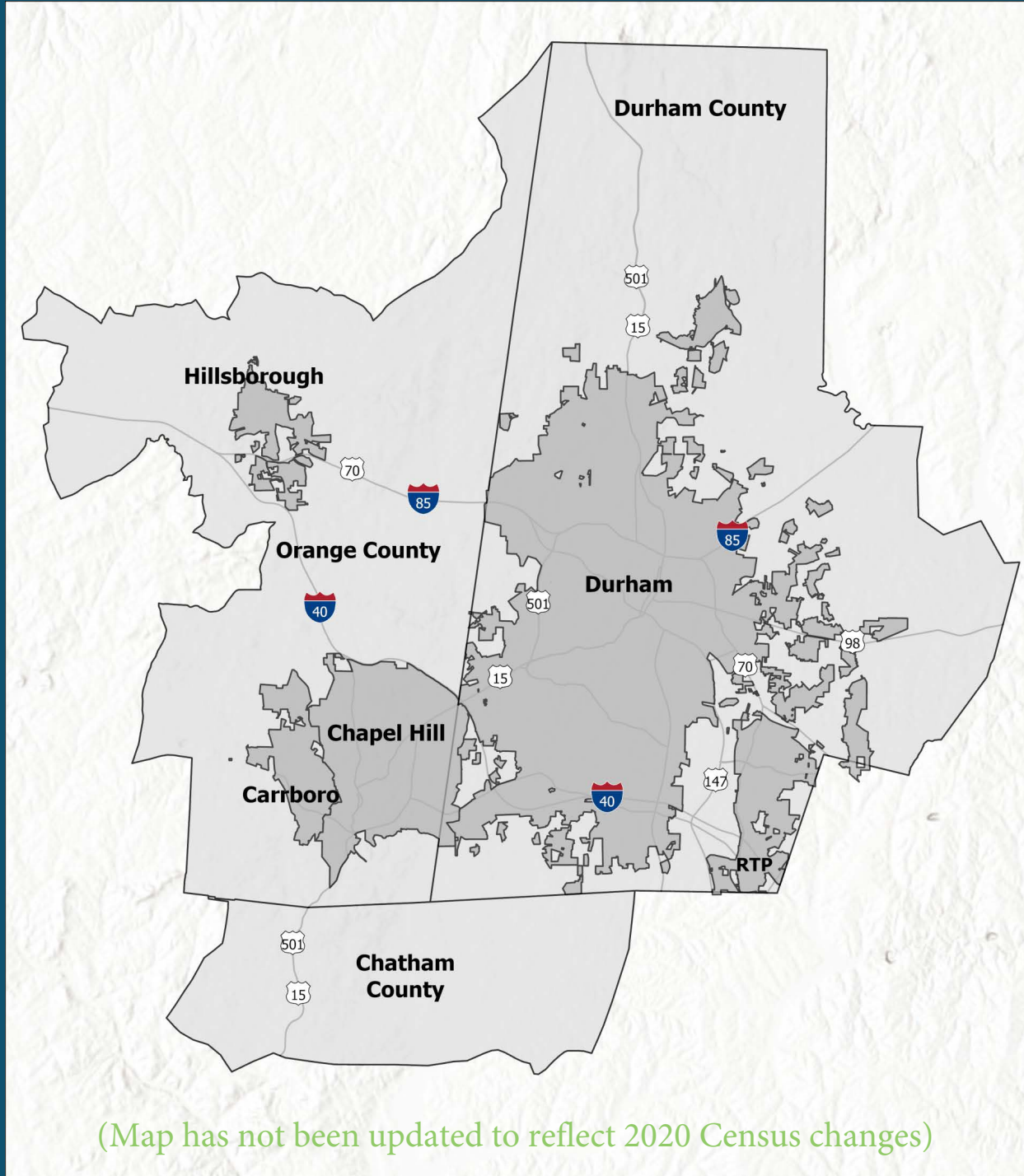
SECTION 1

INTRODUCTION

What Is An MPO?



MPO Boundaries



(Map has not been updated to reflect 2020 Census changes)

A Brief History of MPOs

While the earliest beginnings of urban transportation planning go back to the post-World War II years, the federal requirement for urban transportation planning emerged during the early 1960's. The Federal-Aid Highway Act of 1962 created the federal requirement for urban transportation planning, largely in response to the construction of the Interstate Highway System and the planning of routes through and around urban areas. The Act required, as a condition attached to federal transportation financial assistance, that transportation projects in urbanized areas of 50,000 or more in population be based on a continuing, comprehensive, urban transportation planning process undertaken cooperatively by the states and local governments — the birth of the so-called 3C, “continuing, comprehensive and cooperative” planning process.

By July 1965, all the 224 existing urbanized areas had an urban transportation planning process underway. At that time, qualified planning agencies to conduct the transportation planning process were lacking in many urban areas. Therefore, the Bureau of Public Roads (predecessor to the Federal Highway Administration) required the creation of planning agencies or organizational arrangements that would be capable of carrying out the required planning process. Hence, Metropolitan Planning Organizations (MPOs) quickly came into being because of the growing momentum of the highway program and the federal financing of the planning process. However, some MPO-like organizations had existed since the 1950's to prepare special urban transportation studies under the auspices of the state highway agencies in some major areas such as Chicago, Detroit, New York, and Philadelphia.

The Housing and Urban Development Act of 1965 amended the Section 701 Urban planning assistance program established under the Housing Act of 1954 by authorizing grants to be made to “organizations composed of public officials whom he (the Secretary of HUD) finds to be representative of the political jurisdictions within a metropolitan or urban region...” for the purposes of comprehensive planning. This provision encouraged the formation of regional planning organizations controlled by elected rather than appointed officials. It gave impetus to the formation of such organizations as councils of governments, and encouraged local governments to cooperate in addressing problems in a regional context. With the formation of these organizations, initially, the majority of MPOs were regional councils. However, since the 1980's, a number of MPOs have been formed which are either “free-standing”, or a housed within city or county organizations. Currently, less than half of the MPOs are housed within regional councils.

The urban transportation planning process flourished during the 1960's and 1970's. This was a period of emphasis on development and implementation of the technical foundation for the 3C planning process, and the technical capacity building within the MPOs. By 1968 most urbanized areas had completed or were well along in their 3C planning process, and the emphasis shifted to implementing a continuing transportation planning process to maintain the responsiveness of planning to the needs of local areas. During the 1970's, improvements were made to the planning process to require shorter-range capital improvement programs along with long-range plans, to better integrate urban transportation planning at the local level, and to place more emphasis on non-capital

intensive measures to reduce traffic congestion as alternatives to major construction projects. Environmental concerns and the energy crises of the 1970's gave further impetus to shorter term planning horizons and a corridor level focus as well as the integration of environmental and energy concerns within the planning process.

The decade of the 1980's ushered in a new mood in the nation to decentralize control and authority, and to reduce federal intrusion into local decision making. The joint FHWA/UMTA urban transportation planning regulations were rewritten to remove items that were not specifically required by statute. The new regulations required a transportation plan, a transportation improvement program (TIP) including an annual element, and a unified planning work program for areas of 200,000 or more in population. The planning process was to be selfcertified by the states and MPOs as to its conformance with all requirements when submitting the TIP. Essentially, only the end products were specified while the details of the process were left to the states and MPOs. This represented a major shift in the evolution of urban transportation planning. The result was an urban transportation program and process that languished, and the loss of much of the technical capacity that has been built up in the MPOs.

ISTEA, adopted in 1991, reversed the trend of deterioration with its renewed emphasis on the metropolitan transportation planning process. The legislation was designed to put in place a framework to guide the operations, management and investment in a surface transportation system that is largely in place. ISTEA strengthened the metropolitan planning process, enhanced the role of local elected officials, required stakeholder

involvement, and encouraged movement away from modal parochialism toward integrated, modally mixed strategies for greater system efficiency, mobility, and access.

ISTEA has since been replaced by a series of federal transportation planning and funding legislative actions, including TEA-21 in 1998, SAFETEA-LU in 2005, MAP-21 in 2012, the FAST Act in 2015, and the current legislation, the Infrastructure & Jobs Act which was adopted in November 2021. Each of these pieces of legislation has continued to enforce the value of regional transportation planning through the MPOs.

Composition of DCHC MPO

Transportation Planning in the Durham Area

The Durham Urbanized Area was first designated by the Census in 1970 and it consisted of only the City of Durham and a portion of Durham County. The first policy board or Transportation Advisory Committee (TAC) was created for the Durham Urbanized Area in the 1970s. Transportation plans were developed after designation, one in 1972 and one in 1980, the year the DCHC MPO was founded. The 1980 plan was the first plan to be mutually adopted by the City of Durham, the TAC, and the State. The 1980 Census expanded the Durham Urbanized Area to include the Towns of Chapel Hill and Carrboro and portions of Orange County and the name was changed to the Durham-Chapel Hill-Carrboro Urban Area MPO. In 2014, the MPO TAC changed its name to the MPO Board.

DCHC MPO Member Jurisdictions & Agencies

The MPO is comprised of member jurisdictions and agencies that are located in or operate in the Metropolitan Area Boundary. The MPO also has numerous local, regional, and state partners, which are discussed later. Member jurisdictions and agencies are listed below.

Durham County	Orange County
Chatham County	Town of Hillsborough
City of Durham	Town of Chapel Hill
Town of Carrboro	GoTriangle
NCDOT	

DCHC MPO Board

The MPO Board is comprised of elected officials from each member jurisdiction and serves as the policy board that is responsible for establishing policy, adopting plans, and making decisions on transportation-related planning activities, initiatives, and issues. MPO Board meetings are currently held on the second Wednesday of every month.

DCHC MPO Technical Committee

The Technical Committee (TC) provides technical recommendations to the MPO Board. The TC is comprised of staff members from member jurisdictions, agencies, and partners. Members include staff from the units of local governments, GoTriangle, Research Triangle Park, Central Pines Regional Council, Raleigh-Durham Airport Authority, North Carolina Central University, University of North Carolina at Chapel Hill, Duke University, and North Carolina Motorcoach. TC meetings are currently held on the fourth Wednesday of every month.

MPO Board Members | 2023

Name	Affiliation	Member/Alternate
Jenn Weaver	Town Of Hillsborough	Member – Chair
Karen Howard	Chatham County	Member – Vice
Jamezetta Bedford	Orange County	Member
Javiera Caballero	City of Durham	Member
Pam Hemminger	Town of Chapel Hill	Member
Wendy Jacobs	Durham County	Member
Valerie Jordan	NC Board of Transportation	Member
Michael Parker	GoTriangle	Member
Damon Seils	Town Of Carrboro	Member
Leonardo Williams	City of Durham	Member
Mark Bell	Town Of Hillsborough	Alternate
<i>Vacant</i>	Chatham County	Alternate
Mike Fox	NC Board of Transportation	Alternate
Sally Greene	Orange County	Alternate
Brenda Howerton	Durham County	Alternate
Lisa Mathis	NC Board of Transportation	Alternate
Danny Nowell	Town Of Carrboro	Alternate
<i>Vacant</i>	GoTriangle	Alternate
Dr. Monique Holsey-Hyman	City of Durham	Alternate
Camille Berry	Town Of Chapel Hill	Alternate
Nida Allam	Durham County	Alternate
John Sullivan	Federal Highway Administration	Non-Voting Member

Updated: 9/08/2023

Technical Committee Members | 2023

Name	Affiliation
Nishith Trivedi (Chair)	Orange County
Ellen Beckmann (Vice Chair)	Durham County
Tina Moon	Carrboro
Vacant	Carrboro
Bergen Watterson	Chapel Hill
Josh Mayo	Chapel Hill
Caroline Dwyer	Chapel Hill Transit
Brandon Dawson	Chatham County
Miles Spann	City of Durham
Tom Devlin	City of Durham
Eric Vitale	City of Durham
Kayla Seibel	City of Durham
Tasha Johnson	City of Durham
Aaron Cain	Durham County
Ryan Eldridge	Durham County
Matt Efird	Hillsborough
Tom Altieri	Orange County
Matt Day	Central Pines Regional Council
Brandon Jones	NCDOT Division 5
Chad Reimakoski	NCDOT Division 7
Patrick Norman	NCDOT Division 8
Julie Bogle	NCDOT TPD
John Grant	NCDOT Traffic Operations
Jay Heikes	GoTriangle
Travis Crayton	Research Triangle Foundation
Vacant	Duke University
Michael Page	North Carolina Central University
Cha'ssem Anderson	The University of North Carolina
Michael Landguth	The Raleigh Durham Airport Authority
Vacant	NCDENR
Joe Geigle	Federal Highway Administration (non-voting)
Vacant	Federal Transit Administration (non-voting)
Vacant	US Army Corps of Engineers (non-voting)
Catherine Knudson	North Carolina Railroad (non-voting)

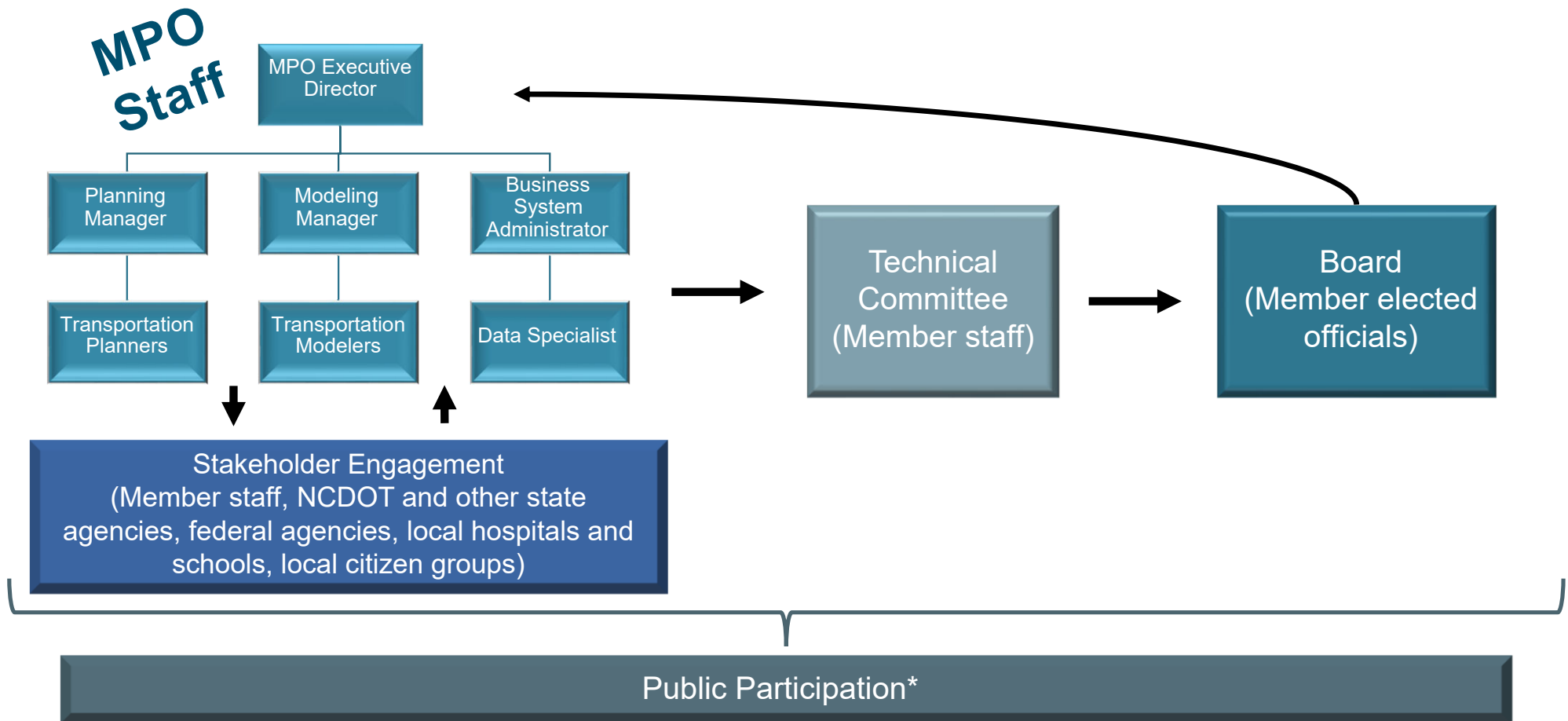
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Technical Committee Alternates | 2023

Name	Affiliation
Patricia McGuire	Carrboro
Kevin Robinson	Chapel Hill
Matt Cecil	Chapel Hill
Corey Liles	Chapel Hill
Chance Mullis	Chatham County
Jason Sullivan	Chatham County
Erin Convery	City of Durham
Jeff Lecky	City of Durham
Lisa Miller	City of Durham
Brian Fahey	City of Durham
Grace Smith	City of Durham
Scott Whiteman	Durham County
Carl Kolosna	Durham County
Sarah Long	Durham County
Stephanie Trueblood	Hillsborough
Vacant	Orange County
Travis Myren	Orange County
Tracy Parrott	NCDOT Division 5
David Keilson	NCDOT Division 5
Pat Wilson	NCDOT Division 7
Wright Archer	NCDOT Division 7
Bryan Kluchar	NCDOT Division 8
Scott Walston	NCDOT TPD
Vacant	NCDOT Traffic Operations
Jenna Kolling	Central Pines Regional Council
Meg Scully	GoTriangle
Scott Levitan	Research Triangle Foundation
Carl DePinto	Duke University
Ernest Jenkins	North Carolina Central University
Landon Coley	The University of North Carolina
Ellis Cayton	The Raleigh Durham Airport Authority
Vacant	NCDENR
Vacant	Federal Highway Administration (non-voting)
Vacant	Federal Transit Administration (non-voting)
Vacant	US Army Corps of Engineers (non-voting)
Vacant	North Carolina Railroad (non-voting)

DCHC MPO

Coordination Process Chart



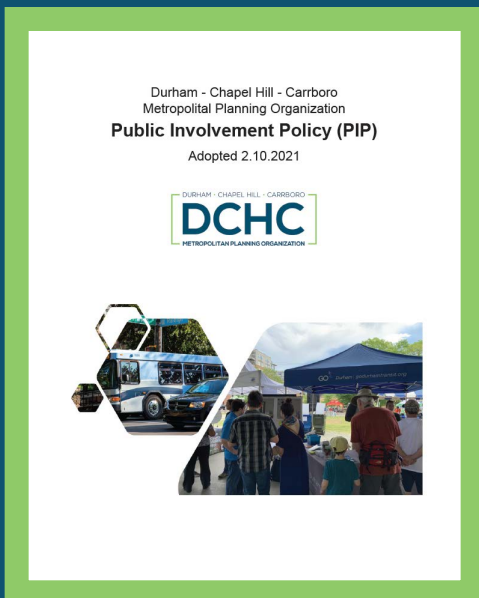
*The public is invited to take part at every stage of the transportation process

MPO staff continuously communicate with stakeholders regarding planning efforts and projects. Staff also present to the Technical Committee (TC) and Board regularly. The TC is presented to first, and then these materials are updated as necessary and presented to the Board. The Board then communicates their approvals or concerns to staff who use that information to move processes forward. The public is able to communicate with staff at any given time, provide feedback during engagement opportunities, and address the TC or Board directly at meetings.

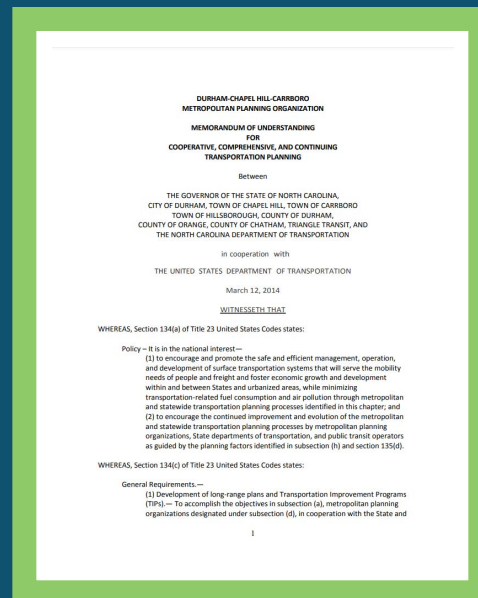
SECTION 2

GOVERNING DOCUMENTS

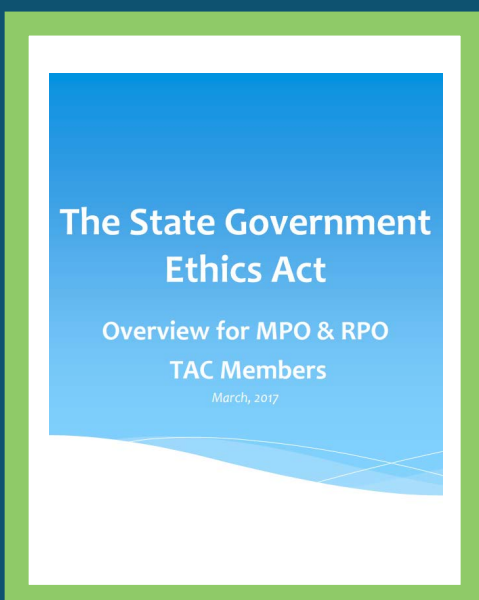
Governing Documents



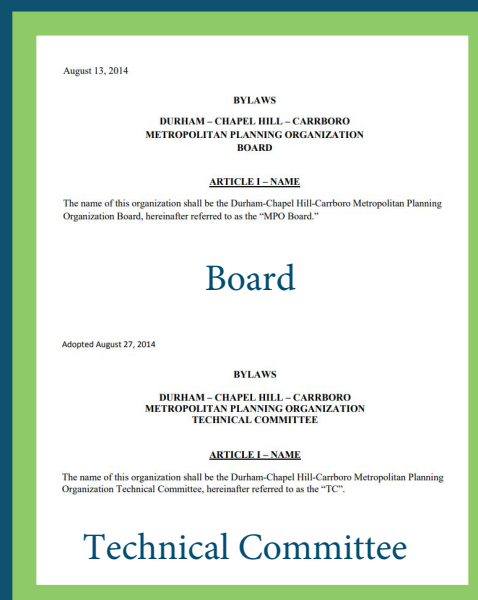
Public Involvement Policy



Memorandum of Understanding



State Government Ethics Act

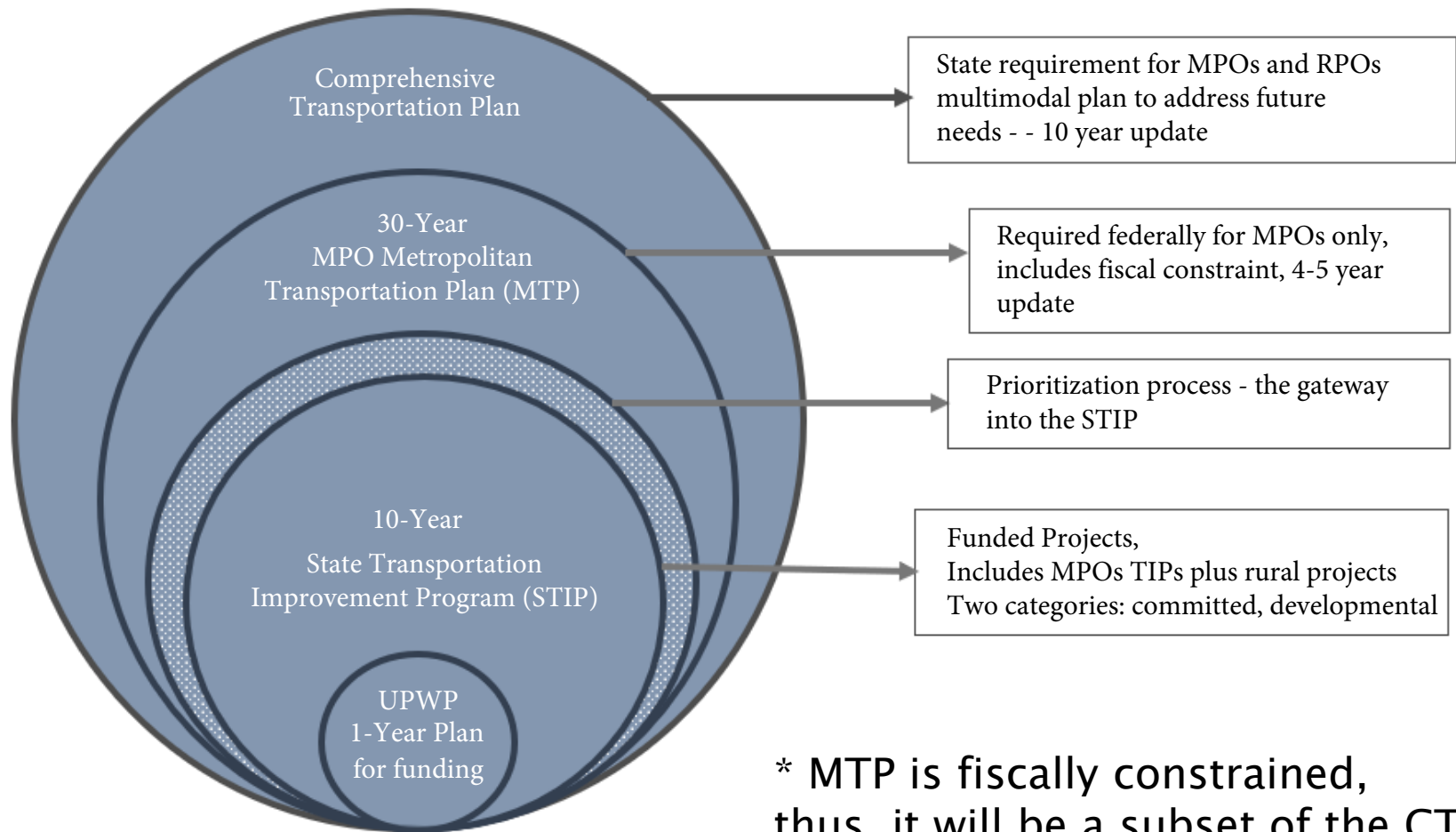


Bylaws

SECTION 3

DCHC MPO MAJOR WORK ACTIVITIES

Transportation Planning Framework



* MTP is fiscally constrained, thus, it will be a subset of the CTP

COMPREHENSIVE TRANSPORTATION PLAN (CTP)

What is a CTP?

The DCHC MPO adopted its first Comprehensive Transportation Plan (CTP) in 2017. A Comprehensive Transportation Plan (CTP) identifies roadway, transit, bicycle, and pedestrian improvements that are to be implemented in the future, expected within a 30-50 year time horizon. This planning process and document, which are required by the State of North Carolina, identifies all transportation improvements that are feasible and necessary within the time horizon. A CTP is not fiscally constrained, therefore there is no requirement to identify funding for proposed improvements; just a demonstrated need is required.

The CTP is intended to anticipate all needed transportation improvements for the foreseeable future. The projects and needs identified in the CTP provides a basis for the Metropolitan Transportation Plan (MTP), which is fiscally constrained and has a shorter time horizon.

Why a CTP?

§ 136-66.2. Development of a coordinated transportation system and provisions for streets and highways in and around municipalities.

Each municipality, not located within a metropolitan planning organization (MPO), and each MPO, with the cooperation of the Department of Transportation, shall develop a comprehensive transportation plan that will serve present and anticipated travel demand in and around the municipality.

- Information on the DCHC MPO's CTP is available on the DCHC MPO's website using this link: <https://www.dchcmo.org/what-we-do/programs-plans/comprehensive-transportation-plan>

METROPOLITAN TRANSPORTATION PLAN (MTP)

What is an MTP?

A Metropolitan Transportation Plan (MTP), originally called the Long Range Transportation Plan (LRTP) is a fiscally constrained long range transportation plan with a 20-30 year time horizon. The purpose of the MTP is to identify priority transportation projects that, per current fiscal and traffic models, will serve the region's greatest transportation needs and can be implemented with expected revenues. The MTP identifies highway, transit, rail, and bicycle and pedestrian needs.

The First LRTP Developed

The 1990 Census expanded the urbanized area boundary to include the Town of Hillsborough and northeastern Chatham County and each was added to the Memorandum of Understanding (MOU) in 1994. The DCHC MPO also adopted its first comprehensive LRTP in 1994. With a 2020 horizon year, the 1994 LRTP expanded beyond highways to include all forms of transportation.

The 2025 LRTP was adopted in 2000. In 2004, the DCHC MPO approached Orange County, Roxboro, Person County, Butner, Granville County, Pittsboro, and Chatham County in regard to MPO expansion. At the time, the DCHC MPO decided not to expand because the 2030 Long Range Transportation Plan (LRTP) for the MPO was well under way and expansion would delay the plan. The TAC directed the MPO staff to reexamine MPO expansion at a later date. The 2030 Long Range Transportation Plan was adopted in 2005.

Long Range Planning and Boundary Expansion Continues

The 2035 LRTP was adopted by the MPO in 2009. This was the first joint plan with the Capital Area MPO (CAMPO) and covered the entire Triangle area. This plan was nationally recognized by the National Association of MPOs as a model of regional coordination. The two MPOs coordinated on the development of socio-economic data, transportation modeling, alternatives analysis, and the selection of the preferred network of projects.

After adoption, the MPO approached Chatham County and Orange County regarding MPO expansion in 2009. Orange County and the MPO mutually agreed to expand the planning boundary to include more of western Orange County. This new boundary was approved in 2010. No boundary expansion was approved for Chatham County. The boundary in Orange County was slightly modified in 2012.

Current Metropolitan Transportation Plan

On February 9, 2022, the DCHC MPO adopted the 2050 MTP. The 2050 MTP identifies the highway, transit, and other transportation facilities to be implemented in the MPO over the next thirty years. The emphasis in this MTP on bicycle-pedestrian and transit needs is a marked departure from previous MTPs in the DCHC area and across the state. The DCHC MPO area completed an air quality determination as of the recent MTP amendment #1 which was approved in August 2023. The next MTP will need to be completed by March 2026; work has begun as of October 2023.

Link to Current Plan:

<https://www.dchcmpo.org/what-we-do/programs-plans/transportation-plans/2050-metropolitan-transportation-plan>

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The Transportation Improvement Program (TIP) is a 10-year funding document for bicycle, pedestrian, highway, rail, and public transportation projects. The purpose of the TIP is to implement the Metropolitan Transportation Plan (MTP). Projects that are selected to be scored for inclusion in the TIP are drawn from the current MTP.

The TIP is divided into two programs: Committed and Developmental. The first five years of the TIP is the Committed program, and the last five years is referred to as the Developmental Program. Every two to three years, projects in the TIP are reprioritized. Any projects that have funding programmed within the first five years of the TIP are not subject to reprioritization. Developmental Program projects are not considered committed and are therefore reprioritized with newly submitted projects. The list of new and reprioritized projects is submitted to NCDOT in what is called the SPOT process, and the highest scoring projects across the state become the State Transportation Improvement Program (STIP). In developing the TIP, the MPO and NCDOT follow the procedures set forth by the Strategic Transportation Investment (STI) law.

Transportation Improvement Program funds are initially divided among the 14 Highway Divisions in North Carolina. The DCHC MPO is a part of divisions 5 (Durham County), 7 (Orange County), and 8 (Chatham County). Beyond highway funds, DCHC MPO receives TIP funding for the three transit systems that operate in the urban area: GoDurham, Chapel Hill Transit, and GoTriangle. These transit agencies receive capital and operating assistance through the TIP to expand and maintain their current fleet of buses, operating assistance for public transportation services, and planning assistance to critique and refine services.

Links to the State TIP and the MPO's TIP

- The NCDOT maintains a website with information about the STIP. The website address for the STIP is: <https://www.ncdot.gov/initiatives-policies/Transportation/stip/development/Pages/default.aspx>
- The NCDOT's STIP website also has information about the STI law and project prioritization/scoring process: <https://www.ncdot.gov/initiatives-policies/Transportation/stip/Pages/strategic-transportation-investments.aspx>
- The DCHC MPO's adopted FY2024-2033 TIP is available on the DCHC MPO's website using this link: <https://www.dchcmo.org/what-we-do/programs-plans/transportation-improvement-program/>
- Information on individual projects within the current TIP can be found on the DCHC MPO's website using this link: <https://gis.dchcmo.org/tipapplication/overview>

UNIFIED PLANNING WORK PROGRAM (UPWP)

Planning Activities and Initiatives

Each year, the DCHC MPO, in cooperation with member agencies, prepares a Unified Planning Work Program (UPWP). The UPWP includes documentation of planning activities to be performed with funds provided to the DCHC MPO by the FHWA and FTA. All transportation-planning activities of member agencies and consultants, as well as the work done directly by the DCHC MPO staff and funded in federal sources are included in the UPWP.

Public Involvement

Public involvement is important to the development of the UPWP. From the outset, citizens are given an opportunity to suggest projects and other activities for consideration. Moreover, the DCHC MPO staff solicits comments from the public, stakeholders, members of the MPO TC, and members of the MPO Board.

The draft UPWP is made available for a 21-day public review and comment period. Once comments have been received and addressed, the final UPWP document is presented to the MPO TC and the MPO Board. The MPO Board holds a public hearing during the public comment period and prior to voting on adoption of the final UPWP document.

FY2024 UPWP Program of Funding

Federal, state, and local funding will be programmed for use in the FY 2024 UPWP. These funds support activities of the DCHC MPO lead planning agency staff as well as other municipal and county transportation planning and transit activities. While a majority of this funding is needed for mandatory regional planning activities (such as the MTP, TIP, and EJ report), and staff support to carry them out, a notable amount of money is available to conduct studies and fund planning projects.

Link to Current Program:

<https://www.dchcmpo.org/what-we-do/programs-plans/unified-planning-work-program>

ENVIRONMENTAL JUSTICE (EJ)

Executive Order 12898 (EO12898) requires each federal agency to achieve “environmental justice... by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations...”

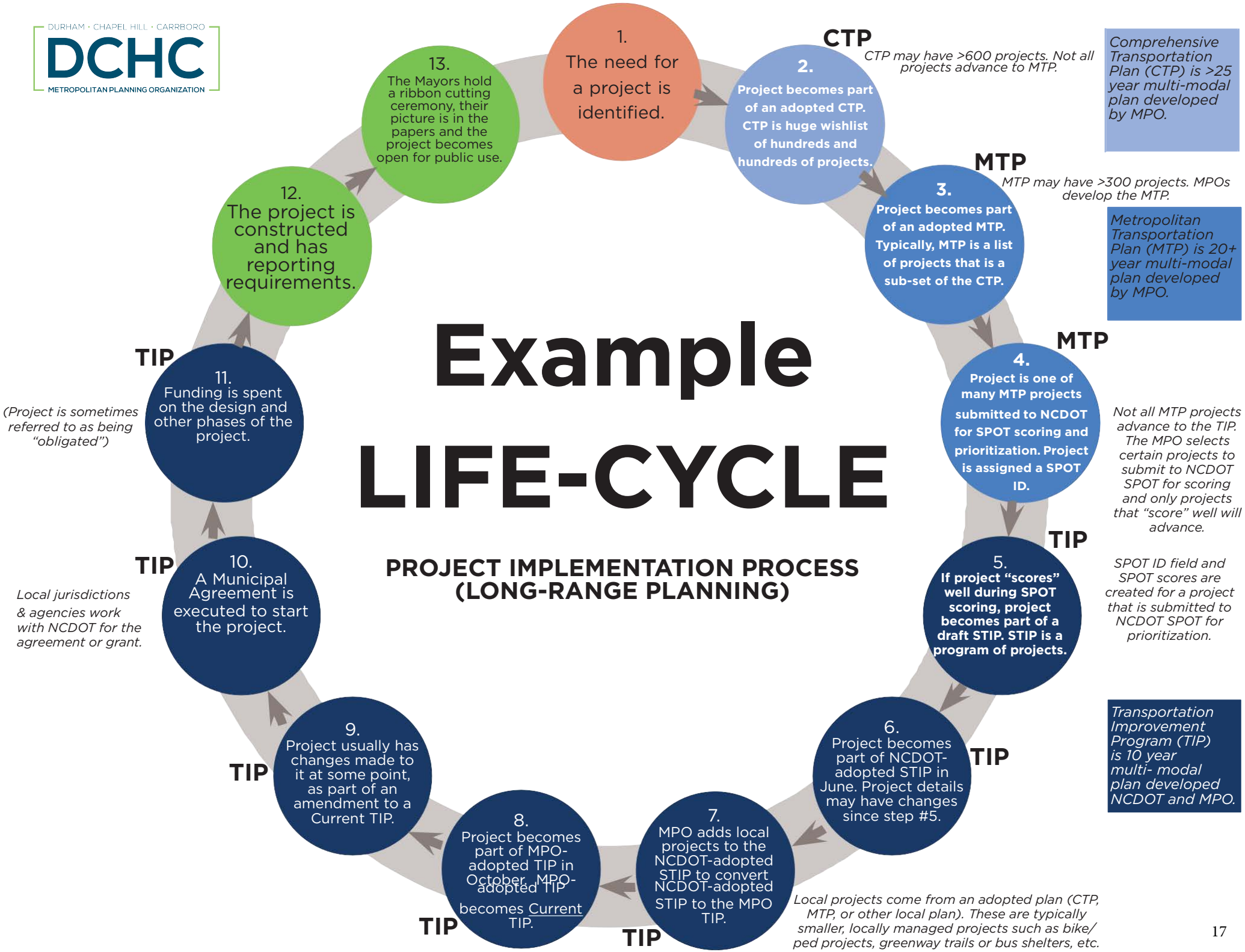
Having the ability to effectively communicate and share ideas with minority populations, lower income groups, and other “communities of concern” strengthens a community and community planning efforts. Entrepreneurs and innovative ideas exist within these groups, equivalent to other income groups and populations. Too often, however, avenues for communicating and sharing local acumen are poorly established. For immigrants, language can be a barrier. Other social and cultural barriers limiting knowledge or comfort levels in the ability to engage local leaders may exist, resulting in a consistent lack of participation and engagement.

The best communities and community planning efforts are able to fully tap into their most important resource – people. People know the strengths and weaknesses of their community and the improvements that can catalyze resilient prosperity. Not unlike the scientific method, human daily routines are the product of much trial and error; developing presumptions, exploring options, and uncovering successful strategies in daily routines and longer-term planning. This is how people find their community niche (or create one for themselves and others). By more thoroughly and effectively connecting to all groups – hence including a more diverse pool of entrepreneurs and ideas – innovative community solutions can be revealed and encouraged to flourish. This makes planning outputs in the Durham-Chapel Hill-Carrboro Urban Area more valuable and meaningful.

DCHC MPO adopted its second EJ report in September 2020; this was an update of the original 2014 report. The adopted 2020 Environmental Justice Report is available on the MPO website at <https://www.dchcmpo.org/work-with-us/environmental-justice-ej>

Example LIFE-CYCLE

PROJECT IMPLEMENTATION PROCESS (LONG-RANGE PLANNING)



Comprehensive Transportation Plan (CTP) is >25 year multi-modal plan developed by MPO.
 CTP may have >600 projects. Not all projects advance to MTP.

Metropolitan Transportation Plan (MTP) is 20+ year multi-modal plan developed by MPO.
 MTP may have >300 projects. MPOs develop the MTP.

Not all MTP projects advance to the TIP. The MPO selects certain projects to submit to NCDOT SPOT for scoring and only projects that "score" well will advance.

SPOT ID field and SPOT scores are created for a project that is submitted to NCDOT SPOT for prioritization.

Transportation Improvement Program (TIP) is 10 year multi-modal plan developed NCDOT and MPO.

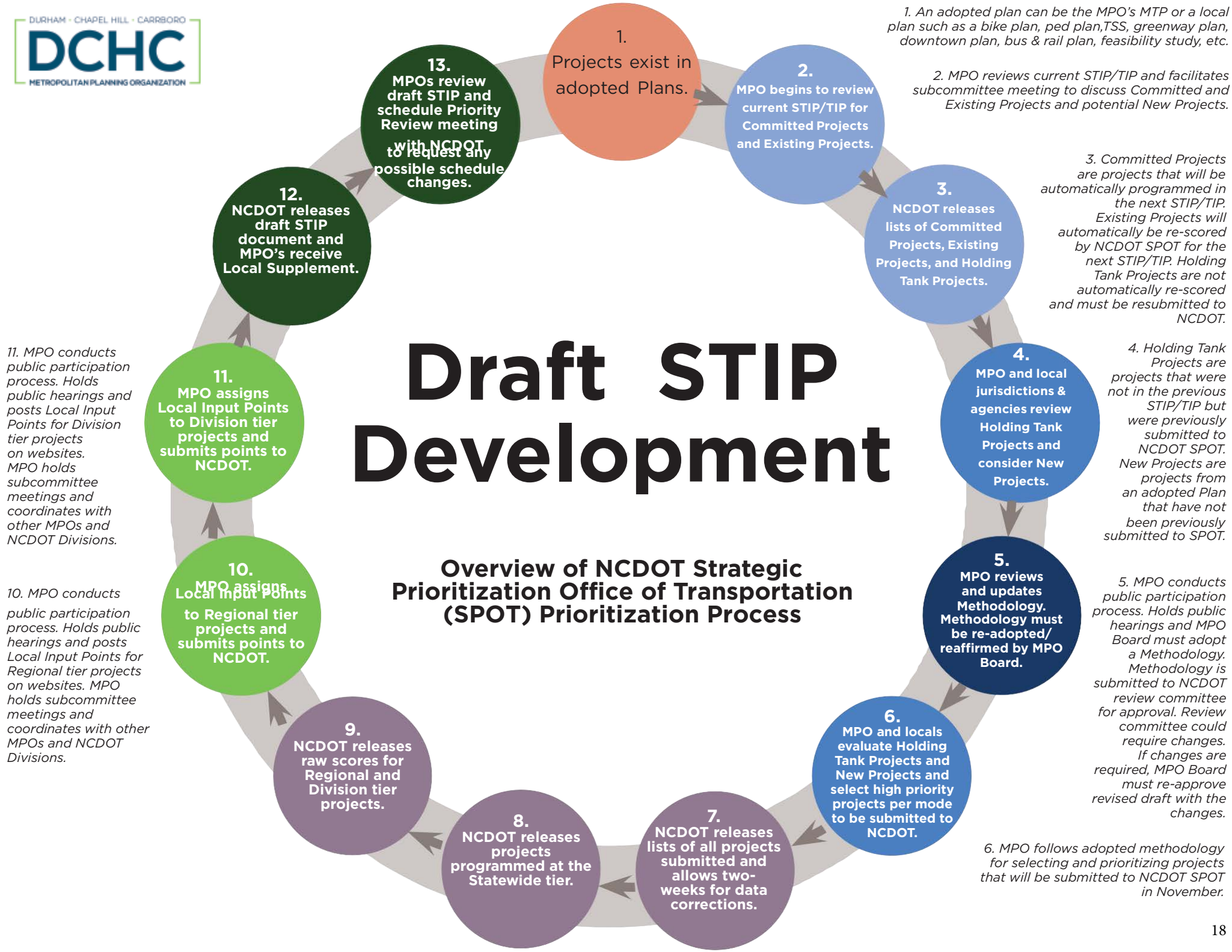
(Project is sometimes referred to as being "obligated")

Local jurisdictions & agencies work with NCDOT for the agreement or grant.

Local projects come from an adopted plan (CTP, MTP, or other local plan). These are typically smaller, locally managed projects such as bike/ped projects, greenway trails or bus shelters, etc.

Draft STIP Development

Overview of NCDOT Strategic Prioritization Office of Transportation (SPOT) Prioritization Process



1. An adopted plan can be the MPO's MTP or a local plan such as a bike plan, ped plan, TSS, greenway plan, downtown plan, bus & rail plan, feasibility study, etc.

2. MPO reviews current STIP/TIP and facilitates subcommittee meeting to discuss Committed and Existing Projects and potential New Projects.

3. Committed Projects are projects that will be automatically programmed in the next STIP/TIP. Existing Projects will automatically be re-scored by NCDOT SPOT for the next STIP/TIP. Holding Tank Projects are not automatically re-scored and must be resubmitted to NCDOT.

4. Holding Tank Projects are projects that were not in the previous STIP/TIP but were previously submitted to NCDOT SPOT. New Projects are projects from an adopted Plan that have not been previously submitted to SPOT.

5. MPO conducts public participation process. Holds public hearings and MPO Board must adopt a Methodology. Methodology is submitted to NCDOT review committee for approval. Review committee could require changes. If changes are required, MPO Board must re-approve revised draft with the changes.

6. MPO follows adopted methodology for selecting and prioritizing projects that will be submitted to NCDOT SPOT in November.

11. MPO conducts public participation process. Holds public hearings and posts Local Input Points for Division tier projects on websites. MPO holds subcommittee meetings and coordinates with other MPOs and NCDOT Divisions.

10. MPO conducts public participation process. Holds public hearings and posts Local Input Points for Regional tier projects on websites. MPO holds subcommittee meetings and coordinates with other MPOs and NCDOT Divisions.

The Transportation Planning Process



The Transportation Planning Process

Briefing Book

Key Issues for Transportation Decisionmakers,
Officials, and Staff

A Publication of the Transportation Planning Capacity Building Program



U.S. Department of Transportation
Federal Highway Administration



U.S. Department of Transportation
Federal Transit Administration

Strategic Transportation Investments (STI) Law

Article 14B.

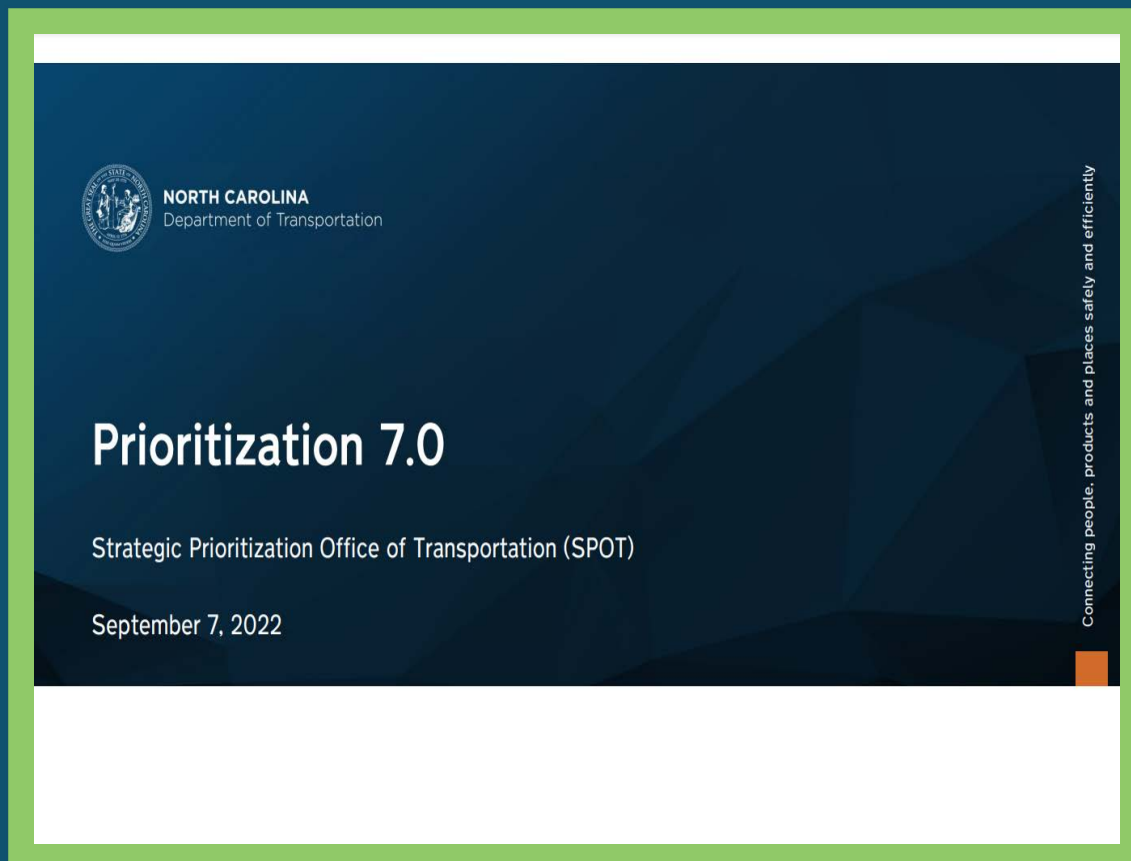
Strategic Prioritization Funding Plan for Transportation Investments.

§ 136-189.10. Definitions.

The following definitions apply in this Article:

- (1) Distribution Regions. – The following Distribution Regions apply to this Article:
 - a. Distribution Region A consists of the following counties: Bertie, Camden, Chowan, Currituck, Dare, Edgecombe, Gates, Halifax, Hertford, Hyde, Johnston, Martin, Nash, Northampton, Pasquotank, Perquimans, Tyrrell, Washington, Wayne, and Wilson.
 - b. Distribution Region B consists of the following counties: Beaufort, Brunswick, Carteret, Craven, Duplin, Greene, Jones, Lenoir, New Hanover, Onslow, Pamlico, Pender, Pitt, and Sampson.
 - c. Distribution Region C consists of the following counties: Bladen, Columbus, Cumberland, Durham, Franklin, Granville, Harnett, Person, Robeson, Vance, Wake, and Warren.
 - d. Distribution Region D consists of the following counties: Alamance, Caswell, Davidson, Davie, Forsyth, Guilford, Orange, Rockingham, Rowan, and Stokes.
 - e. Distribution Region E consists of the following counties: Anson, Cabarrus, Chatham, Hoke, Lee, Mecklenburg, Montgomery, Moore, Randolph, Richmond, Scotland, Stanly, and Union.
 - f. Distribution Region F consists of the following counties: Alexander, Alleghany, Ashe, Avery, Caldwell, Catawba, Cleveland, Gaston, Iredell, Lincoln, Surry, Watauga, Wilkes, and Yadkin.
 - g. Distribution Region G consists of the following counties: Buncombe, Burke, Cherokee, Clay, Graham, Haywood, Henderson, Jackson, Macon, Madison, McDowell, Mitchell, Polk, Rutherford, Swain, Transylvania, and Yancey.

SPOT Prioritization 7.0 Scoring & Methodology



SECTION 4

RESOURCES

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
CO ₂	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	Federal 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

DEFINITIONS OF COMMONLY USED ACRONYMS (CONTINUED)

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
LRTP	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
NAAQS	National Ambient Air Quality Standards
NADO	National Association of Development Organizations
NCAMPO	North Carolina Association of Metropolitan Planning Organizations

Acronyms	Definitions
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
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
STBGDA	Surface Transportation Block Grant-Direct Attribution

DEFINITIONS OF COMMONLY USED ACRONYMS (CONTINUED)

Acronyms	Definitions
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
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

DCHC MPO Funding Source Overview & Guidance

January 2023

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
DP	Demonstration, Priority, and Special Interest Projects	"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"	80/0/20	pages 37-38 of the 'Guide to Federal-Aid Programs and Projects' by FHWA
SHRP	Future Strategic Highway Research Program	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.	100/0/0	pages 68-69 of the 'Guide to Federal-Aid Programs and Projects' by FHWA

DCHC MPO Funding Source Overview & Guidance

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
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

DCHC MPO Funding Source Overview & Guidance

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
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
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

DCHC MPO Funding Source Overview & Guidance

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
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
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	
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/safeteau/factsheets/stp.htm

DCHC MPO Funding Source Overview & Guidance

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
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	
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

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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
Tiger	Transportation Investment Generating Economic Recovery	Discretionary funding to achieve critical national objectives.	80/0/20	http://www.dot.gov/tiger/

DCHC MPO Funding Source Overview & Guidance

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		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
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	

DCHC MPO Funding Source Overview & Guidance

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
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
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
5316-Admin	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.	100/0/0	http://www.rtachicago.com/jarc-nf/jarc-nf.html
5317	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.	80/0/20	http://www.fta.dot.gov/grants/13093_3549.html
5317-Operating	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.	50/0/50	http://www.fta.dot.gov/grants/13093_3549.html
5317-Capital	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.	80/0/20	http://www.fta.dot.gov/grants/13093_3549.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

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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
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		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 fixed guideway system or an extensions to an existing fixed guideway system.	80/0/20	http://fta.dot.gov/grants/13094_7395.html
	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	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	
	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	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	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

HELPFUL WEBSITE RESOURCES & CONTACT INFORMATION

Topic	Website
NC State Ethics Commission	https://ethics.nc.gov/
NCDOT STIP Information	https://www.ncdot.gov/initiatives-policies/Transportation/stip/Pages/default.aspx
DCHC MPO website	https://www.dchcmpo.org/
DCHC MPO Board Meeting Agendas	https://dchcmpo.legistar.com/Calendar.aspx
FHWA's MPO Planning Practices & Processes Information	http://www.fhwa.dot.gov/planning/processes/metropolitan/planning_practices/

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