



FY2024-2033 Transportation Improvement Program



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

Transportation Improvement Program

Fiscal Years 2024 – 2033

Approved August 9, 2023

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization
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Funding for this document was provided by the U.S. Department of Transportation Federal Highway Administration and Federal Transit Administration, the North Carolina Department of Transportation, and local government members of the Durham-Chapel-Hill-Carrboro Metropolitan Planning Organization.

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/work-with-us/non-discrimination-policy-title-vi, or call (919) 503-4123.

**RESOLUTION ADOPTING THE DURHAM-CHAPEL HILL-CARRBORO
METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION
IMPROVEMENT PROGRAM FOR FY2024-2033**

A motion was made by Wendy Jacobs and seconded by Jamezatta Bedford 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 Transportation Improvement Program (TIP) 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 TIP 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 TIP 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 TIP 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 TIP 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 TIP is consistent with the North Carolina Department of Transportation's (NCDOT) State Transportation Improvement Program (STIP) for the years FY2024-2027; and

WHEREAS, the FY2024-2033 TIP of the DCHC MPO is a direct subset of the currently conforming DCHC MPO 2050 Metropolitan Transportation Plan (2050 MTP); and

WHEREAS, the 2050 MTP has a planning horizon year of 2050, 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 February 10, 2021; and

WHEREAS, in accordance with 23 CFR 450.326 (d), the TIP includes, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets; and

WHEREAS, the MPO has established performance management targets for highway safety (established in the Strategic Highway Safety Plan (SHSP)), transit tier 2 providers that choose to participate in NCDOT's Group Transit Asset Management (TAM) Plan, and infrastructure condition, congestion, system reliability, emissions, and freight movement; and

WHEREAS, for years one through four (i.e., years 2024, 2025, 2026, and 2027), it is recognized that the TIP 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 FY2024-2033 Transportation Improvement Program, dated August 9, 2023, for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization on this, the 9th day of August, 2023.

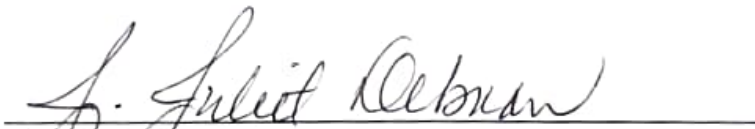


Jenn Weaver, DCHC MPO Board Chair

Durham County, North Carolina

I certify that Jenn Weaver personally appeared before me this day to affix her signature to this document.

Date: August 9, 2023



J. Juliet Debnam, Notary Public
My commission expires: October 12, 2027

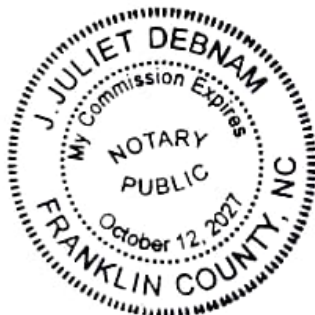


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FY2024-2033

Transportation Improvement Program

Chapter 1: Overview

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 (in entirety)
- 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, which have greater responsibilities for planning than non-TMA

MPOs, as well as receive additional funding to implement transportation projects.

The major requirement of the DCHC MPO is to implement federal transportation legislation. Federal legislation requires 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, called the Metropolitan Transportation Plan (MTP).

As part of fulfilling its requirement to the 3-C planning process, DCHC MPO is responsible for:

- Monitoring the condition of the existing transportation network;
- Identifying existing and future capacity or safety problems;
- Developing candidate transportation projects;
- Forecasting future population and employment growth for the region;
- Evaluating the effects that future land use plans will have on transportation infrastructure;
- 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 Transportation Improvement Program (TIP) Document

The purpose of this TIP 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 TIP has also met the requirements of the bipartisan Infrastructure Investment & Jobs Act (IIJA). The DCHC MPO TIP is consistent with the DCHC MPO's 2050 Metropolitan Transportation Plan (MTP) and local transportation plans, including those of transit operators. The TIP 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 TIP 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 2024-2033.

2. RELATIONSHIP BETWEEN DCHC MPO PLANS AND PROGRAMS

2.1 Comprehensive Transportation Plan (CTP)

A Comprehensive Transportation Plan (CTP) identifies desired roadway, transit, bicycle, and pedestrian improvements. While not

required by federal statute, a CTP is required for all transportation planning organizations, including the DCHC MPO, by the State of North Carolina. The CTP includes all forecasted transportation needs for thirty years, and is not fiscally restrained or restricted by expected funding levels (as is the 2050 MTP). The DCHC MPO's CTP was adopted in May 2017.

2.2 Metropolitan Transportation Plan (MTP)

The Metropolitan Transportation Plan (MTP) is a long-range, 20+ year multimodal 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 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 2050 MTP, which was adopted in February 2022 and extends through the year 2050. The 2050 MTP is a fiscally constrained subset of the CTP.

2.3 Transportation Improvement Program (TIP)

The TIP is a ten-year work program that lists all regionally significant and federally funded projects and transportation services in the MPO planning area. TIP projects include highway, public transit, bicycle and pedestrian, and rail corridor improvement projects. Any project included in this TIP must be consistent with the 2050 MTP; this ensures that the TIP

is fiscally constrained by estimated future revenues. The TIP is also consistent with the first four years of the State Transportation Improvement Program (STIP), as required by federal law. The TIP can be amended to account for changes in funding or need.

2.4 Unified Planning Work Program (UPWP)

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.

2.5 Other MPO Plans

In addition to those described above, DCHC MPO also works on other plans that inform the development of the TIP. These include, but are not limited to:

- Collector Street Plans, which inform where new roadways may be required;
- Corridor Plans, which identify potential projects to be considered

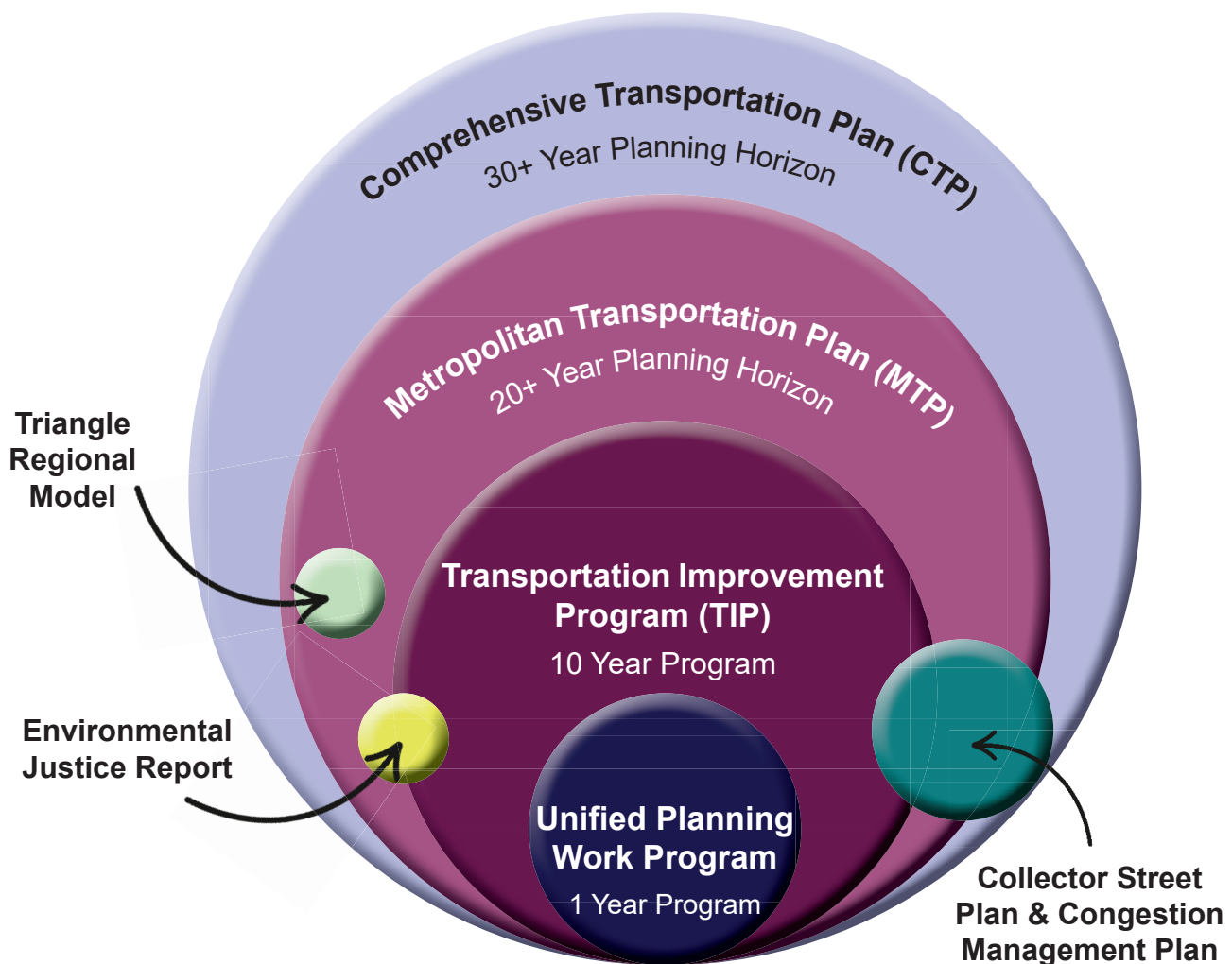


Figure 1. Relationship Between DCHC MPO Plans and Programs

for an upcoming MTP; Congestion Management Plan, which identifies future trouble spots for traffic congestion;

- The Triangle Regional Model (TRM), which is used in the development of the MTP; and
- The Environmental Justice Report, which identifies populations that have either been underserved or unduly negatively affected by past transportation efforts.

3. RELATIONSHIP BETWEEN DCHC MPO TIP AND THE STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

The DCHC MPO’s TIP works in coordination with the State of North Carolina’s State Transportation Improvement Program (STIP), developed by the North Carolina Department of Transportation (NCDOT), 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 TIP and the STIP cover a 10-year period, with the first five years (2024-2028 in this version) referred to as the delivery program and the latter five years (2029-2033 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;

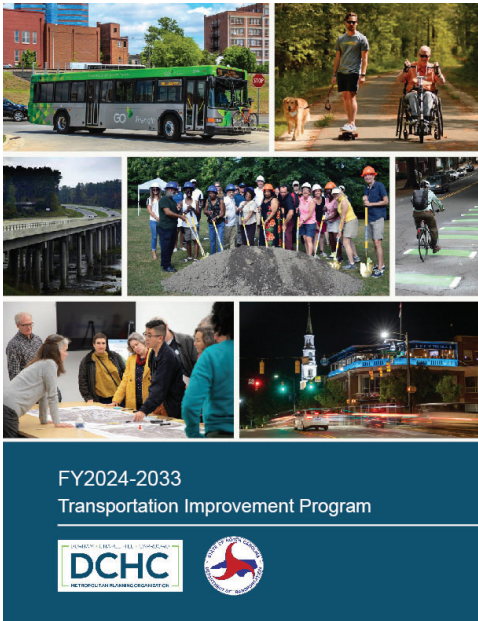
- Be fiscally constrained by year;
- Include all capital and non-capital projects using Title 23 USC or Title 49 USC funds, other than certain safety, planning, and research funds;
- Include TIPs from MPOs; and
- Provide opportunity for public comment.

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

The FY2024-2033 TIP and STIP are both developed under and conform to the 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 DCHC MPO TIP is a subset of the NCDOT's STIP and is incorporated into the STIP

4. ORGANIZATION OF THIS DOCUMENT

This FY2024-2033 TIP contains the following required documents:

- Chapter 2 describes the development of the TIP, and includes the local methodology for determining which projects to move forward in the prioritization process;
- Chapter 3 includes the financial plan and statements affirming the fiscal constraints of the TIP;
- A list of appendices follows, including:
 - » Appendix A, which lists all projects included in the TIP, and funding details;
 - » Appendix B, which shows the adopted local input points methodology for prioritization prior to the cancellation of P6.0;
 - » Appendix C, which describes the public involvement process for this TIP;
 - » Appendix D, which describes the amendment process for this TIP; and
 - » Appendix E, a glossary of acronyms and terms commonly used throughout the TIP.

FY2024-2033

Transportation Improvement Program

Chapter 2: Program Development

2. PROGRAM DEVELOPMENT

1.1 Project Identification

Projects under consideration for inclusion in the TIP must first be determined as priorities of the Metropolitan Transportation Plan (MTP). The development of the FY2024-2033 TIP program of projects initially began with the development of the 2050 MTP in 2022. During the 2050 MTP process, the DCHC MPO identified and evaluated 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 ten planning factors identified in the current federal transportation legislation, the Infrastructure Investment & Jobs Act (IIJA), 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 accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the 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;
- Emphasize the preservation of the existing transportation system;
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- Enhance travel and tourism.

Additionally, TMAs 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 2050 MTP is consistent with the MPO’s adopted Congestion Management Process (CMP).

1.3 Goals & Objectives of the DCHC MPO Presented in the 2050 MTP

There are eight goals, with accompanying objectives, identified in the adopted 2050 MTP.

Goal 1: Connect People and Places

Objectives:

- A. Increase mobility option for all communities - particularly communities of concern
- B. Achieve zero disparity of access to jobs, education, and other important destinations by race, income, or other marginalized groups

Goal 2: Ensure That All People Have Access to Multimodal and Affordable Transportation Choices

Objectives:

- A. Enhance transit services, amenities, and facilities
- B. Improve bicycle and pedestrian facilities
- C. Increase utilization of affordable non-auto travel modes

Goal 3: Manage Congestion and System Reliability

Objectives:

- A. Allow people and goods to move with greater reliability
- B. Increase efficiency of the existing transportation system through strategies such as Transportation Demand Management (TDM) and Intelligent Transportation SYstems (ITS)

Goal 4: Stimulate Inclusive Economic Vitality and Opportunity

Objectives:

- A. Improve freight movement
- B. Link land use and transportation
- C. Improve project delivery for all modes
- D. Invest in cost-effective solutions to improve travel reliability and safety
- E. Ensure equitable public participation among communities of concern

Goal 5: Ensure Equity and Participation

Objectives:

- A. Ensure that transportation investments do not create a disproportionate burden for any community
- B. Ensure equitable public participation among communities of concern

Goal 6: Improve Infrastructure Condition and Resilience

Objectives:

- A. Increase the proportion of highways and highway assets rated in 'Good' condition
- B. Maintain transit vehicles, facilities, and amenities in the best operating condition
- C. Improve the condition of bicycle and pedestrian facilities and amenities
- D. Promote resilience planning and practices
- E. Support autonomous, connected, and electric vehicles

Goal 7: Protect the Human and Natural Environment and Minimize Climate Change

Objectives:

- A. Reduce negative impacts on the natural and cultural environments
- B. Reduce transportation sector emissions
- C. Achieve net zero carbon emissions

Goal 8: Promote Safety, Health, and Well-Being

Objectives:

- A. Achieve zero deaths and serious injuries on our transportation system
- B. Provide all residents with active transport choices

2. STRATEGIC TRANSPORTATION INVESTMENTS (STI) LAW

Former Governor Pat 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.

There are three major categories for transportation-related investments within STI: Statewide Mobility, Regional Impact, and Division Needs. These categories are based on their function in the overall transportation system and are shown in Figure 2.

Projects are allowed to cascade down to a

Mode	Statewide Mobility	Regional Impact	Division Needs
Highway	<ul style="list-style-type: none"> • Interstates (existing & future) • NHS routes (July 1, 2012) • STRAHNET • ADHS Routes • Uncompleted Intrastate projects • Designated Toll Facilities 	Other US and NC Routes	<ul style="list-style-type: none"> • All County (SR) Routes • Federal-Aid Eligible Local Roads
Aviation	Large Commercial Service Airports (\$500K cap)	Other Commercial Service Airports not in Statewide (\$300K cap)	All Airports without Commercial Service (General Aviation) (\$18.5M cap)
Bicycle-Pedestrian	N/A	N/A	All projects (\$0 state funds)
Public Transportation	N/A	Service spanning two or more counties (10% cap)	All other service, including terminals and stations
Ferry	N/A	Vessel or infrastructure expansion	Replacement vessels
Rail	Freight Service on Class I Railroad Corridors	Rail service spanning two or more counties not in Statewide	All other service, including terminals and stations (no short lines)

Figure 2. STI Eligibility Definitions

lower category, so a Statewide Mobility project may be funded out of Regional Impact or Division Needs money. The division of funding in SPOT is divided among the three categories as shown in Figure 3.

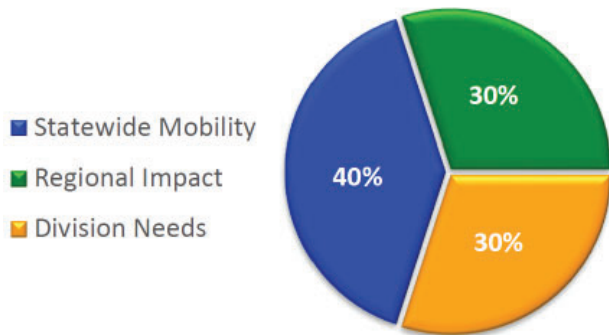


Figure 3. STI Funding

3. STRATEGIC PRIORITIZATION (SPOT) IN NORTH CAROLINA

The North Carolina Department of Transportation manages a strategic project prioritization process (SPOT) for the development of the 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 are provided regarding the submittal of new projects and the assignment of local points to projects.

3.1 SPOT Prioritization P6.0

The sixth iteration of the prioritization process (P6.0) resulted in each transportation mode using different quantitative criteria, measures, and weights to provide technical scores for projects.

Also, per the intent of STI, a normalization process was used 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 statewide for highways was 90 percent and minimum percentage statewide for non-highways was 4 percent. The remaining 6 percent was “flex” that could go to either highway or non-highway projects.

The results of the SPOT process does not necessarily mean that projects will be programmed in the order of their score and rank. Over the 10-year STIP program, funding was previously provided to the highest scoring projects. However, there are other considerations and factors in developing the actual program of projects in the TIP and STIP. 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 are also STI law provisions (including a corridor cap and individual modal caps), which direct programming decisions.

The entire program of projects must also meet budget and fiscal constraint requirements per state and federal law. P6.0 was a good example of this constraint as the cycle was cancelled due to existing overprogramming in the STIP. This cancellation occurred after project submissions had already taken place

so projects were scored and could be used for reference in the upcoming SPOT P7.0 cycle.

3.2 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 scoring process. At least two criteria must be used to allocate points, one of which must be qualitative. The DCHC MPO Board voted to adopt the MPO's methodology and send to NCDOT for review on June 9, 2021, just before the cancellation of P6.0 was announced. The DCHC MPO's methodology is located in Appendix B.

3.3 DCHC MPO Local Input Points

After the DCHC MPO Board approves the Local Ranking Methodology, the MPO applies the methodology to all submitted projects. According to the June 2021 methodology, some of the MPO's points were to be assigned by ranking projects on a 7-point scale and the remaining points would be assigned based on a set number of points per mode. Division engineers also assign local points to determine a project's final score. This point distribution by project type is shown in Figure 4. As P6.0 was cancelled prior to the allocation of local input points, an allocation report will not be provided in this TIP.

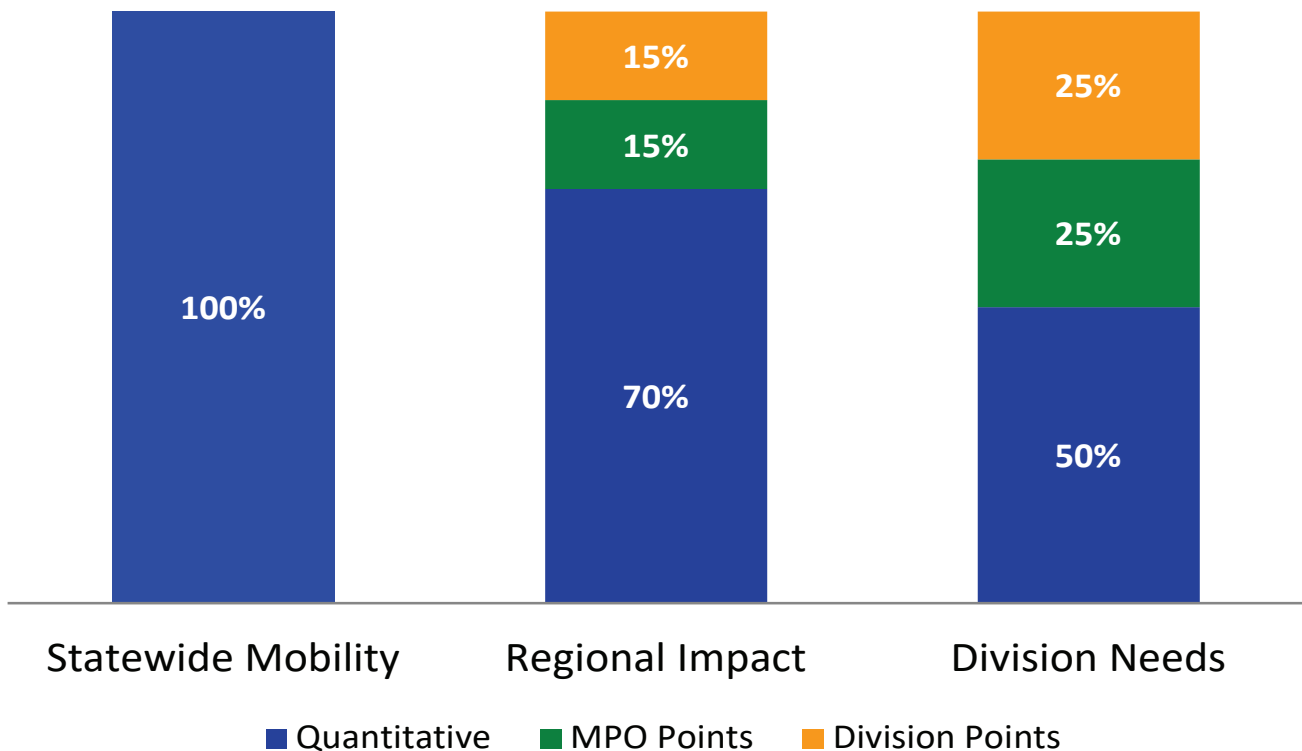


Figure 4. Local Points Distribution

4. PERFORMANCE MEASURES

The IIJA requires that MPOs, in accordance with 23 CFR 450.326 (d), shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the Metropolitan Transportation Plan, linking investment priorities to those performance targets. Therefore, through the adoption of this TIP, the DCHC MPO has established performance management targets in accordance with federal requirements. The DCHC MPO hereby adopts the following performance management targets, which match those of the State of North Carolina, for calendar year 2023:

- For the 2023 Highway Safety Improvement Plan (HSIP), the goal is to reduce total fatalities by 19.57 percent from 1,494.8 (2017-2021 average) to 1,202.2 (2019-2023 average) by December 31, 2023;
- For the 2023 Highway Safety Improvement Plan (HSIP), the goal is to reduce the fatality rate by 20.95 percent from 1.279 (2017-2021 average) to 1.011 (2019-2023 average) by December 31, 2023;
- For the 2023 Highway Safety Improvement Plan (HSIP), the goal is to reduce the total serious injuries by 30.19 percent from 4,903.4 (2017-2021 average) to 3,423.0 (2019-2023 average) by December 31, 2023;
- For the 2023 Highway Safety Improvement Plan (HSIP), the goal is to reduce the serious injury rate by 31.75 percent from 4.195 (2017-2021 average) to 2.863

(2019-2023 average) by December 31, 2023; and

- For the 2023 Highway Safety Improvement Plan (HSIP), the goal is to reduce the total nonmotorized fatalities and serious injuries by 26.52 percent from 637.2 (2017-2021 average) to 468.2 (2019-2023 average) by December 31, 2023.

The MPO has established performance management targets for highway safety (established in the Strategic Highway Safety Plan (SHSP)), transit tier 2 providers that choose to participate in NCDOT's Group Transit Asset Management (TAM) Plan, and performance management targets for infrastructure condition, congestion, system reliability, emissions, and freight movement. The MPO anticipates meeting their identified targets with the mix of projects included in the TIP aided by the Strategic Transportation Investments Prioritization and Programming process.

FY2024-2033

Transportation Improvement Program

Chapter 3: Financial Plan

1. INTRODUCTION

Federal regulations require that each Metropolitan Planning Organization (MPO) adopt a Metropolitan Transportation Improvement Program (TIP) that includes a financial plan that demonstrates how the TIP 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 of the FY2024-2033 TIP in coordination with the NCDOT's State Transportation Improvement Program (STIP) process. Revenue and cost information for projects were provided by the NCDOT STIP Unit.

NCDOT has demonstrated fiscal constraint on the FY2024-2033 STIP adopted by the North Carolina Board of Transportation on June 6, 2023. The DCHC MPO MTIP, being a subset of the STIP and under the fiscally restrained Metropolitan Transportation Plan (MTP), by extension therefore demonstrates fiscal constraint.

2. REVENUE INFORMATION ON STATE AND FEDERAL FUNDING

2.1 NCDOT PROGRAM BUDGETS - Transportation Revenue Forecast: State Budget

State transportation revenues are derived

primarily 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, vehicle fees (mostly on trucks), and transfers from the U.S. General Fund. North Carolina's transportation funding consists of roughly 75 percent state revenues and 25 percent federal revenues.

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. MFT revenues are forecasted based on crude oil prices and expected consumption, and derived from information from the US Department of Energy and IHS Global Insight, which is 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. HUT revenue is forecasted based on the number of vehicles purchased or traded in, vehicle price, and 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.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 Federal Authorization and Funding

The Fixing America’s Surface Transportation FAST Act was signed into law by President Obama on December 4, 2015. The FAST Act continued many of the policies and programs of the previous authorizing legislation, MAP-21, and would last through 2020. After a one-year extension of the FAST Act, President Biden signed into law the five-year \$1.2 trillion Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law, on November 15, 2021. The IIJA largely maintains current program structures and funding shares between highways and transit, but it includes significant expansions in funding, new discretionary and competitive grant programs, and two new formula programs. The law emphasizes the goals of creating a resilient, efficient, safe, and connected transportation system.

The primary source of both state and federal revenues for transportation are the MFT. The federal excise tax rate for motor fuel has remained at 18.4 cents per gallon (24.4 cents per gallon for diesel) since 1993 and is not indexed to inflation. In addition, while revenues from MFT have decreased in real terms over the last two decades, miles per gallon on vehicles have been increasing, meaning less revenue per mile driven. These two factors are

a major challenge for transportation funding.

Under state law, the state MFT rate is flexible and indexed to a formula tied to change in state population, the annual energy index percentage, and the Consumer Price Index. The most recent rate, as of January 1, 2023, is 40.5 cents per gallon.

2.3 Federal Aid Program

The Federal Aid 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 is expected to be about \$1,497 million in FFY 2024 and \$1,522 in FFY 2025.

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 \$359 million in FFY 2024 and \$365 million in FFY 2025, most of which will be funded by the State Highway Trust Fund. 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. A summary of these funding sources for FFY 2024 is provided in Table 1.

Table 1. Federal Aid Construction Program - FFY 2024

(\$ in Millions)

Category	Federal Funds	Required State Matching Funds	Total
National Highway Performance Program	\$715	\$179	\$894
Rail-Highway Crossing	7	0	7
Statewide Planning & Research	19	5	24
Transportation Alternatives (TA)	37	9	46
Research Development	7	2	9
Metropolitan Planning	8	2	10
Congestion Mitigation Air Quality	54	14	68
Surface Transportation Block Grant	332	83	415
Highway Safety Improvement	76	8	84
Freight	35	9	44
Carbon Reduction	32	8	40
Protect	37	9	46
Bridge	99	25	124
National Electric Vehicle Infrastructure	22	6	28
Appalachian Development	17	0	17
Total Apportionment	\$1,497	\$359	\$1,856

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.

3. PROPOSED USE OF FFY 2024 - 2027 OBLIGATION AUTHORITY

The program is fiscally constrained to the amount of funds projected to be available each year in order to prevent the Department from over committing 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. In March

2021, NCDOT developed a policy to govern the use of Advance Construction. This policy requires a yearly analysis of the Advance Construction program to ensure that the use of Advance Construction is within prescribed limits. 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 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

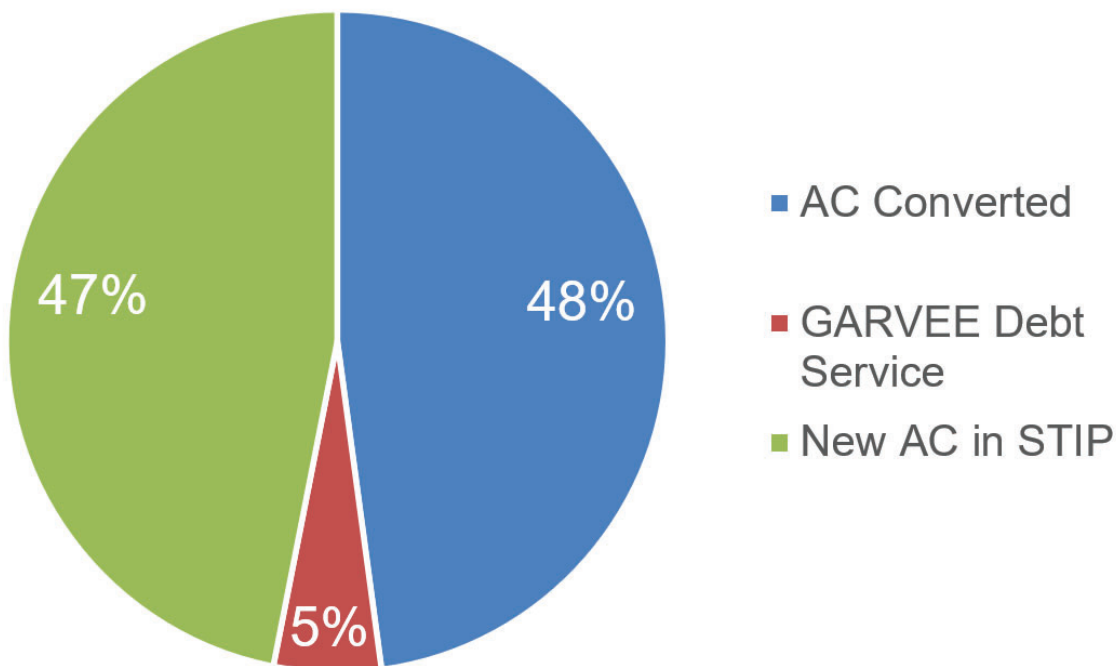


Figure 5. Proposed Use of FFY 2024 - 2027 Obligation Authority

cash management.

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 and no state funds may be committed to the debt service. Table 2 below is a summary of the GARVEE bond issuances and debt service requirements.

Table 2. GARVEE Bond Program (\$ in Millions)		
State Fiscal Year	Proceeds Including Premium	Debt Services
2008	\$299.80	\$5.06
2009		59.33
2010	263.14	67.16
2011		82.00
2012	364.9	59.84
2013		86.33
2014		86.33
2015	300.54	86.32
2016		100.00
2017	253.15	99.39
2018		95.94
2019	719.04	95.94
2020		131.63
2021		131.64
2022	306.16	154.33
2023		154.34
2024		118.08
2025		118.08
2026		118.08
2027		118.08
2028		118.08
2029		118.08
2030		118.08
2031		79.80
2032		79.79
2033		79.80
2034		79.80
2035		22.70
2036		22.70

3.1.1 BUILD NC Bonds

In 2018, Senate Bill 758 authorized NCDOT to issue Build NC bonds to finance highway projects at the regional impact and divisional need project tiers. Subject to appropriation by the General Assembly, funds from the Highway Trust Fund shall be the source for repayment of debt service. Table 3 below is a summary of Build NC bond debt service requirements.

State Fiscal Year	Proceeds Including Premium	Debt Service
2019	\$357.34	
2020		\$28.18
2021	848.69	69.26
2022	334.01	93.04
2023		121.44
2024		121.44
2025		121.44
2026		121.44
2027		121.44
2028		121.44
2029		121.43
2030		121.44
2031		121.44
2032		121.44
2033		121.44
2034		121.44
2035		93.26
2036		28.39
2037		28.39

3.2 State Highway Trust Fund

Revenues for the Trust Fund are generated from 29 percent of the state motor fuels tax,

the 3 percent use tax on the transfer of motor vehicle titles, DMV titles and other fees, and interest income. \$49 million of Trust Fund revenues are transferred each year to the NCTA for project funding, as well as \$45 million to the State Ports.

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 program and are the basis for air quality and fiscal constraint tests. The Trust Fund revenues are projected to be about \$2.2 billion for FFY 2024 and \$26.3 billion during the 10-year period. Of this \$26.3 billion in revenue, \$490 million goes to NCTA, \$611.6 million is used for program administration, \$4 million is transferred to the Highway Fund for Visitor Centers, and \$450 million is transferred to State Ports. The remaining \$24.8 billion is available for STIP purposes. After preliminary engineering, the state match for federal planning (SPR) funds, inflation, and bonus allocation, \$19.4 billion is available for programming.

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. NCDOT uses a 3% per year inflation factor. The 3% was compounded annually for the first five years, then held constant for the last five years. In FFY 2024, ½ of the inflation rate was used at 1.5 percent to ramp up to the 3 percent 2025. This allows project costs used in the Program to be shown in current FFY 2024 dollars.

Table 4. Funds Available for Programming
 (\$ in Millions)

Total State Highway Trust Fund Revenues	2024	2025	2026	2027
Less Transfers for NCTA GAP Funding	\$ 2,197.00	\$ 2,442.10	\$ 2,490.10	\$ 2,517.70
Less Transfer to Highway Fund	(49.00)	(49.00)	(49.00)	(49.00)
Less Program Administration	(0.40)	(0.40)	(0.40)	(0.40)
Less Transfer to State Ports	(51.01)	(56.71)	(57.82)	(58.46)
Less PE	(45.00)	(45.00)	(45.00)	(45.00)
Less State Match for SPR Funds	(250.00)	(250.00)	(250.00)	(250.00)
Net State Trust Fund Revenues	(9.17)	(9.35)	(9.53)	(9.53)
Less Bonus Alloc . for Tolling & Local Participation	1,792.42	2,031.64	2,078.35	2,105.31
Subtotal	\$ (79.43)	\$ (84.22)	\$ (41.87)	\$ (40.16)
Less Inflation	1,712.98	1,947.43	2,036.48	2,065.14
Total Available State Trust Funds for Programming	1,687.29	1,858.92	1,880.05	1,839.80
Total Available State Trust Funds for Programming (1000s)	1,687,289	1,858,916	1,880,048	1,839,798
Federal Aid	1,497.30	1,522.40	1,525.00	1,525.00
Less SPR Funds	(36.68)	(37.41)	(38.13)	(38.13)
Less CMAQ	(30.00)	(30.00)	(30.00)	(30.00)
Less ADHS	(16.10)	(16.10)	(16.10)	(16.10)
Less CARBON Reduction	(20.00)	(20.00)	(20.00)	(20.00)
Net Federal Aid Revenues	1,394.52	1,418.89	1,420.77	1,420.77
Less Inflation	(20.92)	(64.49)	(109.13)	(155.03)
Total Available Federal - Aid for Programming	1,373.60	1,354.40	1,311.64	1,265.74
Total Available Federal - Aid for Programming (1000s)	1,373,602	1,354,401	1,311,636	1,265,739
Total Available for Programming (State + Federal)	3,060.89	3,213.32	3,191.68	3,105.54
Check Total Subtotals (State + Federal)	3,186.94	3,450.53	3,499.12	3,526.08
Check Total Less Bonus Allocation	(79.43)	(84.22)	(41.87)	(40.16)
Check Total Less Inflation	(46.61)	(153.00)	(265.56)	(380.38)
Check Total Available for Programming	3,060.89	3,213.32	3,191.68	3,105.54
Less Transition Funding	(47.78)	(17.86)	(10.36)	-
Funds Available to Allocate to Categories	\$ 3,013.11	\$ 3,195.46	\$ 3,181.32	\$ 3,105.54
STATEWIDE	1,205.25	1,278.18	1,272.53	1,242.21
REGIONAL	903.93	958.64	954.40	931.66
LESS STBGDA ON REGIONAL AND STATEWIDE ROUTES	(22.64)	(15.73)	(9.77)	(12.69)
REGIONAL TOTAL REVISED	881.29	942.91	944.62	918.97
DIVISION	903.93	958.64	954.40	931.66

Table 4. Funds Available for Programming - cont'd
 (\$ in Millions)

2028	2029	2030	2031	2032	2033	2024 THRU 2033
\$ 2,655.85	\$ 2,731.11	\$ 2,774.82	\$ 2,806.18	\$ 2,836.62	2,887.53	\$ 26,339.01
(49.00)	(49.00)	(49.00)	(49.00)	(49.00)	(49.00)	\$ (490.00)
(0.40)	(0.40)	(0.40)	(0.40)	(0.40)	(0.40)	\$ (4.00)
(61.67)	(63.42)	(64.43)	(65.16)	(65.87)	(67.05)	\$ (611.59)
(45.00)	(45.00)	(45.00)	(45.00)	(45.00)	(45.00)	\$ (450.00)
(250.00)	(250.00)	(250.00)	(250.00)	(250.00)	(250.00)	\$ (2,500.00)
(9.53)	(9.53)	(9.53)	(9.53)	(9.53)	(9.53)	\$ (94.78)
2,240.25	2,313.76	2,356.45	2,387.09	2,416.82	2,466.55	\$ 22,188.64
\$ (41.22)	\$ (23.84)	\$ (0.20)	\$ (0.20)	\$ (0.20)	\$	\$ (311.34)
2,199.03	2,289.92	2,356.25	2,386.89	2,416.62	2,466.55	\$ 21,877.29
1,885.91	1,963.86	2,020.74	2,047.01	2,072.51	2,115.34	\$ 19,371.42
1,885,907	1,963,859	2,020,742	2,047,015	2,072,512	2,115,336	19,371,424
1,525.00	1,525.00	1,525.00	1,525.00	1,525.00	1,525.00	15,219.70
(38.13)	(38.13)	(38.13)	(38.13)	(38.13)	(38.13)	(379.13)
(30.00)	(30.00)	(30.00)	(30.00)	(30.00)	(30.00)	(300.00)
(16.10)	(16.10)	(16.10)	(16.10)	(16.10)	(16.10)	(161.00)
(20.00)	(20.00)	(20.00)	(20.00)	(20.00)	(20.00)	(200.00)
1,420.77	1,420.77	1,420.77	1,420.77	1,420.77	1,420.77	14,179.57
(202.31)	(202.31)	(202.31)	(202.31)	(202.31)	(202.31)	(1,563.41)
1,218.46	1,218.46	1,218.46	1,218.46	1,218.46	1,218.46	\$ 12,616.16
1,218,465	1,218,465	1,218,465	1,218,465	1,218,465	1,218,465	12,616,165
3,104.37	3,182.32	3,239.21	3,265.48	3,290.98	3,333.80	31,987.59
3,661.02	3,734.53	3,777.22	3,807.86	3,837.59	3,887.32	36,368.21
(41.22)	(23.84)	(0.20)	(0.20)	(0.20)	-	(311.34)
(515.43)	(528.37)	(537.82)	(542.18)	(546.41)	(553.52)	(4,069.28)
3,104.37	3,182.32	3,239.21	3,265.48	3,290.98	3,333.80	31,987.59
-	-	-	-	-	-	(76.00)
\$ 3,104.37	\$ 3,182.32	\$ 3,239.21	\$ 3,265.48	\$ 3,290.98	\$ 3,333.80	\$ 31,911.59
1,241.75	1,272.93	1,295.68	1,306.19	1,316.39	1,333.52	12,764.64
931.31	954.70	971.76	979.64	987.29	1,000.14	9,573.48
(4.84)	(1.38)	(0.31)	0.00	0.00	0.00	(67.36)
926.47	953.32	971.45	979.64	987.29	1,000.14	9,506.12
931.31	954.70	971.76	979.64	987.29	1,000.14	9,573.48

3.3.1 State Highway Fund

Revenues for the Highway Fund are generated from the state motor fuels tax and DMV fees. The Highway Fund primarily supports projects that maintain the state's existing transportation system. This includes general maintenance, roadside environmental activities, resurfacing highways, replacing bridges, paving unpaved secondary roads, and state aid to municipalities. Funds are distributed across North Carolina based on need.

3.4 Cash Model

NCDOT uses a cash model to manage its operation on a cash-flow basis; the Department 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 requires the cash target to be 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 requires the minimum cash balance to be at least 7.5 percent of the total appropriations for the current fiscal year. If this minimum is not maintained, no further transportation project contract commitments may be entered into until the minimum is exceeded. Session Law 2014-100 Senate Bill 744 Section 34.23(c) established a cash balance maximum of one billion dollars. If the balance exceeds the maximum, the

Department must report to the General Assembly and Fiscal Research the reasons for exceeding the maximum and the plans to reduce the balance.

3.5 The North Carolina Turnpike Authority (NCTA)

NCTA is a public agency of the State of North Carolina located within NCDOT. NCTA's mission is to supplement the traditional non-toll transportation system serving the citizens of North Carolina by accelerating the delivery of roadway projects using alternative financing options and facilitating the development, delivery, and operation of an integrated system of toll roads. The Triangle Expressway, North Carolina's first modern toll facility is approximately 18.8 miles of new highway construction, extending the partially complete Raleigh "Outer Loop" around the greater Raleigh area from I-40 in the north to the NC 55 Bypass in the south, opening fully to traffic on January 2, 2013.

The Monroe Expressway, the second all electronic toll facility in North Carolina, opened to traffic on November 27, 2018. The Monroe Expressway is approximately 19.8 miles of new highway construction that serves as a bypass to U.S. 74 from I-485 in eastern Mecklenburg County to U.S. 74 between the towns of Wingate and Marshville in Union County. Since the STI law passed in June 2013, the identification of potential Turnpike projects has fallen under the strategic project prioritization process. Funding for Turnpike projects may be derived from a combination of state transportation revenues, federal aid dollars, and toll revenue bonds.

Total revenues for the Triangle Expressway were \$54.0 million and \$39.1 million for FFY

2022 and FFY 2021 respectively. FFY 2022 total revenues increased by 38.8 percent year-over-year (YOY) when compared to FFY 2021. Operating expenses for the Triangle Expressway totaled \$14.1 million and \$13.9 million for FFY 2022 and FFY 2021 respectively. FFY 2022 operating expenses increased by 1.7 percent YOY from the previous year due.

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 Central Pines Regional Council.

Local funding is provided as the non-federal matching funds for federal Congestion Mitigation Air Quality (CMAQ), Surface Transportation Block Grant – Direct Attributable (BGDA), Carbon Reduction - Direct Attributable (CRPDA), and Transportation Alternatives Program - Direct Attributable (TADA) funding. Each of these federal funding sources requires a 20 percent local match.

The DCHC MPO's distribution of BGDA funds to local jurisdictions and agencies has been based on the BGDA funding distribution policy that was approved by the DCHC MPO Board in October 2015. In November 2021, the DCHC MPO Board adopted an additional Federal Funding Policy which establishes a competitive funding pool for some of those BGDA funds, as well as other available funds, called Regional Flexible Funding.

These funding sources are typically used within DCHC for public transportation, bicycle and pedestrian projects, and Transportation Demand Management (TDM), administered by the Central Pines Regional Council. By DCHC policy, local governments are discouraged from allocating resources from these funding sources to highway projects.

Local funding is provided as the match for public transportation projects using CMAQ, BGDA, CRPDA, or TADA. Typically, for public transportation 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 (CIP).

4.1 BGDA and TADA Funding Programs

BGDA and TADA funds are directly allocated to the DCHC MPO annually, based on the population of the urbanized area. As of FY 2024, the DCHC MPO receives approximately \$6.6 million annually in BGDA funds and just over \$400,000 annually in TADA funds. BGDA can be used for many different planning, highway, transit, or bicycle/pedestrian projects. The DCHC MPO has a policy to not use BGDA

for highway projects, unless the BGDA funds are applied to the project for project costs related to incidental bicycle and pedestrian improvements. An example of the DCHC MPO BGDA distribution policy can be found in Figure 6 below.

TADA was created under MAP-21 and continues under the IIJA. TMAs, such as DCHC MPO, receive a direct allocation of TADA annually, based on the population of the urbanized area. Federal legislation requires that TADA projects be selected through a competitive process. TADA 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.

In 2023, the DCHC MPO held a Call for Projects for FY2024-2025 BGDA, CMAQ, and TADA funds, as well as prior year CRPDA funds. This was the second call under the new Federal Funding Policy.

4.2 Project Screening & Prioritization Process for TADA Funding

The DCHC MPO policy related to programming TADA funds requires MPO member jurisdictions and agencies to submit project funding requests to the MPO staff. Projects are evaluated based on the DCHC MPO Federal Funding Policy. The MPO TC then makes a

STEP 1

FY 2024 Available BGDA Funds	\$6,611,815
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STEP 2

Central Pines Planning	\$84,500
LPA Routine Planning	\$1,400,000
LPA Extra Planning	\$0

Remainder	\$5,127,315
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STEP 3

Transit	\$1,310,103	GoTriangle	\$244,309
		GoDurham	\$599,581
		Chapel Hill Transit	\$438,940
		Orange Public Transit	\$27,273

Regional Flexible Funding (RFF)	\$1,197,009
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BGDA funds here are then combined with any other existing funds for competitive call for projects

Local Discretionary	\$2,620,203	City of Durham	\$1,713,397
		Town of Chapel Hill	\$438,190
		Town of Carrboro	\$196,397
		Town of Hillsborough	\$112,592
		Durham County	\$45,014
		Orange County	\$91,334
		Chatham County	\$23,279

Figure 6. Example of DCHC MPO Fund Distribution Policy

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 TADA funding be selected through a competitive process.

4.2.1 Screening Criteria

- Projects must be eligible for federal aid, such as bike and pedestrian projects serve a transportation purpose;
- Projects must be locally administered and meet reporting requirements;
- Projects must be in current MTP or adopted local plan;
- Projects must have an eligible project phase such as transit capital or construction;
- Projects must have a committed local match;
- Total project cost must be at least \$100,000

4.2.2 Scoring Methodology

- Requests for funding for new and existing projects will be scored separately. The MPO prioritizes shortfall funding requests to encourage project completion over starting new ones.
- Funding priority is given to non-roadway projects in the adopted MTP, and capital projects over studies
- **Existing Projects (9 total points)**
 - » 3 points - Percent increase in request over original budget
 - » 3 points - Highest phase completed
 - » 3 points - Previously received shortfall funds

- **New Projects (115 total points)**

- » 10 points - Connectivity
- » 10 points - Access to transit
- » 10 points - Population and Employment Density
- » 30 points - Project phase
- » 10 points - Local priority
- » 15 points - Environmental Justice and Equity
- » 15 points - Safety
- » 15 points - Emission/VMT Reduction

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 (BG)
- National Highway System (NHS)
- Highway Bridge Program (HFP)
- Interstate Maintenance (NHPIM)
- Recreational Trails Program (NRT)
- 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 DCHC staff, projects are scored, and then selected projects are submitted to NCDOT for review. As of May 2023, CMAQ projects are being reviewed by NCDOT on a rolling basis rather than on a yearly deadline. 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.

Table 5. (Inflated) Summary of Highway Project Funding						
(Estimated Cost are in Thousands of Dollars)						
FUNDING SOURCE	FUNDING DESCRIPTION	FUNDING TYPE	FY2024	FY2025	FY2026	FY2027
BFP	Federal Bridge Improvement Program - Formula	Federal	253	1,936	697	776
BGANY	Surface Transportation Block Grant Program (Any Area)	Federal	1,332	3,136	-	-
BGDA	Surface Transportation Block Grant Program (Direct Attributable)	Federal	5,405	6,878	6,326	7,297
BGDACV	COVID Relief Funds	Federal	335	-	-	-
CMAQ	Congestion Mitigation	Federal	1,572	227	-	-
CRPDA	Carbon Reduction Program - Direct Attributable (All MPOs)	Federal	805	830	854	-
HSIP	Highway Safety Improvement Program	Federal	775	317	24	-
L	Local	Other	2,308	1,812	1,007	831
NHFP	National Highway Freight Program	Federal	5,622	5,623	2,922	8,187
NHP	National Highway Performance Program	Federal	63,458	62,393	21,323	31,615
NHPIM	National Highway Performance Program (Interstate Maintenance)	Federal	5,677	2,329	9,812	23,807
S	State	State	2	-	-	-
S(M)	State Match for STBGDA or GARVEE Projects	State	4,452	-	-	-
T	Highway Trust Funds	State	3,485	1,175	1,149	1,133
TA	Transportation Alternatives Program (Uncategorized)	Federal	12	-	-	-
TADA	Transportation Alternatives Program (Direct Attributable)	Federal	841	866	892	919
		SUBTOTAL	96,334	87,522	45,006	74,565

5. HIGHWAY FUNDING FOR MPO-SPECIFIC PROJECTS

Following the adoption of the FY2024-2033 STIP by the NCDOT Board of Transportation, 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 TIP is a subset of the STIP, so the TIP is also fiscally constrained. The estimated costs account for inflation. Table 5

presents a summary of funding for highway projects located within the DCHC MPO area for FY2024-2027.

6. NON-HIGHWAY FUNDING FOR MPO-SPECIFIC PROJECTS

Following the adoption of the FY2024-2033 STIP by the NCDOT Board of Transportation, NCDOT provided each MPO with funding summary tables for projects located within their MPO area. The funding summary

Table 6. (Inflated) Summary of Non-Highway Project Funding

(Estimated Cost are in Thousands of Dollars)

FUNDING SOURCE	FUNDING DESCRIPTION	FUNDING TYPE	FY2024	FY2025	FY2026	FY2027
5307	Urbanized Area Formula Program (FUZ)	Federal	292	-	-	
5339(b)	Capital Program - Bus Earmark (FBUS) - Discretionary Grant	Federal	9,500	-	-	-
BGANY	Surface Transportation Block Grant Program (Any Area)	Federal	10,310	-	-	-
BGDA	Surface Transportation Block Grant Program (Direct Attributable)	Federal	1,534	-	-	-
BGDACV	COVID Relief Funds	Federal	-	-	758	-
CMAQ	Congestion Mitigation	Federal	376	-	-	-
HP	High Priority	Federal	2,354	-	-	-
L	Local	Other	7,226	576	1,866	330
RR	Rail-Highway Safety	Federal	183	14	13	-
S	State	State	78	57	59	61
T	Highway Trust Fund	State	16,605	29,829	9,751	3,121
TA	Transportation Alternatives Program (Uncategorized)	Federal	226	233	240	247
TAANY	Transportation Alternatives Program (Any Area)	Federal	4,427	2,317	7,467	1,322
		SUBTOTAL	53,111	33,026	20,154	5,081
		Total	149,445	120,548	65,160	79,646

tables demonstrate that the STIP is fiscally constrained. The TIP is a subset of the STIP, so the TIP is also fiscally constrained. The estimated costs account for inflation. Table 6 presents a summary of funding for non-highway projects located within the DCHC MPO area for FY2024-2027.

7. SUMMARY OF FY2024-2027 PROJECT COSTS BY FUNDING SOURCE

The three primary sources of funding used to fund projects and programs in the DCHC MPO's TIP 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 FY2024-2027 is just under \$415 million. This is an increase of 24 percent from the first four years of the previous TIP. This increase is in contrast to the previous decrease of 7 percent going into the FY2020-2023 TIP, or the 27 percent decrease from FY2016-2019 to FY2018-2021. Federal funds in the FY2024-2027 STIP have also increased again from 61 percent in the previous STIP to 79 percent, and state funds have decreased again from 32 percent to 17 percent of total funds.

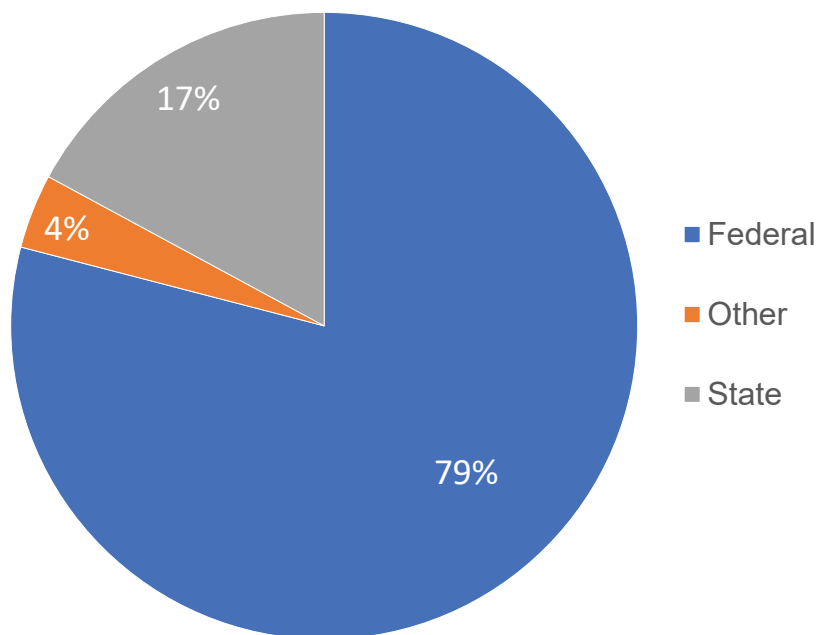


Figure 7. Summary of FY2024-2027 Project Costs by Funding Source

FY2024-2033

Transportation Improvement Program

Appendix A: 10-Year Program of Projects

1. OVERVIEW

This appendix presents the 10-year program of projects included in the FY2024-2033 TIP. 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.

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.

Projects are broken out into two sections: 1) a complete list of all projects with funding summaries, 2) a complete list of projects with funding details broken out.

Appendix A1. Project Summaries

2024-2033 STATE TRANSPORTATION IMPROVEMENT PROGRAM

NOTES: AMOUNTS SHOWN ARE PROJECT ESTIMATE AMOUNTS REMAINING. ANY AMOUNTS PROGRAMMED FOR ACTIVITIES OTHER THAN RIGHT-OF-WAY, UTILITIES, OR CONSTRUCTION ARE INCLUDED UNDER "OTHER ACTIVITIES".

BASIC PROJECT INFORMATION																				FISCAL YEAR PROJECT PHASE SCHEDULED TO START				
COUNTY(S)	ROUTE/CITY	RESPONSIBLE AGENCY	DESCRIPTION	MODE	FUNDING PROGRAM	DIVISION(S)	MPOs/RPOs	PROJECT ID	STI CATEGORY FUNDED	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR CONSTRUCTION	PROJECTED SCHEDULE FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS NEEDED	COMMENT				
ORANGE	SR 1005 (OLD GREENSBORO ROAD)	NCDOT	REPLACE BRIDGE 670085 OVER PHIL'S CREEK.	HIGHWAY	BRIDGES	7	DURHAM-CHAPEL HILL-CARRBORO MPO	B-5348	HIGHWAY FUND											UNDER CONSTRUCTION				
DURHAM	US 15 / US 501 NORTHBOUND	NCDOT	REPLACE BRIDGE 310080 OVER SR 1308 (CORNWALLIS ROAD) IN DURHAM.	HIGHWAY	BRIDGES	5	DURHAM-CHAPEL HILL-CARRBORO MPO	B-5674	REGION C	BFP	2027	\$700,000			2028	\$5,450,000			\$6,150,000					
ORANGE	NC 86	NCDOT	REPLACE BRIDGE 670049 OVER NORTH CAROLINA RAILROAD / NORFOLK SOUTHERN RAILROAD.	HIGHWAY	BRIDGES	7	DURHAM-CHAPEL HILL-CARRBORO MPO	B-6037	REGION D	BFP	2024	\$250,000			2025	\$2,500,000			\$2,750,000					
STATEWIDE	VARIOUS	NCDOT	BRIDGE REPLACEMENT PROGRAM - UNPROGRAMMED BALANCE	HIGHWAY	BRIDGES	99	STATEWIDE PROJECT	B-8888	DIVISION SW	BGOFF					2022	\$0								
STATEWIDE	VARIOUS	NCDOT	BRIDGE REPLACEMENT PROGRAM - UNPROGRAMMED BALANCE	HIGHWAY	BRIDGES	99	STATEWIDE PROJECT	B-8888DIV	DIVISION SW	BFP					2022	\$0								
STATEWIDE	VARIOUS	NCDOT	BRIDGE REPLACEMENT PROGRAM - UNPROGRAMMED BALANCE	HIGHWAY	BRIDGES	99	STATEWIDE PROJECT	B-8888REG	REGION SW	BFP					2022	\$0								
STATEWIDE	VARIOUS	NCDOT	BRIDGE REPLACEMENT PROGRAM - UNPROGRAMMED BALANCE	HIGHWAY	BRIDGES	99	STATEWIDE PROJECT	B-8888SW	STATEWIDE MOBILITY	BFP					2022	\$0								
STATEWIDE	VARIOUS	NCDOT	BRIDGE INSPECTION PROGRAM.	HIGHWAY	BRIDGES	99	STATEWIDE PROJECT	B-9999									2020	\$7,200,000	\$7,200,000	IN PROGRESS				
STATEWIDE	VARIOUS	NCDOT	BRIDGE INSPECTION PROGRAM.	HIGHWAY	BRIDGES	99	STATEWIDE PROJECT	B-9999DIV	DIVISION SW	BG							2020	\$7,200,000	\$7,200,000					
STATEWIDE	VARIOUS	NCDOT	BRIDGE INSPECTION PROGRAM.	HIGHWAY	BRIDGES	99	STATEWIDE PROJECT	B-9999REG	REGION SW	BG							2020	\$9,600,000	\$9,600,000					
STATEWIDE	VARIOUS	NCDOT	BRIDGE INSPECTION PROGRAM.	HIGHWAY	BRIDGES	99	STATEWIDE PROJECT	B-9999SW	STATEWIDE MOBILITY	BG							2020	\$9,600,000	\$9,600,000					
STATEWIDE	VARIOUS	NCDOT	ESTABLISH BRIDGE MANAGEMENT SYSTEM.	HIGHWAY	BRIDGES	99	STATEWIDE PROJECT	BK-5100	DIVISION SW											IN PROGRESS				
STATEWIDE	VARIOUS	NCDOT	DECK PRESERVATION AT 15 SELECTED LOCATIONS.	HIGHWAY	BRIDGES	99	STATEWIDE PROJECT	BK-5101	DIVISION SW											UNDER CONSTRUCTION				
STATEWIDE	VARIOUS	NCDOT	BRIDGE PAINTING AT 19 SELECTED LOCATIONS.	HIGHWAY	BRIDGES	99	STATEWIDE PROJECT	BK-5102	DIVISION SW											IN PROGRESS				
DURHAM	SR 1127 (CHAPEL HILL STREET); WEST CLUB BOULEVARD	DURHAM	WEST CLUB BOULEVARD, WASHINGTON ST TO SR 1322 (BROAD ST); BLACKWELL STREET / CORCORAN STREET / FOSTER STREET, ATT TRAILHEAD TO WASHINGTON STREET; SR 1127 (CHAPEL HILL STREET), RAMSEUR STREET TO SWIFT AVENUE IN DURHAM. CONSTRUCT BUFFERED BICYCLE LANES.	BIKE/PED	LOCALLY SELECTED	5	DURHAM-CHAPEL HILL-CARRBORO MPO	BL-0028	DIVISION 5	CMAQ, L, BGDA					2023	\$911,000	2022	\$154,000	\$1,065,000					
DURHAM	US 15 BUSINESS / US 501 BUSINESS (DURHAM-CHAPEL HI	DURHAM	SR 2295 (SOUTH ROXBORO ROAD), SR 1158 (CORNWALLIS ROAD) TO SUMMIT STREET; SOUTH ROXBORO STREET, SHADY CREEK DRIVE TO MARTIN LUTHER KING JR. PARKWAY; SR 1322 (BROAD STREET), US 70 BUSINESS (MAIN STREET) TO GUESS ROAD; US 15 BUSINESS / US 501 BUSINESS (DURHAM-CHAPEL HILL BOULEVARD), NATION AVENUE TO SR 1183 (UNIVERSITY DRIVE) IN DURHAM. CONSTRUCT BUFFERED BICYCLE LANES.	BIKE/PED	LOCALLY SELECTED	5	DURHAM-CHAPEL HILL-CARRBORO MPO	BL-0030	DIVISION 5	BGDA, BGDACV, L					2022	\$162,000	2022	\$36,000	\$198,000					
DURHAM	BIVINS STREET; CLEVELAND STREET; CORPORATION STREE	DURHAM	ENGLEWOOD AVENUE; GEORGIA AVENUE TO WATTS STREET; KNOX STREET, WATTS STREET TO ACADIA STREET; BIVINS STREET, SR 1127 (CHAPEL HILL ROAD) TO ARNETTE AVENUE; IREDELL STREET, US 70 BUSINESS (MAIN STREET) TO WEST CLUB BOULEVARD; MARYLAND AVENUE, WEST CLUB BOULEVARD TO ELLERBE CREEK TRAIL; CLEVELAND STREET / CORPORATION STREET, US 70 BUSINESS / NC 98 (HOLLOWAY STREET) TO RIGSBEE AVENUE; JUNIPER STREET, SPRUCE STREET TO GUTHRIE AVENUE; LINCOLN STREET / GRANT STREET, LAWSON STREET TO LAKELAND STREET; RIDGEWAY AVENUE / LAKELAND STREET, LAWSON STREET TO MATHISON STREET; LAVENDER AVENUE, ELGIN STREET TO STEPHENSON STREET; STEPHENSON STREET, LAVENDER AVENUE TO SR 1669 (CLUB BOULEVARD); UMSTEAD STREET / LODGE STREET, SR 1118 (FAYETTEVILLE STREET) TO FARGO STREET IN DURHAM. CONSTRUCT BICYCLE ACCOMODATIONS.	BIKE/PED	LOCALLY SELECTED	5	DURHAM-CHAPEL HILL-CARRBORO MPO	BL-0031	DIVISION 5	L, BGDA					2023	\$340,000	2022	\$60,000	\$400,000					
ORANGE	NC 54	NCDOT	WESTBROOK DRIVE IN CARRBORO TO WEST OF US 15 / US 501 / NC 86 (SOUTH COLUMBIA STREET) INTERCHANGE IN CHAPEL HILL. CONSTRUCT SIDEWALK AND INSTALL PEDESTRIAN SIGNALS, CROSSWALKS, AND REFUGE ISLANDS AT SELECTED LOCATIONS.	BIKE/PED	LOCALLY SELECTED	7	DURHAM-CHAPEL HILL-CARRBORO MPO	BL-0044	DIVISION 7	BGDA, L, S					2023	\$1,311,000	2022	\$175,000	\$1,486,000	"S" FUNDING REFLECTS SPOT SAFETY ALLOCATION.				
DURHAM	(HORTON ROAD) SR 1443	NCDOT	NC 157 (GUESS ROAD) TO US 501 (ROXBORO ROAD) IN DURHAM. CONSTRUCT MULTI-USE PATH AND COMPLETE SIDEWALK GAPS.	HIGHWAY	LOCALLY SELECTED	5	DURHAM-CHAPEL HILL-CARRBORO MPO	BL-0063	EXEMPT	CMAQ, L	2023	\$571,000			2024	\$275,000	2023	\$359,000	\$1,205,000					
CHATHAM	VARIOUS	NCDOT	NORTH SIDE OF GOVERNORS DRIVE TO EXISTING SIDEWALK ON MOUNT CARMEL CHURCH DRIVE. CONSTRUCT SIDEWALK. INTERSECTION OF MORNING DRIVE AND VILLAGE PARK DRIVE, AND INTERSECTION OF US 15 / US 501 AND OLD LYSTRA ROAD. INSTALL PEDESTRIAN SIGNALS AND CROSSWALKS.	BIKE/PED	LOCALLY SELECTED	8	DURHAM-CHAPEL HILL-CARRBORO MPO	BL-0070	DIVISION 8	BGDA, BGDACV, L, S					2023	\$175,000	2023	\$5,000	\$180,000	"S" FUNDING REFLECTS HIGH IMPACT / LOW COST (HILC) FUNDS.				
DURHAM, WAKE, FRANKLIN, GRANVILLE, PERSON, VANCE, WARREN	VARIOUS	NCDOT	DIVISION 5 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS.	BIKE/PED	OTHER	5	KERR-TAR RPO, CAPITAL AREA MPO, DURHAM-CHAPEL HILL-CARRBORO MPO	BO-2405	DIVISION 5	S, TA					2024	\$5,000,000			\$5,000,000					

2024-2033 STATE TRANSPORTATION IMPROVEMENT PROGRAM

BASIC PROJECT INFORMATION									FISCAL YEAR PROJECT PHASE SCHEDULED TO START											
COUNTY(S)	ROUTE/CITY	RESPONSIBLE AGENCY	DESCRIPTION	MODE	FUNDING PROGRAM	DIVISION(S)	MPOs/RPOs	PROJECT ID	STI CATEGORY FUNDED	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR CONSTRUCTION	PROJECTED SCHEDULE FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS NEEDED	COMMENT
ALAMANCE, CASWELL, GUILFORD, ORANGE, ROCKINGHAM	VARIOUS	NCDOT	DIVISION 7 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS.	BIKE/PED	OTHER	7	PIEDMONT TRIAD RPO, BURLINGTON-GRAHAM MPO, DURHAM-CHAPEL HILL-CARRBORO MPO, GREENSBORO URBAN AREA MPO, HIGH POINT URBAN AREA MPO, TRIANGLE AREA RPO	BO-2407	DIVISION 7	S, TA					2024	\$5,000,000			\$5,000,000	
CHATHAM, MONTGOMERY, MOORE, RANDOLPH, HOKE, LEE, RICHMOND, SCOTLAND	VARIOUS	NCDOT	DIVISION 8 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS.	BIKE/PED	OTHER	8	LUMBER RIVER RPO, TRIANGLE AREA RPO, Piedmont Triad RPO, High Point Urban Area MPO, Durham-Chapel Hill-Carrboro MPO	BO-2408	DIVISION 8	S, TA					2024	\$5,000,000			\$5,000,000	
ORANGE	MORGAN CREEK GREENWAY	CHAPEL HILL	EXISTING MORGAN CREEK GREENWAY IN CHAPEL HILL TO SR 1919 SMITH LEVEL ROAD. CONSTRUCT GREENWAY AND CONNECTIONS.	BIKE/PED	OTHER	7	DURHAM-CHAPEL HILL-CARRBORO MPO	BO-2415	DIVISION 7	BGDA, L, TADA	2023	\$1,173,000			2024	\$1,197,000			\$2,370,000	
STATEWIDE	VARIOUS	NCDOT	BRIDGE PRESERVATION ISSUES AT SELECTED SITES.	HIGHWAY	BRIDGES	99	STATEWIDE PROJECT	BP-5500												
STATEWIDE	VARIOUS	NCDOT	BRIDGE PRESERVATION ISSUES AT SELECTED SITES.	HIGHWAY	BRIDGES	99	STATEWIDE PROJECT	BP-5500DIV	DIVISION SW											
STATEWIDE	VARIOUS	NCDOT	BRIDGE PRESERVATION ISSUES AT SELECTED SITES.	HIGHWAY	BRIDGES	99	STATEWIDE PROJECT	BP-5500REG	REGION SW											
STATEWIDE	VARIOUS	NCDOT	BRIDGE PRESERVATION ISSUES AT SELECTED SITES.	HIGHWAY	BRIDGES	99	STATEWIDE PROJECT	BP-5500SW	STATEWIDE MOBILITY											
STATEWIDE	VARIOUS	NCDOT	DEPARTMENT OF MOTOR VEHICLES (DMV), VEHICLE EMISSION COMPLIANCE SYSTEM. UPGRADE NORTH CAROLINA'S MOTOR VEHICLE EMISSIONS INSPECTION AND MAINTENANCE (I/M) PROGRAM.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	C-3600	EXEMPT											IN PROGRESS BY DEPARTMENT OF MOTOR VEHICLES
STATEWIDE	NORTH CAROLINA STATE UNIVERSITY	NORTH CAROLINA STATE UNIVERSITY	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.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	C-4902	EXEMPT											IN PROGRESS BY NORTH CAROLINA STATE UNIVERSITY
STATEWIDE	NORTH CAROLINA STATE UNIVERSITY	NORTH CAROLINA STATE UNIVERSITY	PHASE 2 OF IMPLEMENTATION	HIGHWAY	OTHER	99	STATEWIDE PROJECT	C-4902A	EXEMPT											
WAKE, DURHAM, ORANGE	TRIANGLE J COUNCIL OF GOVERNMENTS	TRIANGLE J COUNCIL OF GOVERNMENTS (COG)	TRANSPORTATION DEMAND MANAGEMENT PROGRAM FOR ORGANIZATIONS IN TRIANGLE OZONE NON-ATTAINMENT AREA.	HIGHWAY	OTHER	5, 7	CAPITAL AREA MPO, DURHAM-CHAPEL HILL-CARRBORO MPO	C-4924	EXEMPT											
WAKE, DURHAM, ORANGE	TRIANGLE J COUNCIL OF GOVERNMENTS	NCDOT	TRANSPORTATION DEMAND MANAGEMENT PROGRAM FOR ORGANIZATIONS IN CAPITAL AREA MPO (CAMPO)	HIGHWAY	OTHER	5, 7	CAPITAL AREA MPO, DURHAM-CHAPEL HILL-CARRBORO MPO	C-4924A	EXEMPT											IN PROGRESS
WAKE, DURHAM, ORANGE	TRIANGLE J COUNCIL OF GOVERNMENTS	NCDOT	TRANSPORTATION DEMAND MANAGEMENT PROGRAM FOR ORGANIZATIONS IN DURHAM-CHAPEL HILL-CARRBORO (DCHC)	HIGHWAY	OTHER	5, 7	CAPITAL AREA MPO, DURHAM-CHAPEL HILL-CARRBORO MPO	C-4924B	EXEMPT	CMAQ, L					2022	\$714,000			\$714,000	IN PROGRESS
DURHAM	SR 1317 (MORRENE ROAD)	DURHAM	NEAL ROAD TO SR 1320 (ERWIN ROAD) IN DURHAM. CONSTRUCT BIKE LANES AND SIDEWALKS.	HIGHWAY	TRANSITION	5	DURHAM-CHAPEL HILL-CARRBORO MPO	C-4928	DIVISION 5	BGANY, BGDA, CMAQ, L	2022	\$3,060,000			2023	\$7,371,000			\$10,431,000	PLANNING / DESIGN / RIGHT-OF-WAY / CONSTRUCTION BY CITY OF DURHAM - IN PROGRESS
ORANGE	SR 1750 (NORTH ESTES DRIVE)	CHAPEL HILL	NC 86 (MARTIN LUTHER KING, JR. BOULEVARD) TO CASWELL DRIVE IN CHAPEL HILL. CONSTRUCT FIVE FOOT SIDEWALKS AND FIVE FOOT BIKE LANES. NC 86 (MARTIN LUTHER KING, JR. BOULEVARD) TO ELLIOTT ROAD IN CHAPEL HILL. CONSTRUCT TEN FOOT MULTI-USE PATH.	HIGHWAY	LOCALLY SELECTED	7	DURHAM-CHAPEL HILL-CARRBORO MPO	C-5179	EXEMPT	BGDA, BGDACV, CMAQ, L					2020	\$5,058,000			\$5,058,000	UNDER CONSTRUCTION BY TOWN OF CHAPEL HILL
ORANGE	JONES CREEK GREENWAY	CARRBORO	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.	HIGHWAY	TRANSITION	7	DURHAM-CHAPEL HILL-CARRBORO MPO	C-5181	EXEMPT	BGDA, CMAQ, L					2023	\$910,000	2022	\$12,000	\$922,000	
DURHAM	VARIOUS	DURHAM	CONSTRUCT SIDEWALKS IN DURHAM.	HIGHWAY	LOCALLY SELECTED	5	DURHAM-CHAPEL HILL-CARRBORO MPO	C-5183	EXEMPT											
DURHAM	SR 1945 (S. ALSTON AVE.)	DURHAM	SR 1171 (RIDDLE RD.) TO CAPPS ST.	HIGHWAY	LOCALLY SELECTED	5	DURHAM-CHAPEL HILL-CARRBORO MPO	C-5183B	EXEMPT	BGDA, CMAQ, L					2023	\$1,346,000			\$1,346,000	UNDER CONSTRUCTION
ORANGE	RIVERWALK TRAIL	HILLSBOROUGH	RIVERWALK TRAIL, PHASE III IN HILLSBOROUGH. CONSTRUCT A PAVED OFF-ROAD TAIL 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 GREE	HIGHWAY	TRANSITION	7	DURHAM-CHAPEL HILL-CARRBORO MPO	C-5184	EXEMPT											UNDER CONSTRUCTION BY TOWN OF HILLSBOROUGH
STATEWIDE	VARIOUS	NCDOT	STATEWIDE CMAQ PROJECTS TO IMPROVE AIR QUALITY WITHIN NONATTAINMENT AND MAINTENANCE AREAS.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	C-5600	EXEMPT											
DURHAM, ORANGE, CHATHAM	VARIOUS	NCDOT	PROJECTS TO IMPROVE CONGESTION AND AIR QUALITY IN THE DURHAM / CHAPEL HILL / CARRBORO MPO.	HIGHWAY	OTHER	5, 7, 8	DURHAM-CHAPEL HILL-CARRBORO MPO	C-5605	EXEMPT	CMAQ, L	2020	\$447,000			2020	\$6,095,000	2020	\$2,051,000	\$8,593,000	IN PROGRESS
DURHAM	VARIOUS	DURHAM	INSTALL SIGNS & KIOSKS	HIGHWAY	OTHER	5	DURHAM-CHAPEL HILL-CARRBORO MPO	C-5605H	EXEMPT	CMAQ, L					2023	\$605,000			\$605,000	
ORANGE	SR 1919 (SMITH LEVEL ROAD / SOUTH GREENSBORO STRE	CARRBORO	PUBLIC WORKS DRIVE TO NORTH END OF OLD PITTSBORO ROAD IN CARRBORO. CONSTRUCT SIDEWALK ON ONE SIDE.	HIGHWAY	LOCALLY SELECTED	7	DURHAM-CHAPEL HILL-CARRBORO MPO	C-5650	DIVISION 7	BGANY, BGDACV, CMAQ, L	2023	\$125,000			2024	\$2,624,000			\$2,749,000	
STATEWIDE	VARIOUS	NORTH CAROLINA CLEAN ENERGY TECHNOLOGY CENTER	NORTH CAROLINA CLEAN ENERGY TECHNOLOGY CENTER. CONDUCT A CLEAN-FUEL ADVANCED TECHNOLOGY OUTREACH AND AWARENESS PROGRAM, INCLUDING EMISSIONS-REDUCING SUB-AWARDS, IN ALL CMAQ-ELIGIBLE COUNTIES.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	C-5702	EXEMPT											
STATEWIDE	VARIOUS	NORTH CAROLINA CLEAN ENERGY TECHNOLOGY CENTER	NORTH CAROLINA CLEAN ENERGY TECHNOLOGY CENTER. CONDUCT A CLEAN-FUEL ADVANCED TECHNOLOGY OUTREACH AND AWARENESS PROGRAM IN ALL CMAQ-ELIGIBLE COUNTIES.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	C-5702A	EXEMPT											IN PROGRESS

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BASIC PROJECT INFORMATION									FISCAL YEAR PROJECT PHASE SCHEDULED TO START											
COUNTY(S)	ROUTE/CITY	RESPONSIBLE AGENCY	DESCRIPTION	MODE	FUNDING PROGRAM	DIVISION(S)	MPOs/RPOs	PROJECT ID	STI CATEGORY FUNDED	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR CONSTRUCTION	PROJECTED SCHEDULE FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS NEEDED	COMMENT
STATEWIDE	VARIOUS	NORTH CAROLINA CLEAN ENERGY TECHNOLOGY CENTER	NORTH CAROLINA CLEAN ENERGY TECHNOLOGY CENTER. EMISSIONS-REDUCING SUB-AWARDS IN ALL CMAQ-ELIGIBLE COUNTIES.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	C-5702B	EXEMPT											IN PROGRESS
STATEWIDE	VARIOUS	NORTH CAROLINA CLEAN ENERGY TECHNOLOGY CENTER	NORTH CAROLINA CLEAN ENERGY TECHNOLOGY CENTER. EMISSIONS-REDUCING SUB-AWARDS IN ALL CMAQ-ELIGIBLE COUNTIES.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	C-5702C	EXEMPT											
STATEWIDE	VARIOUS	NORTH CAROLINA CLEAN ENERGY TECHNOLOGY CENTER	NORTH CAROLINA CLEAN ENERGY TECHNOLOGY CENTER. CONDUCT A CLEAN-FUEL ADVANCED TECHNOLOGY OUTREACH AND AWARENESS PROGRAM IN ALL CMAQ-ELIGIBLE COUNTIES.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	C-5702D	EXEMPT	CMAQ, L							2022	\$3,258,000	\$3,258,000	
STATEWIDE	VARIOUS	NORTH CAROLINA CLEAN ENERGY TECHNOLOGY CENTER	NORTH CAROLINA CLEAN ENERGY TECHNOLOGY CENTER. EMISSIONS-REDUCING SUB-AWARDS IN ALL CMAQ-ELIGIBLE COUNTIES.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	C-5702E	EXEMPT	CMAQ, L							2022	\$5,584,000	\$5,584,000	
STATEWIDE	VARIOUS	NCDOT	NATIONAL RECREATIONAL TRAILS.	BIKE/PED	OTHER	99	STATEWIDE PROJECT	E-4018	DIVISION SW	TA					2020	\$19,200,000			\$19,200,000	IN PROGRESS
STATEWIDE	VARIOUS	NCDOT	STATEWIDE PEDESTRIAN FACILITIES PROGRAM.	BIKE/PED	PRE-STI (HISTORIC)	99	STATEWIDE PROJECT	EB-3314	PRE-STI (TRANSITION)											UNDER CONSTRUCTION
STATEWIDE	VARIOUS	NCDOT	ROADWAY IMPROVEMENTS FOR BICYCLE SAFETY ON STATE AND LOCAL DESIGNATED BIKE ROUTES.	BIKE/PED	OTHER	99	STATEWIDE PROJECT	EB-4411												IN PROGRESS
DURHAM, ORANGE	SR 2220 (OLD CHAPEL HILL ROAD) SR 1838 (OLD DURHAM)	DURHAM	US 15 / US 501 IN ORANGE COUNTY TO SR 1116 (GARRETT ROAD) IN DURHAM COUNTY. BICYCLE, PEDESTRIAN, AND TRANSIT IMPROVEMENTS; AND CONSTRUCTION OF ROUNDABOUT.	HIGHWAY	PRE-STI (HISTORIC)	5, 7	DURHAM-CHAPEL HILL-CARRBORO MPO	EB-4707	PRE-STI (TRANSITION)											
ORANGE, DURHAM	SR 1838 / SR 2220	NCDOT	US 15 / US 501 IN ORANGE COUNTY TO SR 1113 (POPE ROAD) IN DURHAM COUNTY	HIGHWAY	TRANSITION	5, 7	DURHAM-CHAPEL HILL-CARRBORO MPO	EB-4707A	PRE-STI (TRANSITION)											UNDER CONSTRUCTION
DURHAM	SR 2220	NCDOT	SR 1113 (POPE ROAD) TO SR 1116 (GARRETT ROAD)	HIGHWAY	TRANSITION	5	DURHAM-CHAPEL HILL-CARRBORO MPO	EB-4707B	PRE-STI (TRANSITION)											UNDER CONSTRUCTION
DURHAM	NC 751 / SR 1183 / SR 2220 / NON-SYSTEM (UNIVERSIT	DURHAM	SR 1116 (GARRETT ROAD) TO SR 1158 (CORNWALLIS ROAD) IN DURHAM. ADD BICYCLE LANES AND PEDESTRIAN IMPROVEMENTS.	BIKE/PED	TRANSITION	5	DURHAM-CHAPEL HILL-CARRBORO MPO	EB-5514	PRE-STI (TRANSITION)											UNDER CONSTRUCTION BY CITY OF DURHAM
DURHAM	LASALLE STREET	DURHAM	KANGAROO DRIVE TO SPRUNT AVENUE IN DURHAM. CONSTRUCT SIDEWALKS ON BOTH SIDES FROM KANGAROO DRIVE TO US 70 BUSINESS (HILLSBOROUGH ROAD) AND ON ONE SIDE FROM HILLSBOROUGH ROAD TO SPRUNT AVENUE.	BIKE/PED	STI (PRIORITIZATION)	5	DURHAM-CHAPEL HILL-CARRBORO MPO	EB-5703	DIVISION 5	L, TAANY	2022	\$150,000			2023	\$1,300,000			\$1,450,000	RIGHT-OF-WAY IN PROGRESS
DURHAM	RAYNOR STREET	DURHAM	NORTH MIAMI BOULEVARD TO NORTH HARDEE STREET IN DURHAM. CONSTRUCT SIDEWALK ON ONE SIDE OF STREET.	BIKE/PED	STI (PRIORITIZATION)	5	DURHAM-CHAPEL HILL-CARRBORO MPO	EB-5704	DIVISION 5	L, TAANY	2022	\$169,000			2023	\$580,000			\$749,000	RIGHT-OF-WAY IN PROGRESS
DURHAM	NC 54	DURHAM	NC 55 TO RESEARCH TRIANGLE PARK WESTERN LIMIT IN DURHAM. CONSTRUCT SECTIONS OF SIDEWALK ON SOUTH SIDE.	BIKE/PED	STI (PRIORITIZATION)	5	DURHAM-CHAPEL HILL-CARRBORO MPO	EB-5708	DIVISION 5	L, SRTS, TAANY	2021	\$177,000			2023	\$430,000			\$607,000	RIGHT-OF-WAY IN PROGRESS
DURHAM	US 501 BYPASS (NORTH DUKE STREET)	DURHAM	MURRAY AVENUE TO US 501 BUSINESS (NORTH ROXBORO ROAD) IN DURHAM. CONSTRUCT SIDEWALK ON EAST SIDE TO FILL IN EXISTING GAPS.	BIKE/PED	STI (PRIORITIZATION)	5	DURHAM-CHAPEL HILL-CARRBORO MPO	EB-5715	DIVISION 5	L, TAANY	2021	\$296,000			2023	\$2,680,000			\$2,976,000	RIGHT-OF-WAY IN PROGRESS BY CITY OF DURHAM
DURHAM	BRYANT BRIDGE NORTH / GOOSE CREEK WEST TRAIL	DURHAM	NC 55 TO TO DREW-GRANBY PARK IN DURHAM. CONSTRUCT SHARED-USE PATH AND CONNECTING SIDEWALKS.	BIKE/PED	STI (PRIORITIZATION)	5	DURHAM-CHAPEL HILL-CARRBORO MPO	EB-5720	DIVISION 5	HP, L, TAANY	2024	\$14,000			2024	\$6,020,000			\$6,034,000	SCOPE AND COST OF EB-5833 PROJECT IS COMBINED WITH EB-5720. HP REPRESENTS FUNDS FROM 2023 FEDERAL APPROPRIATIONS ACT.
ORANGE	ORANGE COUNTY BICYCLE ROUTE 1	CHAPEL HILL	CLELAND DRIVE TO WILLOW DRIVE IN CHAPEL HILL. UPGRADE EXISTING OFF-ROAD PATH AND CONSTRUCT NEW SECTION OF PATH.	BIKE/PED	STI (PRIORITIZATION)	7	DURHAM-CHAPEL HILL-CARRBORO MPO	EB-5721	DIVISION 7	L, TADA					2023	\$1,571,000			\$1,571,000	
DURHAM	NC 157 / SR 1322 (GUESS ROAD)	DURHAM	HILLCREST DRIVE TO SR 1407 (WEST CARVER STREET) IN DURHAM. CONSTRUCT SIDEWALKS ON BOTH SIDES.	BIKE/PED	STI (PRIORITIZATION)	5	DURHAM-CHAPEL HILL-CARRBORO MPO	EB-5834	DIVISION 5	BGDACV, L, TAANY	2025	\$204,000			2026	\$1,293,000	2023	\$108,000	\$1,605,000	
DURHAM	NC 55 (ALSTON AVENUE)	DURHAM	SR 1171 (RIDDLE ROAD) TO CECIL STREET IN DURHAM. CONSTRUCT SIDEWALK ON EAST SIDE TO FILL IN MISSING GAPS.	BIKE/PED	STI (PRIORITIZATION)	5	DURHAM-CHAPEL HILL-CARRBORO MPO	EB-5835	DIVISION 5	L, TAANY	2027	\$50,000			2028	\$1,196,000	2023	\$105,000	\$1,351,000	
DURHAM	THIRD FORK CREEK TRAIL	DURHAM	SOUTHERN BOUNDARIES PARK TO AMERICAN TOBACCO TRAIL IN DURHAM. CONSTRUCT SHARED USE PATH AND SIDEWALKS, AND INSTALL BEACON AT SR 1158 (CORNWALLIS ROAD) CROSSING.	BIKE/PED	STI (PRIORITIZATION)	5	DURHAM-CHAPEL HILL-CARRBORO MPO	EB-5837	DIVISION 5	L, TAANY	2023	\$17,000			2024	\$5,600,000			\$5,617,000	
ORANGE	SR 1005 (JONES FERRY ROAD)	CARRBORO	DAVIE ROAD TO SR 1010 (WEST MAIN STREET) IN CARRBORO. CONSTRUCT SIDEWALK ON NORTH SIDE.	BIKE/PED	STI (PRIORITIZATION)	7	DURHAM-CHAPEL HILL-CARRBORO MPO	EB-5880	DIVISION 7	L, TAANY	2024	\$31,000			2025	\$441,000	2023	\$89,000	\$561,000	
ORANGE	SR 1780 (ESTES DRIVE)	CHAPEL HILL	SR 1772 (NORTH GREENSBORO STREET) IN CARRBORO TO NC 86 (MARTIN LUTHER KING, JR. BOULEVARD) IN CHAPEL HILL. BICYCLE AND PEDESTRIAN IMPROVEMENTS.	BIKE/PED	STI (PRIORITIZATION)	7	DURHAM-CHAPEL HILL-CARRBORO MPO	EB-5886	DIVISION 7											
ORANGE	SR 1780 (ESTES DRIVE)	NCDOT	SR 1772 (NORTH GREENSBORO STREET) TO SOUTH OF NORFOLK-SOUTHERN RR TRACKS IN CARRBORO	BIKE/PED	STI (PRIORITIZATION)	7	DURHAM-CHAPEL HILL-CARRBORO MPO	EB-5886A	DIVISION 7	L, TAANY	2024	\$46,000			2026	\$848,000	2022	\$170,000	\$1,064,000	PLANNING / DESIGN / RIGHT-OF-WAY BY TOWN OF CARRBORO. CONSTRUCTION ADMINISTRATION BY DIV. 7.
ORANGE	SR 1780 (ESTES DRIVE)	NCDOT	SOUTH OF NORFOLK-SOUTHERN RR TRACKS TO NC 86 (MARTIN LUTHER KING, JR. BLVD) IN CHAPEL HILL	BIKE/PED	STI (PRIORITIZATION)	7	DURHAM-CHAPEL HILL-CARRBORO MPO	EB-5886B	DIVISION 7	L, TAANY	2023	\$864,000			2025	\$3,104,000	2022	\$534,000	\$4,502,000	PLANNING / DESIGN / RIGHT-OF-WAY BY TOWN OF CHAPEL HILL. CONSTRUCTION ADMINISTRATION BY DIV. 7.
ORANGE	BARNES STREET	CARRBORO	KING STREET TO SR 1005 (JONES FERRY ROAD) IN CARRBORO. CONSTRUCT SIDEWALK.	BIKE/PED	STI (PRIORITIZATION)	7	DURHAM-CHAPEL HILL-CARRBORO MPO	EB-5890	DIVISION 7	L, TAANY	2024	\$16,000			2025	\$230,000	2023	\$46,000	\$292,000	
DURHAM	DURHAM BELTLINE TRAIL	DURHAM	PETTIGREW STREET TO AVONDALE DRIVE IN DURHAM. CONSTRUCT MULTI-USE TRAIL ON FORMER RAIL CORRIDOR.	BIKE/PED	STI (PRIORITIZATION)	5	DURHAM-CHAPEL HILL-CARRBORO MPO	EB-5904	DIVISION 5	BGDA, DP, L, TAANY, TADA					2023	\$17,409,000			\$17,409,000	RIGHT-OF-WAY IN PROGRESS BY CITY OF DURHAM; "DP" FUNDING REFLECTS REBUILDING AMERICAN INFRASTRUCTURE WITH SUSTAINABILITY AND EQUITY (RAISE) GRANT
ORANGE	NC 54	CARRBORO	ANDERSON PARK TO JAMES STREET IN CARRBORO. CONSTRUCT MULTI-USE PATH ON NORTH SIDE OF NC 54.	BIKE/PED	STI (PRIORITIZATION)	7	DURHAM-CHAPEL HILL-CARRBORO MPO	EB-5994	DIVISION 7	L, TAANY	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$43,000			FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$1,188,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$238,000	\$1,469,000	
ORANGE	US 15 / US 501	CHAPEL HILL	WILLOW DRIVE TO SR 1741 / SR 1838 (OLD DURHAM-CHAPEL HILL ROAD) IN CHAPEL HILL. CONSTRUCT MULTI-USE PATHS.	BIKE/PED	STI (PRIORITIZATION)	7	DURHAM-CHAPEL HILL-CARRBORO MPO	EB-5998	DIVISION 7	L, TAANY					2026	\$3,500,000	2023	\$204,000	\$3,704,000	COORDINATE WITH U-5304

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BASIC PROJECT INFORMATION									FISCAL YEAR PROJECT PHASE SCHEDULED TO START													
COUNTY(S)	ROUTE/CITY	RESPONSIBLE AGENCY	DESCRIPTION	MODE	FUNDING PROGRAM	DIVISION(S)	MPOs/RPOs	PROJECT ID	STI CATEGORY FUNDED	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR CONSTRUCTION	PROJECTED SCHEDULE FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS NEEDED	COMMENT		
STATEWIDE	VARIOUS	NCDOT	SAFE ROUTES TO SCHOOL EDUCATION.	BIKE/PED	OTHER	99	STATEWIDE PROJECT	EB-6033	DIVISION SW												IN PROGRESS	
STATEWIDE	VARIOUS	NCDOT	RAILS TO TRAILS PROGRAM	BIKE/PED	OTHER	99	STATEWIDE PROJECT	EB-6037	DIVISION SW												LOCAL FUNDS REPRESENT LOCAL MATCH FOR RIGHT-OF-WAY AND CONSTRUCTION OF TRAILS BY LOCAL GOVERNMENTS.	
ORANGE	MORGAN CREEK GREENWAY	CARRBORO	WESTERN SECTION, SR 1919 (SMITH LEVEL ROAD) TO UNIVERSITY LAKE IN CARRBORO. CONSTRUCT GREENWAY AND CONNECTIONS.	BIKE/PED	TRANSITION	7	DURHAM-CHAPEL HILL-CARRBORO MPO	EL-4828	PRE-STI (TRANSITION)												PLANNING, DESIGN, RIGHT-OF-WAY AND CONSTRUCTION BY TOWN OF CARRBORO	
ORANGE	MORGAN CREEK GREENWAY (CARRBORO)	CARRBORO	PHASE 1 - ABBEY LANE TO SR 1919 (SMITH LEVEL ROAD) IN CARRBORO AND PIEDMONT EMC UTILITY EASEMENT TO SR 1919 (SMITH LEVEL ROAD) IN CARRBORO. CONSTRUCT GREENWAY AND CONNECTIONS.	BIKE/PED	PRE-STI (HISTORIC)	7	DURHAM-CHAPEL HILL-CARRBORO MPO	EL-4828A	PRE-STI (TRANSITION)	BGDA, L, TADA				2023	\$1,568,000						\$1,568,000	
STATEWIDE	VARIOUS	NCDOT	SIDEWALK PROGRAM IN ALL FOURTEEN HIGHWAY DIVISIONS.	BIKE/PED	PRE-STI (HISTORIC)	99	STATEWIDE PROJECT	ER-2971	PRE-STI (TRANSITION)												IN PROGRESS - \$182,000 IN STPDA FUNDS ALLOCATED TO ER-2971E	
STATEWIDE	VARIOUS	NCDOT	VEGETATION MANAGEMENT - CLEAR ZONE IMPROVEMENT AND MANAGEMENT STATEWIDE.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	ER-5600	DIVISION SW	STPE				2022	\$4,000,000						\$4,000,000	IN PROGRESS
STATEWIDE	VARIOUS	NCDOT	BRIDGE REPLACEMENT PROGRAM - UNPROGRAMMED BALANCE	HIGHWAY	BRIDGES	99	STATEWIDE PROJECT	HB-8888	DIVISION SW	BGOFF				2024	\$353,413,000						\$353,413,000	
STATEWIDE	VARIOUS	NCDOT	BRIDGE REPLACEMENT PROGRAM - UNPROGRAMMED BALANCE	HIGHWAY	BRIDGES	99	STATEWIDE PROJECT	HB-8888DIV	DIVISION SW	BFP				2024	\$155,544,000						\$155,544,000	
STATEWIDE	VARIOUS	NCDOT	BRIDGE REPLACEMENT PROGRAM - UNPROGRAMMED BALANCE	HIGHWAY	BRIDGES	99	STATEWIDE PROJECT	HB-8888REG	REGION SW	BFP				2024	\$155,544,000						\$155,544,000	
STATEWIDE	VARIOUS	NCDOT	BRIDGE REPLACEMENT PROGRAM - UNPROGRAMMED BALANCE	HIGHWAY	BRIDGES	99	STATEWIDE PROJECT	HB-8888SW	STATEWIDE MOBILITY	BFP				2024	\$207,391,000						\$207,391,000	
STATEWIDE	VARIOUS	NCDOT	BRIDGE INSPECTION PROGRAM INSPECTIONS.	HIGHWAY	BRIDGES	99	STATEWIDE PROJECT	HB-9999A														
STATEWIDE	VARIOUS	NCDOT	BRIDGE INSPECTION PROGRAM INSPECTIONS.	HIGHWAY	BRIDGES	99	STATEWIDE PROJECT	HB-9999ADIV	DIVISION SW	T							2021	\$117,000,000			\$117,000,000	
STATEWIDE	VARIOUS	NCDOT	BRIDGE INSPECTION PROGRAM INSPECTIONS.	HIGHWAY	BRIDGES	99	STATEWIDE PROJECT	HB-9999AREG	REGION SW	T							2021	\$117,000,000			\$117,000,000	
STATEWIDE	VARIOUS	NCDOT	BRIDGE INSPECTION PROGRAM INSPECTIONS.	HIGHWAY	BRIDGES	99	STATEWIDE PROJECT	HB-9999ASW	STATEWIDE MOBILITY	T							2021	\$156,000,000			\$156,000,000	
STATEWIDE	VARIOUS	NCDOT	BRIDGE INSPECTION PROGRAM STRUCTURE INVENTORY AND APPRAISAL.	HIGHWAY	BRIDGES	99	STATEWIDE PROJECT	HB-9999B														
STATEWIDE	VARIOUS	NCDOT	BRIDGE INSPECTION PROGRAM STRUCTURE INVENTORY AND APPRAISAL.	HIGHWAY	BRIDGES	99	STATEWIDE PROJECT	HB-9999BDIV	DIVISION SW	T							2021	\$9,000,000			\$9,000,000	
STATEWIDE	VARIOUS	NCDOT	BRIDGE INSPECTION PROGRAM ANALYSIS.	HIGHWAY	BRIDGES	99	STATEWIDE PROJECT	HB-9999C														
STATEWIDE	VARIOUS	NCDOT	BRIDGE INSPECTION PROGRAM ANALYSIS.	HIGHWAY	BRIDGES	99	STATEWIDE PROJECT	HB-9999CDIV	DIVISION SW	T							2021	\$11,700,000			\$11,700,000	
STATEWIDE	VARIOUS	NCDOT	BRIDGE INSPECTION PROGRAM ANALYSIS.	HIGHWAY	BRIDGES	99	STATEWIDE PROJECT	HB-9999CREG	REGION SW	T							2021	\$11,700,000			\$11,700,000	
STATEWIDE	VARIOUS	NCDOT	BRIDGE INSPECTION PROGRAM ANALYSIS.	HIGHWAY	BRIDGES	99	STATEWIDE PROJECT	HB-9999CSW	STATEWIDE MOBILITY	T							2021	\$15,600,000			\$15,600,000	
DURHAM	VARIOUS	NCDOT	CONSTRUCT ACCESS ROAD AND INTERSECTION IMPROVEMENTS AT SR 1004 (OLD OXFORD ROAD), SR 1794 (TEKNIKA PARKWAY), AND SR 2635 (INTERNATIONAL DRIVE).	HIGHWAY	ECONOMIC DEVELOPMENT	5	DURHAM-CHAPEL HILL-CARRBORO MPO	HE-0007	DIVISION 5												THIS IS AN ECONOMIC DEVELOPMENT PROJECT FOR MERCK.	
DURHAM	SR 1004 (OLD OXFORD ROAD)	NCDOT	FIRST AVE (MERCK DRIVEWAY). CONSTRUCT RIGHT TURN LANE.	HIGHWAY	ECONOMIC DEVELOPMENT	5	DURHAM-CHAPEL HILL-CARRBORO MPO	HE-0007A	DIVISION 5	T				2023	\$165,000		2023	\$25,000			\$190,000	THIS IS AN ECONOMIC DEVELOPMENT PROJECT FOR MERCK.
DURHAM	SR 1794 (TEKNIKA PARKWAY)	NCDOT	SR 1632 (RED MILL ROAD) CONSTRUCT TURN LANES AND SIGNALIZE INTERSECTION.	HIGHWAY	ECONOMIC DEVELOPMENT	5	DURHAM-CHAPEL HILL-CARRBORO MPO	HE-0007B	DIVISION 5	T	2023	\$95,000			2023	\$815,000		2023	\$90,000		\$1,000,000	THIS IS AN ECONOMIC DEVELOPMENT PROJECT FOR MERCK. RIGHT-OF-WAY IN PROGRESS
DURHAM	SR 2635 (INTERNATIONAL DRIVE)	NCDOT	SR 1004 (OLD OXFORD RD) TO NEW LOCATION. CONSTRUCT NEW LANES.	HIGHWAY	ECONOMIC DEVELOPMENT	5	DURHAM-CHAPEL HILL-CARRBORO MPO	HE-0007C	DIVISION 5	T							2023	\$600,000			\$600,000	THIS IS AN ECONOMIC DEVELOPMENT PROJECT FOR MERCK. PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY
GRANVILLE, DURHAM	I-85 / US 15	NCDOT	NORTH OF SR 1637 (REDWOOD ROAD) IN DURHAM COUNTY TO SOUTH OF US 15 / SR 1100 (GATE ONE ROAD) IN GRANVILLE COUNTY. PAVEMENT REHABILITATION.	HIGHWAY	INTERSTATE MAINTENANCE	5	DURHAM-CHAPEL HILL-CARRBORO MPO, CAPITAL AREA MPO, KERR-TAR RPO	HI-0001	STATEWIDE MOBILITY	NHPIM				2022	\$5,665,000						\$5,665,000	UNDER CONSTRUCTION
DURHAM	I-885	NCDOT	I-40 TO 0.4 MILES NORTH OF TW ALEXANDER DRIVE. PAVEMENT REHABILITATION.	HIGHWAY	INTERSTATE MAINTENANCE	5	DURHAM-CHAPEL HILL-CARRBORO MPO	HI-0023	STATEWIDE MOBILITY	NHPIM				2024	\$3,300,000						\$3,300,000	
STATEWIDE	VARIOUS	NCDOT	INTERSTATE MAINTENANCE PROGRAM - UNPROGRAMMED BALANCE	HIGHWAY	INTERSTATE MAINTENANCE	99	STATEWIDE PROJECT	HI-9999	STATEWIDE MOBILITY	NHPIM				2028	\$760,210,000						\$760,210,000	
ORANGE	EXCHANGE PARK LANE	HILLSBOROUGH	SOUTH CHURTON STREET TO FARIBAULT LANE IN HILLSBOROUGH. REPAIR BRIDGE 670241 OVER ENO RIVER.	HIGHWAY	LOCALLY SELECTED	7	DURHAM-CHAPEL HILL-CARRBORO MPO	HL-0045	DIVISION 7	BGDACV, L				2023	\$153,000		2021	\$20,000			\$173,000	
DURHAM, ORANGE, CHATHAM	VARIOUS	NCDOT	UNALLOCATED CARBON REDUCTION PROGRAM FUNDS IN THE DURHAM PLANNING ORGANIZATION.	HIGHWAY	LOCALLY SELECTED	5, 7, 8	DURHAM-CHAPEL HILL-CARRBORO MPO	HL-0094	EXEMPT	CRPDA, L				2023	\$4,945,000						\$4,945,000	
MECKLENBURG, WAKE, GUILFORD, FORSYTH, DURHAM, CABARRUS, GASTON, JOHNSTON, UNION, CATAWBA, DAVIDSON, IREDELL, ORANGE, ROWAN, NASH, DAVIE, EDGECOMBE, GRANVILLE, HAYWOOD	VARIOUS	NCDOT	NCDOT TRAFFIC SYSTEMS OPERATIONS. INSTALL STATEWIDE ITS DEVICE OPERATIONS.	HIGHWAY	OTHER	4, 5, 7, 9, 10, 12, 14	CHARLOTTE REGIONAL TPO, CAPITAL AREA MPO, DURHAM-CHAPEL HILL-CARRBORO MPO, WINSTON-SALEM URBAN AREA MPO, GREENSBORO URBAN AREA MPO, CABARRUS-ROWAN MPO, HIGH POINT URBAN AREA MPO, GASTON-CLEVELAND-LINCOLN MPO, GREATER HICKORY MPO, ROCKY MOUNT URBAN AREA MP	HO-0005	EXEMPT	CMAQ, S(M)				2022	\$21,605,000						\$21,605,000	UNDER CONSTRUCTION.

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BASIC PROJECT INFORMATION								FISCAL YEAR PROJECT PHASE SCHEDULED TO START													
COUNTY(S)	ROUTE/CITY	RESPONSIBLE AGENCY	DESCRIPTION	MODE	FUNDING PROGRAM	DIVISION(S)	MPOs/RPOs	PROJECT ID	STI CATEGORY FUNDED	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR CONSTRUCTION	PROJECTED SCHEDULE FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS NEEDED	COMMENT	
MECKLENBURG, WAKE, GUILFORD, FORSYTH, DURHAM, CABARRUS, GASTON, JOHNSTON, UNION, CATAWBA, DAVIDSON, IREDELL, ORANGE, ROWAN, LINCOLN, NASH, CHATHAM, DAVIE, EDGEcombe, FRANKLIN, GRANVILLE, HAYWOOD, PERSON, SWAIN	NORTH CAROLINA DEPARTMENT OF ENVIRONMENT AND NATUR	NCDOT	NORTH CAROLINA AIR AWARENESS OUTREACH PROGRAM TO PROVIDE EDUCATION AND PRODUCE DAILY AIR QUALITY FORECAST.	HIGHWAY	OTHER	4, 5, 7, 8, 9, 10, 12, 14	CHARLOTTE REGIONAL TPO, CAPITAL AREA MPO, DURHAM-CHAPEL HILL-CARRBORO MPO, CABARRUS-ROWAN MPO, WINSTON-SALEM URBAN AREA MPO, GASTON-CLEVELAND-LINCOLN MPO, GREENSBORO URBAN AREA MPO, HIGH POINT URBAN AREA MPO, GREATER HICKORY MPO, KERR-TAR RPO, ROCKY MOUNT	HO-0009	EXEMPT	CMAQ, L, S								2022	\$1,604,000	\$1,604,000	"S" FUNDING REFLECTS PARTICIPATION BY DAQ
STATEWIDE	STATEWIDE TRAFFIC OPERATIONS	NCDOT	IMPLEMENT STATEWIDE TRAFFIC OPERATIONS ACTIVITIES SUCH AS TRAFFIC MANAGEMENT CENTERS, TRAVELER INFORMATION, INTELLIGENT TRANSPORTATION SYSTEMS (ITS), AND TRAFFIC INCIDENT AND EVENT MANAGEMENT.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	HO-0010	STATEWIDE MOBILITY												
WAKE, IREDELL, MECKLENBURG, ROWAN, CLEVELAND, UNION, CABARRUS, GASTON, JOHNSTON, DURHAM, LINCOLN, FRANKLIN, ORANGE, CHATHAM, GRANVILLE, HARNETT	STATEWIDE TRAFFIC OPERATIONS	NCDOT	IMPLEMENT STATEWIDE TRAFFIC OPERATIONS ACTIVITIES SUCH AS TRAFFIC MANAGEMENT CENTERS, TRAVELER INFORMATION, INTELLIGENT TRANSPORTATION SYSTEMS (ITS), AND TRAFFIC INCIDENT AND EVENT MANAGEMENT IN THE TRIANGLE AND METROLINA AREAS.	HIGHWAY	OTHER	4, 5, 6, 7, 8, 9, 10, 12	CAPITAL AREA MPO, CHARLOTTE REGIONAL TPO, GASTON-CLEVELAND-LINCOLN MPO, CABARRUS-ROWAN MPO, DURHAM-CHAPEL HILL-CARRBORO MPO	HO-0010A	STATEWIDE MOBILITY	CRPANY, S(M)								2023	\$4,000,000	\$4,000,000	
STATEWIDE	STATEWIDE TRAFFIC OPERATIONS	NCDOT	IMPLEMENT STATEWIDE TRAFFIC OPERATIONS ACTIVITIES SUCH AS TRAFFIC MANAGEMENT CENTERS, TRAVELER INFORMATION, INTELLIGENT TRANSPORTATION SYSTEMS (ITS), AND TRAFFIC INCIDENT AND EVENT MANAGEMENT ACROSS THE ENTIRE STATE.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	HO-0010B	STATEWIDE MOBILITY	CRPANY, S(M)								2024	\$10,000,000	\$10,000,000	
DURHAM, WAKE, FRANKLIN, GRANVILLE, PERSON, VANCE, WARREN	VARIOUS	NCDOT	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS IN DIVISION 5.	HIGHWAY	SAFETY	5	KERR-TAR RPO, CAPITAL AREA MPO, DURHAM-CHAPEL HILL-CARRBORO MPO	HS-2005													
DURHAM	NC 54	NCDOT	NC 55 IN DURHAM. INSTALL CONCRETE PEDESTRIAN REFUGE ISLANDS IN ALL QUADRANTS.	HIGHWAY	SAFETY	5	DURHAM-CHAPEL HILL-CARRBORO MPO	HS-2005C	REGION C	HSIP					2023	\$75,000			\$75,000		
DURHAM	SR 1303 (PICKETT ROAD)	NCDOT	SR 1116 (GARRETT ROAD)/(LUNA LANE) INTERSECTION IN DURHAM. INSTALL TRAFFIC SIGNAL.	HIGHWAY	SAFETY	5	DURHAM-CHAPEL HILL-CARRBORO MPO	HS-2005D	DIVISION 5	HSIP	2023	\$2,000			2023	\$100,000			\$102,000		
DURHAM	US 15 / US 501 BUSINESS	NCDOT	NC 751 (ACADEMY ROAD) INTERCHANGE IN DURHAM. INSTALL GUARDRAIL.	HIGHWAY	SAFETY	5	DURHAM-CHAPEL HILL-CARRBORO MPO	HS-2005E	REGION C	HSIP					2023	\$175,000			\$175,000		
DURHAM	SR 1973 (PAGE ROAD)	NCDOT	CHURCHILL HALL/ARBY'S/MCDONALD DRIVEWAY. INSTALL DIRECTIONAL CROSSOVER.	HIGHWAY	SAFETY	5	DURHAM-CHAPEL HILL-CARRBORO MPO	HS-2005H	DIVISION 5	HSIP					2023	\$20,000			\$20,000		
DURHAM	SR 1327 (GREGSON STREET)	NCDOT	SR 1327 (GREGSON STREET) AT KNOX STREET. INSTALL TRAFFIC SIGNAL.	HIGHWAY	SAFETY	5	DURHAM-CHAPEL HILL-CARRBORO MPO	HS-2005L	DIVISION 5	HSIP					2023	\$110,000			\$110,000		
DURHAM	NC 55 (ALSTON AVENUE)	NCDOT	NC 98 AT SR 1670 (GEER STREET). REVISE TRAFFIC SIGNAL AND INSTALL PEDESTRIAN SIGNAL HEADS.	HIGHWAY	SAFETY	5	DURHAM-CHAPEL HILL-CARRBORO MPO	HS-2005M	REGION C	HSIP					2023	\$62,000			\$62,000		
DURHAM	NC 98	NCDOT	NC 98 AT SR 1919 (LYNN ROAD). WIDEN FOR LEFT TURN LANES.	HIGHWAY	SAFETY	5	DURHAM-CHAPEL HILL-CARRBORO MPO	HS-2005N	REGION C	HSIP, L, T	2024	\$500,000			2025	\$1,785,000			\$2,285,000		
ALAMANCE, CASWELL, GUILFORD, ORANGE, ROCKINGHAM	VARIOUS	NCDOT	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS IN DIVISION 7.	HIGHWAY	SAFETY	7	PIEDMONT TRIAD RPO, BURLINGTON-GRAHAM MPO, DURHAM-CHAPEL HILL-CARRBORO MPO, GREENSBORO URBAN AREA MPO, HIGH POINT URBAN AREA MPO, TRIANGLE AREA RPO	HS-2007													
CHATHAM, MONTGOMERY, MOORE, RANDOLPH, HOKE, LEE, RICHMOND, SCOTLAND	VARIOUS	NCDOT	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS IN DIVISION 8.	HIGHWAY	SAFETY	8	LUMBER RIVER RPO, TRIANGLE AREA RPO, MOUNTAIN VIEW RPO, HIGH POINT URBAN AREA MPO, DURHAM-CHAPEL HILL-CARRBORO MPO	HS-2008													
CHATHAM, HOKE, LEE, RANDOLPH, SCOTLAND	VARIOUS	NCDOT	VARIOUS SECONDARY ROUTES IN CHATHAM, LEE, HOKE, RANDOLPH AND SCOTLAND COUNTIES. INSTALL LONG LIFE PAVEMENT MARKINGS.	HIGHWAY	SAFETY	8	LUMBER RIVER RPO, TRIANGLE AREA RPO, MOUNTAIN VIEW RPO, HIGH POINT URBAN AREA MPO, FAYETTEVILLE AREA MPO, DURHAM-CHAPEL HILL-CARRBORO MPO	HS-2008C	REGION E	HSIP					2022	\$1,580,000			\$1,580,000		
STATEWIDE	VARIOUS	NCDOT	VULNERABLE ROAD USER PEDESTRIAN / BICYCLE IMPROVEMENT PROGRAM.	HIGHWAY	SAFETY	99	STATEWIDE PROJECT	HS-2015													
STATEWIDE	VARIOUS	NCDOT	VULNERABLE ROAD USER PEDESTRIAN / BICYCLE IMPROVEMENT PROGRAM.	HIGHWAY	SAFETY	99	STATEWIDE PROJECT	HS-2015DIV	DIVISION SW	VRU					2024	\$2,100,000			\$2,100,000		
STATEWIDE	VARIOUS	NCDOT	VULNERABLE ROAD USER PEDESTRIAN / BICYCLE IMPROVEMENT PROGRAM.	HIGHWAY	SAFETY	99	STATEWIDE PROJECT	HS-2015REG	REGION SW	VRU					2024	\$2,100,000			\$2,100,000		

2024-2033 STATE TRANSPORTATION IMPROVEMENT PROGRAM

BASIC PROJECT INFORMATION									FISCAL YEAR PROJECT PHASE SCHEDULED TO START												
COUNTY(S)	ROUTE/CITY	RESPONSIBLE AGENCY	DESCRIPTION	MODE	FUNDING PROGRAM	DIVISION(S)	MPOs/RPOs	PROJECT ID	STI CATEGORY FUNDED	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR CONSTRUCTION	PROJECTED SCHEDULE FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS NEEDED	COMMENT	
STATEWIDE	VARIOUS	NCDOT	VULNERABLE ROAD USER PEDESTRIAN / BICYCLE IMPROVEMENT PROGRAM.	HIGHWAY	SAFETY	99	STATEWIDE PROJECT	HS-2015SW	STATEWIDE MOBILITY	VRU					2024	\$2,800,000			\$2,800,000		
DURHAM, WAKE, FRANKLIN, GRANVILLE, PERSON, VANCE, WARREN	VARIOUS	NCDOT	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS IN DIVISION 5.	HIGHWAY	SAFETY	5	KERR-TAR RPO, CAPITAL AREA MPO, DURHAM-CHAPEL HILL-CARRBORO MPO	HS-2405													PROGRAMMED FOR PRELIMINARY ENGINEERING ONLY. INDIVIDUAL PROJECTS AND FUNDING TO BE REQUESTED IN THE FUTURE AS NEEDED.
ALAMANCE, CASWELL, GUILFORD, ORANGE, ROCKINGHAM	VARIOUS	NCDOT	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS IN DIVISION 7.	HIGHWAY	SAFETY	7	PIEDMONT TRIAD RPO, BURLINGTON-GRAHAM MPO, DURHAM-CHAPEL HILL-CARRBORO MPO, GREENSBORO URBAN AREA MPO, HIGH POINT URBAN AREA MPO, TRIANGLE AREA RPO	HS-2407													PROGRAMMED FOR PRELIMINARY ENGINEERING ONLY. INDIVIDUAL PROJECTS AND FUNDING TO BE REQUESTED IN THE FUTURE AS NEEDED.
CHATHAM, MONTGOMERY, MOORE, RANDOLPH, HOKE, LEE, RICHMOND, SCOTLAND	VARIOUS	NCDOT	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS IN DIVISION 8.	HIGHWAY	SAFETY	8	LUMBER RIVER RPO, TRIANGLE AREA RPO, BURLINGTON-GRAHAM MPO, HIGH POINT URBAN AREA MPO, DURHAM-CHAPEL HILL-CARRBORO MPO	HS-2408													PROGRAMMED FOR PRELIMINARY ENGINEERING ONLY. INDIVIDUAL PROJECTS AND FUNDING TO BE REQUESTED IN THE FUTURE AS NEEDED.
STATEWIDE	VARIOUS	NCDOT	HIGHWAY SAFETY IMPROVEMENT PROGRAM - UNPROGRAMMED BALANCE	HIGHWAY	SAFETY	99	STATEWIDE PROJECT	HS-9999													
STATEWIDE	VARIOUS	NCDOT	HIGHWAY SAFETY IMPROVEMENT PROGRAM - UNPROGRAMMED BALANCE	HIGHWAY	SAFETY	99	STATEWIDE PROJECT	HS-9999DIV	DIVISION SW	HSIP					2024	\$224,403,000			\$224,403,000		
STATEWIDE	VARIOUS	NCDOT	HIGHWAY SAFETY IMPROVEMENT PROGRAM - UNPROGRAMMED BALANCE	HIGHWAY	SAFETY	99	STATEWIDE PROJECT	HS-9999REG	REGION SW	HSIP					2024	\$224,453,000			\$224,453,000		
STATEWIDE	VARIOUS	NCDOT	HIGHWAY SAFETY IMPROVEMENT PROGRAM - UNPROGRAMMED BALANCE	HIGHWAY	SAFETY	99	STATEWIDE PROJECT	HS-9999SW	STATEWIDE MOBILITY	HSIP					2024	\$299,269,000			\$299,269,000		
STATEWIDE	VARIOUS	NCDOT	CONSTRUCTION OF ELECTRIC VEHICLE SUPPLY EQUIPMENT ALONG NORTH CAROLINA'S ALTERNATIVE CORRIDORS AND NEVI PLANNING.	HIGHWAY	NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE	99	STATEWIDE PROJECT	HV-0001	DIVISION SW	NEVI					2023	\$1,221,000			\$1,221,000		
STATEWIDE	VARIOUS	NCDOT	NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE PROGRAM (NEVI) - UNPROGRAMMED BALANCE.	HIGHWAY	NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE	99	STATEWIDE PROJECT	HV-9999	DIVISION SW	NEVI					2023	\$271,079,000			\$271,079,000		
ORANGE, DURHAM	I-85	NCDOT	WEST OF SR 1006 (ORANGE GROVE ROAD) IN ORANGE COUNTY TO WEST OF SR 1400 (SPARGER ROAD) IN DURHAM COUNTY. ADD LANES.	HIGHWAY	STI (PRIORITIZATION)	5, 7	DURHAM-CHAPEL HILL-CARRBORO MPO	I-0305	STATEWIDE MOBILITY	NHP	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$17,900,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$1,200,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$120,898,000			\$139,998,000	COORDINATE WITH I-5967, I-5984 AND U-5845	
ORANGE, DURHAM	I-40	NCDOT	I-85 IN ORANGE COUNTY TO NC 147 (DURHAM FREEWAY / TRIANGLE EXPRESSWAY) IN DURHAM COUNTY. WIDEN TO SIX LANES AND INSTALL ITS.	HIGHWAY	STI (PRIORITIZATION)	5, 7	DURHAM-CHAPEL HILL-CARRBORO MPO	I-3306													
ORANGE	I-40	NCDOT	I-85 IN ORANGE COUNTY TO DURHAM COUNTY. WIDEN TO SIX LANES, IMPROVE NC 86 INTERCHANGE, AND INSTALL ITS.	HIGHWAY	STI (PRIORITIZATION)	7	DURHAM-CHAPEL HILL-CARRBORO MPO	I-3306A	STATEWIDE MOBILITY	NHP, S(M)	2021	\$10,724,000	2021	\$628,000	2021	\$303,565,000			\$314,917,000	UNDER CONSTRUCTION; DESIGN-BUILD PROJECT; \$51 MILLION FOR CONSTRUCTION - PAYBACK 2021-2035	
ORANGE	I-40	NCDOT	NC 86 INTERSECTION. UPGRADE TO A REDUCED CONFLICT INTERSECTIONS FROM NORTHWOOD DRIVE TO RAMP C/D AT I-40 INTERCHANGE.	HIGHWAY	STI (PRIORITIZATION)	7	DURHAM-CHAPEL HILL-CARRBORO MPO	I-3306AC	REGION D	NHP	2024	\$550,000	2024	\$450,000	2026	\$4,350,000			\$5,350,000		
ORANGE	I-40	NCDOT	I-85 IN ORANGE COUNTY TO DURHAM COUNTY. TOWING CONTRACT FOR I-3306A CONSTRUCTION.	HIGHWAY	STI (PRIORITIZATION)	7	DURHAM-CHAPEL HILL-CARRBORO MPO	I-3306AD	STATEWIDE MOBILITY	T					2023	\$2,280,000			\$2,280,000	UNDER CONSTRUCTION	
DURHAM	I-40	NCDOT	ORANGE COUNTY LINE TO NC 147 (DURHAM FREEWAY / TRIANGLE EXPRESSWAY) IN DURHAM	HIGHWAY	PRE-STI (HISTORIC)	5	DURHAM-CHAPEL HILL-CARRBORO MPO	I-3306B												COMPLETE	
DURHAM	I-40	NCDOT	NC 55 (ALSTON AVENUE) TO NC 147 (DURHAM FREEWAY / TRIANGLE EXPRESSWAY) IN DURHAM. CONSTRUCT WESTBOUND AUXILIARY LANE.	HIGHWAY	STI (PRIORITIZATION)	5	DURHAM-CHAPEL HILL-CARRBORO MPO	I-5707	STATEWIDE MOBILITY	NHP	2025	\$900,000	2025	\$205,000	2027	\$8,200,000			\$9,305,000		
DURHAM	I-85	NCDOT		HIGHWAY	PRE-STI (HISTORIC)	5	DURHAM-CHAPEL HILL-CARRBORO MPO	I-5729	STATEWIDE MOBILITY											UNDER CONSTRUCTION	
DURHAM	I-85	NCDOT	ORANGE COUNTY LINE TO US 15 / US 501 IN DURHAM. PAVEMENT REHABILITATION	HIGHWAY	INTERSTATE MAINTENANCE	5	DURHAM-CHAPEL HILL-CARRBORO MPO	I-5941	STATEWIDE MOBILITY	NHFP, NHPIM					2024	\$16,800,000			\$16,800,000		
ORANGE	I-40 / I-85	NCDOT	WEST OF SR 1114 (BUCKHORN ROAD) TO WEST OF SR 1006 (ORANGE GROVE ROAD). PAVEMENT REHABILITATION.	HIGHWAY	INTERSTATE MAINTENANCE	7	DURHAM-CHAPEL HILL-CARRBORO MPO, BURLINGTON-GRAHAM MPO	I-5958	STATEWIDE MOBILITY	NHFP, NHPIM					2027	\$9,500,000			\$9,500,000		
ORANGE	I-85	NCDOT	SR 1009 (SOUTH CHURTON STREET) IN HILLSBOROUGH. INTERCHANGE IMPROVEMENTS.	HIGHWAY	STI (PRIORITIZATION)	7	DURHAM-CHAPEL HILL-CARRBORO MPO	I-5967	STATEWIDE MOBILITY	NHP	2028	\$52,800,000	2028	\$1,200,000	2031	\$57,200,000			\$111,200,000		
ORANGE	I-85	NCDOT	NC 86 IN HILLSBOROUGH. UPGRADE INTERCHANGE.	HIGHWAY	STI (PRIORITIZATION)	7	DURHAM-CHAPEL HILL-CARRBORO MPO	I-5984	STATEWIDE MOBILITY	NHP	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$58,200,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$2,100,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$44,099,000			\$104,399,000	COORDINATE WITH I-305	
DURHAM	I-40	NCDOT	US 15 / US 501 TO EAST OF NC 147. PAVEMENT REHABILITATION.	HIGHWAY	INTERSTATE MAINTENANCE	5	DURHAM-CHAPEL HILL-CARRBORO MPO	I-5993	STATEWIDE MOBILITY	NHPIM					2026	\$37,326,000			\$37,326,000	TO BE LET WITH I-5994	
WAKE, DURHAM	I-40	NCDOT	EAST OF NC 147 TO SR 1728 (WADE AVENUE). PAVEMENT REHABILITATION.	HIGHWAY	INTERSTATE MAINTENANCE	5	CAPITAL AREA MPO, DURHAM-CHAPEL HILL-CARRBORO MPO	I-5995	STATEWIDE MOBILITY	NHFP, NHPIM					2026	\$32,400,000			\$32,400,000	Combined with I-5996.	
WAKE, DURHAM	I-540	NCDOT	I-40 IN DURHAM TO US 70 IN RALEIGH. PAVEMENT REHABILITATION.	HIGHWAY	INTERSTATE MAINTENANCE	5	CAPITAL AREA MPO, DURHAM-CHAPEL HILL-CARRBORO MPO	I-5998	STATEWIDE MOBILITY	NHPIM					2026	\$14,999,000			\$14,999,000	COORDINATE WITH I-5999 AND I-6000	
WAKE, DURHAM	I-540	NCDOT	I-40 IN DURHAM TO US 1 IN RALEIGH. BRIDGE PRESERVATION / REHABILITATION.	HIGHWAY	INTERSTATE MAINTENANCE	5	CAPITAL AREA MPO, DURHAM-CHAPEL HILL-CARRBORO MPO	I-6000	STATEWIDE MOBILITY	NHPIM					2027	\$7,600,000			\$7,600,000	COORDINATE WITH I-5998 AND I-5999	
DURHAM, WAKE	I-40 SR 1728 (WADE AVENUE)	NCDOT	NC 54 (EXIT 273) TO SR 1728 (WADE AVENUE). I-40 TO SR 1664 (BLUE RIDGE ROAD) CONVERT FACILITY TO A MANAGED FREEWAY WITH RAMP METERING AND OTHER ATM / ITS COMPONENTS.	HIGHWAY	STI (PRIORITIZATION)	5	DURHAM-CHAPEL HILL-CARRBORO MPO, CAPITAL AREA MPO	I-6006	STATEWIDE MOBILITY	NHP	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$500,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$500,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$114,999,000			\$115,999,000		
DURHAM	I-85 / US 15	NCDOT	EAST OF SR 1827 (MIDLAND TERRACE) TO SR 1632 (RED MILL ROAD) IN DURHAM. ADD LANES.	HIGHWAY	STI (PRIORITIZATION)	5	DURHAM-CHAPEL HILL-CARRBORO MPO	I-6010	NOT FUNDED	NHP	NOT FUNDED	\$10,417,000	NOT FUNDED	\$1,774,000	NOT FUNDED	\$55,301,000			\$67,492,000		
STATEWIDE	VARIOUS	NCDOT	PHOTOGRAMMETRY, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0219	STATEWIDE MOBILITY												
STATEWIDE	VARIOUS	NCDOT	PHOTOGRAMMETRY, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0219DIV	DIVISION SW	T					2020	\$1,200,000			\$1,200,000		
STATEWIDE	VARIOUS	NCDOT	PHOTOGRAMMETRY, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0219REG	REGION SW	T					2020	\$1,200,000			\$1,200,000		
STATEWIDE	VARIOUS	NCDOT	PHOTOGRAMMETRY, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0219SW	STATEWIDE MOBILITY	T					2020	\$1,600,000			\$1,600,000		
STATEWIDE	VARIOUS	NCDOT	TECHNICAL SERVICES, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0360												IN PROGRESS	

2024-2033 STATE TRANSPORTATION IMPROVEMENT PROGRAM

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COUNTY(S)	ROUTE/CITY	RESPONSIBLE AGENCY	DESCRIPTION	MODE	FUNDING PROGRAM	DIVISION(S)	MPOs/RPOs	PROJECT ID	STI CATEGORY FUNDED	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR CONSTRUCTION	PROJECTED SCHEDULE FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS NEEDED	COMMENT
STATEWIDE	VARIOUS	NCDOT	TECHNICAL SERVICES, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0360DIV	DIVISION SW	T							2020	\$1,200,000	\$1,200,000	
STATEWIDE	VARIOUS	NCDOT	TECHNICAL SERVICES, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0360REG	REGION SW	T							2020	\$1,200,000	\$1,200,000	
STATEWIDE	VARIOUS	NCDOT	TECHNICAL SERVICES, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0360SW	STATEWIDE MOBILITY	T							2020	\$1,600,000	\$1,600,000	
STATEWIDE	VARIOUS	NCDOT	STATEWIDE GEOTECHNICAL STUDIES AND INVESTIGATIONS PROJECT TO COVER NON-PROJECT SPECIFIC WORK.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0376												IN PROGRESS
STATEWIDE	VARIOUS	NCDOT	STATEWIDE GEOTECHNICAL STUDIES AND INVESTIGATIONS PROJECT TO COVER NON-PROJECT SPECIFIC WORK.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0376DIV	DIVISION SW	T							2020	\$4,320,000	\$4,320,000	
STATEWIDE	VARIOUS	NCDOT	STATEWIDE GEOTECHNICAL STUDIES AND INVESTIGATIONS PROJECT TO COVER NON-PROJECT SPECIFIC WORK.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0376REG	REGION SW	T							2020	\$4,320,000	\$4,320,000	
STATEWIDE	VARIOUS	NCDOT	STATEWIDE GEOTECHNICAL STUDIES AND INVESTIGATIONS PROJECT TO COVER NON-PROJECT SPECIFIC WORK.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0376SW	STATEWIDE MOBILITY	T							2020	\$5,670,000	\$5,670,000	
STATEWIDE	VARIOUS	NCDOT	SCOUR EVALUATION PROGRAM OF EXISTING BRIDGES.	HIGHWAY	BRIDGES	99	STATEWIDE PROJECT	M-0379	DIVISION SW											IN PROGRESS
STATEWIDE	VARIOUS	NCDOT	STRUCTURE DESIGN, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0391												IN PROGRESS
STATEWIDE	VARIOUS	NCDOT	STRUCTURE DESIGN, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0391DIV	DIVISION SW	T							2020	\$1,920,000	\$1,920,000	
STATEWIDE	VARIOUS	NCDOT	STRUCTURE DESIGN, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0391REG	REGION SW	T							2020	\$1,920,000	\$1,920,000	
STATEWIDE	VARIOUS	NCDOT	STRUCTURE DESIGN, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0391SW	STATEWIDE MOBILITY	T							2020	\$2,560,000	\$2,560,000	
STATEWIDE	VARIOUS	NCDOT	HYDRAULICS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0392												IN PROGRESS
STATEWIDE	VARIOUS	NCDOT	HYDRAULICS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0392DIV	DIVISION SW	T							2020	\$768,000	\$768,000	
STATEWIDE	VARIOUS	NCDOT	HYDRAULICS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0392REG	REGION SW	T							2020	\$768,000	\$768,000	
STATEWIDE	VARIOUS	NCDOT	HYDRAULICS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0392SW	STATEWIDE MOBILITY	T							2020	\$1,024,000	\$1,024,000	
STATEWIDE	VARIOUS	NCDOT	MUNICIPAL BRIDGE INSPECTION PROGRAM	HIGHWAY	BRIDGES	99	STATEWIDE PROJECT	M-0414		BGOFF, L							2020	\$16,000,000	\$16,000,000	
STATEWIDE	VARIOUS	NCDOT	STORM WATER RUNOFF. RESEARCH, DESIGN, CONSTRUCT, MAINTAIN AND MONITOR STORM WATER DRAINAGE FROM 50 BRIDGES OVER WATERWAYS. (HB 2346, SECTION 25.18)	HIGHWAY	BRIDGES	99	STATEWIDE PROJECT	M-0418	DIVISION SW											UNDER CONSTRUCTION
STATEWIDE	VARIOUS	NCDOT	STATEWIDE LANDSCAPE PLANS FOR STIP CONSTRUCTION PROJECTS.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0451												
STATEWIDE	VARIOUS	NCDOT	STATEWIDE LANDSCAPE PLANS FOR STIP CONSTRUCTION PROJECTS.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0451DIV	DIVISION SW	T							2020	\$336,000	\$336,000	
STATEWIDE	VARIOUS	NCDOT	STATEWIDE LANDSCAPE PLANS FOR STIP CONSTRUCTION PROJECTS.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0451REG	REGION SW	T							2020	\$336,000	\$336,000	
STATEWIDE	VARIOUS	NCDOT	STATEWIDE LANDSCAPE PLANS FOR STIP CONSTRUCTION PROJECTS.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0451SW	STATEWIDE MOBILITY	T							2020	\$448,000	\$448,000	
STATEWIDE	VARIOUS	NCDOT	TOLLING/FINANCIAL FEASIBILITY STUDIES.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0452	STATEWIDE MOBILITY	T							2020	\$3,200,000	\$3,200,000	
STATEWIDE	VARIOUS	NCDOT	STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0479												
STATEWIDE	VARIOUS	NCDOT	STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR ATLAS SAP INTEGRATION PROJECT.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0479A												
STATEWIDE	VARIOUS	NCDOT	STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR ATLAS SAP INTEGRATION PROJECT.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0479ADIV	DIVISION SW	T							2020	\$7,200,000	\$7,200,000	
STATEWIDE	VARIOUS	NCDOT	STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR ATLAS SAP INTEGRATION PROJECT.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0479AREG	REGION SW	T							2020	\$7,200,000	\$7,200,000	
STATEWIDE	VARIOUS	NCDOT	STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR ATLAS SAP INTEGRATION PROJECT.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0479ASW	STATEWIDE MOBILITY	T							2020	\$9,600,000	\$9,600,000	
STATEWIDE	VARIOUS	NCDOT	STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR ATLAS ENVIRONMENTAL ANALYSIS UNIT GROUPS.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0479B												
STATEWIDE	VARIOUS	NCDOT	STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR ATLAS ENVIRONMENTAL ANALYSIS UNIT GROUPS.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0479BDIV	DIVISION SW	T							2020	\$2,400,000	\$2,400,000	
STATEWIDE	VARIOUS	NCDOT	STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR ATLAS ENVIRONMENTAL ANALYSIS UNIT GROUPS.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0479BREG	REGION SW	T							2020	\$2,400,000	\$2,400,000	
STATEWIDE	VARIOUS	NCDOT	STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR ATLAS ENVIRONMENTAL ANALYSIS UNIT GROUPS.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0479BSW	STATEWIDE MOBILITY	T							2020	\$3,200,000	\$3,200,000	
STATEWIDE	VARIOUS	NCDOT	STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0479DIV	DIVISION SW	T							2020	\$24,000,000	\$24,000,000	

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COUNTY(S)	ROUTE/CITY	RESPONSIBLE AGENCY	DESCRIPTION	MODE	FUNDING PROGRAM	DIVISION(S)	MPOs/RPOs	PROJECT ID	STI CATEGORY FUNDED	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR CONSTRUCTION	PROJECTED SCHEDULE FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS NEEDED	COMMENT
STATEWIDE	VARIOUS	NCDOT	STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0479REG	REGION SW	T							2020	\$24,000,000	\$24,000,000	
STATEWIDE	VARIOUS	NCDOT	STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0479SW	STATEWIDE MOBILITY	T							2020	\$32,000,000	\$32,000,000	
STATEWIDE	VARIOUS	NCDOT	FEDERAL STATE TRANSPORTATION INNOVATION COUNCIL (STIC) INCENTIVE FUNDED PROJECTS	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0482	EXEMPT	DP, S(M)							2023	\$500,000	\$500,000	DP FUNDS REPRESENT FEDERAL STIC FUNDS.
STATEWIDE	VARIOUS	NCDOT	TRANSPORTATION PROGRAM MANAGEMENT UNIT (TPMU) OVERSIGHT FOR LOCALLY-ADMINISTERED PROJECTS INCLUDING PREPARATION OF AGREEMENTS AND FUNDING AUTHORIZATION REQUESTS.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0505	DIVISION SW	T							2020	\$4,800,000	\$4,800,000	
STATEWIDE	VARIOUS	NCDOT	RIGHT-OF-WAY BRANCH, REVIEW OF LOCAL PUBLIC AGENCY (LPA) PROJECTS BY THE APPRAISAL SECTION.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0515	DIVISION SW	T	2020	\$4,000,000							\$4,000,000	
STATEWIDE	VARIOUS	NCDOT	TRANSPORTATION PLANNING BRANCH, TRAFFIC FORECASTING FOR MISCELLANEOUS PROJECTS.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0521												IN PROGRESS
STATEWIDE	VARIOUS	NCDOT	TRANSPORTATION PLANNING BRANCH, TRAFFIC FORECASTING FOR MISCELLANEOUS PROJECTS ON THE DIVISION TIER.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0521DIV	DIVISION SW	T							2020	\$100,000	\$100,000	
STATEWIDE	VARIOUS	NCDOT	TRANSPORTATION PLANNING BRANCH, TRAFFIC FORECASTING FOR MISCELLANEOUS PROJECTS ON THE REGIONAL TIER.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0521REG	REGION SW	T							2020	\$100,000	\$100,000	
STATEWIDE	VARIOUS	NCDOT	TRANSPORTATION PLANNING BRANCH, TRAFFIC FORECASTING FOR MISCELLANEOUS PROJECTS ON THE STATEWIDE TIER.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0521SW	STATEWIDE MOBILITY	T							2020	\$100,000	\$100,000	
STATEWIDE	VARIOUS	NCDOT	HYDRAULICS, PRELIMINARY ENGINEERING FOR THE HIGHWAY FLOODPLAIN PROGRAM (HFP) TO FACILITATE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) AND NATIONAL FLOOD INSURANCE PROGRAM (NFIP) COMPLIANCE AND FLOOD RESILIENCE.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0534												IN PROGRESS
STATEWIDE	VARIOUS	NCDOT	PRELIMINARY ENGINEERING FOR THE HIGHWAY FLOODPLAIN PROGRAM (HFP) TO FACILITATE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) AND NATIONAL FLOOD INSURANCE PROGRAM (NFIP) COMPLIANCE AND FLOOD RESILIENCE.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0534DIV	DIVISION SW	T							2020	\$9,600,000	\$9,600,000	
STATEWIDE	VARIOUS	NCDOT	PRELIMINARY ENGINEERING FOR THE HIGHWAY FLOODPLAIN PROGRAM (HFP) TO FACILITATE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) AND NATIONAL FLOOD INSURANCE PROGRAM (NFIP) COMPLIANCE AND FLOOD RESILIENCE.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0534REG	REGION SW	T							2020	\$9,600,000	\$9,600,000	
STATEWIDE	VARIOUS	NCDOT	PRELIMINARY ENGINEERING FOR THE HIGHWAY FLOODPLAIN PROGRAM (HFP) TO FACILITATE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) AND NATIONAL FLOOD INSURANCE PROGRAM (NFIP) COMPLIANCE AND FLOOD RESILIENCE.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0534SW	STATEWIDE MOBILITY	T							2020	\$12,800,000	\$12,800,000	
STATEWIDE	VARIOUS	NCDOT	ENVIRONMENTAL MITIGATION AND MINIMIZATION.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0539												
STATEWIDE	VARIOUS	NCDOT	ENVIRONMENTAL MITIGATION AND MINIMIZATION.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0539DIV	DIVISION SW	T							2020	\$43,200,000	\$43,200,000	
STATEWIDE	VARIOUS	NCDOT	ENVIRONMENTAL MITIGATION AND MINIMIZATION.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0539REG	REGION SW	T							2020	\$43,200,000	\$43,200,000	
STATEWIDE	VARIOUS	NCDOT	ENVIRONMENTAL MITIGATION AND MINIMIZATION.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0539SW	STATEWIDE MOBILITY	T							2020	\$57,600,000	\$57,600,000	
STATEWIDE	VARIOUS	NCDOT	ROADWAY DESIGN - OPEN ROADS DESIGNER (ORD) TRAINING AND DEVELOPMENT.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0552A												
STATEWIDE	VARIOUS	NCDOT	ROADWAY DESIGN - OPEN ROADS DESIGNER (ORD) TRAINING AND DEVELOPMENT.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0552ADIV	DIVISION SW	T							2022	\$150,000	\$150,000	
STATEWIDE	VARIOUS	NCDOT	ROADWAY DESIGN - OPEN ROADS DESIGNER (ORD) TRAINING AND DEVELOPMENT.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0552AREG	REGION SW	T							2022	\$150,000	\$150,000	
STATEWIDE	VARIOUS	NCDOT	ROADWAY DESIGN - OPEN ROADS DESIGNER (ORD) TRAINING AND DEVELOPMENT.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0552ASW	STATEWIDE MOBILITY	T							2022	\$200,000	\$200,000	
STATEWIDE	VARIOUS	NCDOT	ROADWAY DESIGN - TRAINING AND DEVELOPMENT FOR MISCELLANEOUS PROJECTS.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0552B												
STATEWIDE	VARIOUS	NCDOT	ROADWAY DESIGN - TRAINING AND DEVELOPMENT FOR MISCELLANEOUS PROJECTS.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0552BDIV	DIVISION SW	T							2022	\$324,000	\$324,000	
STATEWIDE	VARIOUS	NCDOT	ROADWAY DESIGN - TRAINING AND DEVELOPMENT FOR MISCELLANEOUS PROJECTS.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0552BREG	REGION SW	T							2022	\$324,000	\$324,000	
STATEWIDE	VARIOUS	NCDOT	ROADWAY DESIGN - TRAINING AND DEVELOPMENT FOR MISCELLANEOUS PROJECTS.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0552BSW	STATEWIDE MOBILITY	T							2022	\$432,000	\$432,000	
STATEWIDE	VARIOUS	NCDOT	DIGITAL DELIVERY INITIATIVE.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0552C												
STATEWIDE	VARIOUS	NCDOT	DIGITAL DELIVERY INITIATIVE.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0552CDIV	DIVISION SW	T							2023	\$150,000	\$150,000	
STATEWIDE	VARIOUS	NCDOT	DIGITAL DELIVERY INITIATIVE.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0552CREG	REGION SW	T							2023	\$150,000	\$150,000	
STATEWIDE	VARIOUS	NCDOT	DIGITAL DELIVERY INITIATIVE.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0552CSW	STATEWIDE MOBILITY	T							2023	\$200,000	\$200,000	
STATEWIDE	VARIOUS	NCDOT	TECHNICAL SERVICES, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0553	EXEMPT											
STATEWIDE	VARIOUS	NCDOT	INTEGRATED PROJECT DELIVERY	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0553A	EXEMPT	T							2022	\$10,500,000	\$10,500,000	
STATEWIDE	VARIOUS	NCDOT	TRAINING AND SPECIAL PROJECTS	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0553B	EXEMPT	T							2022	\$2,000,000	\$2,000,000	
STATEWIDE	VARIOUS	NCDOT	NCDOT MITIGATION ORDER TO DIVISION OF MITIGATION SERVICES (DMS).	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0554												
STATEWIDE	VARIOUS	NCDOT	NCDOT MITIGATION ORDER TO DIVISION OF MITIGATION SERVICES (DMS).	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0554DIV	DIVISION SW	T							2022	\$105,000,000	\$105,000,000	
STATEWIDE	VARIOUS	NCDOT	NCDOT MITIGATION ORDER TO DIVISION OF MITIGATION SERVICES (DMS).	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0554REG	REGION SW	T							2022	\$105,000,000	\$105,000,000	
STATEWIDE	VARIOUS	NCDOT	NCDOT MITIGATION ORDER TO DIVISION OF MITIGATION SERVICES (DMS).	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0554SW	STATEWIDE MOBILITY	T							2022	\$140,000,000	\$140,000,000	

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COUNTY(S)	ROUTE/CITY	RESPONSIBLE AGENCY	DESCRIPTION	MODE	FUNDING PROGRAM	DIVISION(S)	MPOs/RPOs	PROJECT ID	STI CATEGORY FUNDED	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR CONSTRUCTION	PROJECTED SCHEDULE FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS NEEDED	COMMENT	
STATEWIDE	VARIOUS	NCDOT	UTILITY ENCROACHMENT AND ADMINISTRATIVE ACTIVITIES.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0555													
STATEWIDE	VARIOUS	NCDOT	UTILITY ENCROACHMENT AND ADMINISTRATIVE ACTIVITIES.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0555DIV	DIVISION SW	T			2023	\$1,365,000						\$1,365,000	
STATEWIDE	VARIOUS	NCDOT	UTILITY ENCROACHMENT AND ADMINISTRATIVE ACTIVITIES.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0555REG	REGION SW	T			2023	\$1,365,000						\$1,365,000	
STATEWIDE	VARIOUS	NCDOT	UTILITY ENCROACHMENT AND ADMINISTRATIVE ACTIVITIES.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0555SW	STATEWIDE MOBILITY	T			2023	\$1,820,000						\$1,820,000	
STATEWIDE	STATEWIDE	NCDOT	PROTECT FORMULA PLANNING FUNDING FOR RESILIENCE PROGRAM.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0557													
STATEWIDE	STATEWIDE	NCDOT	HAZARD CHARACTERIZATION AND WARNING TOOLS.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0557A	STATEWIDE MOBILITY	PROTCT							2023	\$3,360,000		\$3,360,000	
STATEWIDE	STATEWIDE	NCDOT	HAZARD CORRIDOR VULNERABILITY ASSESSMENTS.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0557B	STATEWIDE MOBILITY	PROTCT							2023	\$1,400,000		\$1,400,000	
STATEWIDE	STATEWIDE	NCDOT	GEOTECHNICAL ASSET MANAGEMENT (GAM) DATABASE AND LANDSLIDE MITIGATION PLANNING	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-0557C	STATEWIDE MOBILITY	PROTCT							2023	\$2,240,000		\$2,240,000	
STATEWIDE	STATEWIDE	NCDOT	ADVANCED RIGHT-OF-WAY ACQUISITION ACCOUNT. REVOLVING ACCOUNT TO FUND ADVANCED RIGHT-OF-WAY ACQUISITION. FUNDS TO BE REPAYED FROM THE STIP PROJECT AT THE TIME THE PROJECT IS FUNDED.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	M-556													
GUILFORD, DAVIDSON, ROWAN, ALAMANCE, CABARRUS, ORANGE, WAKE, DURHAM, MECKLENBURG, RANDOLPH	PIEDMONT CORRIDOR	NCDOT	TRAIN 74 / 75 OPERATIONS BETWEEN CHARLOTTE AND RALEIGH, EQUIPMENT AND CAPITAL YARD MAINTENANCE FACILITY.	RAIL	OTHER	5, 7, 8, 9, 10	CABARRUS-ROWAN MPO, HIGH POINT URBAN AREA MPO, DURHAM-CHAPEL HILL-CARRBORO MPO, BURLINGTON-GRAHAM MPO, GREENSBORO URBAN AREA MPO, CAPITAL AREA MPO, CHARLOTTE REGIONAL TPO	P-2918	EXEMPT	CMAQ, S							2021	\$17,586,000		\$17,586,000	"S" FUNDING REFLECTS STATE RAIL FUNDS
GUILFORD, DAVIDSON, ROWAN, ALAMANCE, CABARRUS, ORANGE, WAKE, DURHAM, MECKLENBURG, RANDOLPH	PIEDMONT CORRIDOR	NCDOT	EQUIPMENT REBUILD - 2 F59PHI LOCOMOTIVES	RAIL	OTHER	5, 7, 8, 9, 10	CABARRUS-ROWAN MPO, HIGH POINT URBAN AREA MPO, DURHAM-CHAPEL HILL-CARRBORO MPO, BURLINGTON-GRAHAM MPO, GREENSBORO URBAN AREA MPO, CAPITAL AREA MPO, CHARLOTTE REGIONAL TPO	P-2918A													IN PROGRESS
GUILFORD, DAVIDSON, ROWAN, ALAMANCE, CABARRUS, ORANGE, WAKE, DURHAM, MECKLENBURG, RANDOLPH	PIEDMONT CORRIDOR	NCDOT	PURCHASE 2 USED LOCOMOTIVES	RAIL	OTHER	5, 7, 8, 9, 10	CABARRUS-ROWAN MPO, HIGH POINT URBAN AREA MPO, DURHAM-CHAPEL HILL-CARRBORO MPO, BURLINGTON-GRAHAM MPO, GREENSBORO URBAN AREA MPO, CAPITAL AREA MPO, CHARLOTTE REGIONAL TPO	P-2918B													COMPLETE
GUILFORD, DAVIDSON, ROWAN, ALAMANCE, CABARRUS, ORANGE, WAKE, DURHAM, MECKLENBURG, RANDOLPH	PIEDMONT CORRIDOR	NCDOT	EQUIPMENT REHABILITATION - 3 LOCOMOTIVES	RAIL	OTHER	5, 7, 8, 9, 10	CABARRUS-ROWAN MPO, HIGH POINT URBAN AREA MPO, DURHAM-CHAPEL HILL-CARRBORO MPO, BURLINGTON-GRAHAM MPO, GREENSBORO URBAN AREA MPO, CAPITAL AREA MPO, CHARLOTTE REGIONAL TPO	P-2918C													IN PROGRESS
GUILFORD, DAVIDSON, ROWAN, ALAMANCE, CABARRUS, ORANGE, WAKE, DURHAM, MECKLENBURG, RANDOLPH	PIEDMONT CORRIDOR	NCDOT	EQUIPMENT REHABILITATION - 3 PASSENGER CARS	RAIL	OTHER	5, 7, 8, 9, 10	CABARRUS-ROWAN MPO, HIGH POINT URBAN AREA MPO, DURHAM-CHAPEL HILL-CARRBORO MPO, BURLINGTON-GRAHAM MPO, GREENSBORO URBAN AREA MPO, CAPITAL AREA MPO, CHARLOTTE REGIONAL TPO	P-2918D													COMPLETE
GUILFORD, DAVIDSON, ROWAN, ALAMANCE, CABARRUS, ORANGE, WAKE, DURHAM, MECKLENBURG, RANDOLPH	PIEDMONT CORRIDOR	NCDOT	PASSENGER TRAIN SECURITY SYSTEM, CCTV DATA NETWORK AND GENERATORS	RAIL	OTHER	5, 7, 8, 9, 10	CABARRUS-ROWAN MPO, HIGH POINT URBAN AREA MPO, DURHAM-CHAPEL HILL-CARRBORO MPO, BURLINGTON-GRAHAM MPO, GREENSBORO URBAN AREA MPO, CAPITAL AREA MPO, CHARLOTTE REGIONAL TPO	P-2918E													IN PROGRESS
GUILFORD, DAVIDSON, ROWAN, ALAMANCE, CABARRUS, ORANGE, WAKE, DURHAM, MECKLENBURG, RANDOLPH	PIEDMONT CORRIDOR	NCDOT	PURCHASE 4 USED PASSENGER CARS AND REHABILITATE 7 PASSENGER CARS	RAIL	OTHER	5, 7, 8, 9, 10	CABARRUS-ROWAN MPO, HIGH POINT URBAN AREA MPO, DURHAM-CHAPEL HILL-CARRBORO MPO, BURLINGTON-GRAHAM MPO, GREENSBORO URBAN AREA MPO, CAPITAL AREA MPO, CHARLOTTE REGIONAL TPO	P-2918G													IN PROGRESS

2024-2033 STATE TRANSPORTATION IMPROVEMENT PROGRAM

BASIC PROJECT INFORMATION									FISCAL YEAR PROJECT PHASE SCHEDULED TO START												
COUNTY(S)	ROUTE/CITY	RESPONSIBLE AGENCY	DESCRIPTION	MODE	FUNDING PROGRAM	DIVISION(S)	MPOs/RPOs	PROJECT ID	STI CATEGORY FUNDED	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR CONSTRUCTION	PROJECTED SCHEDULE FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS NEEDED	COMMENT	
GUILFORD, DAVIDSON, ROWAN, ALAMANCE, CABARRUS, ORANGE, WAKE, DURHAM, MECKLENBURG, RANDOLPH	PIEDMONT CORRIDOR	NCDOT	EQUIP 9 STATIONS AND PLATFORMS WITH ADA/FRA PIDS	RAIL	OTHER	5, 7, 8, 9, 10	CABARRUS-ROWAN MPO, HIGH POINT URBAN AREA MPO, DURHAM-CHAPEL HILL-CARRBORO MPO, BURLINGTON-GRAHAM MPO, GREENSBORO URBAN AREA MPO, CAPITAL AREA MPO, CHARLOTTE REGIONAL TPO	P-2918I													IN PROGRESS
STATEWIDE	VARIOUS	NCDOT	STATEWIDE RAIL PRELIMINARY ENGINEERING	RAIL	OTHER	99	STATEWIDE PROJECT	P-5602													IN PROGRESS
STATEWIDE	VARIOUS	NCDOT	STATEWIDE RAIL PRELIMINARY ENGINEERING	RAIL	OTHER	99	STATEWIDE PROJECT	P-5602DIV	DIVISION SW	T							2020	\$4,800,000	\$4,800,000		
STATEWIDE	VARIOUS	NCDOT	STATEWIDE RAIL PRELIMINARY ENGINEERING	RAIL	OTHER	99	STATEWIDE PROJECT	P-5602REG	REGION SW	T							2020	\$4,800,000	\$4,800,000		
STATEWIDE	VARIOUS	NCDOT	STATEWIDE RAIL PRELIMINARY ENGINEERING	RAIL	OTHER	99	STATEWIDE PROJECT	P-5602SW	STATEWIDE MOBILITY	T							2020	\$6,400,000	\$6,400,000		
ORANGE	NORFOLK SOUTHERN H LINE	NCDOT	MILEPOST 41.7 IN HILLSBOROUGH. CONSTRUCT PLATFORM, PASSENGER RAIL STATION BUILDING, SITE ACCESS, UTILITIES AND PARKING.	RAIL	STI (PRIORITIZATION)	7	DURHAM-CHAPEL HILL-CARRBORO MPO	P-5701	DIVISION 7												UNDER CONSTRUCTION. "OTHER" FUNDING REFLECTS PARTICIPATION BY TRIANGLE TRANSIT.
ORANGE	NORFOLK SOUTHERN H LINE	NCDOT	NORFOLK SOUTHERN H LINE, MILEPOST 41.7 IN HILLSBOROUGH. CONSTRUCT PASSENGER RAIL STATION BUILDING, SITE ACCESS, UTILITIES AND PARKING.	RAIL	STI (PRIORITIZATION)	7	DURHAM-CHAPEL HILL-CARRBORO MPO	P-5701A	DIVISION 7	O, T					2022	\$6,860,000		\$6,860,000			
ORANGE	NORFOLK SOUTHERN H LINE	NCDOT	NORFOLK SOUTHERN H LINE, MILEPOST 41.7 IN HILLSBOROUGH. CONSTRUCT STATION PLATFORM AND REALIGN CURVE AT MILEPOST 41.4.	RAIL	STI (PRIORITIZATION)	7	DURHAM-CHAPEL HILL-CARRBORO MPO	P-5701B	DIVISION 7	T					2023	\$1,000,000		\$1,000,000			
DURHAM	NORFOLK SOUTHERN H LINE	NCDOT	EAST DURHAM RAILROAD SAFETY PROJECT. PROJECT WILL STRAIGHTEN EXISTING RAILROAD CURVATURE BETWEEN CP NELSON AND CP EAST DURHAM AND INCLUDES A COMBINATION OF GRADE SEPARATIONS AND CLOSURES AT ELLIS ROAD SOUTH END (734737A), GLOVER ROAD (734735L), AND WRENN	RAIL	STI (PRIORITIZATION)	5	DURHAM-CHAPEL HILL-CARRBORO MPO	P-5706	STATEWIDE MOBILITY	T	2023	\$11,243,000	2023	\$2,604,000	2028	\$33,801,000		\$47,648,000		"O" FUNDING REFLECTS PARTICIPATION BY NORFOLK SOUTHERN CORPORATION. RIGHT OF WAY IN PROGRESS.	
DURHAM	NORFOLK SOUTHERN H LINE	NCDOT	CROSSING 734742W AT SR 1121 (CORNWALLS ROAD) IN DURHAM. CONSTRUCT GRADE SEPARATION.	RAIL	STI (PRIORITIZATION)	5	DURHAM-CHAPEL HILL-CARRBORO MPO	P-5717	REGION C	T	2022	\$8,900,000	2022	\$1,878,000	2024	\$30,700,000		\$41,478,000		RIGHT-OF-WAY IN PROGRESS.	
GUILFORD, DAVIDSON, ROWAN, ALAMANCE, CABARRUS, ORANGE, WAKE, DURHAM, MECKLENBURG, RANDOLPH	PIEDMONT CORRIDOR	NCDOT	PURCHASE AND REFURBISH RAIL CARS FOR PIEDMONT SERVICE EXPANSION.	RAIL	STI (PRIORITIZATION)	5, 7, 8, 9, 10	CABARRUS-ROWAN MPO, HIGH POINT URBAN AREA MPO, DURHAM-CHAPEL HILL-CARRBORO MPO, BURLINGTON-GRAHAM MPO, GREENSBORO URBAN AREA MPO, CAPITAL AREA MPO, CHARLOTTE REGIONAL TPO	P-5719													"DP" FUNDING REFLECTS FEDERAL-STATE PARTNERSHIP FOR STATE OF GOOD REPAIR GRANT
DAVIDSON, ALAMANCE, CABARRUS, DURHAM, GUILFORD, MECKLENBURG, ORANGE, ROWAN, WAKE	PIEDMONT CORRIDOR	NCDOT	NEW TRAINS AND MAINTENANCE FACILITY.	RAIL	STI (PRIORITIZATION)	5, 7, 9, 10	CAPITAL AREA MPO, HIGH POINT URBAN AREA MPO, BURLINGTON-GRAHAM MPO, CABARRUS-ROWAN MPO, CHARLOTTE REGIONAL TPO, DURHAM-CHAPEL HILL-CARRBORO MPO, GREENSBORO URBAN AREA MPO	P-5719C	REGION C, D, E	DP, T					2023	\$212,528,000		\$212,528,000			UNDER CONSTRUCTION.
STATEWIDE	VARIOUS	NCDOT	ASPHALT MATERIALS TESTING LABORATORIES CORRECTIVE ACTION PLAN FOR GROUNDWATER CLEAN-UP AT 54 SITES.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	R-4073													IN PROGRESS
STATEWIDE	VARIOUS	NCDOT	NPDES PERMIT, RETROFIT FOURTEEN SITES PER YEAR TO PROTECT WATER QUALITY.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	R-4436													IN PROGRESS
STATEWIDE	VARIOUS	NCDOT	NPDES PERMIT, RETROFIT FOURTEEN SITES PER YEAR TO PROTECT WATER QUALITY - DIVISION CATEGORY.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	R-4436DIV	DIVISION SW	BG					2020	\$900,000		\$900,000			IN PROGRESS
STATEWIDE	VARIOUS	NCDOT	NPDES PERMIT, RETROFIT FOURTEEN SITES PER YEAR TO PROTECT WATER QUALITY - REGIONAL CATEGORY.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	R-4436REG	REGION SW	BG					2020	\$900,000		\$900,000			IN PROGRESS
STATEWIDE	VARIOUS	NCDOT	NPDES PERMIT, RETROFIT FOURTEEN SITES PER YEAR TO PROTECT WATER QUALITY - STATEWIDE CATEGORY.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	R-4436SW	STATEWIDE MOBILITY	BG					2020	\$1,200,000		\$1,200,000			IN PROGRESS
STATEWIDE	VARIOUS	FHWA	FEDERAL LANDS TRANSPORTATION PROGRAM (FLTP) AND EMERGENCY RELIEF FOR FEDERALLY OWNED ROADS (ERFO). ROAD AND BRIDGE IMPROVEMENTS TO BE CONSTRUCTED ON TRANSPORTATION FACILITIES THAT ARE OWNED BY THE FEDERAL GOVERNMENT THAT PROVIDE ACCESS TO FEDERAL LANDS.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	R-5753	EXEMPT	ERFO, FLTP					2020	\$90,255,000		\$90,255,000			PROGRAM IN PROGRESS
DURHAM, WAKE, FRANKLIN, GRANVILLE, PERSON, VANCE, WARREN	VARIOUS	NCDOT	DIVISION 5 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS.	HIGHWAY	OTHER	5	KERR-TAR RPO, CAPITAL AREA MPO, DURHAM-CHAPEL HILL-CARRBORO MPO	R-5785	DIVISION 5	S, TA					2023	\$1,000,000		\$1,000,000			
ALAMANCE, CASWELL, GUILFORD, ORANGE, ROCKINGHAM	VARIOUS	NCDOT	DIVISION 7 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS.	HIGHWAY	OTHER	7	PIEDMONT TRIAD RPO, BURLINGTON-GRAHAM MPO, DURHAM-CHAPEL HILL-CARRBORO MPO, GREENSBORO URBAN AREA MPO, HIGH POINT URBAN AREA MPO, TRIANGLE AREA RPO	R-5787	DIVISION 7	S, TA					2020	\$3,600,000		\$3,600,000			IN PROGRESS; "S" FUNDS REFLECT STATE HIGHWAY FUNDS
CHATHAM, MONTGOMERY, MOORE, RANDOLPH, HOKE, LEE, RICHMOND, SCOTLAND	VARIOUS	NCDOT	DIVISION 8 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS.	HIGHWAY	OTHER	8	LUMBER RIVER RPO, TRIANGLE AREA RPO, PIEDMONT TRIAD RPO, HIGH POINT URBAN AREA MPO, DURHAM-CHAPEL HILL-CARRBORO MPO	R-5788	DIVISION 8	S, TA					2020	\$3,600,000		\$3,600,000			UNDER CONSTRUCTION; "S" FUNDS REFLECT STATE HIGHWAY FUNDS

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COUNTY(S)	ROUTE/CITY	RESPONSIBLE AGENCY	DESCRIPTION	MODE	FUNDING PROGRAM	DIVISION(S)	MPOs/RPOs	PROJECT ID	STI CATEGORY FUNDED	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR CONSTRUCTION	PROJECTED SCHEDULE FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS NEEDED	COMMENT		
ORANGE	NC 54	NCDOT	SR 1006 (ORANGE GROVE ROAD) TO SR 1107 / SR 1937 (OLD FAYETTEVILLE ROAD). CONSTRUCT OPERATIONAL IMPROVEMENTS, INCLUDING BICYCLE/PEDESTRIAN ACCOMMODATIONS, AND IMPROVE SR 1006 INTERSECTION.	HIGHWAY	STI (PRIORITIZATION)	7	DURHAM-CHAPEL HILL-CARRBORO MPO, TRIANGLE AREA RPO	R-5821														
ORANGE	NC 54	NCDOT	SR 1006 (ORANGE GROVE ROAD) TO SR 1107 / SR 1937 (OLD FAYETTEVILLE ROAD). CONSTRUCT OPERATIONAL IMPROVEMENTS, INCLUDING BICYCLE/PEDESTRIAN ACCOMMODATIONS	HIGHWAY	STI (PRIORITIZATION)	7	DURHAM-CHAPEL HILL-CARRBORO MPO	R-5821A	REGION D	T	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$9,700,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$400,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$7,000,000			\$17,100,000			
ORANGE	NC 54	NCDOT	SR 1006 (ORANGE GROVE ROAD). INTERSECTION IMPROVEMENTS.	HIGHWAY	STI (PRIORITIZATION)	7	DURHAM-CHAPEL HILL-CARRBORO MPO	R-5821B	DIVISION 7												UNDER CONSTRUCTION	
CHATHAM	NC 751	NCDOT	SR 1731 (O'KELLY CHAPEL ROAD). UPGRADE AND REALIGN INTERSECTION.	HIGHWAY	STI (PRIORITIZATION)	8	DURHAM-CHAPEL HILL-CARRBORO MPO	R-5825	DIVISION 8	T					2023	\$1,251,000			\$1,251,000		ROW in progress.	
STATEWIDE	VARIOUS	FHWA	FEDERAL TRIBAL TRANSPORTATION PROGRAM (FTTP). ROAD AND BRIDGE IMPROVEMENTS TO BE CONSTRUCTED ON TRANSPORTATION FACILITIES THAT ARE OWNED BY THE FEDERAL GOVERNMENT THAT PROVIDE ACCESS TO TRIBAL LANDS.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	R-5966	EXEMPT	FTTP					2023	\$16,914,000			\$16,914,000		PROGRAM IN PROGRESS	
STATEWIDE	VARIOUS	NCDOT	NPDES PERMIT, RETROFIT FOURTEEN SITES PER YEAR TO PROTECT WATER QUALITY.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	R-5968														
STATEWIDE	VARIOUS	NCDOT	NPDES PERMIT, RETROFIT FOURTEEN SITES PER YEAR TO PROTECT WATER QUALITY - DIVISION CATEGORY.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	R-5968DIV	DIVISION SW	BGANY					2020	\$14,400,000			\$14,400,000		IN PROGRESS	
STATEWIDE	VARIOUS	NCDOT	NPDES PERMIT, RETROFIT FOURTEEN SITES PER YEAR TO PROTECT WATER QUALITY - REGIONAL CATEGORY.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	R-5968REG	REGION SW	BGANY					2020	\$14,400,000			\$14,400,000		IN PROGRESS	
STATEWIDE	VARIOUS	NCDOT	NPDES PERMIT, RETROFIT FOURTEEN SITES PER YEAR TO PROTECT WATER QUALITY - STATEWIDE CATEGORY.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	R-5968SW	STATEWIDE MOBILITY	BGANY					2020	\$19,200,000			\$19,200,000		IN PROGRESS	
STATEWIDE	VARIOUS	NCDOT	ENVIRONMENTAL MITIGATION AND MINIMIZATION.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	R-9999WM													IN PROGRESS	
STATEWIDE	VARIOUS	NCDOT	ENVIRONMENTAL MITIGATION AND MINIMIZATION.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	R-9999WMDIV	DIVISION SW	NHP, T							2020	\$300,000	\$300,000			
STATEWIDE	VARIOUS	NCDOT	ENVIRONMENTAL MITIGATION AND MINIMIZATION.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	R-9999WMREG	REGION SW	NHP, T								2020	\$300,000	\$300,000		
STATEWIDE	VARIOUS	NCDOT	ENVIRONMENTAL MITIGATION AND MINIMIZATION.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	R-9999WMSW	STATEWIDE MOBILITY	NHP, T								2020	\$400,000	\$400,000		
STATEWIDE	VARIOUS	NCDOT	TRAFFIC SEPARATION STUDY IMPLEMENTATION AND CLOSURES PROGRAM ADMINISTRATION	RAIL	RAIL-HIGHWAY GRADE CROSSING CLOSURE	99	STATEWIDE PROJECT	RC-2000	STATEWIDE MOBILITY												PROGRAMMED FOR PLANNING ONLY.	
DURHAM, WAKE, FRANKLIN, GRANVILLE, PERSON, VANCE, WARREN	VARIOUS	NCDOT	TRAFFIC SEPARATION STUDY IMPLEMENTATION AND CLOSURES IN DIVISION 5.	RAIL	RAIL-HIGHWAY GRADE CROSSING CLOSURE	5	KERR-TAR RPO, CAPITAL AREA MPO, DURHAM-CHAPEL HILL-CARRBORO MPO	RC-2005	DIVISION 5												PROGRAMMED FOR PRELIMINARY ENGINEERING ONLY. INDIVIDUAL PROJECTS AND FUNDING TO BE REQUESTED IN THE FUTURE AS NEEDED.	
ALAMANCE, CASWELL, GUILFORD, ORANGE, ROCKINGHAM	VARIOUS	NCDOT	TRAFFIC SEPARATION STUDY IMPLEMENTATION AND CLOSURES IN DIVISION 7.	RAIL	RAIL-HIGHWAY GRADE CROSSING CLOSURE	7	PIEDMONT TRIAD RPO, BURLINGTON-GRAHAM MPO, DURHAM-CHAPEL HILL-CARRBORO MPO, GREENSBORO URBAN AREA MPO, HIGH POINT URBAN AREA MPO, TRIANGLE AREA RPO	RC-2007	DIVISION 7												PROGRAMMED FOR PRELIMINARY ENGINEERING ONLY. INDIVIDUAL PROJECTS AND FUNDING TO BE REQUESTED IN THE FUTURE AS NEEDED.	
CHATHAM, MONTGOMERY, MOORE, RANDOLPH, HOKE, LEE, RICHMOND, SCOTLAND	VARIOUS	NCDOT	TRAFFIC SEPARATION STUDY IMPLEMENTATION AND CLOSURES IN DIVISION 8.	RAIL	RAIL-HIGHWAY GRADE CROSSING CLOSURE	8	LUMBER RIVER RPO, TRIANGLE AREA RPO, BURLINGTON-GRAHAM MPO, DURHAM-CHAPEL HILL-CARRBORO MPO, GREENSBORO URBAN AREA MPO, HIGH POINT URBAN AREA MPO, DURHAM-CHAPEL HILL-CARRBORO MPO	RC-2008	DIVISION 8												PROGRAMMED FOR PRELIMINARY ENGINEERING ONLY. INDIVIDUAL PROJECTS AND FUNDING TO BE REQUESTED IN THE FUTURE AS NEEDED.	
STATEWIDE	VARIOUS	NCDOT	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS PROGRAM ADMINISTRATION.	RAIL	RAIL-HIGHWAY GRADE CROSSING IMPROVEMENT	99	STATEWIDE PROJECT	RX-2000	STATEWIDE MOBILITY												PROGRAMMED FOR PLANNING ONLY.	
DURHAM, WAKE, FRANKLIN, GRANVILLE, PERSON, VANCE, WARREN	VARIOUS	NCDOT	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS IN DIVISION 5.	RAIL	RAIL-HIGHWAY GRADE CROSSING IMPROVEMENT	5	KERR-TAR RPO, CAPITAL AREA MPO, DURHAM-CHAPEL HILL-CARRBORO MPO	RX-2005	DIVISION 5												PROGRAMMED FOR PRELIMINARY ENGINEERING ONLY. INDIVIDUAL PROJECTS AND FUNDING TO BE REQUESTED IN THE FUTURE AS NEEDED.	
ALAMANCE, CASWELL, GUILFORD, ORANGE, ROCKINGHAM	VARIOUS	NCDOT	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS IN DIVISION 7.	RAIL	RAIL-HIGHWAY GRADE CROSSING IMPROVEMENT	7	PIEDMONT TRIAD RPO, BURLINGTON-GRAHAM MPO, DURHAM-CHAPEL HILL-CARRBORO MPO, GREENSBORO URBAN AREA MPO, HIGH POINT URBAN AREA MPO, TRIANGLE AREA RPO	RX-2007	DIVISION 7													
ORANGE	SR 1120 (MOUNT WILLING ROAD)	NCDOT	NORFOLK SOUTHERN RAILROAD CROSSING 735145T NEAR EFLAND. INSTALL ACTIVE WARNING DEVICES.	RAIL	RAIL-HIGHWAY GRADE CROSSING IMPROVEMENT	7	DURHAM-CHAPEL HILL-CARRBORO MPO	RX-2007B	DIVISION 7	RR					2024	\$800,000			\$800,000			
CHATHAM, MONTGOMERY, MOORE, RANDOLPH, HOKE, LEE, RICHMOND, SCOTLAND	VARIOUS	NCDOT	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS IN DIVISION 8.	RAIL	RAIL-HIGHWAY GRADE CROSSING IMPROVEMENT	8	LUMBER RIVER RPO, TRIANGLE AREA RPO, BURLINGTON-GRAHAM MPO, DURHAM-CHAPEL HILL-CARRBORO MPO, GREENSBORO URBAN AREA MPO, HIGH POINT URBAN AREA MPO, DURHAM-CHAPEL HILL-CARRBORO MPO	RX-2008	DIVISION 8													
STATEWIDE	VARIOUS	NCDOT	PASSENGER RAIL CROSSING SAFETY IMPROVEMENT INVENTORY PROGRAM	RAIL	RAIL-HIGHWAY GRADE CROSSING IMPROVEMENT	99	STATEWIDE PROJECT	RX-2100	DIVISION SW	RR							2021	\$2,500,000	\$2,500,000		PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDIES ONLY	

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DURHAM, WAKE, FRANKLIN, GRANVILLE, PERSON, VANCE, WARREN	VARIOUS	NCDOT	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS IN DIVISION 5.	RAIL	RAIL-HIGHWAY GRADE CROSSING IMPROVEMENT	5	KERR-TAR RPO, CAPITAL AREA MPO, DURHAM-CHAPEL HILL-CARRBORO MPO	RX-2405													PROGRAMMED FOR PRELIMINARY ENGINEERING ONLY. INDIVIDUAL PROJECTS AND FUNDING TO BE REQUESTED IN THE FUTURE AS NEEDED.
ALAMANCE, CASWELL, GUILFORD, ORANGE, ROCKINGHAM	VARIOUS	NCDOT	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS IN DIVISION 7.	RAIL	RAIL-HIGHWAY GRADE CROSSING IMPROVEMENT	7	PIEDMONT TRIAD RPO, BURLINGTON-GRAHAM MPO, DURHAM-CHAPEL HILL-CARRBORO MPO, GREENSBORO URBAN AREA MPO, HIGH POINT URBAN AREA MPO, TRIANGLE AREA RPO	RX-2407													PROGRAMMED FOR PRELIMINARY ENGINEERING ONLY. INDIVIDUAL PROJECTS AND FUNDING TO BE REQUESTED IN THE FUTURE AS NEEDED.
CHATHAM, MONTGOMERY, MOORE, RANDOLPH, HOKE, LEE, RICHMOND, SCOTLAND	VARIOUS	NCDOT	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS IN DIVISION 8.	RAIL	RAIL-HIGHWAY GRADE CROSSING IMPROVEMENT	8	LUMBER RIVER RPO, TRIANGLE AREA RPO, BURLINGTON-GRAHAM MPO, DURHAM-CHAPEL HILL-CARRBORO MPO, GREENSBORO URBAN AREA MPO, HIGH POINT URBAN AREA MPO, TRIANGLE AREA RPO	RX-2408													PROGRAMMED FOR PRELIMINARY ENGINEERING ONLY. INDIVIDUAL PROJECTS AND FUNDING TO BE REQUESTED IN THE FUTURE AS NEEDED.
STATEWIDE	VARIOUS	NCDOT	RAILWAY-HIGHWAY CROSSINGS PROGRAM - UNPROGRAMMED BALANCE	RAIL	RAIL-HIGHWAY GRADE CROSSING IMPROVEMENT	99	STATEWIDE PROJECT	RX-9999	DIVISION SW	RR					2024	\$85,008,000			\$85,008,000		
STATEWIDE	VARIOUS	NCDOT	SAFE ROUTES TO SCHOOL PROGRAM. EDUCATIONAL, TRAINING AND OTHER NON-INFRASTRUCTURE NEEDS.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	SR-5000	DIVISION SW												IN PROGRESS
STATEWIDE	VARIOUS	NCDOT	SAFE ROUTES TO SCHOOL PROGRAM. PROJECTS TO IMPROVE SAFETY, REDUCE TRAFFIC, FUEL CONSUMPTION AND AIR POLLUTION IN VICINITY OF SCHOOLS.	HIGHWAY	OTHER	99	STATEWIDE PROJECT	SR-5001	DIVISION SW												IN PROGRESS - \$200,800 IN STPDA FUNDS ALLOCATED TO SR-5001C
ORANGE	CHAPEL HILL TRANSIT	CHAPEL HILL TRANSIT	REPLACEMENT BUSES	PUBLIC TRANSIT	CAPITAL (NON-STI)	7	DURHAM-CHAPEL HILL-CARRBORO MPO	TA-4726	PUBLIC TRANSIT	5307, 5339, L, S							2020	\$9,692,000	\$9,692,000	FUNDS AUTHORIZED IN PROGRESS	
ORANGE	CHAPEL HILL TRANSIT	CHAPEL HILL TRANSIT	3 REPLACEMENT BUSES.	PUBLIC TRANSIT	CAPITAL (NON-STI)	7	DURHAM-CHAPEL HILL-CARRBORO MPO	TA-4726A	DIVISION 7												IN PROGRESS BY CHAPEL HILL TRANSIT
ORANGE	CHAPEL HILL TRANSIT	CHAPEL HILL TRANSIT	REPLACEMENT - PARATRANSIT VEHICLE	PUBLIC TRANSIT	CAPITAL (NON-STI)	7	DURHAM-CHAPEL HILL-CARRBORO MPO	TA-4748	PUBLIC TRANSIT	5307							2020	\$788,000	\$788,000	FUNDS AUTHORIZED IN PROGRESS	
DURHAM, ORANGE	TRIANGLE TRANSIT AUTHORITY	TRIANGLE TRANSIT AUTHORITY	REPLACEMENT BUS	PUBLIC TRANSIT	CAPITAL (NON-STI)	5, 7	DURHAM-CHAPEL HILL-CARRBORO MPO	TA-4818B	PUBLIC TRANSIT	5307, L, S							2021	\$962,000	\$962,000		
DURHAM	DURHAM AREA TRANSIT AUTHORITY	DURHAM AREA TRANSIT AUTHORITY	REPLACEMENT BUS.	PUBLIC TRANSIT	CAPITAL (NON-STI)	5	DURHAM-CHAPEL HILL-CARRBORO MPO	TA-4923	DIVISION 5	5307, 5339, L							2021	\$6,184,000	\$6,184,000	IN PROGRESS BY DURHAM AREA TRANSIT AUTHORITY	
ORANGE	CHAPEL HILL TRANSIT	CHAPEL HILL TRANSIT	REPLACEMENT VAN	PUBLIC TRANSIT	CAPITAL (NON-STI)	7	DURHAM-CHAPEL HILL-CARRBORO MPO	TA-4979	PUBLIC TRANSIT	5307							2023	\$792,000	\$792,000	FUNDS AUTHORIZED IN PROGRESS	
DURHAM	CHAPEL HILL TRANSIT	CHAPEL HILL TRANSIT	PARATRANSIT VEHICLES, BUS REFURBISHMENT, AND BUS SHELTERS.	PUBLIC TRANSIT	CAPITAL (NON-STI)	5	DURHAM-CHAPEL HILL-CARRBORO MPO	TA-5019A	DIVISION 5												IN PROGRESS BY CHAPEL HILL TRANSIT
DURHAM, ORANGE	TRIANGLE TRANSIT AUTHORITY	TRIANGLE TRANSIT AUTHORITY	EXPANSION BUS	PUBLIC TRANSIT	CAPITAL (NON-STI)	5, 7	DURHAM-CHAPEL HILL-CARRBORO MPO	TA-5123B	PUBLIC TRANSIT	5307, L, S							2020	\$3,242,000	\$3,242,000	FUNDS AUTHORIZED IN PROGRESS	
STATEWIDE	STATEWIDE	FTA	5311 CAPITAL PROJECTS FOR RURAL AREAS	PUBLIC TRANSIT	CAPITAL (NON-STI)	99	STATEWIDE PROJECT	TA-6665	PUBLIC TRANSIT	5311, L, S							2021	\$16,554,000	\$16,554,000	MODIFYING THE FEDERAL FUNDS RECEIVED FROM FTA ADMINISTERED BY PTD BASED ON SFY21 GRANTS	
STATEWIDE	STATEWIDE	FTA	5339 BUS AND BUS FACILITIES	PUBLIC TRANSIT	CAPITAL (NON-STI)	99	STATEWIDE PROJECT	TA-6666	PUBLIC TRANSIT	5339							2021	\$6,750,000	\$6,750,000	FUNDS AUTHORIZED IN PROGRESS	
WAKE, DURHAM	GOTRIANGLE TRANSIT	GOTRIANGLE TRANSIT	PURCHASE EXPANSION VEHICLES FOR DRX ROUTE.	PUBLIC TRANSIT	CAPITAL (NON-STI)	5	CAPITAL AREA MPO, DURHAM-CHAPEL HILL-CARRBORO MPO	TA-6668	REGION C												IN ACQUISITION
WAKE, ORANGE	GOTRIANGLE TRANSIT	GOTRIANGLE TRANSIT	PURCHASE EXPANSION VEHICLES FOR CRX ROUTE.	PUBLIC TRANSIT	CAPITAL (NON-STI)	5, 7	CAPITAL AREA MPO, DURHAM-CHAPEL HILL-CARRBORO MPO	TA-6669	REGION C, D												IN ACQUISITION
CHATHAM	VARIOUS	CHATHAM TRANSIT NETWORK	CHATHAM TRANSIT NETWORK. PURCHASE 3 NEW RAMP-EQUIPPED MINIVANS.	PUBLIC TRANSIT	STI (PRIORITIZATION)	8	TRIANGLE AREA RPO, DURHAM-CHAPEL HILL-CARRBORO MPO	TA-6719	DIVISION 8	L, T							2021	\$141,000	\$141,000		
ORANGE	ORANGE PUBLIC TRANSIT	ORANGE PUBLIC TRANSIT	PURCHASE TWO (2) LIGHT TRANSIT VEHICLES	PUBLIC TRANSIT	STI (PRIORITIZATION)	7	TRIANGLE AREA RPO, DURHAM-CHAPEL HILL-CARRBORO MPO	TA-6721	DIVISION 7	L, T							2022	\$109,000	\$109,000		
ORANGE	ORANGE PUBLIC TRANSIT	ORANGE PUBLIC TRANSIT	PURCHASE NEW BUS < 30'.	PUBLIC TRANSIT	CAPITAL (NON-STI)	7	DURHAM-CHAPEL HILL-CARRBORO MPO	TA-6731	PUBLIC TRANSIT	FED, L							2020	\$56,000	\$56,000		
STATEWIDE	NCDOT	NCDOT	5311 ADTAP CAPITAL FUNDING FOR RURAL TRANSIT	PUBLIC TRANSIT	CAPITAL (NON-STI)	99	STATEWIDE PROJECT	TC-0003	PUBLIC TRANSIT	5311, L, S							2023	\$1,371,000	\$1,371,000		
STATEWIDE	STATEWIDE	FTA	5339(b) DISCRETIONARY GRANT FOR FACILITY CONSTRUCTION	PUBLIC TRANSIT	CAPITAL (NON-STI)	99	STATEWIDE PROJECT	TC-0005	PUBLIC TRANSIT	5339, L					2022	\$2,650,000			\$2,650,000	NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.	
STATEWIDE	STATEWIDE	FTA	5339(b) DISCRETIONARY GRANT FOR FOR FACILITY CONSTRUCTION	PUBLIC TRANSIT	CAPITAL (NON-STI)	99	STATEWIDE PROJECT	TC-0006	PUBLIC TRANSIT	5339, L					2021	\$1,819,000			\$1,819,000	NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.	
STATEWIDE	STATEWIDE	FTA	5339(b) DISCRETIONARY GRANT FOR CONSTRUCTION PROJECT	PUBLIC TRANSIT	CAPITAL (NON-STI)	99	STATEWIDE PROJECT	TC-0007	PUBLIC TRANSIT	5339, L					2021	\$3,976,000			\$3,976,000	NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.	
STATEWIDE	STATEWIDE	FTA	5339(b) DISCRETIONARY GRANT FOR FACILITY CONSTRUCTION	PUBLIC TRANSIT	CAPITAL (NON-STI)	99	STATEWIDE PROJECT	TC-0008	PUBLIC TRANSIT	5339, L					2021	\$10,900,000			\$10,900,000	NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.	
STATEWIDE	STATEWIDE	FTA	5339(b) DISCRETIONARY GRANT FOR FOR FACILITY CONSTRUCTION	PUBLIC TRANSIT	CAPITAL (NON-STI)	99	STATEWIDE PROJECT	TC-0010	PUBLIC TRANSIT	5339, L					2021	\$4,069,000			\$4,069,000	NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.	
STATEWIDE	NCDOT	NCDOT	5339(b) DISCRETIONARY GRANT FOR FACILITY CONSTRUCTION	PUBLIC TRANSIT	CAPITAL (NON-STI)	99	STATEWIDE PROJECT	TC-0011	PUBLIC TRANSIT	5339, L					2023	\$719,000	2021	\$8,689,000	\$9,408,000	NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.	
STATEWIDE	STATEWIDE	FTA	5339(b) DISCRETIONARY GRANT TO PURCHASE ELECTRIC BUSES AND CHARGING STATIONS.	PUBLIC TRANSIT	CAPITAL (NON-STI)	99	STATEWIDE PROJECT	TC-0012	PUBLIC TRANSIT	5339, L							2021	\$3,767,000	\$3,767,000	NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.	
STATEWIDE	STATEWIDE	FTA	MOBILITY FROM ALL GRANT OPPORTUNITY FROM THE FTA.5310 DISCRETIONARY GRANT AWARDED BY FTA.	PUBLIC TRANSIT	CAPITAL (NON-STI)	99	STATEWIDE PROJECT	TC-0013	PUBLIC TRANSIT	5310, S							2021	\$350,000	\$350,000		
STATEWIDE	NCDOT	NCDOT	5310 CAPITAL PROJECTS FOR RURAL AND URBAN AREAS.	PUBLIC TRANSIT	CAPITAL (NON-STI)	99	STATEWIDE PROJECT	TC-0018	PUBLIC TRANSIT	5310, L, S							2022	\$7,955,000	\$7,955,000		
STATEWIDE	NCDOT	NCDOT	5311 CAPITAL FUNDS FOR FTA GRANTS	PUBLIC TRANSIT	CAPITAL (NON-STI)	99	STATEWIDE PROJECT	TC-0019	PUBLIC TRANSIT	5311, L, S							2022	\$17,147,000	\$17,147,000		
STATEWIDE	NCDOT	FTA	MODIFYING THE FEDERAL FUNDS RECEIVED FROM FTA ADMINISTERED BY PTD BASED ON FY 24 GRANTS	PUBLIC TRANSIT		99	STATEWIDE PROJECT	TC-0020	PUBLIC TRANSIT	5309, L, S							2023	\$425,000	\$425,000		
STATEWIDE	NCDOT	NCDOT	5339 STATEWIDE RURAL	PUBLIC TRANSIT	CAPITAL (NON-STI)	99	STATEWIDE PROJECT	TC-0021	PUBLIC TRANSIT	5339, BGDA, L, S							2022	\$9,178,000	\$9,178,000		
STATEWIDE	NCDOT	NCDOT	5311 ADTAP CAPITAL FUND FOR FTA GRANTS	PUBLIC TRANSIT	CAPITAL (NON-STI)	99	STATEWIDE PROJECT	TC-0022	PUBLIC TRANSIT	ADTAP, L, S							2022	\$1,880,000	\$1,880,000		

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BASIC PROJECT INFORMATION									FISCAL YEAR PROJECT PHASE SCHEDULED TO START											
COUNTY(S)	ROUTE/CITY	RESPONSIBLE AGENCY	DESCRIPTION	MODE	FUNDING PROGRAM	DIVISION(S)	MPOs/RPOs	PROJECT ID	STI CATEGORY FUNDED	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR CONSTRUCTION	PROJECTED SCHEDULE FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS NEEDED	COMMENT
STATEWIDE	NCDOT	NCDOT	FEDERAL AMERICAN RESCUE PLAN (ARP) FUNDS FOR CAPITAL	PUBLIC TRANSIT	CAPITAL (NON-STI)	99	STATEWIDE PROJECT	TC-0026	PUBLIC TRANSIT	ARP							2023	\$500,000	\$500,000	
STATEWIDE	STATEWIDE	FTA	5311 ADTAP	PUBLIC TRANSIT	CAPITAL (NON-STI)	99	STATEWIDE PROJECT	TC-5004	PUBLIC TRANSIT	ADTAP							2021	\$3,392,000	\$3,392,000	FUMODIFYING THE FEDERAL FUNDS RECEIVED FROM FTA ADMINISTERED BY PTD BASED ON SFY21 GRANTS
ORANGE	ORANGE PUBLIC TRANSIT	ORANGE PUBLIC TRANSIT	1 REPLACEMENT LTV (25') AND RADIO, VEHICLE LETTERING AND LOGOS, AND ON-BOARD CAMERA.	PUBLIC TRANSIT	LOCALLY SELECTED	7	DURHAM-CHAPEL HILL-CARRBORO MPO	TD-5155	DIVISION 7	BGDA, L							2022	\$77,000	\$77,000	IN PROGRESS BY ORANGE PUBLIC TRANSIT
DURHAM	GO TRIANGLE TRANSIT	GO TRIANGLE TRANSIT	ROUDEMONT PARK-AND-RIDE. PROFESSIONAL SERVICES AND PROPERTY ACQUISITION.	PUBLIC TRANSIT	CAPITAL (NON-STI)	5	DURHAM-CHAPEL HILL-CARRBORO MPO	TD-5273	EXEMPT	BGDA, L				2023	\$177,000			\$177,000		IN PROGRESS BY TRIANGLE TRANSIT
ORANGE	GO TRIANGLE	GO TRIANGLE	UNC HOSPITALS AREA IN CHAPEL HILL. CONSTRUCT NEIGHBORHOOD TRANSIT CENTER TRANSFER STATION. 400; 405; 420; 800; 805; CRX; FCX	PUBLIC TRANSIT	STI (PRIORITIZATION)	7	DURHAM-CHAPEL HILL-CARRBORO MPO	TD-5284	REGION D	5307, L, T				2024	\$360,000			\$360,000		
DURHAM	GO TRIANGLE	GO TRIANGLE	GOTRIANGLE TRANSIT CORRIDORS. IMPROVEMENT OF ROXBORO TRANSIT CORRIDOR FROM DENFIELD STREET TO PETTIGREW STREET, DURHAM STATION ACCESS, STOP IMPROVEMENTS, AND BUS SHELTERS.	PUBLIC TRANSIT	STI (PRIORITIZATION)	5	DURHAM-CHAPEL HILL-CARRBORO MPO	TD-5286	REGION C	5307, L, T				2021	\$1,590,000			\$1,590,000		
DURHAM	GO TRIANGLE	GO TRIANGLE	NC 98 (HOLLOWAY STREET) TRANSIT CORRIDOR. CONSTRUCT ACCESS AND BUS STOP IMPROVEMENTS.	PUBLIC TRANSIT	CAPITAL (NON-STI)	5	DURHAM-CHAPEL HILL-CARRBORO MPO	TD-5294	REGION C											UNDER CONSTRUCTION BY GO TRIANGLE
ORANGE	GO TRIANGLE	GO TRIANGLE	TOWN OF HILLSBOROUGH. CONSTRUCT PARK-AND-RIDE LOT.	PUBLIC TRANSIT	CAPITAL (NON-STI)	7	DURHAM-CHAPEL HILL-CARRBORO MPO	TD-5295	REGION D	L, S				2023	\$920,000			\$920,000		UNDER CONSTRUCTION BY GO TRIANGLE
STATEWIDE	STATEWIDE	FTA	FY21 5307 SBUS CAPITAL	PUBLIC TRANSIT	ROUTINE CAPITAL AND PREVENTIVE MAINTENANCE	99	STATEWIDE PROJECT	TG-0002	PUBLIC TRANSIT	5307							2021	\$21,000	\$21,000	NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.
STATEWIDE	STATEWIDE	FTA	FY21 5307 SBUS CAPITAL	PUBLIC TRANSIT	ROUTINE CAPITAL AND PREVENTIVE MAINTENANCE	99	STATEWIDE PROJECT	TG-0004	PUBLIC TRANSIT	5307							2021	\$168,000	\$168,000	NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.
STATEWIDE	STATEWIDE	FTA	FY21 5307 SBUS CAPITAL	PUBLIC TRANSIT	ROUTINE CAPITAL AND PREVENTIVE MAINTENANCE	99	STATEWIDE PROJECT	TG-0005	PUBLIC TRANSIT	5307							2021	\$168,000	\$168,000	NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.
STATEWIDE	STATEWIDE	FTA	FY21 5307 SBUS CAPITAL	PUBLIC TRANSIT	ROUTINE CAPITAL AND PREVENTIVE MAINTENANCE	99	STATEWIDE PROJECT	TG-0006	PUBLIC TRANSIT	5307, L							2021	\$381,000	\$381,000	NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.
ORANGE	CHAPEL HILL TRANSIT	CHAPEL HILL TRANSIT	PREVENTIVE MAINTENANCE	PUBLIC TRANSIT	OPERATIONS AND MAINTENANCE	7	DURHAM-CHAPEL HILL-CARRBORO MPO	TG-4731B	PUBLIC TRANSIT	5307, L							2020	\$5,372,000	\$5,372,000	FUNDS AUTHORIZED IN PROGRESS
ORANGE	CHAPEL HILL TRANSIT	CHAPEL HILL TRANSIT	ROUTINE CAPITAL - BUS STOP SHELTERS, BENCHES, SHOP EQUIPMENT, SPARE PARTS, ENGINES, FAREBOX, SERVICE VEHICLES, ETC	PUBLIC TRANSIT	ROUTINE CAPITAL AND PREVENTIVE MAINTENANCE	7	DURHAM-CHAPEL HILL-CARRBORO MPO	TG-4732A	PUBLIC TRANSIT	5307, S							2020	\$1,080,000	\$1,080,000	FUNDS AUTHORIZED IN PROGRESS
ORANGE	CHAPEL HILL TRANSIT	CHAPEL HILL TRANSIT	ROUTINE CAPITAL - SERVICE VEHICLE	PUBLIC TRANSIT	ROUTINE CAPITAL AND PREVENTIVE MAINTENANCE	7	DURHAM-CHAPEL HILL-CARRBORO MPO	TG-4732B	PUBLIC TRANSIT	5307, L							2023	\$196,000	\$196,000	FUNDS AUTHORIZED IN PROGRESS
DURHAM	AUTHORITY DURHAM AREA TRANSIT	AUTHORITY DURHAM AREA TRANSIT	ROUTINE CAPITAL - BUS STOP SHELTERS, BENCHES, SHOP EQUIPMENT, SPARE PARTS, ENGINES, SERVICE VEHICLES, ETC.	PUBLIC TRANSIT	ROUTINE CAPITAL AND PREVENTIVE MAINTENANCE	5	DURHAM-CHAPEL HILL-CARRBORO MPO	TG-4738	PUBLIC TRANSIT	5307, 5339, CMAQ, L							2020	\$2,376,000	\$2,376,000	FUNDS AUTHORIZED IN PROGRESS
DURHAM	AUTHORITY DURHAM AREA TRANSIT	AUTHORITY DURHAM AREA TRANSIT	PREVENTIVE MAINTENANCE	PUBLIC TRANSIT	OPERATIONS AND MAINTENANCE	5	DURHAM-CHAPEL HILL-CARRBORO MPO	TG-4738A	PUBLIC TRANSIT	5307, L							2020	\$15,000,000	\$15,000,000	FUNDS AUTHORIZED IN PROGRESS
WAKE, DURHAM, ORANGE	AUTHORITY TRIANGLE TRANSIT	AUTHORITY TRIANGLE TRANSIT	ROUTINE CAPITAL - BUS STOP SHELTERS, BENCHES, SHOP EQUIPMENT, SPARE PARTS, ENGINES, FAREBOX, SERVICE VEHICLES, ETC INCLUDES ADA, PM AND SERVICE VEHICLES	PUBLIC TRANSIT	ROUTINE CAPITAL AND PREVENTIVE MAINTENANCE	5, 7	CAPITAL AREA MPO, DURHAM-CHAPEL HILL-CARRBORO MPO	TG-4821B	PUBLIC TRANSIT	5307, L							2020	\$7,876,000	\$7,876,000	FUNDS AUTHORIZED IN PROGRESS
DURHAM	GO TRIANGLE	GO TRIANGLE	SAFETY AND SECURITY - CAMERAS.	PUBLIC TRANSIT	LOCALLY SELECTED	5	DURHAM-CHAPEL HILL-CARRBORO MPO	TG-5235	DIVISION 5	BGDA, L										IN PROGRESS
DURHAM	GO TRIANGLE	GO TRIANGLE	ESTABLISH NEIGHBORHOOD TRANSIT CENTERS IN DURHAM.	PUBLIC TRANSIT	ROUTINE CAPITAL AND PREVENTIVE MAINTENANCE	5	DURHAM-CHAPEL HILL-CARRBORO MPO	TG-5255	REGION C											IN PROGRESS
DURHAM	VARIOUS	GO DURHAM TRANSIT	NEIGHBORHOOD TRANSIT CENTER IN SOUTH DURHAM IN CONNECTION WITH SOUTHPOINT PARK-AND-RIDE FACILITY.	PUBLIC TRANSIT	ROUTINE CAPITAL AND PREVENTIVE MAINTENANCE	5	DURHAM-CHAPEL HILL-CARRBORO MPO	TG-5255B	REGION C											
DURHAM	VARIOUS	GO DURHAM TRANSIT	NEIGHBORHOOD TRANSIT CENTER IN SOUTHWEST DURHAM IN CONNECTION WITH PATTERSON PLACE T PARK-AND-RIDE FACILITY.	PUBLIC TRANSIT	ROUTINE CAPITAL AND PREVENTIVE MAINTENANCE	5	DURHAM-CHAPEL HILL-CARRBORO MPO	TG-5255E	REGION C											
STATEWIDE	STATEWIDE	FTA	5311(F) INTERCITY BUS FUNDS FOR FTA GANTS	PUBLIC TRANSIT	OPERATIONS AND MAINTENANCE	99	STATEWIDE PROJECT	TI-6109	PUBLIC TRANSIT	5311							2021	\$2,698,000	\$2,698,000	MODIFYING THE FEDERAL FUNDS RECEIVED FROM FTA ADMINISTERED BY PTD BASED ON SFY21 GRANTS
STATEWIDE	STATEWIDE	FTA	5311 STATE ADMINISTRATION AND 5311 STATE ADMINISTRATION	PUBLIC TRANSIT	OPERATIONS AND MAINTENANCE	99	STATEWIDE PROJECT	TK-4900Z	PUBLIC TRANSIT	5311							2021	\$3,080,000	\$3,080,000	MODIFYING THE FEDERAL FUNDS RECEIVED FROM FTA ADMINISTERED BY PTD BASED ON SFY21 GRANTS
STATEWIDE	STATEWIDE	FTA	STATE ADMINISTRATION OF APPALACHIAN DEVELOPMENT TRANSPORTATION ASSISTANCE PROGRAM	PUBLIC TRANSIT	OPERATIONS AND MAINTENANCE	99	STATEWIDE PROJECT	TK-4902	PUBLIC TRANSIT	ADTAP							2021	\$235,000	\$235,000	MODIFYING THE FEDERAL FUNDS RECEIVED FROM FTA ADMINISTERED BY PTD BASED ON SFY21 GRANTS
DURHAM	DURHAM COUNTY ACCESS	DURHAM COUNTY ACCESS	ADMINISTRATION	PUBLIC TRANSIT	OPERATIONS AND MAINTENANCE	5	DURHAM-CHAPEL HILL-CARRBORO MPO	TK-6126	PUBLIC TRANSIT	5311, L, S							2020	\$252,000	\$252,000	FUNDS AUTHORIZED IN PROGRESS
STATEWIDE	STATEWIDE	FTA	5311 ADMINISTRATIVE	PUBLIC TRANSIT	OPERATIONS AND MAINTENANCE	99	STATEWIDE PROJECT	TK-6181	PUBLIC TRANSIT	5311							2021	\$15,025,000	\$15,025,000	MODIFYING THE FEDERAL FUNDS RECEIVED FROM FTA ADMINISTERED BY PTD BASED ON SFY21 GRANTS
ORANGE	GOTRIANGLE	GOTRIANGLE	GO TRIANGLE ACCESS IMPROVEMENTS AT THE INTERSEACTION OF US 15 -501 AND EASTOWNEDRIVE	PUBLIC TRANSIT	CAPITAL (NON-STI)	7	DURHAM-CHAPEL HILL-CARRBORO MPO	TL-0018	PUBLIC TRANSIT	CMAQ, L				2023	\$400,000			\$400,000		
STATEWIDE	NCDOT	NCDOT	INTEGRATED MOBILITY DIVISION STATE ADMINISTRATION FUNDS TO SUPPORT THE IMD WITH PROVIDING SUBRECIPIENT MONITORING AND OVERSIGHT AND PROVIDE TECHNICAL ASSISTANCE IN THE DEVELOPMENT OF PROJECTS AND PLANS FOR SMALL URBAN AND RURAL AREAS(5311 ADMIN/OPERATING/CAPITAL AND 5311(F)	PUBLIC TRANSIT	OPERATIONS AND MAINTENANCE	99	STATEWIDE PROJECT	TM-0002	PUBLIC TRANSIT	5311							2023	\$3,950,000	\$3,950,000	

2024-2033 STATE TRANSPORTATION IMPROVEMENT PROGRAM

BASIC PROJECT INFORMATION									FISCAL YEAR PROJECT PHASE SCHEDULED TO START											
COUNTY(S)	ROUTE/CITY	RESPONSIBLE AGENCY	DESCRIPTION	MODE	FUNDING PROGRAM	DIVISION(S)	MPOs/RPOs	PROJECT ID	STI CATEGORY FUNDED	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR CONSTRUCTION	PROJECTED SCHEDULE FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS NEEDED	COMMENT
STATEWIDE	NCDOT	NCDOT	INTEGRATED MOBILITY DIVISION STATE ADMINISTRATION FUNDS TO SUPPORT THE IMD WITH PROVIDING SUBRECIPIENT MONITORING AND OVERSIGHT AND PROVIDE TECHNICAL ASSISTANCE IN THE DEVELOPMENT OF PROJECTS AND PLANS FOR SMALL URBAN AND RURAL AREAS(5311CAPITAL-ADTAP)	PUBLIC TRANSIT	OPERATIONS AND MAINTENANCE	99	STATEWIDE PROJECT	TM-0004	PUBLIC TRANSIT	5311							2023	\$150,000	\$150,000	
STATEWIDE	STATEWIDE	FTA	5307 OPERATING FUNDS	PUBLIC TRANSIT	OPERATIONS AND MAINTENANCE	99	STATEWIDE PROJECT	TM-0010	PUBLIC TRANSIT	5307							2021	\$142,000	\$142,000	NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.
STATEWIDE	STATEWIDE	FTA	5307 OPERATING FUNDS	PUBLIC TRANSIT	OPERATIONS AND MAINTENANCE	99	STATEWIDE PROJECT	TM-0012	PUBLIC TRANSIT	5307							2021	\$129,000	\$129,000	NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.
STATEWIDE	STATEWIDE	FTA	5307 OPERATING FUNDS	PUBLIC TRANSIT	OPERATIONS AND MAINTENANCE	99	STATEWIDE PROJECT	TM-0014	PUBLIC TRANSIT	5307							2021	\$75,000	\$75,000	NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.
STATEWIDE	STATEWIDE	FTA	5307 OPERATING FUNDS	PUBLIC TRANSIT	OPERATIONS AND MAINTENANCE	99	STATEWIDE PROJECT	TM-0015	PUBLIC TRANSIT	5307							2021	\$145,000	\$145,000	NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.
STATEWIDE	STATEWIDE	FTA	5307 OPERATING FUNDS	PUBLIC TRANSIT	OPERATIONS AND MAINTENANCE	99	STATEWIDE PROJECT	TM-0020	PUBLIC TRANSIT	5307, L							2021	\$2,191,000	\$2,191,000	NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.
STATEWIDE	STATEWIDE	FTA	5307 OPERATING FUNDS	PUBLIC TRANSIT	OPERATIONS AND MAINTENANCE	99	STATEWIDE PROJECT	TM-0022	PUBLIC TRANSIT	5307							2021	\$18,000	\$18,000	NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD.
STATEWIDE	NCDOT	NCDOT	INTEGRATED MOBILITY DIVISION STATE ADMINISTRATION FUNDS TO SUPPORT THE IMD WITH PROVIDING SUBRECIPIENT MONITORING AND OVERSIGHT AND PROVIDE TECHNICAL ASSISTANCE IN THE DEVELOPMENT OF PROJECTS AND PLANS FOR SMALL URBAN AND RURAL AREAS(5310 ADMIN/OPERATING/CAPITAL PURCHASE SERVICE)	PUBLIC TRANSIT	OPERATIONS AND MAINTENANCE	99	STATEWIDE PROJECT	TM-0023	PUBLIC TRANSIT	5310							2023	\$1,022,000	\$1,022,000	
STATEWIDE	STATEWIDE	FTA	AIM GRANT OPPORTUNITY FROM THE FTA. DISCRETIONARY GRANT AWARDED BY FTA. THIS WILL ALLOW THE CITY TO EXPAND SERVICE AND HOURS.	PUBLIC TRANSIT	OPERATIONS AND MAINTENANCE	99	STATEWIDE PROJECT	TM-0024	PUBLIC TRANSIT	5312, L							2021	\$313,000	\$313,000	
STATEWIDE	NCDOT	NCDOT	5310 OPERATING PROJECTS	PUBLIC TRANSIT	OPERATIONS AND MAINTENANCE	99	STATEWIDE PROJECT	TM-0025	PUBLIC TRANSIT	5310, L							2022	\$4,212,000	\$4,212,000	
STATEWIDE	NCDOT	NCDOT	5311 ADMINISTRATIVE FUNDS FOR FTA GRANTS	PUBLIC TRANSIT	OPERATIONS AND MAINTENANCE	99	STATEWIDE PROJECT	TM-0027	PUBLIC TRANSIT	5311, L, S							2022	\$45,430,000	\$45,430,000	
STATEWIDE	NCDOT	NCDOT	5311 OPERATING FUNDS FOR FTA GRANTS	PUBLIC TRANSIT	OPERATIONS AND MAINTENANCE	99	STATEWIDE PROJECT	TM-0028	PUBLIC TRANSIT	5311, L, S							2022	\$4,348,000	\$4,348,000	
STATEWIDE	NCDOT	NCDOT	5311 STATE ADMINISTRATIVE FUNDS FOR FTA GRANTS	PUBLIC TRANSIT	OPERATIONS AND MAINTENANCE	99	STATEWIDE PROJECT	TM-0029	PUBLIC TRANSIT	5311							2022	\$3,361,000	\$3,361,000	
STATEWIDE	NCDOT	NCDOT	5311 ADTAP STATE ADMINISTRATIVE FUNDS	PUBLIC TRANSIT	OPERATIONS AND MAINTENANCE	99	STATEWIDE PROJECT	TM-0030	PUBLIC TRANSIT	ADTAP							2022	\$177,000	\$177,000	
STATEWIDE	NCDOT	NCDOT	RTAP STATEWIDE FUNDS FOR FTA GRANTS	PUBLIC TRANSIT	OPERATIONS AND MAINTENANCE	99	STATEWIDE PROJECT	TM-0031	PUBLIC TRANSIT	RTAP							2022	\$1,628,000	\$1,628,000	
STATEWIDE	NCDOT	NCDOT	5311(F) INTERCITY BUS FUNDS FOR FTA GRANTS	PUBLIC TRANSIT	OPERATIONS AND MAINTENANCE	99	STATEWIDE PROJECT	TM-0032	PUBLIC TRANSIT	5311, S							2022	\$29,441,000	\$29,441,000	
STATEWIDE	NCDOT	NCDOT	5311(F) INTERCITY BUS - STATE ADMIN	PUBLIC TRANSIT	OPERATIONS AND MAINTENANCE	99	STATEWIDE PROJECT	TM-0033	PUBLIC TRANSIT	5311							2022	\$494,000	\$494,000	
STATEWIDE	STATEWIDE	FTA	5310 STATE ADMINISTRATIVE FUNDS.	PUBLIC TRANSIT	OPERATIONS AND MAINTENANCE	99	STATEWIDE PROJECT	TM-0036	PUBLIC TRANSIT	5310							2022	\$567,000	\$567,000	
STATEWIDE	NCDOT	NCDOT	IMD STATE ADMINISTRATION - AMERICAN RESCUE PLAN AND CORONAVIRUS RESPONSE AND RELIEF SUPPLEMENTAL APPROPRIATION ACT FUNDS TO SUPPORT THE INTEGRATED MOBILITY DIVISION WITH PROVIDING SUBRECIPIENT MONITORING AND OVERSIGHT AND PROVIDE TECHNICAL ASSISTANCE IN THE DEVELOPMENT OF PROJECTS AND PLANS FOR SMALL URBAN AND RURAL AREAS. (ARP/CRRSAA 5301 OPERATING)	PUBLIC TRANSIT	OPERATIONS AND MAINTENANCE	99	STATEWIDE PROJECT	TM-0038	PUBLIC TRANSIT	FEDT, S							2023	\$1,501,000	\$1,501,000	
DURHAM	GODURHAM	GO DURHAM TRANSIT	ACQUISITION OF SIX (6) ELECTRIC TRANSIT BUSES.	PUBLIC TRANSIT		5	DURHAM-CHAPEL HILL-CARRBORO MPO	TM-0043	PUBLIC TRANSIT	CMAQ, L							2023	\$1,729,000	\$1,729,000	
STATEWIDE	SUB REGIONAL	FTA	STATE ADMINISTRATION - JOB ACCESS NON-URBAN	PUBLIC TRANSIT	OPERATIONS AND MAINTENANCE	99	STATEWIDE PROJECT	TM-5301	PUBLIC TRANSIT	5316							2020	\$500,000	\$500,000	FUNDS AUTHORIZED IN PROGRESS
DURHAM, ORANGE	DURHAM AREA TRANSIT AUTHORITY	DURHAM AREA TRANSIT AUTHORITY	OPERATING ASSISTANCE - NEW FREEDOM - URBAN	PUBLIC TRANSIT	OPERATIONS AND MAINTENANCE	5, 7	DURHAM-CHAPEL HILL-CARRBORO MPO	TN-5102	PUBLIC TRANSIT	5317, L							2020	\$504,000	\$504,000	FUNDS AUTHORIZED IN PROGRESS
STATEWIDE	SUB REGIONAL	FTA	STATE ADMINISTRATION - NEW FREEDOM - 5317	PUBLIC TRANSIT	OPERATIONS AND MAINTENANCE	99	STATEWIDE PROJECT	TN-5112	PUBLIC TRANSIT	5317							2020	\$350,000	\$350,000	FUNDS AUTHORIZED IN PROGRESS
STATEWIDE	STATEWIDE	FTA	5317 NEW FREEDOM	PUBLIC TRANSIT	OPERATIONS AND MAINTENANCE	99	STATEWIDE PROJECT	TN-6125	PUBLIC TRANSIT	FEP, L							2020	\$4,272,000	\$4,272,000	
STATEWIDE	STATEWIDE	FTA	HUMAN TRAFFICKING AWARENESS AND PUBLIC SAFETY INITIATIVE DISCRETIONARY GRANT AWARDED BY FTA. GRANT WILL ALLOW FOR STATEWIDE TRAINING AND IMPLEMENTATION OF A TRAINING PROGRAM FOR TRANSIT EMPLOYEES ACROSS THE STATE ON HOW TO RECOGNIZE AND RESPOND TO THE SIGNS OF HUMAN TRAFFICKING. THE DEPARTMENT ALSO WILL DEVELOP HUMAN TRAFFICKING AWARENESS EDUCATIONAL MATERIALS TO BE POSTED ON TRANSIT VEHICLES AND STATIONS.	PUBLIC TRANSIT	MISCELLANEOUS/OTHER	99	STATEWIDE PROJECT	TO-0003	PUBLIC TRANSIT	5307, 5312							2021	\$150,000	\$150,000	
STATEWIDE	STATEWIDE	FTA	SYSTEM SAFETY OVERSIGHT GRANT FOR NCDOT RAIL DIVISION.	PUBLIC TRANSIT	MISCELLANEOUS/OTHER	99	STATEWIDE PROJECT	TO-0004	PUBLIC TRANSIT	S, SSO							2021	\$880,000	\$880,000	ADD PROJECT TO TO-0004 TO STIP FOR FFY 2021. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD FOR SYSTEM SAFETY OVERSIGHT FOR THE NCDOT RAIL DIVISION. PROJECT ADDED AT THE REQUEST OF IMD.
DURHAM	DURHAM AREA TRANSIT AUTHORITY	DURHAM AREA TRANSIT AUTHORITY	OPERATING ASSISTANCE	PUBLIC TRANSIT	MISCELLANEOUS/OTHER	5	DURHAM-CHAPEL HILL-CARRBORO MPO	TO-5130	PUBLIC TRANSIT	SMAP							2020	\$11,224,000	\$11,224,000	FUNDS AUTHORIZED IN PROGRESS
ORANGE	CHAPEL HILL TRANSIT	CHAPEL HILL TRANSIT	OPERATING ASSISTANCE	PUBLIC TRANSIT	MISCELLANEOUS/OTHER	7	DURHAM-CHAPEL HILL-CARRBORO MPO	TO-5133	PUBLIC TRANSIT	SMAP							2020	\$14,280,000	\$14,280,000	FUNDS AUTHORIZED IN PROGRESS

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BASIC PROJECT INFORMATION										FISCAL YEAR PROJECT PHASE SCHEDULED TO START										
COUNTY(S)	ROUTE/CITY	RESPONSIBLE AGENCY	DESCRIPTION	MODE	FUNDING PROGRAM	DIVISION(S)	MPOs/RPOs	PROJECT ID	STI CATEGORY FUNDED	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR CONSTRUCTION	PROJECTED SCHEDULE FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS NEEDED	COMMENT
ORANGE	DURHAM	DURHAM	5307 OPERATING FUNDS NC 2019-060-01-P11	PUBLIC TRANSIT	MISCELLANEOUS/OTHER	7	DURHAM-CHAPEL HILL-CARRBORO MPO	TO-5206	PUBLIC TRANSIT	5307							2020	\$311,000	\$311,000	MODIFYING THE FEDERAL FUNDS RECEIVED FROM FTA ADMINISTERED BY PTD BASED ON SFY21 GRANTS
STATEWIDE	STATEWIDE	FTA	5311 OPERATING FUNDS FOR FTA GRANTS	PUBLIC TRANSIT	MISCELLANEOUS/OTHER	99	STATEWIDE PROJECT	TO-6135	PUBLIC TRANSIT	5311							2021	\$947,000	\$947,000	MODIFYING THE FEDERAL FUNDS RECEIVED FROM FTA ADMINISTERED BY PTD BASED ON SFY21 GRANTS
STATEWIDE	STATEWIDE	FTA	5311 OPERATING AND 5311 OPERATING F	PUBLIC TRANSIT	MISCELLANEOUS/OTHER	99	STATEWIDE PROJECT	TO-6155	PUBLIC TRANSIT	5311, L							2020	\$154,320,000	\$154,320,000	
DURHAM, ORANGE	TRIANGLE TRANSIT AUTHORITY	TRIANGLE TRANSIT AUTHORITY	PLANNING ASSISTANCE	PUBLIC TRANSIT	PLANNING	5, 7	DURHAM-CHAPEL HILL-CARRBORO MPO	TP-4732A	PUBLIC TRANSIT	5307, L, S							2020	\$2,952,000	\$2,952,000	FUNDS AUTHORIZED IN PROGRESS
STATEWIDE	REGIONAL COORDINATED AREA TRANSPORTION	REGIONAL COORDINATED AREA TRANSPORTION	PLANNING ASSISTANCE - RESEARCH SUPPORT ACTIVITIES	PUBLIC TRANSIT	CAPITAL (NON-STI)	99	STATEWIDE PROJECT	TP-4901	PUBLIC TRANSIT	FSPR, S							2020	\$720,000	\$720,000	FUNDS AUTHORIZED IN PROGRESS
DURHAM	DURHAM AREA TRANSIT AUTHORITY	DURHAM AREA TRANSIT AUTHORITY	PLANNING ASSISTANCE - 5303	PUBLIC TRANSIT	CAPITAL (NON-STI)	5	DURHAM-CHAPEL HILL-CARRBORO MPO	TP-5108	PUBLIC TRANSIT	5303, L, S							2020	\$560,000	\$560,000	FUNDS AUTHORIZED IN PROGRESS
DURHAM	DURHAM AREA TRANSIT AUTHORITY	DURHAM AREA TRANSIT AUTHORITY	PLANNING ASSISTANCE - 5307	PUBLIC TRANSIT	CAPITAL (NON-STI)	5	DURHAM-CHAPEL HILL-CARRBORO MPO	TP-5109	PUBLIC TRANSIT	5307, L, S							2020	\$1,920,000	\$1,920,000	FUNDS AUTHORIZED IN PROGRESS
STATEWIDE	STATEWIDE	FTA	5304 PLANNING	PUBLIC TRANSIT	PLANNING	99	STATEWIDE PROJECT	TP-5154	PUBLIC TRANSIT	5303, L							2020	\$5,136,000	\$5,136,000	
STATEWIDE	STATEWIDE	FTA	5310 OPERATING PROJECTS FOR RURAL AREAS	PUBLIC TRANSIT	OPERATIONS AND MAINTENANCE	99	STATEWIDE PROJECT	TQ-6954	PUBLIC TRANSIT	5310, L							2021	\$8,935,000	\$8,935,000	MODIFYING THE FEDERAL FUNDS RECEIVED FROM FTA ADMINISTERED BY PTD BASED ON SFY21 GRANTS
STATEWIDE	STATEWIDE	FTA	5310 CAPITAL PROJECTS FOR RURAL AREAS AND SMALL URBAN AREAS	PUBLIC TRANSIT	CAPITAL (NON-STI)	99	STATEWIDE PROJECT	TQ-9038	PUBLIC TRANSIT	5310							2021	\$2,850,000	\$2,850,000	MODIFYING THE FEDERAL FUNDS RECEIVED FROM FTA ADMINISTERED BY PTD BASED ON SFY21 GRANTS
STATEWIDE	STATEWIDE	FTA	STATEWIDE RTAP	PUBLIC TRANSIT	OPERATIONS AND MAINTENANCE	99	STATEWIDE PROJECT	TS-4900Z	PUBLIC TRANSIT	RTAP							2021	\$480,000	\$480,000	MODIFYING THE FEDERAL FUNDS RECEIVED FROM FTA ADMINISTERED BY PTD BASED ON SFY21 GRANTS
DURHAM	DURHAM AREA TRANSIT AUTHORITY	DURHAM AREA TRANSIT AUTHORITY	SAFETY & SECURITY - MIN. 1% SET ASIDE	PUBLIC TRANSIT	CAPITAL (NON-STI)	5	DURHAM-CHAPEL HILL-CARRBORO MPO	TS-5108	PUBLIC TRANSIT	5307, L							2020	\$172,000	\$172,000	FUNDS AUTHORIZED IN PROGRESS
DURHAM, ORANGE	TRIANGLE TRANSIT AUTHORITY	TRIANGLE TRANSIT AUTHORITY	SAFETY & SECURITY - MIN. 1% SET ASIDE	PUBLIC TRANSIT	CAPITAL (NON-STI)	5, 7	DURHAM-CHAPEL HILL-CARRBORO MPO	TS-5119	PUBLIC TRANSIT	5307, L							2020	\$76,000	\$76,000	FUNDS AUTHORIZED IN PROGRESS
STATEWIDE	STATEWIDE	FTA	5329 STATE SAFETY AND OVERSIGHT	PUBLIC TRANSIT	OPERATIONS AND MAINTENANCE	99	STATEWIDE PROJECT	TS-7001	PUBLIC TRANSIT	FED, L, S							2020	\$4,676,000	\$4,676,000	
STATEWIDE	NCDOT	NCDOT	H.O.P.E GRANT OPPORTUNITY FROM THE FTA. DISCRETIONARY GRANT AWARDED BY FTA. PLANNING AND DESIGN IN PREPARATION FOR ELECTRIC VEHICLE DEPLOYMENT.	PUBLIC TRANSIT	PLANNING	99	STATEWIDE PROJECT	TU-0003	PUBLIC TRANSIT	5303, 5312, S							2021	\$222,000	\$222,000	ADD PROJECT TU-0003 TO STIP FOR FFY 2021. NEW PROJECT DEVELOPED FOR FEDERAL FUNDING AWARD. PROJECT ADDED AT THE REQUEST OF IMD.
STATEWIDE	NCDOT	NCDOT	5303 METROPOLITAN TRANSPORTATION PLANNING FUNDS FOR FTA GRANTS	PUBLIC TRANSIT	PLANNING	99	STATEWIDE PROJECT	TU-0005	PUBLIC TRANSIT	5303, L, S							2022	\$10,809,000	\$10,809,000	
STATEWIDE	NCDOT	NCDOT	NCSU (ITRE) WILL PROVIDE TECHNICAL ASSISTANCE TO THE INTEGRATED MOBILITY DIVISION AND SUBRECIPIENTS.	PUBLIC TRANSIT	PLANNING	99	STATEWIDE PROJECT	TU-0008	PUBLIC TRANSIT	5311, S							2022	\$588,000	\$588,000	
STATEWIDE	NCDOT	NCDOT	NCSU (ITRE) WILL USE THE FUNDS TO PROVIDE TRAINING/PROFESSIONAL DEVELOPMENT RELATED TO DELIVERY OF ADA TRAINING TO TRANSIT PROFESSIONALS.	PUBLIC TRANSIT	PLANNING	99	STATEWIDE PROJECT	TU-0009	PUBLIC TRANSIT	RTAP							2022	\$765,000	\$765,000	
STATEWIDE	NCDOT	NCDOT	NCDOT-IMD SECTION 5304 PROGRAM FUNDS TO SUPPORT THE INTEGRATED MOBILITY DIVISION URBAN TRANSIT TECHNICAL ASSISTANCE ACTIVITIES.	PUBLIC TRANSIT	OPERATIONS AND MAINTENANCE	99	STATEWIDE PROJECT	TU-0011	PUBLIC TRANSIT	5303, L							2022	\$3,431,000	\$3,431,000	
STATEWIDE	NCDOT	NCDOT	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY. PLANNING STUDY ON THE TRANSITION TO ZERO EMISSIONS LIGHT AND HEAVY DUTY PASSENGER VEHICLES. THE TRANSITION PLAN IS AREQUIREMENT BY FTA TO APPLY FOR GRANT FUNDS SUPPORTING ANY ZEV PROJECTS, INCLUDING VEHICLES AND ALL RELATED INFRASTRUCTURE.	PUBLIC TRANSIT	PLANNING	99	STATEWIDE PROJECT	TU-0012	PUBLIC TRANSIT	5303, L							2023	\$100,000	\$100,000	
DURHAM	GODURHAM	GODURHAM	GODURHAM IS PLANNING IMPROVEMENTS TO DURHAM STATION TO EXPAND EQUITABLE ACCESS TO TRANSIT, IMPROVE STATION AMENITIES, AND INCREASE CONNECTIONS TO EMPLOYMENT, HEALTHCARE AND EDUCATION OPPORTUNITIES AND CONSTRUCT 8 BUS BAYS, REDESIGNED BUS LANES, AND PLACE NEW PAVEMENT.	PUBLIC TRANSIT	PLANNING	5	DURHAM-CHAPEL HILL-CARRBORO MPO	TU-0013	PUBLIC TRANSIT	5339(b), L							2023	\$13,500,000	\$13,500,000	
STATEWIDE	NCDOT	NCDOT	NCSU (ITRE) WILL PROVIDE TECHNICAL ASSISTANCE TO THE INTEGRATED MOBILITY DIVISION AND SUBRECIPIENTS.	PUBLIC TRANSIT	PLANNING	99	STATEWIDE PROJECT	TU-0014	PUBLIC TRANSIT	5311, L							2023	\$634,000	\$634,000	
STATEWIDE	NCDOT	NCDOT	NCSU (ITRE) WILL USE THE FUNDS TO PROVIDE TRAINING/PROFESSIONAL DEVELOPMENT RELATED TO THE DELIVERY OF ADA TRAINING TO TRANSIT PROFESSIONALS.	PUBLIC TRANSIT	PLANNING	99	STATEWIDE PROJECT	TU-0015	PUBLIC TRANSIT	RTAP							2023	\$73,000	\$73,000	
STATEWIDE	SUB REGIONAL	FTA	5310 STATE ADMIN	PUBLIC TRANSIT	OPERATIONS AND MAINTENANCE	99	STATEWIDE PROJECT	TV-4903	PUBLIC TRANSIT	5310							2021	\$450,000	\$450,000	FUNDS AUTHORIZED IN PROGRESS
DURHAM	NEW ROUTE	NCDOT	EAST END CONNECTOR, NC 147 (DURHAM FREEWAY) TO NORTH OF NC 98 IN DURHAM. FOUR-LANE DIVIDED FREEWAY WITH AUXILIARY LANES, PART ON NEW LOCATION.	HIGHWAY	TRANSITION	5	DURHAM-CHAPEL HILL-CARRBORO MPO	U-0071	PRE-STI (TRANSITION)											UNDER CONSTRUCTION
DURHAM	NC 55 (ALSTON AVENUE)	NCDOT	NC 147 (DURHAM FREEWAY) TO US 70 BUSINESS / NC 98 (HOLLOWAY STREET) IN DURHAM. WIDEN TO 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	HIGHWAY	TRANSITION	5	DURHAM-CHAPEL HILL-CARRBORO MPO	U-3308	PRE-STI (TRANSITION)											UNDER CONSTRUCTION

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BASIC PROJECT INFORMATION									FISCAL YEAR PROJECT PHASE SCHEDULED TO START												
COUNTY(S)	ROUTE/CITY	RESPONSIBLE AGENCY	DESCRIPTION	MODE	FUNDING PROGRAM	DIVISION(S)	MPOs/RPOs	PROJECT ID	STI CATEGORY FUNDED	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR CONSTRUCTION	PROJECTED SCHEDULE FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS NEEDED	COMMENT	
DURHAM, WAKE	VARIOUS PIEDMONT CORRIDOR	NCDOT	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 ROAD), EXTEND CHURCH STREET TO HOPSON ROAD, CLOSE CHURCH STREET C	RAIL	OTHER	5	DURHAM-CHAPEL HILL-CARRBORO MPO, CAPITAL AREA MPO	U-4716													
DURHAM	SR 1978 (HOPSON ROAD)	NCDOT	NORFOLK SOUTHERN RAILROAD-NORTH CAROLINA RAILROAD. CONSTRUCT RAILROAD GRADE SEPARATION AND SHIFT RAIL LINE	RAIL	OTHER	5	DURHAM-CHAPEL HILL-CARRBORO MPO	U-4716A													PROJECT COMPLETE
DURHAM	SR 1980 (CHURCH STREET)	NCDOT	NORFOLK SOUTHERN RAILROAD / NC RAILROAD TO SR 1978 (HOPSON ROAD) REALIGN AND CLOSE CROSSING 734 748M OF THE NORFOLK SOUTHERN-NORTH CAROLINA RAILROAD	RAIL	PRE-STI (HISTORIC)	5	DURHAM-CHAPEL HILL-CARRBORO MPO	U-4716B	PRE-STI (TRANSITION)												PROJECT COMPLETE
DURHAM, WAKE	NORFOLK-SOUTHERN RAILROAD / NC RAILROAD	NCDOT	CLEGG TO NELSON. CONSTRUCT PASSING SIDING	RAIL	OTHER	5	CAPITAL AREA MPO, DURHAM-CHAPEL HILL-CARRBORO MPO	U-4716C													PROJECT COMPLETE
DURHAM	SR 1978 (HOPSON ROAD)	NCDOT	SR 1978 (HOPSON ROAD), EAST OF SR 1999 (DAVIS DRIVE) TO NC 54, WIDEN TO MULTILANES	RAIL	STI (PRIORITIZATION)	5	DURHAM-CHAPEL HILL-CARRBORO MPO	U-4716D		O	NOT FUNDED	\$1,126,000			NOT FUNDED	\$3,160,000				\$4,286,000	
DURHAM	SR 1158 (CORNWALLIS ROAD)	DURHAM	SR 2295 (SOUTH ROXBORO STREET) TO SR 1127 (CHAPEL HILL ROAD) IN DURHAM. BICYCLE AND PEDESTRIAN FEATURES.	BIKE/PED	TRANSITION	5	DURHAM-CHAPEL HILL-CARRBORO MPO	U-4724	PRE-STI (TRANSITION)	BGANV, BGDA, L	2023	\$2,233,000			2024	\$4,978,000				\$7,211,000	RIGHT-OF-WAY IN PROGRESS
DURHAM, ORANGE, CHATHAM	VARIOUS	NCDOT	DURHAM-CHAPEL HILL-CARRBORO (DCHC) MPO. BICYCLE, PEDESTRIAN, AND TRANSPORTATION ALTERNATIVES PROGRAM (TAP)-ELIGIBLE PROJECTS.	BIKE/PED	LOCALLY SELECTED	5, 7, 8	DURHAM-CHAPEL HILL-CARRBORO MPO	U-4726	DIVISION 5, 7, 8	BGANV, BGDA, L	2021	\$1,909,000			2021	\$11,766,000				\$13,675,000	IN PROGRESS
ORANGE	VARIOUS	DURHAM	BICYCLE DETECTION AT SIGNALIZED INTERSECTIONS.	BIKE/PED	LOCALLY SELECTED	7	DURHAM-CHAPEL HILL-CARRBORO MPO	U-4726DF	EXEMPT	CMAQ, L					2023	\$36,000				\$36,000	
DURHAM	SR 1321 (HILLDALE ROAD)	DURHAM	I-85 TO NC 147 (DURHAM FREEWAY) IN DURHAM. PEDESTRIAN IMPROVEMENTS.	BIKE/PED	LOCALLY SELECTED	5	DURHAM-CHAPEL HILL-CARRBORO MPO	U-4726HN	EXEMPT	BGDA, L					2023	\$2,939,000				\$2,939,000	
DURHAM	CARPENTER - FLETCHER ROAD	DURHAM	WOODCROFT PARKWAY (CITY MAINTAINED) TO SR 1945 (ALSTON AVENUE). CONSTRUCT BIKE LANES AND SIDEWALKS.	BIKE/PED	LOCALLY SELECTED	5	DURHAM-CHAPEL HILL-CARRBORO MPO	U-4726HO	EXEMPT	BGANV, L, TADA	2023	\$27,000			2024	\$7,881,000				\$7,908,000	
ORANGE	SR 1777 (HOMESTEAD ROAD)	DURHAM	SR 1843 (SEAWELL SCHOOL ROAD) TO SR 1733 (WEAVER DAIRY ROAD EXTENSION).	BIKE/PED	LOCALLY SELECTED	7	DURHAM-CHAPEL HILL-CARRBORO MPO	U-4726IK	DIVISION 7	BGDA, L					2023	\$1,300,000				\$1,300,000	
DURHAM, ORANGE, CHATHAM	VARIOUS	NCDOT	DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION (DCHC) PLANNING ALLOCATION AND UNIFIED WORK PROGRAM.	HIGHWAY	LOCALLY SELECTED	5, 7, 8	DURHAM-CHAPEL HILL-CARRBORO MPO	U-4727	DIVISION 5, 7, 8	BGDA, L							2023	\$27,818,000		\$27,818,000	PRIOR YEAR AMOUNT INCLUDES \$223K FEDERAL TIGER GRANT
DURHAM, ORANGE, CHATHAM	VARIOUS	NCDOT	DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION (DCHC) SURFACE TRANSPORTATION BLOCK GRANT DIRECT ATTRIBUTABLE (DA) FUNDS - RESERVED FOR FUTURE PROGRAMMING.	HIGHWAY	LOCALLY SELECTED	5, 7, 8	DURHAM-CHAPEL HILL-CARRBORO MPO	U-5023	DIVISION 5, 7, 8	BGDA					2023	\$48,984,000				\$48,984,000	INCLUDES \$137K TO BE ALLOCATED TO TG-5235; \$1548K ALLOCATED TO U-4726.
ORANGE	CHAPEL HILL TRANSIT	CHAPEL HILL TRANSIT	ALTERNATIVE ANALYSIS - ENVIRONMENTAL ASSESSMENT, DESIGN, AND ENGINEERING	PUBLIC TRANSIT	PLANNING	7	DURHAM-CHAPEL HILL-CARRBORO MPO	U-5119A	PUBLIC TRANSIT	FED, L							2020	\$200,000		\$200,000	FUNDS AUTHORIZED IN PROGRESS
ORANGE, DURHAM	US 15 / US 501 (FORDHAM BOULEVARD)	NCDOT	NC 86 (SOUTH COLUMBIA STREET) TO I-40 IN CHAPEL HILL. UPGRADE CORRIDOR.	HIGHWAY	STI (PRIORITIZATION)	5, 7	DURHAM-CHAPEL HILL-CARRBORO MPO	U-5304													COORDINATE WITH EB-5998 AND U-5774
ORANGE	US 15 / US 501	NCDOT	NC 86 (SOUTH COLUMBIA STREET). INTERCHANGE IMPROVEMENTS.	HIGHWAY	STI (PRIORITIZATION)	7	DURHAM-CHAPEL HILL-CARRBORO MPO	U-5304A	NOT FUNDED	T	NOT FUNDED	\$10,000,000	NOT FUNDED	\$1,040,000	NOT FUNDED	\$22,001,000				\$33,041,000	
ORANGE	US 15 / US 501	NCDOT	NC 86 (SOUTH COLUMBIA STREET) TO NC 54 (RALEIGH ROAD). CAPACITY IMPROVEMENTS, WITH SIDEWALKS, WIDE OUTSIDE LANES AND TRANSIT ACCOMMODATIONS.	HIGHWAY	STI (PRIORITIZATION)	7	DURHAM-CHAPEL HILL-CARRBORO MPO	U-5304B	NOT FUNDED	T	NOT FUNDED	\$6,000,000	NOT FUNDED	\$285,000	NOT FUNDED	\$22,001,000				\$28,286,000	
ORANGE	US 15 / US 501	NCDOT	SR 1742 (EPHESUS CHURCH ROAD). INTERSECTION IMPROVEMENTS.	HIGHWAY	PRE-STI (HISTORIC)	7	DURHAM-CHAPEL HILL-CARRBORO MPO	U-5304C													WORK COMPLETED UNDER U-5550.
ORANGE	US 15 / US 501	NCDOT	NC 54 (RALEIGH ROAD). TO SR 1742 (EPHESUS CHURCH ROAD). CAPACITY IMPROVEMENTS, WITH SIDEWALKS, WIDE OUTSIDE LANES AND TRANSIT ACCOMMODATIONS.	HIGHWAY	STI (PRIORITIZATION)	7	DURHAM-CHAPEL HILL-CARRBORO MPO	U-5304D	NOT FUNDED	T	NOT FUNDED	\$5,000,000	NOT FUNDED	\$344,000	NOT FUNDED	\$30,001,000				\$35,345,000	
ORANGE	US 15 / US 501	NCDOT	SR 1902 (MANNING DRIVE). CONVERT AT-GRADE INTERSECTION TO INTERCHANGE.	HIGHWAY	STI (PRIORITIZATION)	7	DURHAM-CHAPEL HILL-CARRBORO MPO	U-5304E	NOT FUNDED	T	NOT FUNDED	\$12,000,000	NOT FUNDED	\$446,000	NOT FUNDED	\$25,000,000				\$37,446,000	
ORANGE, DURHAM	US 15 / US 501	NCDOT	SR 1742 (EPHESUS CHURCH ROAD) TO I-40. CORRIDOR CAPACITY IMPROVEMENTS.	HIGHWAY	STI (PRIORITIZATION)	5, 7	DURHAM-CHAPEL HILL-CARRBORO MPO	U-5304F	REGION C, D	T	2028	\$6,000,000	2028	\$726,000	2030	\$26,999,000				\$33,725,000	
DURHAM	US 501 (ROXBORO ROAD)	NCDOT	SR 1448 (LATTA ROAD) / SR 1639 (INFINITY ROAD) INTERSECTION IN DURHAM. INTERSECTION IMPROVEMENTS.	HIGHWAY	STI (PRIORITIZATION)	5	DURHAM-CHAPEL HILL-CARRBORO MPO	U-5516	REGION C	L, NHP	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$11,292,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$2,076,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$12,402,000				\$25,770,000	RIGHT-OF-WAY PARTICIPATION \$2 MILLION BY CITY OF DURHAM
WAKE, DURHAM	US 70 (GLENWOOD AVENUE)	NCDOT	WEST OF SR 3067 (T.W. ALEXANDER DRIVE) TO I-540 IN RALEIGH. UPGRADE ROADWAY TO IMPROVE CAPACITY, SAFETY AND TRAFFIC OPERATIONS INCLUDING INTERCHANGES AT VARIOUS LOCATIONS.	HIGHWAY	STI (PRIORITIZATION)	5	CAPITAL AREA MPO, DURHAM-CHAPEL HILL-CARRBORO MPO	U-5518	STATEWIDE MOBILITY	NHP	2026	\$153,208,000	2026	\$15,714,000	2026	\$168,498,000				\$337,420,000	COORDINATE WITH U-2823 AND U-5720; DESIGN BUILD PROJECT
ORANGE, DURHAM	VARIOUS	CHAPEL HILL	VARIABLE MESSAGE SIGNS FOR TRAFFIC MANAGEMENT ON MAJOR CORRIDORS IN CHAPEL HILL.	HIGHWAY	LOCALLY SELECTED	5, 7	DURHAM-CHAPEL HILL-CARRBORO MPO	U-5543	EXEMPT												UNDER CONSTRUCTION BY TOWN OF CHAPEL HILL
ORANGE	US 15 / US 501 (FORDHAM BOULEVARD)	NCDOT	SR 1742 (EPHESUS CHURCH ROAD) IN CHAPEL HILL. INTERSECTION IMPROVEMENTS.	HIGHWAY	STI (PRIORITIZATION)	7	DURHAM-CHAPEL HILL-CARRBORO MPO	U-5550	STATEWIDE MOBILITY												UNDER CONSTRUCTION BY TOWN OF CHAPEL HILL
DURHAM	US 15 / US 501	NCDOT	SR 1116 (GARRETT ROAD) IN DURHAM. CONVERT AT-GRADE INTERSECTION TO INTERCHANGE.	HIGHWAY	STI (PRIORITIZATION)	5	DURHAM-CHAPEL HILL-CARRBORO MPO	U-5717	STATEWIDE MOBILITY	NHP					2027	\$32,001,000				\$32,001,000	RIGHT-OF-WAY IN PROGRESS; COORDINATE WITH U-6067
DURHAM	US 70 (MIAMI BOULEVARD)	NCDOT	LYNN ROAD TO EAST OF SR 2095 (PAGE ROAD EXTENSION). UPGRADE TO CONTROLLED-ACCESS FACILITY AND CONVERT SR 1811 AT-GRADE INTERSECTION TO INTERCHANGE.	HIGHWAY	STI (PRIORITIZATION)	5	DURHAM-CHAPEL HILL-CARRBORO MPO	U-5720													
DURHAM	US 70 (MIAMI BOULEVARD)	NCDOT	LYNN ROAD TO SR 1959 (SOUTH MIAMI BOULEVARD) / SR 1811 (SHERRON ROAD).	HIGHWAY	STI (PRIORITIZATION)	5	DURHAM-CHAPEL HILL-CARRBORO MPO	U-5720A	STATEWIDE MOBILITY	T	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$46,401,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$1,306,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$36,502,000				\$84,209,000	
DURHAM	US 70 (MIAMI BOULEVARD)	NCDOT	SR 1959 (SOUTH MIAMI BOULEVARD) / SR 1811 (SHERRON ROAD) TO EAST OF SR 2095 (PAGE ROAD EXTENSION).	HIGHWAY	STI (PRIORITIZATION)	5	DURHAM-CHAPEL HILL-CARRBORO MPO	U-5720B	STATEWIDE MOBILITY	T	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$140,500,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$1,218,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$81,700,000				\$223,418,000	INCLUDES INTERCHANGE AT SR 1811

2024-2033 STATE TRANSPORTATION IMPROVEMENT PROGRAM

BASIC PROJECT INFORMATION									FISCAL YEAR PROJECT PHASE SCHEDULED TO START											
COUNTY(S)	ROUTE/CITY	RESPONSIBLE AGENCY	DESCRIPTION	MODE	FUNDING PROGRAM	DIVISION(S)	MPOs/RPOs	PROJECT ID	STI CATEGORY FUNDED	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR CONSTRUCTION	PROJECTED SCHEDULE FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS NEEDED	COMMENT
DURHAM	US 70	NCDOT	SR 1959 (SOUTH MIAMI BOULEVARD) / SR 1811 (SHERRON ROAD) TO EAST OF SR 2095 (PAGE ROAD EXTENSION).	HIGHWAY	STI (PRIORITIZATION)	5	DURHAM-CHAPEL HILL-CARRBORO MPO	U-5720C												PROJECT DELETED - WORK TO BE ACCOMPLISHED UNDER U-5720B
DURHAM	NC 751 (HOPE VALLEY ROAD)	NCDOT	SR 1183 (UNIVERSITY DRIVE) INTERSECTION IN DURHAM. CONSTRUCT ROUNDABOUT.	HIGHWAY	STI (PRIORITIZATION)	5	DURHAM-CHAPEL HILL-CARRBORO MPO	U-5745	REGION C	T	2019	\$435,000			2019	\$1,313,000	2019	\$624,000	\$2,372,000	UNDER CONSTRUCTION; BUILD NC BONDS: \$457,000 FOR PE, \$338,000 FOR RIGHT OF WAY, AND \$1.02 MILLION FOR CONSTRUCTION - PAYBACK 2020-2033 (FY 2019 / YR 1 SALE)
DURHAM, ORANGE	NC 54	NCDOT	US 15 / US 501 IN CHAPEL HILL TO NC 55 IN DURHAM. UPGRADE ROADWAY CORRIDOR.	HIGHWAY	STI (PRIORITIZATION)	5, 7	DURHAM-CHAPEL HILL-CARRBORO MPO	U-5774												PARTS A THROUGH F ON EXPANDED NHS
ORANGE	NC 54	NCDOT	US 15 / US 501. UPGRADE INTERCHANGE.	HIGHWAY	STI (PRIORITIZATION)	7	DURHAM-CHAPEL HILL-CARRBORO MPO	U-5774A	NOT FUNDED	T	NOT FUNDED	\$2,800,000	NOT FUNDED	\$140,000	NOT FUNDED	\$16,100,000			\$19,040,000	
ORANGE, DURHAM	NC 54	NCDOT	WEST OF US 15 / US 501 IN ORANGE COUNTY TO EAST OF SR 1110 (BARBEE CHAPEL ROAD) IN DURHAM COUNTY. UPGRADE ROADWAY CORRIDOR.	HIGHWAY	STI (PRIORITIZATION)	5, 7	DURHAM-CHAPEL HILL-CARRBORO MPO	U-5774B	REGION C, D	T	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$43,001,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$74,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$23,300,000			\$66,375,000	
DURHAM	NC 54	NCDOT	EAST OF SR1110 (BARBEE CHAPEL ROAD) TO EAST OF LITTLE CREEK. UPGRADE ROADWAY CORRIDOR.	HIGHWAY	STI (PRIORITIZATION)	5	DURHAM-CHAPEL HILL-CARRBORO MPO	U-5774C	REGION C	T	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$934,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$267,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$11,599,000			\$12,800,000	
DURHAM	NC 54	NCDOT	FALCONBRIDGE ROAD. CONVERT AT-GRADE INTERSECTION TO INTERCHANGE.	HIGHWAY	STI (PRIORITIZATION)	5	DURHAM-CHAPEL HILL-CARRBORO MPO	U-5774D												SCOPE INCLUDED IN U-5774F
DURHAM	NC 54	NCDOT	SR 1110 (FARRINGTON ROAD). CONVERT AT-GRADE INTERSECTION TO GRADE SEPARATION.	HIGHWAY	STI (PRIORITIZATION)	5	DURHAM-CHAPEL HILL-CARRBORO MPO	U-5774E												SCOPE INCLUDED IN U-5774F
DURHAM	I-40	NCDOT	NC 54 INTERCHANGE. CONSTRUCT INTERCHANGE IMPROVEMENTS, INCLUDING UPGRADE OF NC 54 FROM EAST OF LITTLE CREEK TO EAST OF I-40.	HIGHWAY	STI (PRIORITIZATION)	5	DURHAM-CHAPEL HILL-CARRBORO MPO	U-5774F	STATEWIDE MOBILITY	NHP	2028	\$91,470,000	2028	\$15,700,000	2031	\$88,399,000			\$195,569,000	
DURHAM	NC 54	NCDOT	EAST OF I-40 TO EAST OF NC 751. UPGRADE ROADWAY CORRIDOR.	HIGHWAY	STI (PRIORITIZATION)	5	DURHAM-CHAPEL HILL-CARRBORO MPO	U-5774G	NOT FUNDED	T	NOT FUNDED	\$1,800,000	NOT FUNDED	\$800,000	NOT FUNDED	\$16,900,000			\$19,500,000	
DURHAM	NC 54	NCDOT	EAST OF NC 751 TO EAST OF SR 1118 (FAYETTEVILLE ROAD). UPGRADE ROADWAY CORRIDOR.	HIGHWAY	STI (PRIORITIZATION)	5	DURHAM-CHAPEL HILL-CARRBORO MPO	U-5774H	NOT FUNDED	T	NOT FUNDED	\$5,900,000	NOT FUNDED	\$726,000	NOT FUNDED	\$18,000,000			\$24,626,000	
DURHAM	NC 54	NCDOT	EAST OF SR 1118 (FAYETTEVILLE ROAD) TO EAST OF SR 1106 (BARBEE ROAD). UPGRADE ROADWAY CORRIDOR.	HIGHWAY	STI (PRIORITIZATION)	5	DURHAM-CHAPEL HILL-CARRBORO MPO	U-5774I	NOT FUNDED	T	NOT FUNDED	\$2,500,000	NOT FUNDED	\$617,000	NOT FUNDED	\$12,300,000			\$15,417,000	
DURHAM	NC 54	NCDOT	EAST OF SR 1106 (BARBEE ROAD) TO NC 55. UPGRADE ROADWAY CORRIDOR.	HIGHWAY	STI (PRIORITIZATION)	5	DURHAM-CHAPEL HILL-CARRBORO MPO	U-5774J	NOT FUNDED	T	NOT FUNDED	\$3,200,000	NOT FUNDED	\$420,000	NOT FUNDED	\$17,100,000			\$20,720,000	
DURHAM	WOODCROFT PARKWAY EXTENSION	DURHAM	SR 1116 (GARRETT ROAD) TO NC 751 (HOPE VALLEY ROAD) IN DURHAM. CONSTRUCT ROADWAY ON NEW ALIGNMENT.	HIGHWAY	STI (PRIORITIZATION)	5	DURHAM-CHAPEL HILL-CARRBORO MPO	U-5823	DIVISION 5	BGANV, L	2024	\$900,000	2024	\$400,000	2025	\$3,750,000			\$5,050,000	NON-STATE SYSTEM FACILITY - LOCAL MATCH BY CITY OF DURHAM
ORANGE	SR 1009 (SOUTH CHURTON STREET)	NCDOT	I-40 TO ENO RIVER IN HILLSBOROUGH. WIDEN TO MULTI-LANES.	HIGHWAY	STI (PRIORITIZATION)	7	DURHAM-CHAPEL HILL-CARRBORO MPO	U-5845	DIVISION 7	T	2028	\$10,200,000	2028	\$1,200,000	2031	\$24,001,000			\$35,401,000	
ORANGE	SR 1772 (GREENSBORO STREET)	NCDOT	SR 1780 (ESTES DRIVE) IN CARRBORO. CONSTRUCT ROUNDABOUT.	HIGHWAY	STI (PRIORITIZATION)	7	DURHAM-CHAPEL HILL-CARRBORO MPO	U-5846	DIVISION 7											UNDER CONSTRUCTION
ORANGE	SR 1008 (MT. CARMEL CHURCH ROAD)	NCDOT	SR 1913 (BENNETT ROAD) IN CHAPEL HILL. CONSTRUCT ROUNDABOUT AND RELATED SAFETY IMPROVEMENTS.	HIGHWAY	STI (PRIORITIZATION)	7	DURHAM-CHAPEL HILL-CARRBORO MPO	U-5854	DIVISION 7											UNDER CONSTRUCTION
DURHAM	I-885	NCDOT	I-40 TO NC 147 IN DURHAM. ADD LANES, REHABILITATE PAVEMENT, AND PRIORITIZE THE ADDITION OF TRANSIT ACCOMMODATIONS.	HIGHWAY	STI (PRIORITIZATION)	5	DURHAM-CHAPEL HILL-CARRBORO MPO	U-5934	STATEWIDE MOBILITY	NHP	2028	\$100,000	2028	\$300,000	2029	\$142,301,000			\$142,701,000	
DURHAM	NC 147 (DURHAM FREEWAY)	NCDOT	SR 1127 (WEST CHAPEL HILL STREET) TO BRIGGS AVENUE IN DURHAM. CONSTRUCT AUXILIARY LANES AND OPERATIONAL IMPROVEMENTS.	HIGHWAY	STI (PRIORITIZATION)	5	DURHAM-CHAPEL HILL-CARRBORO MPO	U-5937	STATEWIDE MOBILITY	T	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$9,300,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$7,750,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$64,300,000			\$81,350,000	
DURHAM	VARIOUS	NCDOT	CITY OF DURHAM. UPGRADE ITS / SIGNAL SYSTEM.	HIGHWAY	STI (PRIORITIZATION)	5	DURHAM-CHAPEL HILL-CARRBORO MPO	U-5968	REGION C	T					2021	\$13,000,000			\$13,000,000	UNDER CONSTRUCTION; BUILD NC BONDS: \$13 MILLION FOR CONSTRUCTION - PAYBACK 2021-2035 (FY 2021 / YR 2&3 SALE)
DURHAM	SR 1118 (FAYETTEVILLE ROAD)	NCDOT	WOODCROFT PARKWAY TO BARBEE ROAD IN DURHAM. WIDEN TO 4-LANE DIVIDED FACILITY WITH BICYCLE / PEDESTRIAN ACCOMMODATIONS.	HIGHWAY	STI (PRIORITIZATION)	5	DURHAM-CHAPEL HILL-CARRBORO MPO	U-6021	DIVISION 5	T	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$9,100,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$1,700,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$15,200,000			\$26,000,000	
DURHAM	US 15 / US 501	NCDOT	I-40, SR (MOUNT MORIAH ROAD), AND SOUTHWEST DURHAM PARKWAY IN DURHAM. IMPROVE INTERCHANGE / INTERSECTION AREA.	HIGHWAY	STI (PRIORITIZATION)	5	DURHAM-CHAPEL HILL-CARRBORO MPO	U-6067	STATEWIDE MOBILITY	T	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$42,800,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$3,700,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$62,898,000			\$109,398,000	COORDINATE WITH U-5717
DURHAM	NC 55	NCDOT	MERIDIAN PARKWAY TO I-40 INTERCHANGE IN DURHAM. ADD THIRD SOUTHBOUND LANE AND UPGRADE RAMP TERMINALS.	HIGHWAY	STI (PRIORITIZATION)	5	DURHAM-CHAPEL HILL-CARRBORO MPO	U-6118	DIVISION 5	T	2028	\$300,000	2028	\$200,000	2029	\$4,799,000			\$5,299,000	
DURHAM	NC 98 (HOLLOWAY STREET)	NCDOT	SR 1938 (JUNCTION ROAD) TO SR 1919 (LYNN ROAD) IN DURHAM. CONSTRUCT SAFETY IMPROVEMENTS AND WIDEN TO ADD MEDIAN, BICYCLE LANES, SIDEWALKS, TRANSIT STOP IMPROVEMENTS, AND TRAFFIC SIGNALS WHERE NEEDED.	HIGHWAY	STI (PRIORITIZATION)	5	DURHAM-CHAPEL HILL-CARRBORO MPO	U-6120	DIVISION 5	T	2028	\$7,000,000	2028	\$1,200,000	2030	\$9,999,000			\$18,199,000	
CHATHAM, ORANGE	US 15 / US 501	NCDOT	US 64 BYPASS TO SR 1919 (SMITH LEVEL ROAD). CONVERT REMAINING NON-SYNCHRONIZED SECTIONS OF FACILITY TO SYNCHRONIZED STREET.	HIGHWAY	STI (PRIORITIZATION)	7, 8	TRIANGLE AREA RPO, DURHAM-CHAPEL HILL-CARRBORO MPO	U-6192	DIVISION 7, 8	T	2028	\$9,299,000	2028	\$30,000,000	2031	\$78,400,000			\$117,699,000	
DURHAM, ORANGE, CHATHAM	VARIOUS	NCDOT	DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION (DCHCMPO) TRANSPORTATION ALTERNATIVES DIRECT ATTRIBUTABLE (DA) FUNDS - RESERVED FOR FUTURE PROGRAMMING.	HIGHWAY	LOCALLY SELECTED	5, 7, 8	DURHAM-CHAPEL HILL-CARRBORO MPO	U-6219	DIVISION 5, 7, 8	TADA					2023	\$9,449,000			\$9,449,000	
ORANGE	SR 1146 (WEST TEN ROAD)	NCDOT	SR 1114 (BUCKHORN ROAD) TO WEST OF SR 1137 (BUSHY COOK ROAD). CONSTRUCT OVERLAY, PAVED SHOULDERS AND TURN LANES.	HIGHWAY	ECONOMIC DEVELOPMENT	7	DURHAM-CHAPEL HILL-CARRBORO MPO	U-6245	DIVISION 7	T					2021	\$829,000	2020	\$109,000	\$938,000	UNDER CONSTRUCTION; THIS IS AN ECONOMIC DEVELOPMENT PROJECT FOR MEDLINE.
DURHAM, WAKE, FRANKLIN, GRANVILLE, PERSON, VANCE, WARREN	VARIOUS	NCDOT	DIVISION 5 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.	HIGHWAY	SAFETY	5	KERR-TAR RPO, CAPITAL AREA MPO, DURHAM-CHAPEL HILL-CARRBORO MPO	W-5205												UNDER CONSTRUCTION
WAKE, DURHAM	VARIOUS	NCDOT	DIVISION 5 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS - DIVISION NEEDS CATEGORY	HIGHWAY	SAFETY	5	CAPITAL AREA MPO, DURHAM-CHAPEL HILL-CARRBORO MPO	W-5205DIV	DIVISION 5											

2024-2033 STATE TRANSPORTATION IMPROVEMENT PROGRAM

BASIC PROJECT INFORMATION									FISCAL YEAR PROJECT PHASE SCHEDULED TO START												
COUNTY(S)	ROUTE/CITY	RESPONSIBLE AGENCY	DESCRIPTION	MODE	FUNDING PROGRAM	DIVISION(S)	MPOs/RPOs	PROJECT ID	STI CATEGORY FUNDED	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR CONSTRUCTION	PROJECTED SCHEDULE FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS NEEDED	COMMENT	
ALAMANCE, CASWELL, GUILFORD, ORANGE, ROCKINGHAM	VARIOUS	NCDOT	DIVISION 7 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.	HIGHWAY	SAFETY	7	PIEDMONT TRIAD RPO, BURLINGTON-GRAHAM MPO, DURHAM-CHAPEL HILL-CARRBORO MPO, GREENSBORO URBAN AREA MPO, HIGH POINT URBAN AREA MPO, TRIANGLE AREA RPO	W-5207													COMPLETED
CHATHAM, MONTGOMERY, MOORE, RANDOLPH, HOKE, LEE, RICHMOND, SCOTLAND	VARIOUS	NCDOT	DIVISION 8 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.	HIGHWAY	SAFETY	8	LUMBER RIVER RPO, TRIANGLE AREA RPO, Piedmont Triad RPO, High Point Urban Area MPO, Durham-Chapel Hill-Carrboro MPO	W-5208													UNDER CONSTRUCTION
STATEWIDE	VARIOUS	NCDOT	HIGHWAY SYSTEM DATA COLLECTION. TRAFFIC ENGINEERING BRANCH TO PARTICIPATE IN A THREE YEAR DATA COLLECTION PROGRAM.	HIGHWAY	SAFETY	99	STATEWIDE PROJECT	W-5508													
STATEWIDE	VARIOUS	NCDOT	SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING.	HIGHWAY	SAFETY	99	STATEWIDE PROJECT	W-5517													
STATEWIDE	VARIOUS	NCDOT	SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING.	HIGHWAY	SAFETY	99	STATEWIDE PROJECT	W-5517DIV	DIVISION SW												
STATEWIDE	VARIOUS	NCDOT	SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING.	HIGHWAY	SAFETY	99	STATEWIDE PROJECT	W-5517REG	REGION SW												
STATEWIDE	VARIOUS	NCDOT	SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING.	HIGHWAY	SAFETY	99	STATEWIDE PROJECT	W-5517SW	STATEWIDE MOBILITY												
STATEWIDE	VARIOUS	NCDOT	RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.	HIGHWAY	SAFETY	99	STATEWIDE PROJECT	W-5601													IN PROGRESS
STATEWIDE	VARIOUS	NCDOT	RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS ON DIVISION CATEGORY.	HIGHWAY	SAFETY	99	STATEWIDE PROJECT	W-5601DIV	DIVISION SW	HSIP	2021	\$68,000			2020	\$3,670,000			\$3,738,000		
STATEWIDE	VARIOUS	NCDOT	RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS ON REGIONAL CATEGORY.	HIGHWAY	SAFETY	99	STATEWIDE PROJECT	W-5601REG	REGION SW	HSIP	2021	\$68,000			2021	\$6,170,000			\$6,238,000		
STATEWIDE	VARIOUS	NCDOT	RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS ON STATEWIDE CATEGORY.	HIGHWAY	SAFETY	99	STATEWIDE PROJECT	W-5601SW	STATEWIDE MOBILITY	HSIP	2021	\$90,000			2021	\$3,360,000			\$3,450,000		
STATEWIDE	VARIOUS	NCDOT	SIGNAL RETIMING TO IMPROVE SAFETY.	HIGHWAY	SAFETY	99	STATEWIDE PROJECT	W-5700													IN PROGRESS
STATEWIDE	VARIOUS	NCDOT	SIGNAL RETIMING TO IMPROVE SAFETY.	HIGHWAY	SAFETY	99	STATEWIDE PROJECT	W-5700DIV	DIVISION SW												
STATEWIDE	VARIOUS	NCDOT	SIGNAL RETIMING TO IMPROVE SAFETY.	HIGHWAY	SAFETY	99	STATEWIDE PROJECT	W-5700REG	REGION SW												
STATEWIDE	VARIOUS	NCDOT	SIGNAL RETIMING TO IMPROVE SAFETY.	HIGHWAY	SAFETY	99	STATEWIDE PROJECT	W-5700SW	STATEWIDE MOBILITY												
DURHAM, WAKE, FRANKLIN, GRANVILLE, PERSON, VANCE, WARREN	VARIOUS	NCDOT	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS IN DIVISION 5.	HIGHWAY	SAFETY	5	KERR-TAR RPO, CAPITAL AREA MPO, DURHAM-CHAPEL HILL-CARRBORO MPO	W-5705													IN PROGRESS;
DURHAM, WAKE, FRANKLIN, GRANVILLE, PERSON, VANCE, WARREN	VARIOUS	NCDOT	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS.	HIGHWAY	SAFETY	5	KERR-TAR RPO, CAPITAL AREA MPO, DURHAM-CHAPEL HILL-CARRBORO MPO	W-5705DIV	DIVISION 5	HSIP	2020	\$104,000			2020	\$540,000			\$644,000		
DURHAM, WAKE, FRANKLIN, GRANVILLE, PERSON, VANCE, WARREN	VARIOUS	NCDOT	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS.	HIGHWAY	SAFETY	5	KERR-TAR RPO, CAPITAL AREA MPO, DURHAM-CHAPEL HILL-CARRBORO MPO	W-5705REG	REGION C	HSIP	2020	\$104,000			2020	\$540,000			\$644,000		
DURHAM, WAKE, FRANKLIN, GRANVILLE, PERSON, VANCE, WARREN	VARIOUS	NCDOT	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS.	HIGHWAY	SAFETY	5	KERR-TAR RPO, CAPITAL AREA MPO, DURHAM-CHAPEL HILL-CARRBORO MPO	W-5705SW	STATEWIDE MOBILITY	HSIP	2020	\$137,000			2020	\$720,000			\$857,000		
ALAMANCE, CASWELL, GUILFORD, ORANGE, ROCKINGHAM	VARIOUS	NCDOT	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS IN DIVISION 7.	HIGHWAY	SAFETY	7	PIEDMONT TRIAD RPO, BURLINGTON-GRAHAM MPO, DURHAM-CHAPEL HILL-CARRBORO MPO, GREENSBORO URBAN AREA MPO, HIGH POINT URBAN AREA MPO, TRIANGLE AREA RPO	W-5707													IN PROGRESS
ALAMANCE, CASWELL, GUILFORD, ORANGE, ROCKINGHAM	VARIOUS	NCDOT	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS.	HIGHWAY	SAFETY	7	PIEDMONT TRIAD RPO, BURLINGTON-GRAHAM MPO, DURHAM-CHAPEL HILL-CARRBORO MPO, GREENSBORO URBAN AREA MPO, HIGH POINT URBAN AREA MPO, TRIANGLE AREA RPO	W-5707DIV	DIVISION 7	HSIP	2020	\$90,000			2020	\$555,000			\$645,000		
ALAMANCE, CASWELL, GUILFORD, ORANGE, ROCKINGHAM	VARIOUS	NCDOT	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS.	HIGHWAY	SAFETY	7	PIEDMONT TRIAD RPO, BURLINGTON-GRAHAM MPO, DURHAM-CHAPEL HILL-CARRBORO MPO, GREENSBORO URBAN AREA MPO, HIGH POINT URBAN AREA MPO, TRIANGLE AREA RPO	W-5707REG	REGION D	HSIP	2020	\$90,000			2020	\$555,000			\$645,000		

2024-2033 STATE TRANSPORTATION IMPROVEMENT PROGRAM

BASIC PROJECT INFORMATION									FISCAL YEAR PROJECT PHASE SCHEDULED TO START											
COUNTY(S)	ROUTE/CITY	RESPONSIBLE AGENCY	DESCRIPTION	MODE	FUNDING PROGRAM	DIVISION(S)	MPOs/RPOs	PROJECT ID	STI CATEGORY FUNDED	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR CONSTRUCTION	PROJECTED SCHEDULE FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS NEEDED	COMMENT
ALAMANCE, CASWELL, GUILFORD, ORANGE, ROCKINGHAM	VARIOUS	NCDOT	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS.	HIGHWAY	SAFETY	7	PIEDMONT TRIAD RPO, BURLINGTON-GRAHAM MPO, DURHAM-CHAPEL HILL-CARRBORO MPO, GREENSBORO URBAN AREA MPO, HIGH POINT URBAN AREA MPO, TRIANGLE AREA RPO	W-5707SW	STATEWIDE MOBILITY	HSIP	2020	\$120,000			2020	\$740,000			\$860,000	
CHATHAM, MONTGOMERY, MOORE, RANDOLPH, HOKE, LEE, RICHMOND, SCOTLAND	VARIOUS	NCDOT	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS IN DIVISION 8.	HIGHWAY	SAFETY	8	LUMBER RIVER RPO, TRIANGLE AREA RPO, Piedmont Triad RPO, High Point Urban Area MPO, Durham-Chapel Hill-Carrboro MPO	W-5708												IN PROGRESS
CHATHAM, MONTGOMERY, MOORE, RANDOLPH, HOKE, LEE, RICHMOND, SCOTLAND	VARIOUS	NCDOT	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS.	HIGHWAY	SAFETY	8	LUMBER RIVER RPO, TRIANGLE AREA RPO, Piedmont Triad RPO, High Point Urban Area MPO, Durham-Chapel Hill-Carrboro MPO	W-5708DIV	DIVISION 8	HSIP	2020	\$90,000			2020	\$540,000			\$630,000	
CHATHAM, MONTGOMERY, MOORE, RANDOLPH, HOKE, LEE, RICHMOND, SCOTLAND	VARIOUS	NCDOT	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS.	HIGHWAY	SAFETY	8	LUMBER RIVER RPO, TRIANGLE AREA RPO, Piedmont Triad RPO, High Point Urban Area MPO, Durham-Chapel Hill-Carrboro MPO	W-5708REG	REGION E	HSIP	2020	\$90,000			2020	\$540,000			\$630,000	
CHATHAM, MONTGOMERY, MOORE, RANDOLPH, HOKE, LEE, RICHMOND, SCOTLAND	VARIOUS	NCDOT	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS.	HIGHWAY	SAFETY	8	LUMBER RIVER RPO, TRIANGLE AREA RPO, Piedmont Triad RPO, High Point Urban Area MPO, Durham-Chapel Hill-Carrboro MPO	W-5708SW	STATEWIDE MOBILITY	HSIP	2020	\$120,000			2020	\$720,000			\$840,000	
STATEWIDE	VARIOUS	NCDOT	SIGNAL RETIMING AND SIGNAL OPERATIONS SOFTWARE TO IMPROVE SAFETY.	HIGHWAY	SAFETY	99	STATEWIDE PROJECT	W-5715												
STATEWIDE	VARIOUS	NCDOT	SIGNAL RETIMING AND SIGNAL OPERATIONS SOFTWARE TO IMPROVE SAFETY.	HIGHWAY	SAFETY	99	STATEWIDE PROJECT	W-5715DIV	DIVISION SW	HSIP							2020	\$9,180,000	\$9,180,000	
STATEWIDE	VARIOUS	NCDOT	SIGNAL RETIMING AND SIGNAL OPERATIONS SOFTWARE TO IMPROVE SAFETY.	HIGHWAY	SAFETY	99	STATEWIDE PROJECT	W-5715REG	REGION SW	HSIP							2020	\$9,180,000	\$9,180,000	
STATEWIDE	VARIOUS	NCDOT	SIGNAL RETIMING AND SIGNAL OPERATIONS SOFTWARE TO IMPROVE SAFETY.	HIGHWAY	SAFETY	99	STATEWIDE PROJECT	W-5715SW	STATEWIDE MOBILITY	HSIP							2020	\$12,240,000	\$12,240,000	
STATEWIDE	VARIOUS	NCDOT	SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING.	HIGHWAY	SAFETY	99	STATEWIDE PROJECT	W-5716												
STATEWIDE	VARIOUS	NCDOT	SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING.	HIGHWAY	SAFETY	99	STATEWIDE PROJECT	W-5716DIV	DIVISION SW	HSIP							2020	\$26,400,000	\$26,400,000	
STATEWIDE	VARIOUS	NCDOT	SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING.	HIGHWAY	SAFETY	99	STATEWIDE PROJECT	W-5716REG	REGION SW	HSIP							2020	\$26,400,000	\$26,400,000	
STATEWIDE	VARIOUS	NCDOT	SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING.	HIGHWAY	SAFETY	99	STATEWIDE PROJECT	W-5716SW	STATEWIDE MOBILITY	HSIP							2020	\$35,200,000	\$35,200,000	
STATEWIDE	VARIOUS	NCDOT	HIGHWAY SYSTEM DATA COLLECTION.	HIGHWAY	SAFETY	99	STATEWIDE PROJECT	W-5717												
STATEWIDE	VARIOUS	NCDOT	HIGHWAY SYSTEM DATA COLLECTION.	HIGHWAY	SAFETY	99	STATEWIDE PROJECT	W-5717DIV	DIVISION SW	HSIP							2020	\$10,200,000	\$10,200,000	
STATEWIDE	VARIOUS	NCDOT	HIGHWAY SYSTEM DATA COLLECTION.	HIGHWAY	SAFETY	99	STATEWIDE PROJECT	W-5717REG	REGION SW	HSIP							2020	\$10,200,000	\$10,200,000	
STATEWIDE	VARIOUS	NCDOT	HIGHWAY SYSTEM DATA COLLECTION.	HIGHWAY	SAFETY	99	STATEWIDE PROJECT	W-5717SW	STATEWIDE MOBILITY	HSIP							2020	\$13,600,000	\$13,600,000	
DURHAM, WAKE, FRANKLIN, GRANVILLE, PERSON, VANCE, WARREN	VARIOUS	NCDOT	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS IN DIVISION 5	HIGHWAY	SAFETY	5	KERR-TAR RPO, CAPITAL AREA MPO, DURHAM-CHAPEL HILL-CARRBORO MPO	W-5805												W-5805B PROJECT DELETED AT REQUEST OF DIVISION; WORK TO BE ACCOMPLISHED UNDER U-6023.
ALAMANCE, CASWELL, GUILFORD, ORANGE, ROCKINGHAM	VARIOUS	NCDOT	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS IN DIVISION 7.	HIGHWAY	SAFETY	7	PIEDMONT TRIAD RPO, BURLINGTON-GRAHAM MPO, DURHAM-CHAPEL HILL-CARRBORO MPO, GREENSBORO URBAN AREA MPO, HIGH POINT URBAN AREA MPO, TRIANGLE AREA RPO	W-5807												
CHATHAM, MONTGOMERY, MOORE, RANDOLPH, HOKE, LEE, RICHMOND, SCOTLAND	VARIOUS	NCDOT	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS IN DIVISION 8.	HIGHWAY	SAFETY	8	LUMBER RIVER RPO, TRIANGLE AREA RPO, Piedmont Triad RPO, High Point Urban Area MPO, Durham-Chapel Hill-Carrboro MPO	W-5808												
STATEWIDE	VARIOUS	NCDOT	HIGHWAY SAFETY IMPROVEMENT PROGRAM BALANCE.	HIGHWAY	SAFETY	99	STATEWIDE PROJECT	W-9999												
STATEWIDE	VARIOUS	NCDOT	HIGHWAY SAFETY IMPROVEMENT PROGRAM BALANCE.	HIGHWAY	SAFETY	99	STATEWIDE PROJECT	W-9999DIV	DIVISION SW	HSIP					2020	\$45,163,000			\$45,163,000	
STATEWIDE	VARIOUS	NCDOT	HIGHWAY SAFETY IMPROVEMENT PROGRAM BALANCE.	HIGHWAY	SAFETY	99	STATEWIDE PROJECT	W-9999REG	REGION SW	HSIP					2020	\$55,935,000			\$55,935,000	
STATEWIDE	VARIOUS	NCDOT	HIGHWAY SAFETY IMPROVEMENT PROGRAM BALANCE.	HIGHWAY	SAFETY	99	STATEWIDE PROJECT	W-9999SW	STATEWIDE MOBILITY	HSIP					2020	\$74,580,000			\$74,580,000	
STATEWIDE	VARIOUS	NCDOT	TRAFFIC SEPARATION STUDY IMPLEMENTATION AND CLOSURES - UNPROGRAMMED BALANCE	RAIL	RAIL-HIGHWAY GRADE CROSSING CLOSURE	99	STATEWIDE PROJECT	Y-5500	DIVISION SW	RR	2021	\$1,500,000			2020	\$7,560,000			\$9,060,000	IN PROGRESS
STATEWIDE	VARIOUS	NCDOT	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS.	RAIL	RAIL-HIGHWAY GRADE CROSSING IMPROVEMENT	99	STATEWIDE PROJECT	Z-5400	DIVISION SW											IN PROGRESS
STATEWIDE	VARIOUS	NCDOT	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS.	RAIL	RAIL-HIGHWAY GRADE CROSSING IMPROVEMENT	99	STATEWIDE PROJECT	Z-5700	DIVISION SW											IN PROGRESS

2024-2033 STATE TRANSPORTATION IMPROVEMENT PROGRAM

BASIC PROJECT INFORMATION								FISCAL YEAR PROJECT PHASE SCHEDULED TO START												COMMENT
COUNTY(S)	ROUTE/CITY	RESPONSIBLE AGENCY	DESCRIPTION	MODE	FUNDING PROGRAM	DIVISION(S)	MPOs/RPOs	PROJECT ID	STI CATEGORY FUNDED	FUNDING SOURCE (SEE FUNDING SOURCES TAB FOR MORE INFO)	RIGHT-OF-WAY PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	TOTAL REMAINING FUNDS NEEDED FOR CONSTRUCTION	PROJECTED SCHEDULE FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS FOR OTHER ACTIVITIES	TOTAL REMAINING FUNDS NEEDED	
STATEWIDE	VARIOUS	NCDOT	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS.	RAIL	RAIL-HIGHWAY GRADE CROSSING IMPROVEMENT	99	STATEWIDE PROJECT	Z-5800	DIVISION SW	RR	2021	\$500,000			2020	\$3,280,000			\$3,780,000	
STATEWIDE	VARIOUS	NCDOT	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS - UNPROGRAMMED BALANCE.	RAIL	RAIL-HIGHWAY GRADE CROSSING IMPROVEMENT	99	STATEWIDE PROJECT	Z-9999	DIVISION SW	RR	2023	\$500,000			2023	\$3,000,000			\$3,500,000	

Note: There are 511 total projects in this list. 242 are Durham-Chapel Hill-Carrboro specific projects and 269 are statewide projects.

2024-2033 STATE TRANSPORTATION IMPROVEMENT PROGRAM												DRAFT 2024-2033 STIP WINDOW													
PROJECT ID	MODE	ROUTE/CITY	DESCRIPTION	DIVISIONS	MPO/RPOs	COMMENT	CATEGORY FUNDED	FUNDING COMMENT	FUND SOURCE	ACTIVITY	TOTAL FUNDED (MAY INCLUDE PREVIOUSLY AUTHORIZED FUNDS)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	AFTER 2033		
BL-0031	BIKE/PED	BIVINS STREET, CLEVELAND STREET, COPORATION STREET	INGLEWOOD AVENUE, GEORGIA AVENUE TO WATTS STREET, KNOX STREET, WATTS STREET TO ACADIA STREET, BIVINS STREET, SR 1127 (CHAPEL HILL ROAD) TO ANNETTE AVENUE, HEDGEL STREET, US 20 BUSINESS (MAIN STREET) TO WEST CLUB BOULEVARD, MARYLAND AVENUE, WEST CLUB BOULEVARD TO ELLERBE CREEK TRAIL, CLEVELAND STREET / COPORATION STREET, US 20 BUSINESS / NC 88 (COLUMBIA STREET) TO RIGSBEE AVENUE, JUNIPER STREET, SPRUCE STREET TO GUTHRIE AVENUE, LINCOLN STREET / GRANT STREET, LAWSON STREET TO LAKELAND STREET, RIDGEWAY AVENUE / LAKELAND STREET, LAWSON STREET TO MATHISON STREET, LAVENDER AVENUE, ELM STREET TO STRENGTHENING STREET, STEPHENSON STREET, LAVENDER AVENUE TO SR 1669 (CLUB BOULEVARD), UMSTEAD STREET / LODGE STREET, SR 1138 (FAWETTEVILLE STREET) TO FARGO STREET IN DURHAM. CONSTRUCT BIKELANE ACCOMMODATIONS.	5	Durham-Chapel Hill-Carboro MPO		DIVISION 5		L	CONSTRUCTION	\$ 97,000	\$ 1,000	\$ 96,000												
BL-0031	BIKE/PED	BIVINS STREET, CLEVELAND STREET, COPORATION STREET	INGLEWOOD AVENUE, GEORGIA AVENUE TO WATTS STREET, KNOX STREET, WATTS STREET TO ACADIA STREET, BIVINS STREET, SR 1127 (CHAPEL HILL ROAD) TO ANNETTE AVENUE, HEDGEL STREET, US 20 BUSINESS (MAIN STREET) TO WEST CLUB BOULEVARD, MARYLAND AVENUE, WEST CLUB BOULEVARD TO ELLERBE CREEK TRAIL, CLEVELAND STREET / COPORATION STREET, US 20 BUSINESS / NC 88 (COLUMBIA STREET) TO RIGSBEE AVENUE, JUNIPER STREET, SPRUCE STREET TO GUTHRIE AVENUE, LINCOLN STREET / GRANT STREET, LAWSON STREET TO LAKELAND STREET, RIDGEWAY AVENUE / LAKELAND STREET, LAWSON STREET TO MATHISON STREET, LAVENDER AVENUE, ELM STREET TO STRENGTHENING STREET, STEPHENSON STREET, LAVENDER AVENUE TO SR 1669 (CLUB BOULEVARD), UMSTEAD STREET / LODGE STREET, SR 1138 (FAWETTEVILLE STREET) TO FARGO STREET IN DURHAM. CONSTRUCT BIKELANE ACCOMMODATIONS.	5	Durham-Chapel Hill-Carboro MPO		DIVISION 5		L	ENGINEERING	\$ 20,000														
BL-0031	BIKE/PED	BIVINS STREET, CLEVELAND STREET, COPORATION STREET	INGLEWOOD AVENUE, GEORGIA AVENUE TO WATTS STREET, KNOX STREET, WATTS STREET TO ACADIA STREET, BIVINS STREET, SR 1127 (CHAPEL HILL ROAD) TO ANNETTE AVENUE, HEDGEL STREET, US 20 BUSINESS (MAIN STREET) TO WEST CLUB BOULEVARD, MARYLAND AVENUE, WEST CLUB BOULEVARD TO ELLERBE CREEK TRAIL, CLEVELAND STREET / COPORATION STREET, US 20 BUSINESS / NC 88 (COLUMBIA STREET) TO RIGSBEE AVENUE, JUNIPER STREET, SPRUCE STREET TO GUTHRIE AVENUE, LINCOLN STREET / GRANT STREET, LAWSON STREET TO LAKELAND STREET, RIDGEWAY AVENUE / LAKELAND STREET, LAWSON STREET TO MATHISON STREET, LAVENDER AVENUE, ELM STREET TO STRENGTHENING STREET, STEPHENSON STREET, LAVENDER AVENUE TO SR 1669 (CLUB BOULEVARD), UMSTEAD STREET / LODGE STREET, SR 1138 (FAWETTEVILLE STREET) TO FARGO STREET IN DURHAM. CONSTRUCT BIKELANE ACCOMMODATIONS.	5	Durham-Chapel Hill-Carboro MPO		DIVISION 5		STBG	ENGINEERING	\$ 40,000														
BL-0044	BIKE/PED	NC 54	WESTBROOK DRIVE IN CARBORO TO WEST OF US 15 / US 501 / NC 86 (SOUTH COLUMBIA STREET) INTERCHANGE IN CHAPEL HILL. CONSTRUCT SIDEWALK AND INSTALL PEDESTRIAN SIGNALS, CROSSWALKS, AND REFUGE ISLANDS AT SELECTED LOCATIONS.	7	Durham-Chapel Hill-Carboro MPO		DIVISION 7		BGDA	CONSTRUCTION	\$ 978,000	\$ 822,000	\$ 156,000												
BL-0044	BIKE/PED	NC 54	WESTBROOK DRIVE IN CARBORO TO WEST OF US 15 / US 501 / NC 86 (SOUTH COLUMBIA STREET) INTERCHANGE IN CHAPEL HILL. CONSTRUCT SIDEWALK AND INSTALL PEDESTRIAN SIGNALS, CROSSWALKS, AND REFUGE ISLANDS AT SELECTED LOCATIONS.	7	Durham-Chapel Hill-Carboro MPO		DIVISION 7		L	CONSTRUCTION	\$ 193,000	\$ 162,000	\$ 31,000												
BL-0044	BIKE/PED	NC 54	WESTBROOK DRIVE IN CARBORO TO WEST OF US 15 / US 501 / NC 86 (SOUTH COLUMBIA STREET) INTERCHANGE IN CHAPEL HILL. CONSTRUCT SIDEWALK AND INSTALL PEDESTRIAN SIGNALS, CROSSWALKS, AND REFUGE ISLANDS AT SELECTED LOCATIONS.	7	Durham-Chapel Hill-Carboro MPO		DIVISION 7		S	CONSTRUCTION	\$ 140,000	\$ 118,000	\$ 22,000												
BL-0044	BIKE/PED	NC 54	WESTBROOK DRIVE IN CARBORO TO WEST OF US 15 / US 501 / NC 86 (SOUTH COLUMBIA STREET) INTERCHANGE IN CHAPEL HILL. CONSTRUCT SIDEWALK AND INSTALL PEDESTRIAN SIGNALS, CROSSWALKS, AND REFUGE ISLANDS AT SELECTED LOCATIONS.	7	Durham-Chapel Hill-Carboro MPO		DIVISION 7		S	ENGINEERING	\$ 175,000														
BL-0063	HIGHWAY	(HORTON ROAD) SR 1443	NC 157 (GUESS ROAD) TO US 501 (ROWBORO ROAD) IN DURHAM. CONSTRUCT MULTI-USE PATH AND COMPLETE SIDEWALK GAPS.	5	Durham-Chapel Hill-Carboro MPO		EXEMPT		OMAQ	RIGHT-OF-WAY	\$ 457,000	\$ 457,000													
BL-0063	HIGHWAY	(HORTON ROAD) SR 1443	NC 157 (GUESS ROAD) TO US 501 (ROWBORO ROAD) IN DURHAM. CONSTRUCT MULTI-USE PATH AND COMPLETE SIDEWALK GAPS.	5	Durham-Chapel Hill-Carboro MPO		EXEMPT		OMAQ	ENGINEERING	\$ 287,000	\$ 287,000													
BL-0063	HIGHWAY	(HORTON ROAD) SR 1443	NC 157 (GUESS ROAD) TO US 501 (ROWBORO ROAD) IN DURHAM. CONSTRUCT MULTI-USE PATH AND COMPLETE SIDEWALK GAPS.	5	Durham-Chapel Hill-Carboro MPO		EXEMPT		L	RIGHT-OF-WAY	\$ 114,000	\$ 114,000													
BL-0063	HIGHWAY	(HORTON ROAD) SR 1443	NC 157 (GUESS ROAD) TO US 501 (ROWBORO ROAD) IN DURHAM. CONSTRUCT MULTI-USE PATH AND COMPLETE SIDEWALK GAPS.	5	Durham-Chapel Hill-Carboro MPO		EXEMPT		L	ENGINEERING	\$ 72,000	\$ 72,000													
BL-0063	HIGHWAY	(HORTON ROAD) SR 1443	NC 157 (GUESS ROAD) TO US 501 (ROWBORO ROAD) IN DURHAM. CONSTRUCT MULTI-USE PATH AND COMPLETE SIDEWALK GAPS.	5	Durham-Chapel Hill-Carboro MPO		EXEMPT		OMAQ	CONSTRUCTION	\$ 220,000	\$ 2,000	\$ 218,000												
BL-0063	HIGHWAY	(HORTON ROAD) SR 1443	NC 157 (GUESS ROAD) TO US 501 (ROWBORO ROAD) IN DURHAM. CONSTRUCT MULTI-USE PATH AND COMPLETE SIDEWALK GAPS.	5	Durham-Chapel Hill-Carboro MPO		EXEMPT		L	CONSTRUCTION	\$ 55,000	\$ 1,000	\$ 54,000												
BL-0070	BIKE/PED	VARIOUS	NORTH SIDE OF GOVERNORS DRIVE TO EXISTING SIDEWALK ON MOUNT CAMEL CHURCH DRIVE. CONSTRUCT SIDEWALK, INTERSECTION OF MORNING DRIVE AND VILLAGE PARK DRIVE, AND INTERSECTION OF US 15 / US 501 AND OLD LYSTRA ROAD. INSTALL PEDESTRIAN SIGNALS AND CROSSWALKS.	8	Durham-Chapel Hill-Carboro MPO		DIVISION 8		BGDA	CONSTRUCTION	\$ 140,000	\$ 140,000													
BL-0070	BIKE/PED	VARIOUS	NORTH SIDE OF GOVERNORS DRIVE TO EXISTING SIDEWALK ON MOUNT CAMEL CHURCH DRIVE. CONSTRUCT SIDEWALK, INTERSECTION OF MORNING DRIVE AND VILLAGE PARK DRIVE, AND INTERSECTION OF US 15 / US 501 AND OLD LYSTRA ROAD. INSTALL PEDESTRIAN SIGNALS AND CROSSWALKS.	8	Durham-Chapel Hill-Carboro MPO		DIVISION 8		S	CONSTRUCTION	\$ 18,000	\$ 18,000													
BL-0070	BIKE/PED	VARIOUS	NORTH SIDE OF GOVERNORS DRIVE TO EXISTING SIDEWALK ON MOUNT CAMEL CHURCH DRIVE. CONSTRUCT SIDEWALK, INTERSECTION OF MORNING DRIVE AND VILLAGE PARK DRIVE, AND INTERSECTION OF US 15 / US 501 AND OLD LYSTRA ROAD. INSTALL PEDESTRIAN SIGNALS AND CROSSWALKS.	8	Durham-Chapel Hill-Carboro MPO		DIVISION 8		L	CONSTRUCTION	\$ 17,000	\$ 17,000													
BL-0070	BIKE/PED	VARIOUS	NORTH SIDE OF GOVERNORS DRIVE TO EXISTING SIDEWALK ON MOUNT CAMEL CHURCH DRIVE. CONSTRUCT SIDEWALK, INTERSECTION OF MORNING DRIVE AND VILLAGE PARK DRIVE, AND INTERSECTION OF US 15 / US 501 AND OLD LYSTRA ROAD. INSTALL PEDESTRIAN SIGNALS AND CROSSWALKS.	8	Durham-Chapel Hill-Carboro MPO		DIVISION 8		BGDA CV	ENGINEERING	\$ 5,000	\$ 5,000													
BO-2405	BIKE/PED	VARIOUS	DIVISION 5 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS.	5	Met-Tar RPO, Capital Area MPO, Durham-Chapel Hill-Carboro MPO		DIVISION 5		TA	CONSTRUCTION	\$ 4,000,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	
BO-2405	BIKE/PED	VARIOUS	DIVISION 5 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS.	5	Met-Tar RPO, Capital Area MPO, Durham-Chapel Hill-Carboro MPO		DIVISION 5		S	CONSTRUCTION	\$ 1,000,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	

2024-2033 STATE TRANSPORTATION IMPROVEMENT PROGRAM												DRAFT 2024-2033 STIP WINDOW												
PROJECT ID	MODE	ROUTE/CITY	DESCRIPTION	DIVISIONS	MPO/RPOs	COMMENT	CATEGORY FUNDED	FUNDING COMMENT	FUND SOURCE	ACTIVITY	TOTAL FUNDED (MAY INCLUDE PREVIOUSLY AUTHORIZED FUNDS)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	AFTER 2033	
BO-2407	BIKE/PED	VARIOUS	DIVISION 7 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS.	7	Piedmont Triad RPO, Burlington-Graham MPO, Durham-Chapel Hill-Carboro MPO, Greensboro Urban Area MPO, High Point Urban Area MPO, Triangle Area RPO		DIVISION 7	TA	CONSTRUCTION	\$	4,000,000	\$	800,000	\$	800,000	\$	800,000	\$	800,000	\$	800,000	\$		
BO-2407	BIKE/PED	VARIOUS	DIVISION 7 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS.	7	Piedmont Triad RPO, Burlington-Graham MPO, Durham-Chapel Hill-Carboro MPO, Greensboro Urban Area MPO, High Point Urban Area MPO, Triangle Area RPO		DIVISION 7	S	CONSTRUCTION	\$	1,000,000	\$	200,000	\$	200,000	\$	200,000	\$	200,000	\$	200,000	\$		
BO-2408	BIKE/PED	VARIOUS	DIVISION 8 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS.	8	Lumber River RPO, Triangle Area RPO, Piedmont Triad RPO, High Point Urban Area MPO, Durham-Chapel Hill-Carboro MPO		DIVISION 8	TA	CONSTRUCTION	\$	4,000,000	\$	800,000	\$	800,000	\$	800,000	\$	800,000	\$	800,000	\$		
BO-2408	BIKE/PED	VARIOUS	DIVISION 8 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS.	8	Lumber River RPO, Triangle Area RPO, Piedmont Triad RPO, High Point Urban Area MPO, Durham-Chapel Hill-Carboro MPO		DIVISION 8	S	CONSTRUCTION	\$	1,000,000	\$	200,000	\$	200,000	\$	200,000	\$	200,000	\$	200,000	\$		
BO-2415	BIKE/PED	MORGAN CREEK GREENWAY	EXISTING MORGAN CREEK GREENWAY IN CHAPEL HILL TO SR 1939 SMITH LEVEL ROAD. CONSTRUCT GREENWAY AND CONNECTIONS.	7	Durham-Chapel Hill-Carboro MPO		DIVISION 7	TADA	RIGHT-OF-WAY	\$	623,000	\$	623,000											
BO-2415	BIKE/PED	MORGAN CREEK GREENWAY	EXISTING MORGAN CREEK GREENWAY IN CHAPEL HILL TO SR 1939 SMITH LEVEL ROAD. CONSTRUCT GREENWAY AND CONNECTIONS.	7	Durham-Chapel Hill-Carboro MPO		DIVISION 7	L	RIGHT-OF-WAY	\$	550,000	\$	550,000											
BO-2415	BIKE/PED	MORGAN CREEK GREENWAY	EXISTING MORGAN CREEK GREENWAY IN CHAPEL HILL TO SR 1939 SMITH LEVEL ROAD. CONSTRUCT GREENWAY AND CONNECTIONS.	7	Durham-Chapel Hill-Carboro MPO		DIVISION 7	BGDA	CONSTRUCTION	\$	647,000	\$	647,000											
BO-2415	BIKE/PED	MORGAN CREEK GREENWAY	EXISTING MORGAN CREEK GREENWAY IN CHAPEL HILL TO SR 1939 SMITH LEVEL ROAD. CONSTRUCT GREENWAY AND CONNECTIONS.	7	Durham-Chapel Hill-Carboro MPO		DIVISION 7	L	CONSTRUCTION	\$	550,000	\$	550,000											
BP-1500	HIGHWAY	VARIOUS	BRIDGE PRESERVATION ISSUES AT SELECTED SITES.	99	STATEWIDE PROJECT						\$	32,648,000												
C-8000	HIGHWAY	VARIOUS	DEPARTMENT OF MOTOR VEHICLES (DMV), VEHICLE EMISSION COMPLIANCE SYSTEM. UPGRADE NORTH CAROLINA'S MOTOR VEHICLE EMISSIONS INSPECTION AND MAINTENANCE (I/M) PROGRAM.	99	STATEWIDE PROJECT		IN PROGRESS BY DEPARTMENT OF MOTOR VEHICLES		EXEMPT		\$	4,702,000												
C-8902	HIGHWAY	NORTH CAROLINA STATE UNIVERSITY	NORTH CAROLINA STATE UNIVERSITY SOLAR CENTER CLEAN TRANSPORTATION PROGRAM. DEVELOP AND ADMINISTER A SEVEN YEAR CLEAN FUEL ADVANCED TECHNOLOGY REBATE PROGRAM IN ALL OMAQ ELIGIBLE COUNTIES TO REDUCE EMISSIONS.	99	STATEWIDE PROJECT		IN PROGRESS BY NORTH CAROLINA STATE UNIVERSITY		EXEMPT		\$	4,694,000												
C-8924	HIGHWAY	TRIANGLE / COUNCIL OF GOVERNMENTS	TRIANGLE / COUNCIL OF GOVERNMENTS (COG) TRANSPORTATION DEMAND MANAGEMENT PROGRAM FOR ORGANIZATIONS IN TRIANGLE (OOZE) NON-ATTACHMENT AREA.	5, 7	Capital Area MPO, Durham-Chapel Hill-Carboro MPO		IN PROGRESS	EXEMPT	EXEMPT		\$	8,400,000												
C-8924B	HIGHWAY	TRIANGLE / COUNCIL OF GOVERNMENTS	TRIANGLE / COUNCIL OF GOVERNMENTS (COG) TRANSPORTATION DEMAND MANAGEMENT PROGRAM FOR ORGANIZATIONS IN DURHAM-CHAPEL HILL-CARBORO (OOZE)	5, 7	Capital Area MPO, Durham-Chapel Hill-Carboro MPO		IN PROGRESS	EXEMPT	OMAQ	IMPLEMENTATION	\$	571,000												
C-8924B	HIGHWAY	TRIANGLE / COUNCIL OF GOVERNMENTS	TRIANGLE / COUNCIL OF GOVERNMENTS (COG) TRANSPORTATION DEMAND MANAGEMENT PROGRAM FOR ORGANIZATIONS IN DURHAM-CHAPEL HILL-CARBORO (OOZE)	5, 7	Capital Area MPO, Durham-Chapel Hill-Carboro MPO		IN PROGRESS	EXEMPT	L	IMPLEMENTATION	\$	143,000												
C-8928	HIGHWAY	SR 1317 (MORRENE ROAD)	NEAL ROAD TO SR 1320 (ERWIN ROAD) IN DURHAM. CONSTRUCT BIKE LANES AND SIDEWALKS.	5	Durham-Chapel Hill-Carboro MPO		PLANNING / DESIGN / RIGHT-OF-WAY / CONSTRUCTION BY CITY OF DURHAM - IN PROGRESS		DIVISION 5	L	CONSTRUCTION	\$	4,920,000	\$	4,920,000									
C-8928	HIGHWAY	SR 1317 (MORRENE ROAD)	NEAL ROAD TO SR 1320 (ERWIN ROAD) IN DURHAM. CONSTRUCT BIKE LANES AND SIDEWALKS.	5	Durham-Chapel Hill-Carboro MPO		PLANNING / DESIGN / RIGHT-OF-WAY / CONSTRUCTION BY CITY OF DURHAM - IN PROGRESS		DIVISION 5	OMAQ	CONSTRUCTION	\$	2,331,000	\$	2,331,000									
C-8928	HIGHWAY	SR 1317 (MORRENE ROAD)	NEAL ROAD TO SR 1320 (ERWIN ROAD) IN DURHAM. CONSTRUCT BIKE LANES AND SIDEWALKS.	5	Durham-Chapel Hill-Carboro MPO		PLANNING / DESIGN / RIGHT-OF-WAY / CONSTRUCTION BY CITY OF DURHAM - IN PROGRESS		DIVISION 5	BGDA	CONSTRUCTION	\$	120,000	\$	120,000									
C-8928	HIGHWAY	SR 1317 (MORRENE ROAD)	NEAL ROAD TO SR 1320 (ERWIN ROAD) IN DURHAM. CONSTRUCT BIKE LANES AND SIDEWALKS.	5	Durham-Chapel Hill-Carboro MPO		PLANNING / DESIGN / RIGHT-OF-WAY / CONSTRUCTION BY CITY OF DURHAM - IN PROGRESS		DIVISION 5	L	RIGHT-OF-WAY	\$	612,000											
C-8928	HIGHWAY	SR 1317 (MORRENE ROAD)	NEAL ROAD TO SR 1320 (ERWIN ROAD) IN DURHAM. CONSTRUCT BIKE LANES AND SIDEWALKS.	5	Durham-Chapel Hill-Carboro MPO		PLANNING / DESIGN / RIGHT-OF-WAY / CONSTRUCTION BY CITY OF DURHAM - IN PROGRESS		DIVISION 5	BGANY	RIGHT-OF-WAY	\$	2,146,000											
C-8928	HIGHWAY	SR 1317 (MORRENE ROAD)	NEAL ROAD TO SR 1320 (ERWIN ROAD) IN DURHAM. CONSTRUCT BIKE LANES AND SIDEWALKS.	5	Durham-Chapel Hill-Carboro MPO		PLANNING / DESIGN / RIGHT-OF-WAY / CONSTRUCTION BY CITY OF DURHAM - IN PROGRESS		DIVISION 5		\$	994,000												
C-8928	HIGHWAY	SR 1317 (MORRENE ROAD)	NEAL ROAD TO SR 1320 (ERWIN ROAD) IN DURHAM. CONSTRUCT BIKE LANES AND SIDEWALKS.	5	Durham-Chapel Hill-Carboro MPO		PLANNING / DESIGN / RIGHT-OF-WAY / CONSTRUCTION BY CITY OF DURHAM - IN PROGRESS		DIVISION 5	BGDA	RIGHT-OF-WAY	\$	302,000											
C-5179	HIGHWAY	SR 1750 (NORTH ESTES DRIVE)	NC 86 (MARTIN LUTHER KING, JR. BOULEVARD) TO CASWELL DRIVE IN CHAPEL HILL. CONSTRUCT FIVE FOOT SIDEWALKS AND FIVE FOOT BIKE LANES. NC 86 (MARTIN LUTHER KING, JR. BOULEVARD) TO ELLIOTT ROAD IN CHAPEL HILL. CONSTRUCT TEN FOOT MULTI-USE PATH.	7	Durham-Chapel Hill-Carboro MPO		UNDER CONSTRUCTION BY TOWN OF CHAPEL HILL		EXEMPT	BGDA	CONSTRUCTION	\$	631,000											
C-5179	HIGHWAY	SR 1750 (NORTH ESTES DRIVE)	NC 86 (MARTIN LUTHER KING, JR. BOULEVARD) TO CASWELL DRIVE IN CHAPEL HILL. CONSTRUCT FIVE FOOT SIDEWALKS AND FIVE FOOT BIKE LANES. NC 86 (MARTIN LUTHER KING, JR. BOULEVARD) TO ELLIOTT ROAD IN CHAPEL HILL. CONSTRUCT TEN FOOT MULTI-USE PATH.	7	Durham-Chapel Hill-Carboro MPO		UNDER CONSTRUCTION BY TOWN OF CHAPEL HILL		EXEMPT	BGDACV	CONSTRUCTION	\$	429,000											
C-5179	HIGHWAY	SR 1750 (NORTH ESTES DRIVE)	NC 86 (MARTIN LUTHER KING, JR. BOULEVARD) TO CASWELL DRIVE IN CHAPEL HILL. CONSTRUCT FIVE FOOT SIDEWALKS AND FIVE FOOT BIKE LANES. NC 86 (MARTIN LUTHER KING, JR. BOULEVARD) TO ELLIOTT ROAD IN CHAPEL HILL. CONSTRUCT TEN FOOT MULTI-USE PATH.	7	Durham-Chapel Hill-Carboro MPO		UNDER CONSTRUCTION BY TOWN OF CHAPEL HILL		EXEMPT	OMAQ	CONSTRUCTION	\$	1,072,000											
C-5179	HIGHWAY	SR 1750 (NORTH ESTES DRIVE)	NC 86 (MARTIN LUTHER KING, JR. BOULEVARD) TO CASWELL DRIVE IN CHAPEL HILL. CONSTRUCT FIVE FOOT SIDEWALKS AND FIVE FOOT BIKE LANES. NC 86 (MARTIN LUTHER KING, JR. BOULEVARD) TO ELLIOTT ROAD IN CHAPEL HILL. CONSTRUCT TEN FOOT MULTI-USE PATH.	7	Durham-Chapel Hill-Carboro MPO		UNDER CONSTRUCTION BY TOWN OF CHAPEL HILL		EXEMPT	L	CONSTRUCTION	\$	926,000											
C-5179	HIGHWAY	SR 1750 (NORTH ESTES DRIVE)	NC 86 (MARTIN LUTHER KING, JR. BOULEVARD) TO CASWELL DRIVE IN CHAPEL HILL. CONSTRUCT FIVE FOOT SIDEWALKS AND FIVE FOOT BIKE LANES. NC 86 (MARTIN LUTHER KING, JR. BOULEVARD) TO ELLIOTT ROAD IN CHAPEL HILL. CONSTRUCT TEN FOOT MULTI-USE PATH.	7	Durham-Chapel Hill-Carboro MPO		UNDER CONSTRUCTION BY TOWN OF CHAPEL HILL		EXEMPT		\$	1,149,000												
C-5181	HIGHWAY	JONES CREEK GREENWAY	CONSTRUCT A 100 FOOT BRIDGE AND 650 FOOT PAVED TRAIL IN CARBORO TO FILL GAP BETWEEN THE UPPER BOUN TRAIL AND TWIN CREEKS GREENWAY AND IMPLEMENT PROGRAM TO SUPPORT NON-VEHICLE TRIPS TO MORRIS GROVE ELEMENTARY SCHOOL.	7	Durham-Chapel Hill-Carboro MPO		EXEMPT		OMAQ	CONSTRUCTION	\$	523,000	\$	523,000										
C-5181	HIGHWAY	JONES CREEK GREENWAY	CONSTRUCT A 100 FOOT BRIDGE AND 650 FOOT PAVED TRAIL IN CARBORO TO FILL GAP BETWEEN THE UPPER BOUN TRAIL AND TWIN CREEKS GREENWAY AND IMPLEMENT PROGRAM TO SUPPORT NON-VEHICLE TRIPS TO MORRIS GROVE ELEMENTARY SCHOOL.	7	Durham-Chapel Hill-Carboro MPO		EXEMPT		BGDA	CONSTRUCTION	\$	205,000	\$	205,000										
C-5181	HIGHWAY	JONES CREEK GREENWAY	CONSTRUCT A 100 FOOT BRIDGE AND 650 FOOT PAVED TRAIL IN CARBORO TO FILL GAP BETWEEN THE UPPER BOUN TRAIL AND TWIN CREEKS GREENWAY AND IMPLEMENT PROGRAM TO SUPPORT NON-VEHICLE TRIPS TO MORRIS GROVE ELEMENTARY SCHOOL.	7	Durham-Chapel Hill-Carboro MPO		EXEMPT		L	CONSTRUCTION	\$	131,000	\$	131,000										
C-5181	HIGHWAY	JONES CREEK GREENWAY	CONSTRUCT A 100 FOOT BRIDGE AND 650 FOOT PAVED TRAIL IN CARBORO TO FILL GAP BETWEEN THE UPPER BOUN TRAIL AND TWIN CREEKS GREENWAY AND IMPLEMENT PROGRAM TO SUPPORT NON-VEHICLE TRIPS TO MORRIS GROVE ELEMENTARY SCHOOL.	7	Durham-Chapel Hill-Carboro MPO		EXEMPT		L	CONSTRUCTION	\$	51,000	\$	51,000										

2024-2033 STATE TRANSPORTATION IMPROVEMENT PROGRAM													DRAFT 2024-2033 STIP WINDOW												
PROJECT ID	MODE	ROUTE/CITY	DESCRIPTION	DIVISIONS	MPO/MPDs	COMMENT	CATEGORY FUNDED	FUNDING COMMENT	FUND SOURCE	ACTIVITY	TOTAL FUNDED (MAY INCLUDE PREVIOUSLY AUTHORIZED FUNDS)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	AFTER 2033		
EB-5835	BIKE/PED	NC 55 (ALSTON AVENUE)	SR 1171 (MIDDLE ROAD) TO GEOL STREET IN DURHAM. CONSTRUCT SIDEWALK ON EAST SIDE TO FILL IN MISSING GAPS.	5	Durham-Chapel Hill-Carboro MPO		DIVISION 5		TAANY	RIGHT-OF-WAY	\$ 40,000					\$ 40,000									
EB-5835	BIKE/PED	NC 55 (ALSTON AVENUE)	SR 1171 (MIDDLE ROAD) TO GEOL STREET IN DURHAM. CONSTRUCT SIDEWALK ON EAST SIDE TO FILL IN MISSING GAPS.	5	Durham-Chapel Hill-Carboro MPO		DIVISION 5		L	RIGHT-OF-WAY	\$ 50,000					\$ 50,000									
EB-5835	BIKE/PED	NC 55 (ALSTON AVENUE)	SR 1171 (MIDDLE ROAD) TO GEOL STREET IN DURHAM. CONSTRUCT SIDEWALK ON EAST SIDE TO FILL IN MISSING GAPS.	5	Durham-Chapel Hill-Carboro MPO		DIVISION 5		TAANY	CONSTRUCTION	\$ 937,000					\$ 937,000									
EB-5835	BIKE/PED	NC 55 (ALSTON AVENUE)	SR 1171 (MIDDLE ROAD) TO GEOL STREET IN DURHAM. CONSTRUCT SIDEWALK ON EAST SIDE TO FILL IN MISSING GAPS.	5	Durham-Chapel Hill-Carboro MPO		DIVISION 5		L	CONSTRUCTION	\$ 239,000					\$ 239,000									
EB-5837	BIKE/PED	THIRD FORK CREEK TRAIL	SOUTHERN BOUNDARIES PARK TO AMERICAN TOBACCO TRAIL IN DURHAM. CONSTRUCT SHARED USE PATH AND SIDEWALKS, AND INSTALL BEACON AT SR 1158 (CORNWALLIS ROAD) CROSSING.	5	Durham-Chapel Hill-Carboro MPO		DIVISION 5		TAANY	RIGHT-OF-WAY	\$ 14,000	\$ 14,000													
EB-5837	BIKE/PED	THIRD FORK CREEK TRAIL	SOUTHERN BOUNDARIES PARK TO AMERICAN TOBACCO TRAIL IN DURHAM. CONSTRUCT SHARED USE PATH AND SIDEWALKS, AND INSTALL BEACON AT SR 1158 (CORNWALLIS ROAD) CROSSING.	5	Durham-Chapel Hill-Carboro MPO		DIVISION 5		L	RIGHT-OF-WAY	\$ 3,000	\$ 3,000													
EB-5837	BIKE/PED	THIRD FORK CREEK TRAIL	SOUTHERN BOUNDARIES PARK TO AMERICAN TOBACCO TRAIL IN DURHAM. CONSTRUCT SHARED USE PATH AND SIDEWALKS, AND INSTALL BEACON AT SR 1158 (CORNWALLIS ROAD) CROSSING.	5	Durham-Chapel Hill-Carboro MPO		DIVISION 5		TAANY	CONSTRUCTION	\$ 4,480,000		\$ 1,494,000	\$ 1,493,000	\$ 1,493,000										
EB-5837	BIKE/PED	THIRD FORK CREEK TRAIL	SOUTHERN BOUNDARIES PARK TO AMERICAN TOBACCO TRAIL IN DURHAM. CONSTRUCT SHARED USE PATH AND SIDEWALKS, AND INSTALL BEACON AT SR 1158 (CORNWALLIS ROAD) CROSSING.	5	Durham-Chapel Hill-Carboro MPO		DIVISION 5		L	CONSTRUCTION	\$ 1,120,000		\$ 374,000	\$ 373,000	\$ 373,000										
EB-5837	BIKE/PED	THIRD FORK CREEK TRAIL	SOUTHERN BOUNDARIES PARK TO AMERICAN TOBACCO TRAIL IN DURHAM. CONSTRUCT SHARED USE PATH AND SIDEWALKS, AND INSTALL BEACON AT SR 1158 (CORNWALLIS ROAD) CROSSING.	5	Durham-Chapel Hill-Carboro MPO		DIVISION 5				\$ 567,000														
EB-5880	BIKE/PED	SR 3005 (JONES FERRY ROAD)	DAVE ROAD TO SR 1000 (WEST MAIN STREET) IN CARBORO. CONSTRUCT SIDEWALK ON NORTH SIDE.	7	Durham-Chapel Hill-Carboro MPO		DIVISION 7		TAANY	ENGINEERING	\$ 71,000	\$ 71,000													
EB-5880	BIKE/PED	SR 3005 (JONES FERRY ROAD)	DAVE ROAD TO SR 1000 (WEST MAIN STREET) IN CARBORO. CONSTRUCT SIDEWALK ON NORTH SIDE.	7	Durham-Chapel Hill-Carboro MPO		DIVISION 7		L	ENGINEERING	\$ 18,000	\$ 18,000													
EB-5880	BIKE/PED	SR 3005 (JONES FERRY ROAD)	DAVE ROAD TO SR 1000 (WEST MAIN STREET) IN CARBORO. CONSTRUCT SIDEWALK ON NORTH SIDE.	7	Durham-Chapel Hill-Carboro MPO		DIVISION 7		TAANY	RIGHT-OF-WAY	\$ 25,000		\$ 25,000												
EB-5880	BIKE/PED	SR 3005 (JONES FERRY ROAD)	DAVE ROAD TO SR 1000 (WEST MAIN STREET) IN CARBORO. CONSTRUCT SIDEWALK ON NORTH SIDE.	7	Durham-Chapel Hill-Carboro MPO		DIVISION 7		L	RIGHT-OF-WAY	\$ 6,000		\$ 6,000												
EB-5880	BIKE/PED	SR 3005 (JONES FERRY ROAD)	DAVE ROAD TO SR 1000 (WEST MAIN STREET) IN CARBORO. CONSTRUCT SIDEWALK ON NORTH SIDE.	7	Durham-Chapel Hill-Carboro MPO		DIVISION 7		TAANY	CONSTRUCTION	\$ 353,000			\$ 353,000											
EB-5880	BIKE/PED	SR 3005 (JONES FERRY ROAD)	DAVE ROAD TO SR 1000 (WEST MAIN STREET) IN CARBORO. CONSTRUCT SIDEWALK ON NORTH SIDE.	7	Durham-Chapel Hill-Carboro MPO		DIVISION 7		L	CONSTRUCTION	\$ 88,000			\$ 88,000											
EB-5886A	BIKE/PED	SR 1772 (ESTES DRIVE)	SR 1772 (NORTH GREENSBORO STREET) TO SOUTH OF NORFOLK SOUTHERN RR TRACKS IN CARBORO.	7	Durham-Chapel Hill-Carboro MPO		DIVISION 7		TAANY	RIGHT-OF-WAY	\$ 37,000		\$ 37,000												
EB-5886A	BIKE/PED	SR 1772 (ESTES DRIVE)	SR 1772 (NORTH GREENSBORO STREET) TO SOUTH OF NORFOLK SOUTHERN RR TRACKS IN CARBORO.	7	Durham-Chapel Hill-Carboro MPO		DIVISION 7		L	RIGHT-OF-WAY	\$ 9,000		\$ 9,000												
EB-5886A	BIKE/PED	SR 1772 (ESTES DRIVE)	SR 1772 (NORTH GREENSBORO STREET) TO SOUTH OF NORFOLK SOUTHERN RR TRACKS IN CARBORO.	7	Durham-Chapel Hill-Carboro MPO		DIVISION 7		TAANY	CONSTRUCTION	\$ 678,000			\$ 7,000	\$ 671,000										
EB-5886A	BIKE/PED	SR 1772 (ESTES DRIVE)	SR 1772 (NORTH GREENSBORO STREET) TO SOUTH OF NORFOLK SOUTHERN RR TRACKS IN CARBORO.	7	Durham-Chapel Hill-Carboro MPO		DIVISION 7		L	CONSTRUCTION	\$ 170,000			\$ 2,200	\$ 168,000										
EB-5886A	BIKE/PED	SR 1772 (ESTES DRIVE)	SR 1772 (NORTH GREENSBORO STREET) TO SOUTH OF NORFOLK SOUTHERN RR TRACKS IN CARBORO.	7	Durham-Chapel Hill-Carboro MPO		DIVISION 7		L	ENGINEERING	\$ 34,000														
EB-5886A	BIKE/PED	SR 1772 (ESTES DRIVE)	SR 1772 (NORTH GREENSBORO STREET) TO SOUTH OF NORFOLK SOUTHERN RR TRACKS IN CARBORO.	7	Durham-Chapel Hill-Carboro MPO		DIVISION 7		TAANY	ENGINEERING	\$ 136,000														
EB-5886B	BIKE/PED	SR 1780 (ESTES DRIVE)	SOUTH OF NORFOLK SOUTHERN RR TRACKS TO NC 86 (MARTIN LUTHER KING, JR. BLVD) IN CHAPEL HILL.	7	Durham-Chapel Hill-Carboro MPO		DIVISION 7		TAANY	RIGHT-OF-WAY	\$ 691,000	\$ 691,000													
EB-5886B	BIKE/PED	SR 1780 (ESTES DRIVE)	SOUTH OF NORFOLK SOUTHERN RR TRACKS TO NC 86 (MARTIN LUTHER KING, JR. BLVD) IN CHAPEL HILL.	7	Durham-Chapel Hill-Carboro MPO		DIVISION 7		L	RIGHT-OF-WAY	\$ 173,000	\$ 173,000													
EB-5886B	BIKE/PED	SR 1780 (ESTES DRIVE)	SOUTH OF NORFOLK SOUTHERN RR TRACKS TO NC 86 (MARTIN LUTHER KING, JR. BLVD) IN CHAPEL HILL.	7	Durham-Chapel Hill-Carboro MPO		DIVISION 7		TAANY	CONSTRUCTION	\$ 2,483,000			\$ 25,000	\$ 2,165,000	\$ 293,000									
EB-5886B	BIKE/PED	SR 1780 (ESTES DRIVE)	SOUTH OF NORFOLK SOUTHERN RR TRACKS TO NC 86 (MARTIN LUTHER KING, JR. BLVD) IN CHAPEL HILL.	7	Durham-Chapel Hill-Carboro MPO		DIVISION 7		L	CONSTRUCTION	\$ 621,000		\$ 6,000	\$ 542,000	\$ 73,000										
EB-5886B	BIKE/PED	SR 1780 (ESTES DRIVE)	SOUTH OF NORFOLK SOUTHERN RR TRACKS TO NC 86 (MARTIN LUTHER KING, JR. BLVD) IN CHAPEL HILL.	7	Durham-Chapel Hill-Carboro MPO		DIVISION 7		L	ENGINEERING	\$ 107,000														
EB-5886B	BIKE/PED	SR 1780 (ESTES DRIVE)	SOUTH OF NORFOLK SOUTHERN RR TRACKS TO NC 86 (MARTIN LUTHER KING, JR. BLVD) IN CHAPEL HILL.	7	Durham-Chapel Hill-Carboro MPO		DIVISION 7		TAANY	ENGINEERING	\$ 427,000														
EB-5880	BIKE/PED	BARNES STREET	KING STREET TO SR 1000 (JONES FERRY ROAD) IN CARBORO. CONSTRUCT SIDEWALK.	7	Durham-Chapel Hill-Carboro MPO		DIVISION 7		TAANY	ENGINEERING	\$ 37,000	\$ 37,000													
EB-5880	BIKE/PED	BARNES STREET	KING STREET TO SR 1000 (JONES FERRY ROAD) IN CARBORO. CONSTRUCT SIDEWALK.	7	Durham-Chapel Hill-Carboro MPO		DIVISION 7		L	ENGINEERING	\$ 9,000	\$ 9,000													
EB-5880	BIKE/PED	BARNES STREET	KING STREET TO SR 1000 (JONES FERRY ROAD) IN CARBORO. CONSTRUCT SIDEWALK.	7	Durham-Chapel Hill-Carboro MPO		DIVISION 7		TAANY	RIGHT-OF-WAY	\$ 13,000		\$ 13,000												
EB-5880	BIKE/PED	BARNES STREET	KING STREET TO SR 1000 (JONES FERRY ROAD) IN CARBORO. CONSTRUCT SIDEWALK.	7	Durham-Chapel Hill-Carboro MPO		DIVISION 7		L	RIGHT-OF-WAY	\$ 3,000		\$ 3,000												
EB-5880	BIKE/PED	BARNES STREET	KING STREET TO SR 1000 (JONES FERRY ROAD) IN CARBORO. CONSTRUCT SIDEWALK.	7	Durham-Chapel Hill-Carboro MPO		DIVISION 7		TAANY	CONSTRUCTION	\$ 184,000			\$ 184,000											
EB-5880	BIKE/PED	BARNES STREET	KING STREET TO SR 1000 (JONES FERRY ROAD) IN CARBORO. CONSTRUCT SIDEWALK.	7	Durham-Chapel Hill-Carboro MPO		DIVISION 7		L	CONSTRUCTION	\$ 46,000			\$ 46,000											
EB-5904	BIKE/PED	DURHAM BELTLINE TRAIL	PETHGREW STREET TO AVONDALE DRIVE IN DURHAM. CONSTRUCT MULTI-USE TRAIL ON FORMER RAIL CORRIDOR.	5	Durham-Chapel Hill-Carboro MPO		DIVISION 5		DP	CONSTRUCTION	\$ 9,000,000	\$ 9,000,000													
EB-5904	BIKE/PED	DURHAM BELTLINE TRAIL	PETHGREW STREET TO AVONDALE DRIVE IN DURHAM. CONSTRUCT MULTI-USE TRAIL ON FORMER RAIL CORRIDOR.	5	Durham-Chapel Hill-Carboro MPO		DIVISION 5		L	CONSTRUCTION	\$ 6,016,000	\$ 6,016,000													
EB-5904	BIKE/PED	DURHAM BELTLINE TRAIL	PETHGREW STREET TO AVONDALE DRIVE IN DURHAM. CONSTRUCT MULTI-USE TRAIL ON FORMER RAIL CORRIDOR.	5	Durham-Chapel Hill-Carboro MPO		DIVISION 5		BGDA	CONSTRUCTION	\$ 1,863,000	\$ 1,863,000													
EB-5904	BIKE/PED	DURHAM BELTLINE TRAIL	PETHGREW STREET TO AVONDALE DRIVE IN DURHAM. CONSTRUCT MULTI-USE TRAIL ON FORMER RAIL CORRIDOR.	5	Durham-Chapel Hill-Carboro MPO		DIVISION 5		TADA	CONSTRUCTION	\$ 410,000	\$ 410,000													

2024-2033 STATE TRANSPORTATION IMPROVEMENT PROGRAM												DRAFT 2024-2033 STIP WINDOW													
PROJECT ID	MODE	ROUTE/CITY	DESCRIPTION	DIVISIONS	MPO/TPOs	COMMENT	CATEGORY FUNDED	FUNDING COMMENT	FUND SOURCE	ACTIVITY	TOTAL FUNDED (MAY INCLUDE PREVIOUSLY AUTHORIZED FUNDS)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	AFTER 2033		
P-5719	RAIL	PEDMONT CORRIDOR	PURCHASE AND REPAIR RAIL CARS FOR PEDMONT SERVICE EXPANSION.	5, 7, 8, 9, 10	Cabarrus-Rowan MPO, High Point Urban Area MPO, Durham Chapel Hill-Carboro MPO, Burlington-Graham MPO, Greensboro Urban Area MPO, Capital Area MPO, Charlotte Regional TPO	"DP" FUNDING REFLECTS FEDERAL-STATE PARTNERSHIP FOR STATE OF GOOD REPAIR GRANT					\$ 5,637,000														
P-5730C	RAIL	PEDMONT CORRIDOR	NEW TRAINS AND MAINTENANCE FACILITY.	5, 7, 8, 10	Capital Area MPO, High Point Urban Area MPO, Burlington-Graham MPO, Cabarrus-Rowan MPO, Charlotte Regional TPO, Durham-Chapel Hill-Carboro MPO, Greensboro Urban Area MPO	UNDER CONSTRUCTION.	REGION C, D, E		DP	CONSTRUCTION	\$ 156,888,000	\$ 156,888,000													
P-5730C	RAIL	PEDMONT CORRIDOR	NEW TRAINS AND MAINTENANCE FACILITY.	5, 7, 9, 10	Capital Area MPO, High Point Urban Area MPO, Burlington-Graham MPO, Cabarrus-Rowan MPO, Charlotte Regional TPO, Durham-Chapel Hill-Carboro MPO, Greensboro Urban Area MPO	UNDER CONSTRUCTION.	REGION C, D, E		T	CONSTRUCTION	\$ 55,640,000	\$ 27,820,000	\$ 27,820,000												
R-4073	HIGHWAY	VARIOUS	ASPHALT MATERIALS TESTING LABORATORIES CORRECTIVE ACTION PLAN FOR GROUNDWATER CLEAN-UP AT 54 SITES.	99	STATEWIDE PROJECT	IN PROGRESS					\$ 20,234,000														
R-4436	HIGHWAY	VARIOUS	NIDES PERMIT, RETROFIT FOURTEEN SITES PER YEAR TO PROTECT WATER QUALITY - REGIONAL CATEGORY.	99	STATEWIDE PROJECT	IN PROGRESS					\$ 43,915,000														
R-4436DIV	HIGHWAY	VARIOUS	NIDES PERMIT, RETROFIT FOURTEEN SITES PER YEAR TO PROTECT WATER QUALITY - DIVISION CATEGORY.	99	STATEWIDE PROJECT	IN PROGRESS	DIVISION SW		BG	CONSTRUCTION	\$ 900,000														
R-4436REG	HIGHWAY	VARIOUS	NIDES PERMIT, RETROFIT FOURTEEN SITES PER YEAR TO PROTECT WATER QUALITY - REGIONAL CATEGORY.	99	STATEWIDE PROJECT	IN PROGRESS	REGION SW		BG	CONSTRUCTION	\$ 900,000														
R-4436OW	HIGHWAY	VARIOUS	NIDES PERMIT, RETROFIT FOURTEEN SITES PER YEAR TO PROTECT WATER QUALITY - STATEWIDE CATEGORY.	99	STATEWIDE PROJECT	IN PROGRESS	STATEWIDE MOBILITY		BG	CONSTRUCTION	\$ 1,200,000														
R-5753	HIGHWAY	VARIOUS	FEDERAL LANDS TRANSPORTATION PROGRAM (FLTP) AND EMERGENCY RELIEF FOR FEDERALLY OWNED ROADS (ERFD). ROAD AND BRIDGE IMPROVEMENTS TO BE CONSTRUCTED ON TRANSPORTATION FACILITIES THAT ARE OWNED BY THE FEDERAL GOVERNMENT THAT PROVIDE ACCESS TO FEDERAL LANDS.	99	STATEWIDE PROJECT	PROGRAM IN PROGRESS	EXEMPT		FLTP	CONSTRUCTION	\$ 89,585,000	\$ 7,090,000	\$ 1,700,000	\$ 48,868,000	\$ 1,936,000	\$ 117,000									
R-5753	HIGHWAY	VARIOUS	FEDERAL LANDS TRANSPORTATION PROGRAM (FLTP) AND EMERGENCY RELIEF FOR FEDERALLY OWNED ROADS (ERFD). ROAD AND BRIDGE IMPROVEMENTS TO BE CONSTRUCTED ON TRANSPORTATION FACILITIES THAT ARE OWNED BY THE FEDERAL GOVERNMENT THAT PROVIDE ACCESS TO FEDERAL LANDS.	99	STATEWIDE PROJECT	PROGRAM IN PROGRESS	EXEMPT		ERFD	CONSTRUCTION	\$ 670,000														
R-5785	HIGHWAY	VARIOUS	DIVISION 5 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS.	5	Mem-Tar RPO, Capital Area MPO, Durham-Chapel Hill-Carboro MPO		DIVISION 5		TA	CONSTRUCTION	\$ 800,000	\$ 800,000													
R-5785	HIGHWAY	VARIOUS	DIVISION 5 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS.	5	Mem-Tar RPO, Capital Area MPO, Durham-Chapel Hill-Carboro MPO		DIVISION 5		S	CONSTRUCTION	\$ 200,000	\$ 200,000													
R-5785	HIGHWAY	VARIOUS	DIVISION 5 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS.	5	Mem-Tar RPO, Capital Area MPO, Durham-Chapel Hill-Carboro MPO		DIVISION 5				\$ 4517,000														
R-5787	HIGHWAY	VARIOUS	DIVISION 7 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS.	7	Piedmont Triad RPO, Burlington-Graham MPO, Durham-Chapel Hill-Carboro MPO, Greensboro Urban Area MPO, High Point Urban Area MPO, Triangle Area RPO	IN PROGRESS; "S" FUNDS REFLECT STATE HIGHWAY FUNDS	DIVISION 7		TA	CONSTRUCTION	\$ 2,880,000	\$ 800,000	\$ 80,000												
R-5787	HIGHWAY	VARIOUS	DIVISION 7 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS.	7	Piedmont Triad RPO, Burlington-Graham MPO, Durham-Chapel Hill-Carboro MPO, Greensboro Urban Area MPO, High Point Urban Area MPO, Triangle Area RPO	IN PROGRESS; "S" FUNDS REFLECT STATE HIGHWAY FUNDS	DIVISION 7		S	CONSTRUCTION	\$ 720,000	\$ 200,000	\$ 20,000												
R-5787	HIGHWAY	VARIOUS	DIVISION 7 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS.	7	Piedmont Triad RPO, Burlington-Graham MPO, Durham-Chapel Hill-Carboro MPO, Greensboro Urban Area MPO, High Point Urban Area MPO, Triangle Area RPO	IN PROGRESS; "S" FUNDS REFLECT STATE HIGHWAY FUNDS	DIVISION 7				\$ 5,689,000														
R-5788	HIGHWAY	VARIOUS	DIVISION 8 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS.	8	Lumber River RPO, Triangle Area RPO, Piedmont Triad RPO, High Point Urban Area MPO, Durham-Chapel Hill-Carboro MPO	UNDER CONSTRUCTION; "S" FUNDS REFLECT STATE HIGHWAY FUNDS	DIVISION 8		TA	CONSTRUCTION	\$ 2,880,000	\$ 800,000	\$ 80,000												
R-5788	HIGHWAY	VARIOUS	DIVISION 8 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS.	8	Lumber River RPO, Triangle Area RPO, Piedmont Triad RPO, High Point Urban Area MPO, Durham-Chapel Hill-Carboro MPO	UNDER CONSTRUCTION; "S" FUNDS REFLECT STATE HIGHWAY FUNDS	DIVISION 8		S	CONSTRUCTION	\$ 720,000	\$ 200,000	\$ 20,000												
R-5788	HIGHWAY	VARIOUS	DIVISION 8 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS.	8	Lumber River RPO, Triangle Area RPO, Piedmont Triad RPO, High Point Urban Area MPO, Durham-Chapel Hill-Carboro MPO	UNDER CONSTRUCTION; "S" FUNDS REFLECT STATE HIGHWAY FUNDS	DIVISION 8				\$ 2,465,000														
R-5821	HIGHWAY	NC 54	SR 1206 (ORANGE GROVE ROAD) TO SR 1107 / SR 1937 (OLD FAYETTEVILLE ROAD). CONSTRUCT OPERATIONAL IMPROVEMENTS, INCLUDING BICYCLE/PEDESTRIAN ACCOMMODATIONS, AND IMPROVE SR 1206 INTERSECTION.	7	Durham-Chapel Hill-Carboro MPO, Triangle Area RPO						\$ 2,430,000														
R-5821A	HIGHWAY	NC 54	SR 1206 (ORANGE GROVE ROAD) TO SR 1107 / SR 1937 (OLD FAYETTEVILLE ROAD). CONSTRUCT OPERATIONAL IMPROVEMENTS, INCLUDING BICYCLE/PEDESTRIAN ACCOMMODATIONS	7	Durham-Chapel Hill-Carboro MPO		REGION D		FUNDED FOR PRELIMINARY ENGINEERING ONLY	T	RIGHT-OF-WAY	\$ 9,700,000													
R-5821A	HIGHWAY	NC 54	SR 1206 (ORANGE GROVE ROAD) TO SR 1107 / SR 1937 (OLD FAYETTEVILLE ROAD). CONSTRUCT OPERATIONAL IMPROVEMENTS, INCLUDING BICYCLE/PEDESTRIAN ACCOMMODATIONS	7	Durham-Chapel Hill-Carboro MPO		REGION D		FUNDED FOR PRELIMINARY ENGINEERING ONLY	T	CONSTRUCTION	\$ 7,000,000													
R-5821A	HIGHWAY	NC 54	SR 1206 (ORANGE GROVE ROAD) TO SR 1107 / SR 1937 (OLD FAYETTEVILLE ROAD). CONSTRUCT OPERATIONAL IMPROVEMENTS, INCLUDING BICYCLE/PEDESTRIAN ACCOMMODATIONS	7	Durham-Chapel Hill-Carboro MPO		REGION D		FUNDED FOR PRELIMINARY ENGINEERING ONLY	T	UTILITIES	\$ 400,000													
R-5825	HIGHWAY	NC 751	SR 1731 (O'KELLY CHAPEL ROAD). UPGRADE AND REALIGN INTERSECTION.	8	Durham-Chapel Hill-Carboro MPO	ROW in progress.	DIVISION 8		T	CONSTRUCTION	\$ 1,251,000	\$ 125,000	\$ 1,126,000												
R-5825	HIGHWAY	NC 751	SR 1731 (O'KELLY CHAPEL ROAD). UPGRADE AND REALIGN INTERSECTION.	8	Durham-Chapel Hill-Carboro MPO	ROW in progress.	DIVISION 8				\$ 396,000														
R-5966	HIGHWAY	VARIOUS	FEDERAL TRIBAL TRANSPORTATION PROGRAM (FTTP). ROAD AND BRIDGE IMPROVEMENTS TO BE CONSTRUCTED ON TRANSPORTATION FACILITIES THAT ARE OWNED BY THE FEDERAL GOVERNMENT THAT PROVIDE ACCESS TO TRIBAL LANDS.	99	STATEWIDE PROJECT	PROGRAM IN PROGRESS	EXEMPT		FTTP	CONSTRUCTION	\$ 5,692,000	\$ 5,692,000													
R-5966	HIGHWAY	VARIOUS	FEDERAL TRIBAL TRANSPORTATION PROGRAM (FTTP). ROAD AND BRIDGE IMPROVEMENTS TO BE CONSTRUCTED ON TRANSPORTATION FACILITIES THAT ARE OWNED BY THE FEDERAL GOVERNMENT THAT PROVIDE ACCESS TO TRIBAL LANDS.	99	STATEWIDE PROJECT	PROGRAM IN PROGRESS	EXEMPT		FTTP	CONSTRUCTION	\$ 5,528,000	\$ 5,059,000	\$ 4,469,000												
R-5966	HIGHWAY	VARIOUS	FEDERAL TRIBAL TRANSPORTATION PROGRAM (FTTP). ROAD AND BRIDGE IMPROVEMENTS TO BE CONSTRUCTED ON TRANSPORTATION FACILITIES THAT ARE OWNED BY THE FEDERAL GOVERNMENT THAT PROVIDE ACCESS TO TRIBAL LANDS.	99	STATEWIDE PROJECT	PROGRAM IN PROGRESS	EXEMPT		FTTP	CONSTRUCTION	\$ 1,694,000			\$ 1,694,000											

2024-2033 STATE TRANSPORTATION IMPROVEMENT PROGRAM												DRAFT 2024-2033 STIP WINDOW													
PROJECT ID	MODE	ROUTE/CITY	DESCRIPTION	DIVISIONS	MPO/MPDs	COMMENT	CATEGORY FUNDED	FUNDING COMMENT	FUND SOURCE	ACTIVITY	TOTAL FUNDED (MAY INCLUDE PREVIOUSLY AUTHORIZED FUNDS)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	AFTER 2033		
TU-0005	PUBLIC TRANSIT	NCDOT	5303 METROPOLITAN TRANSPORTATION PLANNING FUNDS FOR FTA GRANTS	99	STATEWIDE PROJECT		PUBLIC TRANSIT		S	PLANNING	\$	2,091,000	\$	750,000											
TU-0008	PUBLIC TRANSIT	NCDOT	NCUJ (ITRE) WILL PROVIDE TECHNICAL ASSISTANCE TO THE INTEGRATED MOBILITY DIVISION AND SUBRECIPIENTS.	99	STATEWIDE PROJECT		PUBLIC TRANSIT		5311	PLANNING	\$	470,000													
TU-0008	PUBLIC TRANSIT	NCDOT	NCUJ (ITRE) WILL PROVIDE TECHNICAL ASSISTANCE TO THE INTEGRATED MOBILITY DIVISION AND SUBRECIPIENTS.	99	STATEWIDE PROJECT		PUBLIC TRANSIT		S	PLANNING	\$	118,000													
TU-0009	PUBLIC TRANSIT	NCDOT	NCUJ (ITRE) WILL USE THE FUNDS TO PROVIDE TRAINING/PROFESSIONAL DEVELOPMENT RELATED TO DELIVERY OF ADA TRAINING TO TRANSIT PROFESSIONALS.	99	STATEWIDE PROJECT		PUBLIC TRANSIT		RTAP	PLANNING	\$	765,000													
TU-0011	PUBLIC TRANSIT	NCDOT	NCDOT-IMD SECTION 5304 PROGRAM FUNDS TO SUPPORT THE INTEGRATED MOBILITY DIVISION URBAN TRANSIT TECHNICAL ASSISTANCE ACTIVITIES.	99	STATEWIDE PROJECT		PUBLIC TRANSIT		5303	ADMINISTRATIVE	\$	370,000	\$	370,000											
TU-0011	PUBLIC TRANSIT	NCDOT	NCDOT-IMD SECTION 5304 PROGRAM FUNDS TO SUPPORT THE INTEGRATED MOBILITY DIVISION URBAN TRANSIT TECHNICAL ASSISTANCE ACTIVITIES.	99	STATEWIDE PROJECT		PUBLIC TRANSIT		5303	PLANNING	\$	2,834,000	\$	1,700,000											
TU-0011	PUBLIC TRANSIT	NCDOT	NCDOT-IMD SECTION 5304 PROGRAM FUNDS TO SUPPORT THE INTEGRATED MOBILITY DIVISION URBAN TRANSIT TECHNICAL ASSISTANCE ACTIVITIES.	99	STATEWIDE PROJECT		PUBLIC TRANSIT		L	PLANNING	\$	227,000													
TU-0012	PUBLIC TRANSIT	NCDOT	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY. PLANNING STUDY ON THE TRANSITION TO ZERO EMISSIONS LIGHT AND HEAVY DUTY PASSENGER VEHICLES. THE TRANSITION PLAN IS A REQUIREMENT BY FTA TO APPLY FOR GRANT FUNDS SUPPORTING ANY ZEV PROJECTS, INCLUDING VEHICLES AND ALL RELATED INFRASTRUCTURE.	99	STATEWIDE PROJECT		PUBLIC TRANSIT		5303	PLANNING	\$	80,000	\$	80,000											
TU-0012	PUBLIC TRANSIT	NCDOT	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY. PLANNING STUDY ON THE TRANSITION TO ZERO EMISSIONS LIGHT AND HEAVY DUTY PASSENGER VEHICLES. THE TRANSITION PLAN IS A REQUIREMENT BY FTA TO APPLY FOR GRANT FUNDS SUPPORTING ANY ZEV PROJECTS, INCLUDING VEHICLES AND ALL RELATED INFRASTRUCTURE.	99	STATEWIDE PROJECT		PUBLIC TRANSIT		L	PLANNING	\$	20,000	\$	20,000											
TU-0013	PUBLIC TRANSIT	GOOURHAM	GOOURHAM IS PLANNING IMPROVEMENTS TO DURHAM STATION TO EXPAND EQUITABLE ACCESS TO TRANSIT; IMPROVE STATION AMENITIES, AND INCREASE CONNECTIONS TO EMPLOYMENT, HEALTHCARE AND EDUCATION OPPORTUNITIES AND CONSTRUCT 8 BUS BAYS, REDESIGNED BUS LANES, AND PLACE NEW PAVEMENT.	5	Durham-Chapel Hill-Carboro MPO		PUBLIC TRANSIT		5330b)	PLANNING	\$	10,800,000	\$	1,440,000	\$	9,360,000									
TU-0013	PUBLIC TRANSIT	GOOURHAM	GOOURHAM IS PLANNING IMPROVEMENTS TO DURHAM STATION TO EXPAND EQUITABLE ACCESS TO TRANSIT; IMPROVE STATION AMENITIES, AND INCREASE CONNECTIONS TO EMPLOYMENT, HEALTHCARE AND EDUCATION OPPORTUNITIES AND CONSTRUCT 8 BUS BAYS, REDESIGNED BUS LANES, AND PLACE NEW PAVEMENT.	5	Durham-Chapel Hill-Carboro MPO		PUBLIC TRANSIT		L	PLANNING	\$	2,700,000	\$	360,000	\$	2,340,000									
TU-0014	PUBLIC TRANSIT	NCDOT	NCUJ (ITRE) WILL PROVIDE TECHNICAL ASSISTANCE TO THE INTEGRATED MOBILITY DIVISION AND SUBRECIPIENTS.	99	STATEWIDE PROJECT		PUBLIC TRANSIT		5311	PLANNING	\$	507,000	\$	507,000											
TU-0014	PUBLIC TRANSIT	NCDOT	NCUJ (ITRE) WILL PROVIDE TECHNICAL ASSISTANCE TO THE INTEGRATED MOBILITY DIVISION AND SUBRECIPIENTS.	99	STATEWIDE PROJECT		PUBLIC TRANSIT		L	PLANNING	\$	127,000	\$	127,000											
TU-0015	PUBLIC TRANSIT	NCDOT	NCUJ (ITRE) WILL USE THE FUNDS TO PROVIDE TRAINING/PROFESSIONAL DEVELOPMENT RELATED TO THE DELIVERY OF ADA TRAINING TO TRANSIT PROFESSIONALS.	99	STATEWIDE PROJECT		PUBLIC TRANSIT		RTAP	PLANNING	\$	73,000	\$	73,000											
TV-4903	PUBLIC TRANSIT	SUB REGIONAL	5310 STATE ADMIN	99	STATEWIDE PROJECT	FUNDS AUTHORIZED IN PROGRESS.	PUBLIC TRANSIT		5310	ADMINISTRATIVE	\$	450,000													
U-0071	HIGHWAY	NEW ROUTE	EAST END CONNECTOR, NC 147 (DURHAM FREEWAY) TO NORTH OF NC 85 IN DURHAM. FOUR-LANE DIVIDED FREEWAY WITH AUXILIARY LANES, PART ON NEW LOCATION.	5	Durham-Chapel Hill-Carboro MPO	UNDER CONSTRUCTION	PRE-ST (TRANSITION)				\$	219,683,000													
U-1308	HIGHWAY	NC 55 (ALSTON AVENUE)	NC 147 (DURHAM FREEWAY) TO US 70 BUSINESS / NC 88 (HOLLOWAY STREET) IN DURHAM. WIDEN TO 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 88 CONNECTIONS.	5	Durham-Chapel Hill-Carboro MPO	UNDER CONSTRUCTION	PRE-ST (TRANSITION)				\$	41,348,000													
U-4716	RAIL	VARIOUS PIEDMONT CORRIDOR	VARIOUS ROUTES AND NORFOLK SOUTHERN RAILROAD NORTH CAROLINA RAILROAD IN DURHAM AND MORRISVILLE. SOUTH OF I-40 TO NORTH OF MCDIMMON PARKWAY. CONSTRUCT A GRADE SEPARATION AT SR 1378 (HOPSON ROAD), EXTEND CHURCH STREET TO HOPSON ROAD, CLOSE CHURCH STREET ETC.	5	Durham-Chapel Hill-Carboro MPO, Capital Area MPO						\$	31,776,000													
U-4716d	RAIL	SR 1378 (HOPSON ROAD)	SR 1378 (HOPSON ROAD), EAST OF SR 1999 (DAVIS DRIVE) TO NC 54, WIDEN TO MULTILANES	5	Durham-Chapel Hill-Carboro MPO		NOT FUNDED		O	CONSTRUCTION	\$	3,160,000											\$	3,160,000	
U-4716d	RAIL	SR 1378 (HOPSON ROAD)	SR 1378 (HOPSON ROAD), EAST OF SR 1999 (DAVIS DRIVE) TO NC 54, WIDEN TO MULTILANES	5	Durham-Chapel Hill-Carboro MPO		NOT FUNDED		O	RIGHT-OF-WAY	\$	1,126,000												\$	1,126,000
U-4724	BIKE/PED	SR 1158 (CORNWALLIS ROAD)	SR 2295 (SOUTH ROXBORO STREET) TO SR 1127 (CHAPEL HILL ROAD) IN DURHAM. BICYCLE AND PEDESTRIAN FEATURES.	5	Durham-Chapel Hill-Carboro MPO	RIGHT-OF-WAY IN PROGRESS	PRE-ST (TRANSITION)		BGANY	RIGHT-OF-WAY	\$	1,785,000	\$	1,785,000											
U-4724	BIKE/PED	SR 1158 (CORNWALLIS ROAD)	SR 2295 (SOUTH ROXBORO STREET) TO SR 1127 (CHAPEL HILL ROAD) IN DURHAM. BICYCLE AND PEDESTRIAN FEATURES.	5	Durham-Chapel Hill-Carboro MPO	RIGHT-OF-WAY IN PROGRESS	PRE-ST (TRANSITION)		L	RIGHT-OF-WAY	\$	448,000	\$	448,000											
U-4724	BIKE/PED	SR 1158 (CORNWALLIS ROAD)	SR 2295 (SOUTH ROXBORO STREET) TO SR 1127 (CHAPEL HILL ROAD) IN DURHAM. BICYCLE AND PEDESTRIAN FEATURES.	5	Durham-Chapel Hill-Carboro MPO	RIGHT-OF-WAY IN PROGRESS	PRE-ST (TRANSITION)		BGANY	CONSTRUCTION	\$	3,854,000	\$	3,854,000											
U-4724	BIKE/PED	SR 1158 (CORNWALLIS ROAD)	SR 2295 (SOUTH ROXBORO STREET) TO SR 1127 (CHAPEL HILL ROAD) IN DURHAM. BICYCLE AND PEDESTRIAN FEATURES.	5	Durham-Chapel Hill-Carboro MPO	RIGHT-OF-WAY IN PROGRESS	PRE-ST (TRANSITION)		L	CONSTRUCTION	\$	1,004,000	\$	1,004,000											
U-4724	BIKE/PED	SR 1158 (CORNWALLIS ROAD)	SR 2295 (SOUTH ROXBORO STREET) TO SR 1127 (CHAPEL HILL ROAD) IN DURHAM. BICYCLE AND PEDESTRIAN FEATURES.	5	Durham-Chapel Hill-Carboro MPO	RIGHT-OF-WAY IN PROGRESS	PRE-ST (TRANSITION)		BGDA	CONSTRUCTION	\$	120,000	\$	120,000											
U-4724	BIKE/PED	SR 1158 (CORNWALLIS ROAD)	SR 2295 (SOUTH ROXBORO STREET) TO SR 1127 (CHAPEL HILL ROAD) IN DURHAM. BICYCLE AND PEDESTRIAN FEATURES.	5	Durham-Chapel Hill-Carboro MPO	RIGHT-OF-WAY IN PROGRESS	PRE-ST (TRANSITION)				\$	856,000													
U-4726	BIKE/PED	VARIOUS	DURHAM CHAPEL HILL-CARBORO (DCHC) MPO. BICYCLE, PEDESTRIAN, AND TRANSPORTATION ALTERNATIVES PROGRAM (TAP)-ELIGIBLE PROJECTS.	5, 7, 8	Durham-Chapel Hill-Carboro MPO	IN PROGRESS	DIVISION 5, 7, 8				\$	12,842,000													
U-4726	BIKE/PED	VARIOUS	DURHAM CHAPEL HILL-CARBORO (DCHC) MPO. BICYCLE, PEDESTRIAN, AND TRANSPORTATION ALTERNATIVES PROGRAM (TAP)-ELIGIBLE PROJECTS.	5, 7, 8	Durham-Chapel Hill-Carboro MPO	IN PROGRESS	DIVISION 5, 7, 8		L	CONSTRUCTION	\$	2,353,000													
U-4726	BIKE/PED	VARIOUS	DURHAM CHAPEL HILL-CARBORO (DCHC) MPO. BICYCLE, PEDESTRIAN, AND TRANSPORTATION ALTERNATIVES PROGRAM (TAP)-ELIGIBLE PROJECTS.	5, 7, 8	Durham-Chapel Hill-Carboro MPO	IN PROGRESS	DIVISION 5, 7, 8		L	RIGHT-OF-WAY	\$	382,000													
U-4726	BIKE/PED	VARIOUS	DURHAM CHAPEL HILL-CARBORO (DCHC) MPO. BICYCLE, PEDESTRIAN, AND TRANSPORTATION ALTERNATIVES PROGRAM (TAP)-ELIGIBLE PROJECTS.	5, 7, 8	Durham-Chapel Hill-Carboro MPO	IN PROGRESS	DIVISION 5, 7, 8		BGDA	CONSTRUCTION	\$	8,984,000													
U-4726	BIKE/PED	VARIOUS	DURHAM CHAPEL HILL-CARBORO (DCHC) MPO. BICYCLE, PEDESTRIAN, AND TRANSPORTATION ALTERNATIVES PROGRAM (TAP)-ELIGIBLE PROJECTS.	5, 7, 8	Durham-Chapel Hill-Carboro MPO	IN PROGRESS	DIVISION 5, 7, 8		BGANY	CONSTRUCTION	\$	429,000													
U-4726	BIKE/PED	VARIOUS	DURHAM CHAPEL HILL-CARBORO (DCHC) MPO. BICYCLE, PEDESTRIAN, AND TRANSPORTATION ALTERNATIVES PROGRAM (TAP)-ELIGIBLE PROJECTS.	5, 7, 8	Durham-Chapel Hill-Carboro MPO	IN PROGRESS	DIVISION 5, 7, 8		BGDA	RIGHT-OF-WAY	\$	1,527,000													
U-4726dF	BIKE/PED	VARIOUS	BICYCLE DETECTION AT SIGNALIZED INTERSECTIONS.	7	Durham-Chapel Hill-Carboro MPO	EXEMPT	EXEMPT		OMAQ	CONSTRUCTION	\$	29,000	\$	29,000											
U-4726dF	BIKE/PED	VARIOUS	BICYCLE DETECTION AT SIGNALIZED INTERSECTIONS.	7	Durham-Chapel Hill-Carboro MPO	EXEMPT	EXEMPT		L	CONSTRUCTION	\$	7,000	\$	7,000											
U-4726dH	BIKE/PED	SR 1321 (HILLDALE ROAD)	I-85 TO NC 147 (DURHAM FREEWAY) IN DURHAM. PEDESTRIAN IMPROVEMENTS	5	Durham-Chapel Hill-Carboro MPO	EXEMPT	EXEMPT		BGDA	CONSTRUCTION	\$	2,155,000	\$	2,155,000											
U-4726dH	BIKE/PED	SR 1321 (HILLDALE ROAD)	I-85 TO NC 147 (DURHAM FREEWAY) IN DURHAM. PEDESTRIAN IMPROVEMENTS	5	Durham-Chapel Hill-Carboro MPO	EXEMPT	EXEMPT		L	CONSTRUCTION	\$	784,000	\$	784,000											
U-4726dH	BIKE/PED	CARPENTER - FLETCHER ROAD	WOODGROVE TRAMWAY CITY MAINTENANCE) TO SR 1245 (ALSTON AVENUE). CONSTRUCT BIKE LANES AND SIDEWALKS.	5	Durham-Chapel Hill-Carboro MPO	EXEMPT	EXEMPT		TADA	RIGHT-OF-WAY	\$	22,000	\$	22,000											

2024-2033 STATE TRANSPORTATION IMPROVEMENT PROGRAM													DRAFT 2024-2033 STIP WINDOW											
PROJECT ID	MODE	ROUTE/CITY	DESCRIPTION	DIVISIONS	MPO/POs	COMMENT	CATEGORY FUNDED	FUNDING COMMENT	FUND SOURCE	ACTIVITY	TOTAL FUNDED (MAY INCLUDE PREVIOUSLY AUTHORIZED FUNDS)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	AFTER 2033	
U-5937	HIGHWAY	NC 147 (DURHAM FREEWAY)	SR 1127 (WEST CHAPEL HILL STREET) TO BRIGGS AVENUE IN DURHAM. CONSTRUCT ALTERNATIVE LANES AND OPERATIONAL IMPROVEMENTS.	5	Durham-Chapel Hill-Carboro MPO		STATEWIDE MOBILITY	FUNDED FOR PRELIMINARY ENGINEERING ONLY			\$ 200,000													
U-5968	HIGHWAY	VARIOUS	CITY OF DURHAM, UPGRADE ITS / SIGNAL SYSTEM.	5	Durham-Chapel Hill-Carboro MPO	UNDER CONSTRUCTION. BUILD NC BONDS: \$13 MILLION FOR CONSTRUCTION - PHASE 2021-2035 (FY 2021 / YR 263 SALE)	REGION C		T	BUILD NC CON	\$ 13,000,000	\$ 867,000	\$ 867,000	\$ 867,000	\$ 867,000	\$ 867,000	\$ 867,000	\$ 867,000	\$ 867,000	\$ 867,000	\$ 867,000	\$ 867,000	\$ 1,729,000	
U-5968	HIGHWAY	VARIOUS	CITY OF DURHAM, UPGRADE ITS / SIGNAL SYSTEM.	5	Durham-Chapel Hill-Carboro MPO	UNDER CONSTRUCTION. BUILD NC BONDS: \$13 MILLION FOR CONSTRUCTION - PHASE 2021-2035 (FY 2021 / YR 263 SALE)	REGION C				\$ 14,315,000													
U-6021	HIGHWAY	SR 1118 (FAYETTEVILLE ROAD)	WOODCROFT PARKWAY TO BARBEE ROAD IN DURHAM. WIDEN TO 4-LANE DIVIDED FACILITY WITH BICYCLE / PEDESTRIAN ACCOMMODATIONS.	5	Durham-Chapel Hill-Carboro MPO		DIVISION 5	FUNDED FOR PRELIMINARY ENGINEERING ONLY	T	CONSTRUCTION	\$ 15,200,000													
U-6021	HIGHWAY	SR 1118 (FAYETTEVILLE ROAD)	WOODCROFT PARKWAY TO BARBEE ROAD IN DURHAM. WIDEN TO 4-LANE DIVIDED FACILITY WITH BICYCLE / PEDESTRIAN ACCOMMODATIONS.	5	Durham-Chapel Hill-Carboro MPO		DIVISION 5	FUNDED FOR PRELIMINARY ENGINEERING ONLY			\$ 500,000													
U-6021	HIGHWAY	SR 1118 (FAYETTEVILLE ROAD)	WOODCROFT PARKWAY TO BARBEE ROAD IN DURHAM. WIDEN TO 4-LANE DIVIDED FACILITY WITH BICYCLE / PEDESTRIAN ACCOMMODATIONS.	5	Durham-Chapel Hill-Carboro MPO		DIVISION 5	FUNDED FOR PRELIMINARY ENGINEERING ONLY	T	RIGHT-OF-WAY	\$ 9,100,000													
U-6021	HIGHWAY	SR 1118 (FAYETTEVILLE ROAD)	WOODCROFT PARKWAY TO BARBEE ROAD IN DURHAM. WIDEN TO 4-LANE DIVIDED FACILITY WITH BICYCLE / PEDESTRIAN ACCOMMODATIONS.	5	Durham-Chapel Hill-Carboro MPO		DIVISION 5	FUNDED FOR PRELIMINARY ENGINEERING ONLY	T	UTILITIES	\$ 1,700,000													
U-6067	HIGHWAY	US 15 / US 501	I-40, SR (INDUJ MORIAH ROAD), AND SOUTHWEST DURHAM PARKWAY IN DURHAM. IMPROVE INTERCHANGE / INTERSECTION AREA.	5	Durham-Chapel Hill-Carboro MPO	COORDINATE WITH U-5717	STATEWIDE MOBILITY	FUNDED FOR PRELIMINARY ENGINEERING ONLY			\$ 10,000													
U-6067	HIGHWAY	US 15 / US 501	I-40, SR (INDUJ MORIAH ROAD), AND SOUTHWEST DURHAM PARKWAY IN DURHAM. IMPROVE INTERCHANGE / INTERSECTION AREA.	5	Durham-Chapel Hill-Carboro MPO	COORDINATE WITH U-5717	STATEWIDE MOBILITY	FUNDED FOR PRELIMINARY ENGINEERING ONLY	T	RIGHT-OF-WAY	\$ 42,800,000													
U-6067	HIGHWAY	US 15 / US 501	I-40, SR (INDUJ MORIAH ROAD), AND SOUTHWEST DURHAM PARKWAY IN DURHAM. IMPROVE INTERCHANGE / INTERSECTION AREA.	5	Durham-Chapel Hill-Carboro MPO	COORDINATE WITH U-5717	STATEWIDE MOBILITY	FUNDED FOR PRELIMINARY ENGINEERING ONLY	T	UTILITIES	\$ 3,700,000													
U-6067	HIGHWAY	US 15 / US 501	I-40, SR (INDUJ MORIAH ROAD), AND SOUTHWEST DURHAM PARKWAY IN DURHAM. IMPROVE INTERCHANGE / INTERSECTION AREA.	5	Durham-Chapel Hill-Carboro MPO	COORDINATE WITH U-5717	STATEWIDE MOBILITY	FUNDED FOR PRELIMINARY ENGINEERING ONLY	T	CONSTRUCTION	\$ 62,898,000													
U-6118	HIGHWAY	NC 55	MERIDIAN PARKWAY TO I-40 INTERCHANGE IN DURHAM. ADD THIRD SOUTHBOUND LANE AND UPGRADE RAMP TERMINALS.	5	Durham-Chapel Hill-Carboro MPO		DIVISION 5		T	RIGHT-OF-WAY	\$ 300,000					\$ 300,000								
U-6118	HIGHWAY	NC 55	MERIDIAN PARKWAY TO I-40 INTERCHANGE IN DURHAM. ADD THIRD SOUTHBOUND LANE AND UPGRADE RAMP TERMINALS.	5	Durham-Chapel Hill-Carboro MPO		DIVISION 5		T	UTILITIES	\$ 200,000					\$ 200,000								
U-6118	HIGHWAY	NC 55	MERIDIAN PARKWAY TO I-40 INTERCHANGE IN DURHAM. ADD THIRD SOUTHBOUND LANE AND UPGRADE RAMP TERMINALS.	5	Durham-Chapel Hill-Carboro MPO		DIVISION 5		T	CONSTRUCTION	\$ 4,799,000					\$ 814,000	\$ 2,751,000	\$ 1,234,000						
U-6118	HIGHWAY	NC 55	MERIDIAN PARKWAY TO I-40 INTERCHANGE IN DURHAM. ADD THIRD SOUTHBOUND LANE AND UPGRADE RAMP TERMINALS.	5	Durham-Chapel Hill-Carboro MPO		DIVISION 5				\$ 10,000													
U-6120	HIGHWAY	NC 98 (HOLLOWAY STREET)	SR 1838 (JUNCTION ROAD) TO SR 1919 (LYNN ROAD) IN DURHAM. CONSTRUCT SAFETY IMPROVEMENTS AND WIDEN TO ADD MEDIAN, BICYCLE LANES, SIDEWALKS, TRANSIT STOP IMPROVEMENTS, AND TRAFFIC SIGNALS WHERE NEEDED.	5	Durham-Chapel Hill-Carboro MPO		DIVISION 5		T	RIGHT-OF-WAY	\$ 7,000,000					\$ 1,723,000	\$ 2,585,000	\$ 1,292,000	\$ 700,000	\$ 700,000				
U-6120	HIGHWAY	NC 98 (HOLLOWAY STREET)	SR 1838 (JUNCTION ROAD) TO SR 1919 (LYNN ROAD) IN DURHAM. CONSTRUCT SAFETY IMPROVEMENTS AND WIDEN TO ADD MEDIAN, BICYCLE LANES, SIDEWALKS, TRANSIT STOP IMPROVEMENTS, AND TRAFFIC SIGNALS WHERE NEEDED.	5	Durham-Chapel Hill-Carboro MPO		DIVISION 5		T	UTILITIES	\$ 1,200,000					\$ 600,000	\$ 600,000							
U-6120	HIGHWAY	NC 98 (HOLLOWAY STREET)	SR 1838 (JUNCTION ROAD) TO SR 1919 (LYNN ROAD) IN DURHAM. CONSTRUCT SAFETY IMPROVEMENTS AND WIDEN TO ADD MEDIAN, BICYCLE LANES, SIDEWALKS, TRANSIT STOP IMPROVEMENTS, AND TRAFFIC SIGNALS WHERE NEEDED.	5	Durham-Chapel Hill-Carboro MPO		DIVISION 5		T	CONSTRUCTION	\$ 9,999,000					\$ 2,097,000	\$ 5,190,000	\$ 2,712,000						
U-6120	HIGHWAY	NC 98 (HOLLOWAY STREET)	SR 1838 (JUNCTION ROAD) TO SR 1919 (LYNN ROAD) IN DURHAM. CONSTRUCT SAFETY IMPROVEMENTS AND WIDEN TO ADD MEDIAN, BICYCLE LANES, SIDEWALKS, TRANSIT STOP IMPROVEMENTS, AND TRAFFIC SIGNALS WHERE NEEDED.	5	Durham-Chapel Hill-Carboro MPO		DIVISION 5				\$ 10,000													
U-6192	HIGHWAY	US 15 / US 501	US 64 BYPASS TO SR 1929 (EMITH LEVEL ROAD). CONVERT REMAINING NON-SYNCHRONIZED SECTIONS OF FACILITY TO SYNCHRONIZED STREET.	7, 8	Triangle Area RPO, Durham-Chapel Hill-Carboro MPO		DIVISION 7, 8		T	UTILITIES	\$ 30,000,000					\$ 15,000,000	\$ 15,000,000							
U-6192	HIGHWAY	US 15 / US 501	US 64 BYPASS TO SR 1929 (EMITH LEVEL ROAD). CONVERT REMAINING NON-SYNCHRONIZED SECTIONS OF FACILITY TO SYNCHRONIZED STREET.	7, 8	Triangle Area RPO, Durham-Chapel Hill-Carboro MPO		DIVISION 7, 8		T	RIGHT-OF-WAY	\$ 8,299,000					\$ 451,000	\$ 2,705,000	\$ 2,705,000	\$ 1,578,000	\$ 1,860,000				
U-6192	HIGHWAY	US 15 / US 501	US 64 BYPASS TO SR 1929 (EMITH LEVEL ROAD). CONVERT REMAINING NON-SYNCHRONIZED SECTIONS OF FACILITY TO SYNCHRONIZED STREET.	7, 8	Triangle Area RPO, Durham-Chapel Hill-Carboro MPO		DIVISION 7, 8		T	CONSTRUCTION	\$ 78,400,000								\$ 10,033,000	\$ 23,300,000	\$ 20,480,000	\$ 24,507,000		
U-6219	HIGHWAY	VARIOUS	DURHAM CHAPEL HILL GARRISON METROPOLITAN PLANNING ORGANIZATION (DCHCMPO) TRANSPORTATION ALTERNATIVES DIRECT ATTRIBUTABLE (DAM) FUNDS - RESERVE FOR FUTURE PROGRAMMING.	5, 7, 8	Durham-Chapel Hill-Carboro MPO		DIVISION 5, 7, 8		TADA	CONSTRUCTION	\$ 9,449,000	\$ 1,159,000	\$ 829,000	\$ 829,000	\$ 829,000	\$ 829,000	\$ 829,000	\$ 829,000	\$ 829,000	\$ 829,000	\$ 829,000	\$ 829,000	\$ 829,000	\$ 829,000
U-6245	HIGHWAY	SR 1146 (WEST TEN ROAD)	SR 1114 (BUCKHORN ROAD) TO WEST OF SR 1137 (BUSHY COOK ROAD). CONSTRUCT OVERLAY, PAVED SHOULDERS AND TURN LANES.	7	Durham-Chapel Hill-Carboro MPO	UNDER CONSTRUCTION. THIS IS AN ECONOMIC DEVELOPMENT PROJECT FOR MEDLINE.	DIVISION 7		T	CONSTRUCTION	\$ 829,000													
U-6245	HIGHWAY	SR 1146 (WEST TEN ROAD)	SR 1114 (BUCKHORN ROAD) TO WEST OF SR 1137 (BUSHY COOK ROAD). CONSTRUCT OVERLAY, PAVED SHOULDERS AND TURN LANES.	7	Durham-Chapel Hill-Carboro MPO	UNDER CONSTRUCTION. THIS IS AN ECONOMIC DEVELOPMENT PROJECT FOR MEDLINE.	DIVISION 7		T	ENGINEERING	\$ 109,000													
W-5205	HIGHWAY	VARIOUS	DIVISION 5 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.	5	Wm-Tar RPO, Capital Area MPO, Durham-Chapel Hill-Carboro MPO	UNDER CONSTRUCTION					\$ 10,184,000													
W-5207	HIGHWAY	VARIOUS	DIVISION 7 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.	7	Burlington-Durham MPO, Durham-Chapel Hill-Carboro MPO, Greensboro Urban Area MPO, High Point Urban Area MPO, Triangle Area RPO	COMPLETED					\$ 5,636,000													
W-5208	HIGHWAY	VARIOUS	DIVISION 8 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.	8	Lumber River RPO, Triangle Area RPO, Piedmont Triad RPO, High Point Urban Area MPO, Durham-Chapel Hill-Carboro MPO	UNDER CONSTRUCTION					\$ 5,463,000													
W-5508	HIGHWAY	VARIOUS	HIGHWAY SYSTEM DATA COLLECTION - TRAFFIC ENGINEERING BRANCH TO PARTICIPATE IN A THREE YEAR DATA COLLECTION PROGRAM.	99	STATEWIDE PROJECT						\$ 1,500,000													
W-5517	HIGHWAY	VARIOUS	SAFETY MANAGEMENT PROGRAM PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING.	99	STATEWIDE PROJECT						\$ 22,101,000													
W-5601	HIGHWAY	VARIOUS	RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.	99	STATEWIDE PROJECT	IN PROGRESS					\$ 130,411,000													
W-5601DIV	HIGHWAY	VARIOUS	RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS ON DIVISION CATEGORY.	99	STATEWIDE PROJECT		DIVISION SW			HSP	CONSTRUCTION	\$ 3,670,000												
W-5602DIV	HIGHWAY	VARIOUS	RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS ON DIVISION CATEGORY.	99	STATEWIDE PROJECT		DIVISION SW			HSP	RIGHT-OF-WAY	\$ 68,000												
W-5603REG	HIGHWAY	VARIOUS	RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS ON REGIONAL CATEGORY.	99	STATEWIDE PROJECT		REGION SW			HSP	CONSTRUCTION	\$ 6,170,000	\$ 3,650,000											
W-5603REG	HIGHWAY	VARIOUS	RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS ON REGIONAL CATEGORY.	99	STATEWIDE PROJECT		REGION SW			HSP	RIGHT-OF-WAY	\$ 68,000												
W-5603SW	HIGHWAY	VARIOUS	RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS ON STATEWIDE CATEGORY.	99	STATEWIDE PROJECT		STATEWIDE MOBILITY			HSP	CONSTRUCTION	\$ 3,360,000												
W-5603SW	HIGHWAY	VARIOUS	RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS ON STATEWIDE CATEGORY.	99	STATEWIDE PROJECT		STATEWIDE MOBILITY			HSP	RIGHT-OF-WAY	\$ 90,000												
W-5700	HIGHWAY	VARIOUS	SIGNAL RETIMING TO IMPROVE SAFETY.	99	STATEWIDE PROJECT	IN PROGRESS					\$ 3,500,000													
W-5705	HIGHWAY	VARIOUS	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS IN DIVISION 5.	5	Wm-Tar RPO, Capital Area MPO, Durham-Chapel Hill-Carboro MPO	IN PROGRESS					\$ 6,001,000													

FY2024-2033

Transportation Improvement Program

Appendix B: Local Input Points Methodology

1. INTRODUCTION

According to U.S. Code 23 Section 134, Metropolitan Planning Organizations are required to develop a Transportation Improvement Program (TIP) 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 TIP, 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 (STIP). 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 new TIP Project Requests (Methodology) is the process that the MPO follows to develop the MPO's allocation of ranking points among projects for input into the STI process. The Methodology will also inform the MPO's development of the TIP. 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 following pages reflect the DCHC MPO methodology as voted on by the Board prior to the cancellation of the P6.0 cycle. The methodology was never formally adopted after a review from NCDOT and therefore points were never allocated to projects in this cycle.

**DURHAM-CHAPEL HILL-CARRBORO
METROPOLITAN PLANNING ORGANIZATION
METHODOLOGY FOR IDENTIFYING AND RANKING NEW
TRANSPORTATION IMPROVEMENT PROGRAM
PROJECT REQUESTS**

INTRODUCTION

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) *Methodology for Identifying and Ranking TIP Project Requests* describes the processes that the DCHC MPO will follow to identify projects that will be submitted for evaluation to the North Carolina Department of Transportation (NCDOT) during the Strategic Prioritization Office of Transportation's (SPOT) Prioritization process. When the results of the SPOT Prioritization process are made available, the DCHC MPO will follow this Methodology to rank projects and assign Local Input Points to high priority projects. This Methodology is designed to address the federal requirement that the Transportation Improvement Program (TIP) be consistent with the projects and investment priorities of the MPO's Metropolitan Transportation Plan (MTP) while being compatible with the state's Strategic Transportation Investments (STI) process.

According to U.S. Code 23 Section 134, Metropolitan Planning Organizations (MPOs) are required to develop a TIP 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 MTP and should reflect the investment priorities established in the current MTP. There should be an 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 Durham-Chapel Hill-Carrboro (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 provider or 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 (STIP). The STI legislation applies uniformly across the state regardless of the boundaries of MPOs. The STI legislation requires the identification and submittal of potential transportation projects by the 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 retains the authority to develop the TIP for the MPO area as required by federal regulations. Participation in the STI process through submitting projects for evaluation and/or allocating Local Input Points to projects does not require the MPO to include these projects in the TIP.

OBJECTIVE

This methodology 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 public.

The DCHC MPO's Technical Committee (TC) will use the Methodology to generate a list of priority projects to submit to the NCDOT SPOT for quantitative scoring. While the Methodology is designed to comprehensively address the DCHC MPO's transportation needs, there will always be factors that are not easily measured but should still be considered in the development of the DCHC MPO's priorities. The DCHC MPO TC will make its technical recommendation for the prioritization of projects based on the methodology described in this document, and the DCHC MPO Board 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 adopted Public Involvement Policy.

Steps and schedule for submission of DCHC MPO projects to NCDOT for evaluation:

Spring 2019	DCHC MPO staff work with local jurisdiction staff to develop potential new projects for Prioritization 6.0; DCHC MPO staff review projects to ensure they meet minimum requirements and are in the MTP.
November 2019	DCHC MPO staff and Technical Committee review carryover projects and make recommendations to the Board to either have those projects scored in Prioritization 6.0 as is, propose changes to projects to then be scored in Prioritization 6.0, or remove projects from consideration; DCHC MPO Board reviews and provides input on potential new projects
January 2020	DCHC MPO staff performs analysis on proposed new projects; a Technical Committee sub-committee narrows the number of projects to a final recommended list for submittal
February 2020	DCHC MPO Board reviews proposed list of new projects for Prioritization 6.0; new project list is released for public comment
April 2020	DCHC MPO Board approves project submittals for Prioritization 6.0

Steps and schedule for updating the DCHC MPO's Methodology for Identifying and Ranking TIP Project Requests:

Spring 2021	DCHC MPO staff updates <i>Methodology for Identifying and Ranking TIP Project Requests</i> document
April 2021	DCHC MPO TC reviews the <i>Methodology for Identifying and Ranking TIP Project Requests</i> and forwards Methodology to the DCHC MPO Board for public release
May 2021	DCHC MPO Board releases the <i>Methodology for Identifying and Ranking TIP Project Requests</i> for public review and comment period; DCHC MPO TC makes final review and recommendation to DCHC MPO Board
June 2021	DCHC MPO votes on adoption of <i>Methodology</i> , DCHC staff forwards for NCDOT review
August 2021	DCHC MPO Board approves the <i>Methodology for Identifying and Ranking TIP Project Requests</i>

Steps and tentative schedule for the allocation of Local Input Points:

August 2021	DCHC MPO receives results of the NCDOT SPOT scoring process for Statewide, Regional, and Division projects
September 2021	DCHC MPO ranks Regional projects for the assignment of Local Input Points; DCHC MPO Board releases initial assignment of Local Input Points for Regional projects for public comment
October 2021	DCHC MPO Board holds public hearing on initial assignment of Local Input Points for Regional projects and approves assignment of Local Input Points to Regional projects
November 2021	DCHC MPO submits Regional projects with Local Input Points assigned to NCDOT
January 2022	DCHC MPO ranks Division projects for the assignment of Local Input Points
February 2022	DCHC MPO Board releases initial assignment of Division projects and the assignment of Local Input Points for public comment
March 2018	DCHC MPO Board holds public hearing on initial assignment of Local Input Points for Division projects and approves assignment of Local Input Points to Division projects
April 2022	DCHC MPO submits Division projects with Local Input Points assigned to NCDOT
August 2022	Draft FY2023-2032 STIP released

DCHC MPO GOALS FOR THE *METHODOLOGY FOR IDENTIFYING AND RANKING TIP PROJECTS*

The *Methodology for Identifying and Ranking TIP Projects* should result in a list of projects that are a subset of the DCHC MPO Metropolitan Transportation Plan (MTP). For this reason, the goals for the Methodology are the same as the newly adopted goals for the 2050 MTP.¹

The goals of the 2050 MTP are as follows:

- Protect the human and natural environment and minimize climate change
- Ensure equity and participation
- Connect people and places
- Ensure that all people have access to multimodal and affordable transportation choices
- Promote safety, health, and well-being
- Improve infrastructure condition and resilience
- Manage congestion and system reliability
- Stimulate inclusive economic vitality

PROCEDURE FOR IDENTIFYING PROJECTS FOR SUBMISSION TO NCDOT SPOT FOR EVALUATION

1) Submission of Local Priority Lists to the MPO

All MPO member jurisdictions and agencies will submit a local priority list to the MPO. The DCHC MPO requests that the MPO members apply initial screening criteria during the development of their respective lists. The initial screening criteria are listed below in this section. In addition to the initial screening criteria, MPO members may also want to consider reviewing Section 2 of this Methodology for guidance on the NCDOT's SPOT scoring criteria. The DCHC MPO will apply the NCDOT's scoring criteria when considering new project requests from DCHC MPO member jurisdictions and agencies. If a project exists in more than one jurisdiction, all jurisdictions must be in agreement on the proposed scope and details of the project.

Initial Screening Criteria

- 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?

DCHC MPO staff, the TC, and a TC subcommittee will review local priority lists for adherence to the initial screening criteria and apply the NCDOT scoring criteria listed in Section 2 of this Methodology, before recommending the submission of these projects to Prioritization 6.0.

¹ The 2045 MTP was in effect at the time of submission to Prioritization 6.0; the 2050 MTP is scheduled to be adopted in January 2022.

2) **Submission of Projects to the STI Process**

For the 2023-2032 TIP, the DCHC MPO submitted projects to NCDOT's SPOT office by August 2020 for the application of the NCDOT's quantitative ranking methodology. The MPO is limited in the number of new projects that may be submitted for each mode (highway, bicycle and pedestrian, public transportation, aviation, ferry and rail), but can submit an additional project for each existing project removed from the system. NCDOT Division Engineers can also submit projects for each of their Divisions but are also limited in the number of new projects per mode that may be submitted.

DCHC MPO will combine the local priority lists into a list that the MPO will use to prioritize projects for submission. In the event that more highway, bicycle and pedestrian, public transportation, or rail projects are submitted to the MPO than the MPO is allowed submit to NCDOT, the DCHC MPO will work with a TC subcommittee to select projects based the NCDOT scoring criteria for each mode. For Prioritization 6.0 there were no ferry or aviation projects submitted within the DCHC MPO area. DCHC MPO will request that the Division Engineers submit any additional projects that the DCHC MPO may not be able to submit because the MPO is limited in the number of projects that may be submitted.

DCHC MPO Preliminary Project Ranking

Highway Projects

Highway projects may be scored and funded by any of the three funding categories (Statewide, Regional, or Division), dependent on the criteria as set forth in the STI law. The SPOT Workgroup has developed a different highway project scoring process for each of the three funding categories.

For SPOT 6.0, highway projects have been broken out into two specific improvement types, modernization and mobility. Modernization projects have a different set of default criteria and weights, and primarily consists of roadway modernization projects and projects to upgrade freeways to interstate standards. All other projects are mobility projects, which add capacity to roadways.

The DCHC MPO will use the scoring processes developed by NCDOT to preliminarily rank projects to be submitted to NCDOT SPOT for evaluation. A project that is eligible for the Statewide funding category but is not funded under that category can cascade down to the Regional category for evaluation and possible funding. If the project is not funded under the Regional category, the project may cascade down to the Division category for evaluation and possible funding.

The NCDOT SPOT process limits the number of projects that MPOs may submit. In the event that more new project requests are received than the MPO can submit, the DCHC MPO will calculate preliminary scores based on the scoring criteria developed by the SPOT 6.0 Workgroup that were submitted to the NCDOT Board of Transportation in summer 2019. This will provide a set of preliminary scores that can be used to rank projects.

For Prioritization 6.0, Divisions 5 and 7 each adopted a set of alternate criteria for highway projects at the Division Needs tier. Those alternate criteria are shown below. Division 8 will use default weights. Alternate criteria are not an option for non-highway projects.

NCDOT and DCHC MPO Scoring Criteria for Highway Projects

Mobility Projects

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
Statewide Mobility	<p>Congestion = 30%</p> <ul style="list-style-type: none"> Measurement of the traffic volume on the roadway compared to the existing capacity of the roadway, weighted by the traffic volume along the roadway. <p>Benefit/Cost = 25%</p> <ul style="list-style-type: none"> Measurement of travel time savings and safety benefits the project is expected to provide over 10 years compared to the cost of the project to NCDOT. <p>Freight = 25%</p> <ul style="list-style-type: none"> Measurement of existing truck volume and whether or not the roadway is part of a future interstate highway. <p>Economic Competitiveness = 10%</p> <ul style="list-style-type: none"> Measurement of the estimated percent change in economic activity within the county and the percent change in the number of long term jobs that the project is expected to provide over 10 years. <p>Safety = 10%</p> <ul style="list-style-type: none"> Measurement of the existing severity, frequency, and rate of crashes along the roadway and the safety benefits the project is expected to provide over 10 years. <p>Total = 100%</p>	--	--
Regional Impact	<p>Benefit/Cost = 20%</p> <ul style="list-style-type: none"> Measurement of travel time savings and safety benefits the project is expected to provide over 10 years compared to the cost of the project to NCDOT. <p>Congestion = 20%</p> <ul style="list-style-type: none"> Measurement of the traffic volume on the roadway compared to the existing capacity of the roadway, weighted by the traffic volume along the roadway. <p>Accessibility/Connectivity = 10%</p> <ul style="list-style-type: none"> Measurement of county economic distress indicators and whether the project upgrades how the roadway functions. Goal of improving access to opportunity in rural and less-affluent areas and improving interconnectivity of the transportation network. <p>Freight = 10%</p> <ul style="list-style-type: none"> Measurement of existing truck volume and whether or not the roadway is part of a future interstate highway. <p>Safety = 10%</p> <ul style="list-style-type: none"> Measurement of the existing severity, frequency, and rate of crashes along the roadway and the safety benefits the project is expected to provide over 10 years. <p>Total = 70% (Division Engineer and Local Input Points account for remaining 30%)</p>	15%	15%

Modernization Projects

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
Statewide Mobility	<p>Freight = 25%</p> <ul style="list-style-type: none"> Measurement of existing truck volume and whether or not the roadway is part of a future interstate highway. <p>Safety = 25%</p> <ul style="list-style-type: none"> Measurement of the number, severity, and density of crashes along the roadway and calculate future safety benefits. <p>Paved Shoulder Width = 20%</p> <ul style="list-style-type: none"> Measurement of paved shoulder width deficiencies compared to the NCDOT standard for each roadway facility type <p>Congestion = 10%</p> <ul style="list-style-type: none"> Measurement of the traffic volume on the roadway compared to the existing capacity of the roadway, weighted by the traffic volume along the roadway. <p>Lane Width = 10%</p> <ul style="list-style-type: none"> Measurement of lane width deficiencies compared to the NCDOT standard for each roadway facility type. <p>Pavement Condition = 10%</p> <ul style="list-style-type: none"> Measurement of overall pavement condition using the NCDOT's pavement condition rating (PCR). <p>Total = 100%</p>	--	--
Regional Impact	<p>Safety = 25%</p> <ul style="list-style-type: none"> Measurement of the number, severity, and density of crashes along the roadway and calculate future safety benefits. <p>Freight = 10%</p> <ul style="list-style-type: none"> Measurement of existing truck volume and whether or not the roadway is part of a future interstate highway. <p>Lane Width = 10%</p> <ul style="list-style-type: none"> Measurement of lane width deficiencies compared to the NCDOT standard for each roadway facility type. <p>Pavement Condition = 10%</p> <ul style="list-style-type: none"> Measurement of overall pavement condition using the NCDOT's pavement condition rating (PCR). <p>Paved Shoulder Width = 10%</p> <ul style="list-style-type: none"> Measurement of paved shoulder width deficiencies compared to the NCDOT standard for each roadway facility type <p>Congestion = 5%</p> <ul style="list-style-type: none"> Measurement of the traffic volume on the roadway compared to the existing capacity of the roadway, weighted by the traffic volume along the roadway. <p>Total = 70% (Division Engineer and Local Input Points account for remaining 30%)</p>	15%	15%

Division Needs - Mobility

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
Division 5	<p>Benefit/Cost = 15%</p> <ul style="list-style-type: none"> Measurement of travel time savings and safety benefits the project is expected to provide over 10 years compared to the cost of the project to NCDOT. <p>Congestion = 15%</p> <ul style="list-style-type: none"> Measurement of the traffic volume on the roadway compared to the existing capacity of the roadway, weighted by the traffic volume along the roadway. <p>Safety = 20%</p> <ul style="list-style-type: none"> Measurement of the number, severity, and frequency of crashes along the roadway. <p>Total = 50% (Division Engineer and Local Input Points account for remaining 50%)</p>	25%	25%
Divisions 7	<p>Benefit/Cost = 15%</p> <ul style="list-style-type: none"> Measurement of travel time savings and safety benefits the project is expected to provide over 10 years compared to the cost of the project to NCDOT. <p>Congestion = 15%</p> <ul style="list-style-type: none"> Measurement of the traffic volume on the roadway compared to the existing capacity of the roadway, weighted by the traffic volume along the roadway. <p>Safety = 15%</p> <ul style="list-style-type: none"> Measurement of the number, severity, and frequency of crashes along the roadway. <p>Accessibility/Connectivity = 5%</p> <ul style="list-style-type: none"> Measurement of county economic distress indicators and the degree the project upgrades mobility of the roadway, with the goal of improving access to opportunity in rural and less-affluent areas and improving interconnectivity of the transportation network. <p>Total = 50% (Division Engineer and Local Input Points account for remaining 50%)</p>	25%	25%
Division 8 (Default)	<p>Benefit/Cost = 15%</p> <ul style="list-style-type: none"> Measurement of travel time savings and safety benefits the project is expected to provide over 10 years compared to the cost of the project to NCDOT. <p>Congestion = 15%</p> <ul style="list-style-type: none"> Measurement of the traffic volume on the roadway compared to the existing capacity of the roadway, weighted by the traffic volume along the roadway. <p>Safety = 10%</p> <ul style="list-style-type: none"> Measurement of the number, severity, and frequency of crashes along the roadway. <p>Accessibility/Connectivity = 5%</p> <ul style="list-style-type: none"> Measurement of county economic distress indicators and the degree the project upgrades mobility of the roadway, with the goal of improving access to opportunity in rural and less-affluent areas and improving interconnectivity of the transportation network. <p>Freight = 5%</p> <ul style="list-style-type: none"> Measurement of truck volume and truck percentage of total traffic on the roadway, and the degree the project is helping to complete a future interstate corridor (if applicable). <p>Total = 50% (Division Engineer and Local Input Points account for remaining 50%)</p>	25%	25%

Division Needs - Modernization

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
Division 5	<p>Safety = 25%</p> <ul style="list-style-type: none"> Measurement of the number, severity, and frequency of crashes along the roadway. <p>Pavement Condition = 10%</p> <ul style="list-style-type: none"> Measurement of overall pavement condition using the NCDOT's pavement condition rating (PCR). <p>Paved Shoulder Width = 10%</p> <ul style="list-style-type: none"> Measurement of paved shoulder width deficiencies compared to the NCDOT standard for each roadway facility type. <p>Lane Width = 5%</p> <ul style="list-style-type: none"> Measurement of lane width deficiencies compared to the NCDOT standard for each roadway facility type. <p>Total = 50% (Division Engineer and Local Input Points account for remaining 50%)</p>	25%	25%
Divisions 7	<p>Safety = 25%</p> <ul style="list-style-type: none"> Measurement of the number, severity, and frequency of crashes along the roadway. <p>Pavement Condition = 10%</p> <ul style="list-style-type: none"> Measurement of overall pavement condition using the NCDOT's pavement condition rating (PCR). <p>Paved Shoulder Width = 10%</p> <ul style="list-style-type: none"> Measurement of paved shoulder width deficiencies compared to the NCDOT standard for each roadway facility type. <p>Lane Width = 5%</p> <ul style="list-style-type: none"> Measurement of lane width deficiencies compared to the NCDOT standard for each roadway facility type. <p>Total = 50% (Division Engineer and Local Input Points account for remaining 50%)</p>	25%	25%
Division 8 (Default)	<p>Safety = 20%</p> <ul style="list-style-type: none"> Measurement of the number, severity, and frequency of crashes along the roadway. <p>Pavement Condition = 10%</p> <ul style="list-style-type: none"> Measurement of overall pavement condition using the NCDOT's pavement condition rating (PCR). <p>Paved Shoulder Width = 10%</p> <ul style="list-style-type: none"> Measurement of paved shoulder width deficiencies compared to the NCDOT standard for each roadway facility type. <p>Freight = 5%</p> <ul style="list-style-type: none"> Measurement of truck volume and truck percentage of total traffic on the roadway, and the degree the project is helping to complete a future interstate corridor (if applicable). <p>Lane Width = 5%</p> <ul style="list-style-type: none"> Measurement of lane width deficiencies compared to the NCDOT standard for each roadway facility type. <p>Total = 50% (Division Engineer and Local Input Points account for remaining 50%)</p>	25%	25%

Public Transportation Projects

Public Transportation projects may be scored and funded within the Regional or Division funding categories. Different types of public transportation projects (vehicle, passenger facility, administrative/maintenance/operations facility, and fixed guideway) have different scoring processes for the Regional and Division categories.

NCDOT and DCHC MPO Scoring Criteria for Public Transportation Projects

Public Transit Scoring (Demand Response)

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
Regional Impact	<p>Cost Effectiveness = 25%</p> <ul style="list-style-type: none"> Measurement of the trips generated by the project in 10 years compared to the cost of the project to NCDOT (annualized by the lifespan of the project). <p>Demand/Density = 20%</p> <ul style="list-style-type: none"> Measurement of the total operating hours of the system in 10 years compared to the service area population for the system. <p>Efficiency = 15%</p> <ul style="list-style-type: none"> Measurement of the number of vehicles in maximum service by the system compared to the total number of vehicles in the fleet (utilization ratio). <p>Impact = 10%</p> <ul style="list-style-type: none"> Measurement of the number trips generated by the project in 10 years. <p>Total = 70% (Division Engineer and Local Input Points account for remaining 30%)</p>	15%	15%
Division Needs	<p>Cost Effectiveness = 15%</p> <ul style="list-style-type: none"> Measurement of the total projected passenger trips compared to the cost of the project to the state and lifespan of the project. <p>Demand/Density = 15%</p> <ul style="list-style-type: none"> Measurement of the number of service hours devoted to the project compared to the service population. <p>Efficiency = 10%</p> <ul style="list-style-type: none"> Measurement of the vehicle utilization ratio. <p>Impact = 10%</p> <ul style="list-style-type: none"> Measurement of the number trips affected by the project. <p>Total = 50% (Division Engineer and Local Input Points account for remaining 50%)</p>	25%	25%

Public Transit Scoring (Facilities)

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
Division Needs	<p>Cost Effectiveness = 15%</p> <ul style="list-style-type: none"> Measurement of the trips generated by the project in 10 years compared to the cost of the project to NCDOT. <p>Impact = 15%</p> <ul style="list-style-type: none"> Measurement of the trips generated by the project in 10 years. <p>Demand/Density = 10%</p> <ul style="list-style-type: none"> Measurement of the total operating hours of the system in 10 years compared to the service area population for the system. <p>Efficiency = 10%</p> <ul style="list-style-type: none"> Measurement of the number of vehicles in maximum service by the system compared to the total number of vehicles in the fleet (utilization ratio). <p>Total = 50% (Division Engineer and Local Input Points account for remaining 50%)</p>	25%	25%

Public Transit Scoring (Mobility)

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
Regional Impact	<p>Cost Effectiveness = 25%</p> <ul style="list-style-type: none"> Measurement of the trips generated by the project in 10 years compared to the cost of the project to NCDOT. <p>Demand/Density = 20%</p> <ul style="list-style-type: none"> Measurement of the total trips along the project route in 10 years compared to the service area population for the project route. <p>Impact = 15%</p> <ul style="list-style-type: none"> Measurement of the trips generated and relieved by the project in 10 years. <p>Efficiency = 10%</p> <p>Measurement of the total trips along the project route in 10 years compared to the total revenue seat hours of the project route in 10 years.</p> <p>Total = 70% (Division Engineer and Local Input Points account for remaining 30%)</p>	15%	15%
Division Needs	<p>Cost Effectiveness = 20%</p> <ul style="list-style-type: none"> Measurement of the trips generated by the project in 10 years compared to the cost of the project to NCDOT. <p>Demand/Density = 10%</p> <ul style="list-style-type: none"> Measurement of the total trips along the project route in 10 years compared to the service area population for the project route. <p>Impact = 10%</p> <ul style="list-style-type: none"> Measurement of the trips generated and relieved by the project in 10 years. <p>Efficiency = 10%</p> <ul style="list-style-type: none"> Measurement of the total trips along the project route in 10 years compared to the total revenue seat hours of the project route in 10 years. <p>Total = 50% (Division Engineer and Local Input Points account for remaining 50%)</p>	25%	25%

Bicycle and Pedestrian Projects

Bicycle and pedestrian projects are scored and funded within the Division Needs funding category; therefore NCDOT utilizes only one scoring process for bicycle and pedestrian projects. DCHC MPO will use the scoring processes developed by the P6.0 Workgroup to preliminarily rank projects to be submitted to NCDOT SPOT for evaluation.

The NCDOT SPOT process limits the number of projects that MPOs may submit. In the event that more new project requests are received than the MPO can submit, the DCHC MPO will calculate preliminary scores based on the scoring criteria developed by the SPOT 6.0 Workgroup that were submitted to the NCDOT Board of Transportation in summer. This will provide a set of preliminary scores that can be used to rank projects.

NCDOT and DCHC MPO Scoring Criteria for Bicycle and Pedestrian Projects

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
Division Needs	<p>Safety = 20%</p> <ul style="list-style-type: none"> Measurement of the number of bicycle and pedestrian crashes, severity of the crashes, crash risk based on existing surroundings, and safety benefit the project is expected to provide. <p>Accessibility/Connectivity = 15%</p> <ul style="list-style-type: none"> Measurement of the quantity of destinations near the project, the quantity of connections to existing or planned bicycle/pedestrian facilities, and whether the project improves or connects to a designated bicycle route. <p>Demand/Density = 10%</p> <ul style="list-style-type: none"> Measurement of the population and employment density within a walkable or bikeable distance of the project. <p>Cost Effectiveness = 5%</p> <ul style="list-style-type: none"> Measurement of combined user benefits of Safety, Access, Demand, and Connectivity criteria compared to the cost of the project to NCDOT. <p>Total = 50% (Division Engineer and Local Input Points account for remaining 50%)</p>	25%	25%

Rail Projects

Rail projects may be scored and funded within any of the three funding categories (Statewide, Regional, or Division). The MPO will coordinate closely with the NCDOT Rail Division on the identification, prioritization, and submission of rail projects. DCHC MPO will follow the criteria developed by the P6.0 Workgroup that were submitted to the NCDOT Board of Transportation in summer 2019.

NCDOT and DCHC MPO Scoring Criteria for Rail Projects

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
Statewide Mobility (Class I Freight Only)	<p>Benefit-Cost = 35%</p> <ul style="list-style-type: none"> Measurement of monetized benefits compared to the project cost to NCDOT. <p>Safety = 30%</p> <ul style="list-style-type: none"> Measurement of crash potential at highway/rail crossings, based on the NCDOT Rail Division's Investigative Index. <p>System Opportunities = 15%</p> <ul style="list-style-type: none"> Measurement of the project's degree of access to industrial/commercial development or nearby points of interest, and the degree of interaction between Rail and other modes. <p>Capacity and Diversion = 10%</p> <ul style="list-style-type: none"> Volume/Capacity = 75% Highway Diversion = 25% <p>Economic Competitiveness = 10%</p> <ul style="list-style-type: none"> Measurement of the estimated number of full time jobs created in 20 years. <p>Total = 100%</p>	--	--
Regional Impact	<p>Benefit-Cost = 25%</p> <ul style="list-style-type: none"> Measurement of monetized benefits compared to the project cost to NCDOT. <p>Safety = 15%</p> <ul style="list-style-type: none"> Measurement of crash potential at highway/rail crossings, based on the NCDOT Rail Division's Investigative Index. <p>System Opportunities = 10%</p> <ul style="list-style-type: none"> Measurement of the project's degree of access to industrial/commercial development or nearby points of interest, and the degree of interaction between Rail and other modes. <p>Capacity and Diversion = 10%</p> <ul style="list-style-type: none"> Volume/Capacity = 75% Highway Diversion = 25% <p>Economic Competitiveness = 10%</p> <ul style="list-style-type: none"> Measurement of the estimated number of full time jobs created in 20 years. <p>Total = 70% (Division Engineer and Local Input Points account for remaining 30%)</p>	15%	15%

NCDOT and DCHC MPO Scoring Criteria for Rail Projects - continued

Funding Category	Quantitative Data	Local Input	
<p>Division Needs</p>	<p>System Opportunities = 15%</p> <ul style="list-style-type: none"> Measurement of the project’s degree of access to industrial/commercial development or nearby points of interest, and the degree of interaction between Rail and other modes. <p>Benefit-Cost = 10%</p> <ul style="list-style-type: none"> Measurement of monetized benefits compared to the project cost to NCDOT. <p>Safety = 10%</p> <p>Measurement of crash potential at highway/rail crossings, based on the NCDOT Rail Division’s Investigative Index.</p> <p>Capacity and Diversion = 10%</p> <ul style="list-style-type: none"> Volume/Capacity = 75% Highway Diversion = 25% <p>Economic Competitiveness = 5%</p> <ul style="list-style-type: none"> Measurement of the estimated number of full time jobs created in 20 years. <p>Total = 50% (Division Engineer and Local Input Points account for remaining 50%)</p>	<p>25%</p>	<p>25%</p>

RECOMMENDED ALLOCATION OF THE MPO’S LOCAL INPUT POINTS

Overview

As previously explained in this *Methodology*, DCHC MPO will utilize the NCDOT Prioritization 6.0 scoring criteria to preliminarily rank MPO projects for submission to NCDOT for quantitative evaluation. Upon submission to NCDOT, projects within the MPO will be evaluated according to NCDOT’s quantitative ranking methodology.

DCHC MPO will receive the results of the NCDOT quantitative evaluation scoring process and the project data used by NCDOT to develop the scores. NCDOT’s quantitative scores will be reviewed by the DCHC MPO and staff of MPO member jurisdictions and agencies. The NCDOT’s raw quantitative scores serve as the quantitative basis for the MPO’s prioritization of projects.

The allocation of the DCHC MPO’s Local Input Points to high-priority projects serves as the qualitative component of the prioritization process. The DCHC MPO’s Local Input Points will be allocated to projects that aim to achieve the goals of the adopted Metropolitan Transportation Plan (MTP) and align with the priorities of the DCHC MPO.

The DCHC MPO’s project ranking process and subsequent allocation of Local Input Points must capture the goals of DCHC MPO and not just be purely based on the results of data-driven processes. The process and results should also capture input received from residents, elected officials, and stakeholders in the DCHC MPO area. It is important to consider the needs of all communities that are located in the DCHC MPO area in the allocation of Local Input Points to priority projects.

Collaboration with NCDOT Divisions is also an important component of DCHC MPO's allocation of Local Input Points. Projects that receive the MPO's Local Input Points **and** Division Engineer Points will have an overall better score than projects that do not receive points from both the MPO and a Division Engineer. Coordinating with NCDOT Division Engineers will ensure that priority projects in the DCHC MPO area have the best possible chance to be funded in the next NCDOT STIP and MPO TIP.

New to SPOT 6.0, DCHC MPO has the option to apply the Local Input Point Flexing Policy. This means that up to 500 Local Input Points can be transferred from between the Regional Impact and Division Needs project tiers. If the organization chooses to flex Local Input Points, the MPO or the Division will provide written documentation to the SPOT Office prior to assigning Regional Impact Local Input Points.

It should be noted that projects in the Statewide Mobility category are not eligible for DCHC MPO Local Input Points, and therefore will not be reviewed and prioritized by DCHC MPO as part of the process for allocation of Local Input Points (though these projects will be reviewed should they cascade down to the Regional Impact and Division Needs levels). DCHC MPO will prioritize and allocate Local Input Points to eligible projects in the Regional Impact and Division Needs funding categories.

Description of Criteria and Weights

Per the guidance that was provided by the NCDOT SPOT Office, at least two criteria, one of which must be qualitative, will be used for the purpose of allocation of local points. The table below shows the criteria to be used to rank projects for assignment of local points. Projects will be ranked based on a seven-point scale.

Criteria	Maximum Points (Highway)	Maximum Points (Non-Highway)
MTP Prioritization		
Project planned for near-term (by MTP 2040 Threshold)	2	
Project planned for mid-term (by MTP 2045 Threshold)	1	
Project planned for long-term (by MTP 2050 Threshold)	0	
Consistent with Adopted Regional or Local Plan		2
Preliminary Engineering or Engineering Study Completed or Underway		1
Project is in a high-crash area as designated by a local jurisdiction.	1	1
Project reduces emissions/improves air quality	1	1
DCHC-member jurisdiction demonstrates local funding towards progress in project	1	
Project complements non-highway transportation facility	1	1
Project supports Environmental Justice Community of Concern ²	1	1
TOTAL MAXIMUM	7	7

² For the purposes of this Methodology, Environmental Justice Communities of Concern are identified in DCHC MPO's 2020 Environmental Justice Report.

Total Score and Project Ranking Approach

All projects will be ranked based on their score using the rubric above. The rankings will be used to inform TC and Board members regarding allocation points of using the method described in the next section.

Point Assignment Process

Projects deemed to be of top priority to the MPO will be assigned the requisite amount of points necessary in order to maximize the project's chances of receiving funding through the SPOT process. NCDOT assigns the number of local prioritization points for each MPO, RPO, and Division based on the area's population. DCHC MPO has been allocated 1,900 points for the Regional Impacts (Regional) and Division Needs (Division) categories for Prioritization 6.0. Each MPO, RPO, and Division can assign a maximum of 100 points and a minimum of 4 points to each project.

For the MPO's 1,900 Regional Impact Local Input Points, DCHC MPO will assign points to Regional projects among modes and project types according to the distribution below. The distribution below has been structured to reflect the funding goals of the MPO's adopted MTP and the number of eligible Regional category projects in each mode. Statewide projects that cascade down to the Regional category will generally not be assigned Regional Local Input Points unless the project cost is less than \$5 million. The MPO Board and TC may deviate from this policy on a case-by-case basis.

- 800 points to Highway
- 500 points to Public Transit
- 600 points could be assigned to any mode and project type

For the MPO's 1,900 Division Needs Local Input Points, DCHC MPO will assign points among modes and project types according to the distribution below. The distribution below has been structured to reflect the funding goals of the MPO's adopted MTP and the number of eligible Division category projects in each mode. Statewide and Regional projects that cascade down to the Division category will generally not be assigned Division Local Input Points unless the project cost is less than \$5 million. The MPO Board and TC may deviate from this policy on a case-by-case basis.

- 300 points to Highway
- 500 points to Public Transit
- 500 points to Bicycle and Pedestrian
- 600 points could be assigned to any mode and project type

Deviations from this methodology may be made for various reasons, including:

- A project costs more than the funding available in that category
- A project will not be competitive within its Region or Division even with the application of Local Input Points
- Coordination with the Division Engineer or a neighboring MPO or RPO deems a project should not receive points, or will receive points from another MPO, RPO, or Division
- The DCHC MPO Board, based on a recommendation from the Technical Committee (TC), determines that a lower ranking project is of greater priority and therefore should be assigned points (or more points than assigned through application of the Methodology)

- The DCHC MPO Board determines that a higher ranking project is of lesser priority and therefore should be assigned fewer, or no, points than assigned through application of the Methodology
- The DCHC MPO Board determines that projects in another mode are of higher priority
- The DCHC MPO Board determines that points should be awarded to a particular project to support geographic equity
- Based on public input, the DCHC MPO Board decides to deviate from the project rankings

Should a project receive Local Input Points through a deviation, the Board will note the reason for the deviation and that reason shall be published after final adoption.

Approval of the Allocation of Local Input Points

The DCHC MPO Board will release the draft Project Priority Ranking and application of Local Input Points for public comment and hold a public hearing at an MPO Board meeting. The initial list of projects proposed to receive Local Input Points will be based on the process described above. After review and public comment, the MPO Board will approve the final application of Local Input Points. The MPO Board's approval will be informed by the following:

- The final score and list of initial projects using the process described above;
- 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 number of eligible projects within the MPO within each funding mode /project type/category;
- The priorities of the current MTP including the adopted distribution of funding between modes and the air quality horizon year of projects;
- 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;
- If the project is located within an area of overlapping Environmental Justice Communities of Concern identified in the MPO's 2020 Environmental Justice Report;
- Geographic and jurisdictional balance;
- Coordination with the Division Engineers and neighboring MPOs and RPOs 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 MPO Board members' knowledge of the urban area and the policies of their communities; and
- Other factors as identified. If the MPO Board varies from the recommended allocation of points, MPO staff will document the rationale and will post the documentation on the MPO's website.

After the DCHC MPO Board approves the allocation of Local Input Points to projects in the DCHC MPO area, MPO staff will submit the projects with the Local Input Points applied to NCDOT for use in Prioritization 6.0.

Public Involvement

All public involvement for this process will be conducted in accordance with the DCHC MPO's current Public Involvement Policy. As is the MPO's standard practice for all DCHC MPO Board and TC agenda items, all relevant materials, documentation of this process, and TC and MPO Board meeting materials and minutes will be posted on the DCHC MPO's website, www.dchcmpo.org.

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

The DCHC MPO web site will include the following on its Local Methodology tab for the FY2023-2032 TIP web page:

- Link to the NCDOT STI Prioritization Resources website
- Updated drafts of the Methodology as they are available
- Schedule for adoption of the Methodology and Local Points
- Schedule of milestones in the Methodology and Local Input Points adoption process
- Preliminary and final local input point assignment sheets

DCHC MPO will follow the schedule below for public comment and adoption of this Methodology:

April 2021 – Draft Methodology reviewed by the DCHC MPO TC (materials published online for public review); TC recommends that DCHC MPO Board release *Draft Methodology* for public comment

May 2021 – DCHC MPO Board reviews Draft Methodology and releases for 21-day public comment period; TC has second review and makes recommendation to the Board

June 2021 – Board holds public hearing, reviews public comments, and adopts Methodology (including any changes based on public comment); DCHC MPO staff submits the Methodology to NCDOT Review Committee; TC reviews comments from NCDOT Review Committee and recommends changes to Methodology, if necessary

August 2021 – Board adopts revised Methodology, if necessary

Material Sharing

Comments on the DCHC MPO's *Methodology for Identifying and Ranking TIP Project Requests* or any information contained within may be submitted in writing to the DCHC MPO using the contact information below. Comments may also be offered during any DCHC MPO Board or DCHC MPO TC meeting. All meetings are open to the public and meeting schedules are available on the DCHC MPO's website www.dchcmpto.org.

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FY2024-2033

Transportation Improvement Program

Appendix C: Public Involvement

1. INTRODUCTION

Public involvement for the FY2024-2033 TIP involves efforts 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 TIP and to ensure a variety of local perspectives containing essential insight were appropriately obtained and documented in the TIP. Various mediums and resources were constructed so that all residents and stakeholders in DCHC MPO area had the opportunity to review the draft FY2024-2033 TIP and provide input.

2. DCHC MPO'S PUBLIC INVOLVEMENT POLICY (PIP)

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 PIP is comprised of the public involvement programs for all major planning activities, including the MTP, TIP, 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 DCHC MPO seeks 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. DCHC MPO's PIP is consistent with the requirements of the IIJA, 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 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. The PIP is designed to ensure that transportation decisions will reflect public priorities.

2.3 Objectives of the PIP

1. Bring a representative cross-section of the public into all stages of the public policy and transportation planning decision-making process;
2. Add special emphasis on Environmental Justice (EJ), Limited English Proficiency (LEP) and Title VI populations, and any community that may be directly affected by plans or projects;
3. Maintain public involvement from the early stages of the planning process throughout project development;
4. Provide complete information to the public and elected officials to increase their understanding of transportation issues;
5. Determine residents' and elected officials' values and attitudes concerning transportation and establish a process

for an effective feedback loop;

6. Use a combination of public involvement techniques to meet the diverse needs of the public including social media, websites, workshops, community events, and mailing lists;
7. Use visualization techniques for transportation plans, studies, and other project planning activities to make them more accessible;
8. Make adopted plans and policies, and technical information easily available to the public using the MPO website and other electronic means.
9. During the planning process, consult with federal and state agencies responsible for:
 - Land management
 - Natural resources
 - Environmental protection and conservation
 - Historic preservation
 - Tourism
 - Natural disaster risk reduction
 - Economic development
10. Evaluate the public involvement process and procedures to assess their success at meeting requirements specified in the FAST ACT (and subsequent updates), the National Environmental Policy Act (NEPA), and other applicable federal regulations and rules 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 TIP, 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 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The TIP 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 TIP serves as the project selection document for transportation projects and is therefore the implementation mechanism by which the objectives of the Metropolitan Transportation Plan (MTP) are reached. The IIJA, and the DCHC MPO PIP, mandate an opportunity for public review of the draft TIP. The following is the public involvement procedure for the DCHC MPO TIP.

3.1 Introduction

DCHC MPO will prepare a TIP, which is consistent with the requirements of the IIJA, and any implementing federal regulations. The TIP will be developed based on:

1. Revenue estimates provided by the NCDOT;
2. Projects identified in the MTP; and
3. Regional and Local priorities as identified by DCHC MPO member jurisdictions.

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 MPO Technical Committee and Board reviewed the draft Regional Priority List. The Regional Priority list was published and public comment welcomed.
3. The DCHC MPO developed a draft TIP from the approved Regional Priority List and from revenue estimates provided by the North Carolina Department of Transportation. The TC will forward the draft TIP to the MPO Board. The MPO Board will publish the draft TIP for public review and comment.
4. Copies of a draft TIP 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.
5. The public comments will be assembled and presented to the DCHC MPO Board. The MPO Board will hold a public hearing on the draft TIP. 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 TIP.

6. The DCHC MPO, as a maintenance area for air quality, will provide additional opportunity for public comment on the revision of the draft TIP (if the final TIP is significantly different and/or raises new material issues).
7. The process for updating and approving the TIP will follow the sequence and procedure as described in Appendix D of this TIP.
8. Amendments to TIP will be available for public review and comment if the amendment makes a substantial change to the TIP. 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 TIP amendment or modification process is available in Appendix D of this TIP document.
9. Written public comments and their responses will be published as part of this appendix when the final TIP document is adopted.

4. PUBLIC INPUT AND COMMENTS RECEIVED ON THE DRAFT TIP

All public comments that were received by the DCHC MPO are presented in full on the following pages.

August 9, 2023

TO: DCHC Technical Committee
 FROM : Kelly Fomenko, LPA Staff
 SUBJECT: FY2024-2033 Transportation Improvement Program (TIP) Public Comments

Summary

On June 6, 2023, the North Carolina Board of Transportation adopted the FY2024-2033 State Transportation Improvement Program (STIP). In order to implement the program, the MPO Board is required to adopt the FY2024-2033 DCHC MPO Transportation Improvement Program (TIP). The STIP and the TIP must match for the first four years of the program.

There are a handful of new projects or updates that do not yet appear in the FY2024-2033 TIP but are programmed in the FY2020-2029 TIP. The FY2024-2033 STIP was temporarily locked from any future changes around April so any amendments that have occurred to the FY2020-2029 STIP since that time will be reflected in Amendment #1 to the FY2024-2033 STIP, post-adoption. Once adopted, the Federal Highway Administration (FHWA) will review the STIP and TIP to ensure conformity. Once that review is complete, which is expected in September, the FY2024-2033 TIP will go into effect.

Per the MPO's Public Involvement Policy, the TIP was released for a 30-day public comment period on June 27, 2023 and concluded on July 26, 2023. The MPO received **85** public comments, which can be found below. Most of these comments were in reference to two road widening projects in the STIP, those being I-5707 and U-5934. As a result of the July 26 TC meeting, LPA staff have added an additional administrative modification to TIP amendment #16 which adds transit accommodations to the STIP description for U-5934.

Below are the public comments that have been received on the FY2024-2033 TIP. Comments are separated into two sections: 1) General Comments, and 2) Road Widening Comments.

Public Comments Received

General Comments	
Comment #	Comment
1	It is a little unclear to me exactly where all this money will go. Given the nature of the climate crisis and the overcrowding of existing streets by automobiles, I think the main focus of all funding and transportation improvements should be on improving bus service and bicycle facilities. Examples would include an east West bicycle trail in Durham, building the Chapel Hill Durham bike trail, adding bicycle lanes to narrow streets and roads, and continuing free bus service and perhaps creating a circle line to go around Durham. I live fairly close to the number 4 bus line which is pretty efficient but it would be nice to have a circle route so that not every trip went through downtown.

2	In response to the request for comments on the transportation plan for 24 through 33. I'd like to see a fully paved bike lane and sidewalk on Millhouse Road in Chapel Hill from end to end. I'd like to see a fully paved bike lane and sidewalk from end to end on Eubanks Road from Old 86 to New 86. And I'd like to see roundabouts built at Curley Rd. in Mount Sinai and the intersection of Old NC 86 with Arthur Minnis Road and New Hope Church Road.
3	You all must get back to rail planning between Chapel Hill and Durham. Get something going!
4	It is important to consider the needs of those who cannot drive or access regular public transportation. EZRider, OPT paratransit, and GoTriangle Access coordination is needed.
5	We must finish projects that would improve my family's safety walking and biking to school and work. Break ground and complete the downtown loop trail. I lost use of one of my arms, requested a crosswalk at James st and 501 so I could push my child in a stroller without fear. I was told "congrats! It's already on the list." That was a year ago and I push a stroller everyday. Complete the downtown Durham loop, complete projects already approved. Don't over promise and under deliver!
6	Please ensure the plan includes Light rail in Durham, Alternative transportation efforts to reduce car emissions, Electric Car plug in access, and other options for alternatives to vehicle only options.
7	Regarding line item 1256: "I-40 TO NC 147 IN DURHAM. ADD LANES AND REHABILITATE PAVEMENT." This item should not be included as Durham is currently re-evaluating what that section of highway through downtown should look like. Way too much historical baggage to take on a project of this size at this time.
8	Having moved to this area for school 6 years ago, I appreciated how the area had more walkability and transit options than my hometown in Western NC. This is the direction that the DCHC region should be moving in, especially considering the easy, linear layout of the region, and the potential to integrate transit options into the existing, well-functioning Chapel Hill Transit system. I am disappointed that the current plan allocates the most resources to car infrastructure. More resources need to be allocated towards building a corridor that promotes affordable transit options (such as public transit). I would like to see more resources allocated towards improving service frequencies and bus routes in the Durham area. The bus system in Durham should be multi-polar, with more than one central station besides Durham Station. Ninth Street should be a central station for both the 1 and 11 routes and perhaps a new route, for example. There are plenty of students at the School of Science and Math who would really appreciate a bus trip to Harris Teeter. The Ninth Street area is also getting fairly dense and could eventually accommodate a rail station as well, as the rail goes by this area. In the near future, the main Ninth Street parking lot will not be enough to accommodate as many cars as the number of residents interested in visiting the area. This will necessitate transit alternatives. The region should also improve rail service by adding a second rail line alongside the existing passenger rail line to improve service frequencies for trains in North Carolina. As of right now, it is inconvenient to use rail service in the afternoon to get between Durham and Raleigh. This is unfortunate since car traffic between Durham and Raleigh is very difficult during this time, leaving residents needing alternatives. Especially considering projected population growth, the traffic problems will not get easier. It will be a necessity to have non-car transit

	alternatives including rail or bus rapid transit. Bus rapid transit could use the existing highway infrastructure and might thus be cost-effective. Resources should be allocated towards pursuing and expediting these projects.
9	As a recent college graduate, when looking for reliable and safe places to live, one of my major considerations is public transportation. As the growth of the Triangle rapidly increases, I believe that there needs to be more sustainable public transportation options. Much of the conversation around the Triangle's transportation change is centered in cars/ personal vehicles, but is also important to take into consideration the needs of a large population. With the recent growth of the area, more reliable public transportation is needed- both rails and buses are feasible. As car accidents on I-40 increase, there needs to be another sort of transportation open for public use. A rail line parallel to the existing one that may be used for industrial reasons is a potential fix for quick people relocation. The latter I mentioned, buses, can also be implemented with a specific bus lane for public transportation. Please consider for sustainable and large population modes of transportation for the future and future generations.
10	Make a regional rail system happen! Get Amtrak stop in Hillsborough built sooner than 2030. Bring proper transit to RDU instead of another 7000 car lot.
11	I don't have a lot to say about the plan - too much to learn there, I'm afraid! - but I would like to say that the most disappointing aspect of transportation in the Triangle is a lack of safe alternatives for biking and walking. I'm not talking about sharing the road - too dangerous and contentious. Alternatives! To places people want to go! I would have bike commuting to Duke University for a good part of the year for 20 years if I had a safe means to do so.
12	Please place center of lane Shared Lane Markings and 20MPH stencils on W. Franklin St. in Chapel Hill to support bicycle drivers' right to the roadway and inform motorists. The separated bike path behind parking had created conflicts and removed bicyclists' right-of-way and ability to make vehicular style left turns. Bicyclist's using the now single travel lane are subject to harassment from motorists who believe they should be using the bike path.
Road Widening Comments	
For Widening	
13	Please add lanes to 885 between I-40 and 147 split. Traffic is horrendous. Also please make highway 70 a true interstate highway. Also please resurface I-40 in Durham.
Against Widening	
14	Please don't widen I-40, I-885, and the Durham Freeway. We continue to throw money at wasteful road infrastructure project that don't solve any of our problems. Instead focus on improved transit options and safer road design. Durham Freeway widening is especially terrifying as that is really a road we need to think about substantially reducing to benefit Durham. Significant more focus on transit solutions like better bus systems and safer road design would be much appreciated.

15	<p>Please oppose the proposed widenings of I-40 (between NC55 and NC147), I-885 (between I-40 and NC147), and the Durham Freeway through downtown. These widenings would increase traffic in the long-run, increasing carbon emissions. The NCDOT should be looking at other strategies like supporting increased transit service in the corridors and using operational improvements like ramp metering or revised lane striping plans. This is also an inappropriate time to be programming a widening of the Durham Freeway when the City is just starting a planning process to discuss whether a new vision for the Durham Freeway through downtown is supported in the community. The goals that this board set for 2050 are critical, and these proposals are inconsistent with meeting those goals. The proposed Transportation Improvement Program includes many other projects to add sidewalks and bicycle facilities that I urge you to strongly support.</p>
16	<p>I oppose the proposed widenings of I-40 (between NC55 and NC147), I-885 (between I-40 and NC147), and the Durham Freeway through downtown. These widenings would increase traffic in the long-run, increasing carbon emissions. The NCDOT should be looking at other strategies like supporting increased transit service in the corridors and using operational improvements like ramp metering or revised lane striping plans. This is also an inappropriate time to be programming a widening of the Durham Freeway when the City is just starting a planning process to discuss whether a new vision for the Durham Freeway through downtown is supported in the community. The goals that this board set for 2050 are critical, and these proposals are inconsistent with meeting those goals. The proposed Transportation Improvement Program includes many other projects to add sidewalks and bicycle facilities that I urge you to strongly support.</p>
17	<p>I oppose widening I-40, the Durham Freeway, and NC 55 as proposed. These widenings would increase traffic in the long-run, increasing carbon emissions. The NCDOT should be looking at other strategies like supporting increased transit service in the corridors and using operational improvements like ramp metering or revised lane striping plans. This is also an inappropriate time to be programming a widening of the Durham Freeway when the City is just starting a planning process to discuss whether a new vision for the Durham Freeway through downtown is supported in the community. The goals that this board set for 2050 are critical, and these proposals are inconsistent with meeting those goals. The proposed Transportation Improvement Program includes many other projects to add sidewalks and bicycle facilities that I urge you to strongly support.</p>
18	<p>The proposed expansions to Hwy. 147 through Durham, I-40 and I-885 are consistent with a failed transportation strategy. I simply don't believe that we can relieve roadway pressures effectively by building more lanes. Further, in the face of climate disruption and environmental crisis, we must do things differently. I want efficient, cost-effective mass transit intra-city and inter-city. I want to be able to get to Raleigh from Durham easily, and have convenient local options to get from the inter-city transport to my destination. DOT should stop being primarily a highway transportation agency and instead be an agency devoted to comprehensive transportation problem-solving for a sustainable future.</p>

19	Please please please do not approve widening of I 40 and I 885. There is enough motor vehicle traffic already. Please direct your attention to pedestrian and bike safety!!Thank you very much!
20	Dear DCHC MPO Board, Widening I-40, I-885, and the Durham Freeway would only lead to more traffic. As more people drive, the roads will become more congested, and the extra lanes will quickly become filled. This will lead to increased emissions, as cars will be idling in traffic for longer periods of time. It will also make it more difficult for emergency vehicles to get through, and it will increase the risk of accidents. The Board has set ambitious goals for 2050 to reduce greenhouse gas emissions, improve air quality, and make the transportation system more equitable. Widening I-40, I-885, and the Durham Freeway is not consistent with these goals. It will increase emissions, worsen air quality, and make the transportation system less equitable. I urge the Board to reject the proposals to widen I-40, I-885, and the Durham Freeway. Instead, I urge the Board to support strategies that will improve traffic flow without increasing emissions or making the transportation system less equitable. I also urge the Board to strongly support the projects in the proposed Transportation Improvement Program that would add sidewalks and bicycle facilities. These projects are essential to making our community more walkable and bikeable, and they will help to reduce traffic congestion and improve air quality. Thank you for your time and consideration.
21	Oppose the proposed widenings of I-40 (between NC55 and NC147), I-885 (between I-40 and NC147), and the Durham Freeway through downtown. These widenings would increase traffic in the long-run, increasing carbon emissions. The NCDOT should be looking at other strategies like supporting increased transit service in the corridors and using operational improvements like ramp metering or revised lane striping plans. This is also an inappropriate time to be programming a widening of the Durham Freeway when the City is just starting a planning process to discuss whether a new vision for the Durham Freeway through downtown is supported in the community. The goals that this board set for 2050 are critical, and these proposals are inconsistent with meeting those goals. The proposed Transportation Improvement Program includes many other projects to add sidewalks and bicycle facilities that I urge you to strongly support.
22	I encourage you to oppose the proposed widenings of I-40 (between NC55 and NC147), I-885 (between I-40 and NC147), and the Durham Freeway through downtown. These widenings would increase traffic in the long-run, increasing carbon emissions. The NCDOT should be looking at other strategies like supporting increased transit service in the corridors and using operational improvements like ramp metering or revised lane striping plans. This is also an inappropriate time to be programming a widening of the Durham Freeway when the City is just starting a planning process to discuss whether a new vision for the Durham Freeway through downtown is supported in the community. The goals that this board set for 2050 are critical, and these proposals are inconsistent with meeting those goals. The proposed Transportation Improvement Program includes many other projects to add sidewalks and bicycle facilities that I urge you to strongly support.

23	Please oppose any road-widening projects that would allow for more car traffic in Durham. At a time when our planet is experiencing record-breaking heat, we need to boldly invest in sustainable transportation options like mass transit and improved bicycle/pedestrian infrastructure, not in the car culture that is killing our planet.
24	Do not widen any highways. Widening highways induces demand which makes traffic worse. It be a waste of money and ruin many neighborhoods in the process. Highways will not be able to keep up with our region’s growth. Instead, we need rail, rapid bus transit, and separated bike lanes.
25	Please oppose the proposed widenings of I-40 (between NC55 and NC147), I-885 (between I-40 and NC147), and the Durham Freeway through downtown. These widenings would increase traffic in the long-run, increasing carbon emissions. The NCDOT should be looking at other strategies like supporting increased transit service in the corridors and using operational improvements like ramp metering or revised lane striping plans. This is also an inappropriate time to be programming a widening of the Durham Freeway when the City is just starting a planning process to discuss whether a new vision for the Durham Freeway through downtown is supported in the community. The goals that this board set for 2050 are critical, and these proposals are inconsistent with meeting those goals. The proposed Transportation Improvement Program includes many other projects to add sidewalks and bicycle facilities that I urge you to strongly support.
26	Oppose the proposed widenings of I-40 (between NC55 and NC147), I-885 (between I-40 and NC147), and the Durham Freeway through downtown.
27	I OPPOSE THE ROAD WIDENINGS. of I-40 (between NC55 and NC147), I-885 (between I-40 and NC147), and the Durham Freeway through downtown. These widenings would increase traffic in the long-run, increasing carbon emissions. The NCDOT should be looking at other strategies like supporting increased transit service in the corridors and using operational improvements like ramp metering or revised lane striping plans. This is also an inappropriate time to be programming a widening of the Durham Freeway when the City is just starting a planning process to discuss whether a new vision for the Durham Freeway through downtown is supported in the community. The goals that this board set for 2050 are critical, and these proposals are inconsistent with meeting those goals. The proposed Transportation Improvement Program includes many other projects to add sidewalks and bicycle facilities that I urge you to strongly support
28	Please OPPOSE widening I-40 (between NC55 and NC147), I-885 (between I-40 and NC147), and the Durham Freeway through downtown. It has been well documented that adding more lanes increases congestion. https://rmi.org/more-lanes-do-not-mean-less-traffic/ Please instead SUPPORT projects like sidewalks and bike lanes that will help pedestrians move safely around the city and will encourage less car travel, which means less traffic. This is vitally important, giving up more space to cars will make our city nosier, dirtier, and unsafe.
29	We should expand public transit options instead of expanding the freeway.

30	As a resident of downtown Durham, I urge the board to board to oppose the proposed widenings of I-40 (between NC55 and NC147), I-885 (between I-40 and NC147), and the Durham Freeway through downtown. These widenings would increase traffic in the long-run, increasing carbon emissions. The NCDOT should be looking at other strategies like supporting increased transit service in the corridors and using operational improvements like ramp metering or revised lane striping plans. This is also an inappropriate time to be programming a widening of the Durham Freeway when the City is just starting a planning process to discuss whether a new vision for the Durham Freeway through downtown is supported in the community. The goals that this board set for 2050 are critical, and these proposals are inconsistent with meeting those goals. The proposed Transportation Improvement Program includes many other projects to add sidewalks and bicycle facilities that I urge you to strongly support.
31	Please reject widening highways including I-40 and the Durham freeway. It has been shown countless times that adding lanes does not reduce or ease traffic in the long term and other holistic options should be considered.
32	I oppose the proposed widenings of I-40 (between NC55 and NC147), I-885 (between I-40 and NC147), and the Durham Freeway through downtown. These widenings would increase traffic in the long-run, increasing carbon emissions.
33	Oppose the proposed widenings of I-40 (between NC55 and NC147), I-885 (between I-40 and NC147), and the Durham Freeway through downtown. These widenings would increase traffic in the long-run, increasing carbon emissions. The NCDOT should be looking at other strategies like supporting increased transit service in the corridors and using operational improvements like ramp metering or revised lane striping plans. This is also an inappropriate time to be programming a widening of the Durham Freeway when the City is just starting a planning process to discuss whether a new vision for the Durham Freeway through downtown is supported in the community. The goals that this board set for 2050 are critical, and these proposals are inconsistent with meeting those goals. The proposed Transportation Improvement Program includes many other projects to add sidewalks and bicycle facilities that I urge you to strongly support.
34	Please oppose the proposed widenings of I-40 (between NC55 and NC147), I-885 (between I-40 and NC147), and the Durham Freeway through downtown. Please focus on improving public transportation in the area so fewer people need to drive.
35	Increasing lanes on roadways will only lead to more cars and other ICE vehicles on the roadways. Better to put that money into alternate transit. With the Climate Emergency cooking the world and our Triangle air quality decreasing almost daily, this is an ill-conceived bit of "that's what we've always done." We need to find new and better ways to solve these issues. Thank you for spending the time considering alternate proposals. Change is hard, but necessary for future generations.

36	<p>These widenings would increase traffic in the long-run, increasing carbon emissions, trash, injury and death and noise, groundwater and visual pollution. The NCDOT should be looking at other strategies like supporting increased transit service in the corridors and using operational improvements like ramp metering or revised lane striping plans. This is also an inappropriate time to be programming a widening of the Durham Freeway when the City is just starting a planning process to discuss whether a new vision for the Durham Freeway through downtown is supported in the community. It likely is not. The last Freeway built through Durham destroyed one of the most successful and prominent black neighborhoods in America at a time when it was thriving. We need to be moving away from speeding cars and trucks and toward each other. The goals that this board set for 2050 are critical, and these proposals are inconsistent with meeting those goals. Please take and make serious focus on current commitments that have been lacking since 2017 such as the Vision Zero project..</p>
37	<p>Please do not expand roads. Please working on expanding access and throughput within existing footprints. Increased public transportation (buses), Alternate transport (bike lanes, sidewalks), and flow improvements (roundabouts, on ramp metering, etc).</p>
38	<p>We must acknowledge that we are responsible for the existential climate crisis and we are likewise responsible for mitigating the impacts of climate change for ourselves and future generations. As you know, the transportation sector is a primary contributor of CO2 emissions and other pollutants and we must change the current paradigm to make substantive reductions in transportation-related emissions. How might we accomplish this? By shifting our emphasis to alternative human-powered modes of transportation (such as walking and cycling) and adjusting our budget targets to include building safer infrastructure for all users. For example, a few easy-to-implement projects include eliminating stoplights and installing modern roundabouts, installing ramp metering, creating safe bicycle and pedestrian pathways, and improving sidewalks. Longer term initiatives would center public transit systems, encourage more efficient electric vehicles and charging infrastructure, and the promote the use of common spaces (such as highway medians and adjacent land) for renewable energy generation. We know that widening our highways only creates new traffic – and new traffic will only make our current situation worse. Please focus your efforts on change that creates solutions to make our world better. We’re depending on you to do the right thing and OPPOSE the proposed widening projects!</p>
39	<p>I am dismayed and astonished to see specific and even partially funded items aimed at widening I-885 and NC147 (Chapel Hill - Briggs) in Durham in this plan. The East End Connector was sold as taking traffic pressure off the Durham Freeway. Instead, we now see that the roads need to be widened through the city. Wider roads can retain more traffic but if they move traffic from decentralized areas to centralized commuting destination, all that will follow from such plans and from expected growth is more traffic to limited destinations. Durham is an excellent example of how highways cut through city areas and cut them off from one another, unless one uses a car. This type of planning has led to gridlock in many areas that are ahead of us in growth and we should not repeat those mistakes. Paving our way out of gridlock by building wider roads will not save us from future traffic problems - decentralized solutions, shorter and more manageable commutes will help, as will transit solutions if they work well.</p>

	Seeing \$220M proposed for these projects while we cannot even fund simple bike lanes or sidewalks in our cities is, just, truly disheartening.
40	These widenings would increase traffic in the long-run, increasing carbon emissions. The NCDOT should be looking at other strategies like supporting increased transit service in the corridors and using operational improvements like ramp metering or revised lane striping plans. This is also an inappropriate time to be programming a widening of the Durham Freeway when the City is just starting a planning process to discuss whether a new vision for the Durham Freeway through downtown is supported in the community. The goals that this board set for 2050 are critical, and these proposals are inconsistent with meeting those goals. The proposed Transportation Improvement Program includes many other projects to add sidewalks and bicycle facilities that I urge you to strongly support.
41	I oppose the proposed widenings of I-40 (between NC55 and NC147), I-885 (between I-40 and NC147), and the Durham Freeway through downtown. These widenings would increase traffic in the long-run, increasing carbon emissions. The NCDOT should be looking at other strategies like supporting increased transit service in the corridors and using operational improvements like ramp metering or revised lane striping plans. This is also an inappropriate time to be programming a widening of the Durham Freeway when the City is just starting a planning process to discuss whether a new vision for the Durham Freeway through downtown is supported in the community. The goals that this board set for 2050 are critical, and these proposals are inconsistent with meeting those goals. The proposed Transportation Improvement Program includes many other projects to add sidewalks and bicycle facilities that I urge you to strongly support.
42	Please oppose the proposed widenings of I-40 (between NC55 and NC147), I-885 (between I-40 and NC147), and the Durham Freeway through downtown. These widenings would increase traffic in the long-run, increasing carbon emissions. The NCDOT should be looking at other strategies like supporting increased transit service in the corridors and using operational improvements like ramp metering or revised lane striping plans. This is also an inappropriate time to be programming a widening of the Durham Freeway when the City is just starting a planning process to discuss whether a new vision for the Durham Freeway through downtown is supported in the community. The goals that this board set for 2050 are critical, and these proposals are inconsistent with meeting those goals. The proposed Transportation Improvement Program includes many other projects to add sidewalks and bicycle facilities that I urge you to strongly support.
43	I am writing to oppose the widening of I-40, I-885, NC 147 in Durham. This will induce additional demand when we should be reducing car dependence. It will be bad for the area.
44	I support the plan's proposals to add sidewalks and bicycle facilities but I am opposed to the widening of I-40 (between NC55 & NC147), I-885 (between I-40 and NC147) and the Durham Freeway downtown.
45	I oppose the proposed widenings of I-40 (between NC55 and NC147), I-885 (between I-40 and NC147), and the Durham Freeway through downtown.

46	Oppose the proposed widenings of I-40 (between NC55 and NC147), I-885 (between I-40 and NC147), and the Durham Freeway through downtown. These widenings would increase traffic in the long-run, increasing carbon emissions. The NCDOT should be looking at other strategies like supporting increased transit service in the corridors and using operational improvements like ramp metering or revised lane striping plans. This is also an inappropriate time to be programming a widening of the Durham Freeway when the City is just starting a planning process to discuss whether a new vision for the Durham Freeway through downtown is supported in the community. The goals that this board set for 2050 are critical, and these proposals are inconsistent with meeting those goals. The proposed Transportation Improvement Program includes many other projects to add sidewalks and bicycle facilities that I urge you to strongly support.
47	I oppose the proposed widenings of I-40 (between NC55 and NC147), I-885 (between I-40 and NC147), and the Durham Freeway through downtown. These widenings would increase traffic in the long-run, increasing carbon emissions. The NCDOT should be looking at other strategies like supporting increased transit service in the corridors and using operational improvements like ramp metering or revised lane striping plans. This is also an inappropriate time to be programming a widening of the Durham Freeway when the City is just starting a planning process to discuss whether a new vision for the Durham Freeway through downtown is supported in the community.
48	The immediate impact of widening highways is that there is more room. The long term impact is that there is more congestion, more vehicles and more pollution. Alternative transportation remedies need to be adopted. I particularly urge the MPO to oppose widening NC147 through downtown Durham. It creates an awful barrier through the heart of the community; it should be made into an even greater barrier.
49	Please oppose the proposed widenings of I-40 (between NC55 and NC147), I-885 (between I-40 and NC147), and the Durham Freeway through downtown. These widenings would increase traffic in the long-run, increasing carbon emissions. The NCDOT should be looking at other strategies like supporting increased transit service in the corridors and using operational improvements like ramp metering or revised lane striping plans. This is also an inappropriate time to be programming a widening of the Durham Freeway when the City is just starting a planning process to discuss whether a new vision for the Durham Freeway through downtown is supported in the community. The goals that this board set for 2050 are critical, and these proposals are inconsistent with meeting those goals. The proposed Transportation Improvement Program includes many other projects to add sidewalks and bicycle facilities that I urge you to strongly support.
50	Enough is enough, no more I-40 widening. We need sensible transit solutions, not just iterations of the same old problematic policies.

51	<p>Hello MPO members, I appreciate and strongly support the MPO 2050 goals for regional transportation. In concert with them, and for all the reasons you adopted them, please oppose proposals to widen I-40 between NC55 and the NC 147, I-885 (between I-40 and NC147), and the Durham Freeway through downtown. More pollution in Durham will harm all of us, especially children and people who live near the road. Many in Durham cannot afford a safe car. What are our priorities? Given the necessity to reduce emissions and traffic, let's first invest limited road resources to increase much-improved transit service, and make operational improvements. I think any added lanes should be for BRT. If drivers have to sit in line watching the BRT whizzing by, and we can make it cost less than parking and driving, we can slow the growth in car travel. At the same time please strongly support the TIP projects to add sidewalks and bicycle facilities. Thank you for working on this Board.</p>
52	<p>Please oppose the proposed widenings of I-40 (between NC55 and NC147), I-885 (between I-40 and NC147), and the Durham Freeway through downtown. These widenings would increase traffic in the long-run, increasing carbon emissions, and decreasing quality of life for Durhamites. The NCDOT should be looking at other strategies like supporting increased transit service in the corridors and using operational improvements like ramp metering or revised lane striping plans. It is also an inappropriate time to be programming a widening of the Durham Freeway when the City is just starting a planning process to discuss whether a new vision for the Durham Freeway through downtown is supported in the community. The goals that this board set for 2050 are critical, and these proposals are inconsistent with meeting those goals. The many other projects to add sidewalks and bicycle facilities should receive your strong support.</p>
53	<p>I oppose this plan. These widenings would increase traffic in the long-run, increasing carbon emissions. The NCDOT should be looking at other strategies like supporting increased transit service in the corridors and using operational improvements like ramp metering or revised lane striping plans. This is also an inappropriate time to be programming a widening of the Durham Freeway when the City is just starting a planning process to discuss whether a new vision for the Durham Freeway through downtown is supported in the community. The goals that this board set for 2050 are critical, and these proposals are inconsistent with meeting those goals.</p>
54	<p>I understand that NCDOT continues to prioritize highway widening over alternative modes of transportation. This is misguided for many reasons, which are well known and documented. I write to express my opposition to further widening NC147 through the center of Durham, and I-40 and I-885 through other parts of my city. Continued expansion of highways just attracts more vehicles, more vehicle-dependent development, more pollution, more greenhouse gases, and more noise. Instead, the city and state should invest in more public transit, more pedestrian- and cycle-friendly infrastructure, and begin to move us toward a future where that centers around and privileges private vehicles over everything else. NC 147 already cut through and destroyed key parts of Durham, and just as the city is beginning to reinvest in rebuilding its downtown as a livable place, NCDOT apparently wants to widen the highway again. Instead the city and state should consider removing the highway through the city and turning NC147 into a boulevard and park that would become a welcoming part of the city for humans rather than more cement cutting the city in half.</p>

55	I strongly disagree with any initiatives that include widening I-40, I-885, and the Durham Freeway through downtown. The NCDOT should look at other strategies that reduce carbon emissions, expand use of public transportation, and allow the city of Durham to create a vision for the Durham Freeway that supports and acknowledges all city residents (especially those displaced by the creation of 147).
56	I oppose the additional widening of highways in the Durham area - in addition to being out of line with emission and safety goals for transit goals it will in the long run only lead to further traffic. I would prefer greater investment in transit, alternate modes of travel, and implementation of my efficient infrastructure for existing cars.
57	I oppose the proposed widenings of I-40 (between NC55 and NC147), I-885 (between I-40 and NC147), and the Durham Freeway through downtown. The NCDOT should be looking at other strategies like supporting increased transit service in the corridors and using operational improvements like ramp metering or revised lane striping plans.
58	Do not widen I40, I885 and the Durham Freeway through downtown! These widenings would increase traffic in the long-run, increasing carbon emissions. The NCDOT should be looking at other strategies like supporting increased transit service in the corridors and using operational improvements like ramp metering or revised lane striping plans. This is also an inappropriate time to be programming a widening of the Durham Freeway when the City is just starting a planning process to discuss whether a new vision for the Durham Freeway through downtown is supported in the community.
59	We need more public transit, not more car lanes. I oppose widening freeways, unless it is solely to add a HOV lane.
60	I strongly oppose the plan to study widening 147 through downtown Durham. 147 already divides the downtown destroying a significant amount of potential economic growth and feeding inequality. A more ambitious but much better plan is outlined here in four parts: http://www.buildingbullcity.com/2021/07/147-from-freeway-to-boulevard-pt-1.html Rather than widen 147 through downtown, 147 should be narrowed and streetlights added. This would slow traffic, but this is less of a concern since the east end connector exists. The advantage is that this would free up a lot of extremely valuable land that could be put to much higher economic and social use. Please carefully consider this policy and it would unify downtown and create potentially billions in economic value.
61	I strongly do not support highway lane widening in the area. These proposals are contradictory to long range goals of health equity and carbon emissions reduction. The focus should be on providing frequent and safe multimodal transportation options that are more in keeping with environmental protection and equality of ridership.
62	I urge the regional transportation planning organization board to oppose the proposed widenings of I-40 (between NC55 and NC147), I-885 (between I-40 and NC147), and the Durham Freeway through downtown. These widenings would increase traffic in the long-run, increasing carbon emissions. The NCDOT should be looking at other strategies like supporting increased transit service in the corridors and using operational improvements like ramp metering or revised lane striping plans. This is also an inappropriate time to be programming a widening of the Durham Freeway

	when the City is just starting a planning process to discuss whether a new vision for the Durham Freeway through downtown is supported in the community. The goals that this board set for 2050 are critical, and these proposals are inconsistent with meeting those goals. The proposed Transportation Improvement Program includes many other projects to add sidewalks and bicycle facilities that I urge you to strongly support.
63	I implore the board to oppose the proposed widenings of I-40 (between NC55 and NC147), I-885 (between I-40 and NC147), and the Durham Freeway through downtown. These widenings would increase traffic in the long-run, increasing carbon emissions. This runs counter to what our region actually needs and goals for our future.
64	Oppose the proposed widenings of I-40 between between NC55 and 147, I-885 between I-40 and NC147, and NC-147 downtown. These widenings would increase traffic and carbon emissions in the long run. NCDOT should look at other strategies like supporting increased transit service in the corridors and using operational improvements like ramp metering or revised lane striping plans. This is also an inappropriate time to be programming a widening of the Durham Freeway when the City is just starting a planning process to discuss whether a new vision for the Durham Freeway downtown is supported by the community. The goals that the Board set for 2050 are critical, and these proposals are inconsistent with meeting them.
65	I oppose the widening of any highways as it will not improve level of service while negative affecting neighbors, non-car users, and the environment
66	Please do not expand highways in the area any further. Doing so will not solve traffic issues as it will only incentivize people to drive more, simply making the problem even worse and polluting our community. Please look into public transit options to reduce cars on the road, which is what will help reduce traffic.
67	We should not widen the Durham Freeway through downtown, it's already taking up what should be some of the most valuable real estate in town and it would be a waste to expand it. I-40 and I-885 are also adequate as they are and do not need expansion. A single additional bus route would be more valuable.
68	It is astonishing to me that, as many cities are recognizing the awful blight of urban highways and decommissioning them, that expanding 147 through downtown Durham is even up for consideration. I cannot express strongly enough what a terrible idea that is. Expansion of any of these highways is not helpful anyway, you can't build enough lanes ever to get rid of traffic. These funds should be invested in better projects, like getting of 147 through town or making Duke, Gregson, Roxboro, Mangum, and Avondale safe for all road users (yes including bikes and pedestrians!). If people feel safe biking, walking, and taking the bus, traffic will improve as less cars are on the road.
69	Please don't widen 147/885! there is tons of evidence that bigger roads just means more cars. maybe spend the money on broadening intercity transit instead :)

70	Please OPPOSE the proposed widenings of I-40 (between NC55 and NC147), I-885 (between I-40 and NC147), and the Durham Freeway through downtown. These widenings would increase traffic in the long-run, increasing carbon emissions. Please consider other strategies like supporting increased transit service in the corridors and using operational improvements like ramp metering or revised lane striping plans. This is also an inappropriate time to be programming a widening of the Durham Freeway when the City is just starting a planning process to discuss whether a new vision for the Durham Freeway through downtown is supported in the community.
71	As a resident of Durham and a student worker at Duke University, I have seen gradual improvement as Durham embraces public transit and biking/walking instead of increasing lanes and automobile infrastructure. Widening NC147 and adjoining highways is likely to cause increases in traffic in downtown and at Duke through induced demand, which makes increases dangers to pedestrians and cyclists. Instead, I would prefer improvements in non-automobile transportation in the area.
72	Please OPPOSE the proposed widenings of I-40 (between NC55 and NC147), I-885 (between I-40 and NC147), and the Durham Freeway through downtown. These widenings would increase traffic in the long-run, increasing carbon emissions. Please consider other strategies like supporting increased transit service in the corridors and using operational improvements like ramp metering or revised lane striping plans. This is also an inappropriate time to be programming a widening of the Durham Freeway when the City is just starting a planning process to discuss whether a new vision for the Durham Freeway through downtown is supported in the community.
73	Please oppose the proposed widenings of I-40 (between NC55 and NC147), I-885 (between I-40 and NC147), and the Durham Freeway through downtown. These widenings would increase traffic in the long-run, increasing carbon emissions. The NCDOT should be looking at other strategies like supporting increased transit service in the corridors and using operational improvements like ramp metering or revised lane striping plans. This is also an inappropriate time to be programming a widening of the Durham Freeway when the City is just starting a planning process to discuss whether a new vision for the Durham Freeway through downtown is supported in the community. The goals that this board set for 2050 are critical, and these proposals are inconsistent with meeting those goals. The proposed Transportation Improvement Program includes many other projects to add sidewalks and bicycle facilities that I urge you to strongly support.
74	I oppose the proposed widenings of I-40 (between NC55 and NC147), I-885 (between I-40 and NC147), and the Durham Freeway through downtown. These widenings would increase traffic in the long-run, increasing carbon emissions. The NCDOT should be looking at other strategies like supporting increased transit service in the corridors and using operational improvements like ramp metering or revised lane striping plans.
75	We should absolutely not widen highways in the Triangle. Highway widening has been shown very clearly to increase traffic and emissions without reducing congestion or other benefits. We should invest in sustainable transportation infrastructure that does not require car ownership, incentivizes public transportation, and reduces our carbon footprint.

76	Oppose the proposed widenings of I-40 (between NC55 and NC147), I-885 (between I-40 and NC147), and the Durham Freeway through downtown. These widenings would increase traffic in the long-run, increasing carbon emissions. The NCDOT should be looking at other strategies like supporting increased transit service in the corridors and using operational improvements like ramp metering or revised lane striping plans. This is also an inappropriate time to be programming a widening of the Durham Freeway when the City is just starting a planning process to discuss whether a new vision for the Durham Freeway through downtown is supported in the community. The goals that this board set for 2050 are critical, and these proposals are inconsistent with meeting those goals. The proposed Transportation Improvement Program includes many other projects to add sidewalks and bicycle facilities that I urge you to strongly support.
77	I am asking the Regional Transportation Planning Organization Board to oppose the proposed widenings of I-40 (between NC55 and NC147), I-885 (between I-40 and NC147), and the Durham Freeway through downtown. These widenings would increase traffic in the long-run, increasing carbon emissions. The NCDOT should be looking at other strategies like supporting increased transit service in the corridors and using operational improvements like ramp metering or revised lane striping plans. This is also an inappropriate time to be programming a widening of the Durham Freeway when the City is just starting a planning process to discuss whether a new vision for the Durham Freeway through downtown is supported in the community. The goals that this board set for 2050 are critical, and these proposals are inconsistent with meeting those goals. The proposed Transportation Improvement Program includes many other projects to add sidewalks and bicycle facilities that I urge you to strongly support.
78	I urge the board to oppose the proposed widenings of the Durham Freeway through downtown. We need to reclaim cities for its citizens and not the cars. Widening highways increases traffic and the pollution associated with that. Downtown Durham was torn apart by 147. We should be looking at ways to reclaim that area as other cities have done.
79	Please oppose the proposed widening of I-40 between NC55 and NC 147 (Durham Freeway), I-885 (same area), and the Durham Freeway. Please consider supporting pedestrian and bicycle facilities instead and working to improve public transit services in these areas instead.
80	Oppose the proposed widenings of I-40 (between NC55 and NC147), I-885 (between I-40 and NC147), and the Durham Freeway through downtown. These widenings would increase traffic in the long-run, increasing carbon emissions. The NCDOT should be looking at other strategies like supporting increased transit service in the corridors and using operational improvements like ramp metering or revised lane striping plans. This is also an inappropriate time to be programming a widening of the Durham Freeway when the City is just starting a planning process to discuss whether a new vision for the Durham Freeway through downtown is supported in the community. The goals that this board set for 2050 are critical, and these proposals are inconsistent with meeting those goals. The proposed Transportation Improvement Program includes many other projects to add sidewalks and bicycle facilities that I urge you to strongly support.

81	I am a Durham resident opposed to the widening of Highway 147. Resources should be spent mitigating the divisions caused by the Durham Freeway, not widening it.
82	I am opposed to widening of I-40, I-885, and the Durham Freeway. First, Durham City is starting a planning process to discuss whether a new vision for the Durham Freeway through downtown is supported in the community -- local politics, government, and determination should not be ignored by state agencies. The widening of these highways would increase traffic in the long-run, increasing carbon emissions at a time when temperatures are at record highs and continue to be. Instead I support increased transit service in the corridors, other plans and projects to add sidewalks and bicycle facilities, and using operational improvements like ramp metering or revised lane striping plans on these corridors.
83	I oppose any widening of Interstate or State highways for the simple fact that they don't work: induced demand contributes to more traffic rather than less, and the more automobiles on the road, the less safe it is for everyone including pedestrians, cyclists, drivers, and passengers. Funds should be spent primarily to facilitate alternative modes of transportation and bolster public transit for residents.
84	Oppose the proposed widenings of I-40 (between NC55 and NC147), I-885 (between I-40 and NC147), and the Durham Freeway through downtown. These widenings would increase traffic in the long-run, increasing carbon emissions. The NCDOT should be looking at other strategies like supporting increased transit service in the corridors and using operational improvements like ramp metering or revised lane striping plans. This is also an inappropriate time to be programming a widening of the Durham Freeway when the City is just starting a planning process to discuss whether a new vision for the Durham Freeway through downtown is supported in the community. The goals that this board set for 2050 are critical, and these proposals are inconsistent with meeting those goals. The proposed Transportation Improvement Program includes many other projects to add sidewalks and bicycle facilities that I urge you to strongly support.
85	The NCDOT should be looking at other strategies like supporting increased transit service in the corridors and using operational improvements like ramp metering or revised lane striping plans. This is an inappropriate time to be programming a widening of the Durham Freeway when the City is just starting a planning process to discuss whether a new vision for the Durham Freeway through downtown is supported in the community. The goals that this board set for 2050 are critical, and these proposals are inconsistent with meeting those goals. More time, energy, and funding should be focused on many other projects to add sidewalks and bicycle facilities, improve public transport, etc.



August 7, 2023

DCHC MPO Board Members
4307 Emperor Boulevard, Suite 110
Durham, NC 27703

Re: Comments on 2050 MTP Amendment #1 and FY2024-2033 TIP

Dear DCHC Board Members,

These requests for changes to the 2050 Metropolitan Transportation Plan initiated by the North Carolina Department of Transportation are the first real tests of whether you are willing to make decisions about project funding that is consistent with the bold vision you set with the adoption of the 2050 Metropolitan Transportation Plan. We trust that the DCHC Board remains committed to the goals of zero carbon emissions, zero deaths or serious injuries, and zero racial disparity of access by 2050. We believe that you understand that we can only expect to achieve those goals through changes to the way that we define our transportation problems and the way that we consider solutions. These decisions you will make on items 9 and 11 on the August 9th agenda are an opportunity for you to communicate to the Technical Committee staff and to NCDOT that you expect new approaches to congestion concerns. We offer examples of alternative approaches below:

I-5707: I-40 Auxiliary Lanes westbound between Durham Freeway and NC55 and
U-5934 I-885 from Durham Freeway to I-40

Our concern with these two projects is that additional lanes (even an auxiliary lane) increases vehicle capacity to these segments of roadway. While adding vehicle capacity may have short-term benefits in reducing driver delay, it induces additional demand that adds vehicle miles traveled and the corresponding carbon emissions. We are further troubled that there is no description of the problem, nor what other measures were evaluated to address the problem, nor how the proposed lanes are expected to perform. This leads us to believe that there was no consideration of alternatives.

We urge the DCHC MPO Board to negotiate with NCDOT real alternatives - Intelligent Transportation System alternatives (e.g., ramp metering or dynamic speed signs), operational changes (e.g., changed lane markings or signs to reduce confusion and lane shifting - see example on following page), and additions of Transportation Demand Management strategies

(e.g., additional transit service or traveler mode shift incentives) - are evaluated prior to proposals to add vehicle lane capacity.

NC 55 Southbound Lane

Our concern with this project is not only will the auxiliary lane add vehicle capacity, but it will also widen the street making it even less hospitable to people crossing from the bus stop or the hotel to the business across the street. Rather than assuming that all travel will occur in automobiles in suburban areas like this one, you can use these identified congestion problems as opportunities to begin to retro-fit the areas to be safer for walking, biking, and transit use. In many cases, like this one, we think that a modern roundabout could be a better solution than adding an auxiliary lane.

We urge the DCHC MPO Board to negotiate with NCDOT so that modern roundabouts are evaluated first as solutions to intersection congestion. Modern roundabouts are safer for drivers, they slow traffic speeds, and they reduce delay and improve traffic flow. They can often be designed to be safe for people walking and biking, and they avoid the addition of turn lanes or auxiliary lanes since the traffic continues to flow through the intersection. They also have lower long-term operating costs. Virginia has had a “roundabout first” policy since 2009.

U-5937 Durham Freeway through downtown Durham

During the Technical Committee meeting on July 26th, it appeared that there was an understanding that NCDOT would await the outputs of the City of Durham’s current study of the future of the Freeway through downtown and that defining the project as “operational improvements” could accommodate a wide range of solutions. We

We urge the Board to remove the mention of “auxiliary lanes” in the project description because they may not be a part of the proposed solution. We further urge the Board to go on record that support for including this project in the TIP is made with the expectation that NCDOT will await the outputs of the City of Durham’s study before proceeding with preliminary design and that the project design will be consistent with the City’s study.

Thank you for considering our comments.

Sincerely,



John Tallmadge
Bike Durham, Executive Director

Concept for changing lane striping on NC 885/I-885 northbound

On this segment, in each direction, it seems that the current lane striping contributes to inefficient merging that creates bottlenecks. Two northbound lanes on NC 885 merge with two lanes exiting I-40 northbound to become I-885. The volumes on NC 885 are usually light and lower than the volumes coming off of I-40. However, the leftmost lane from NC 885 does not merge into the two through lanes until T.W. Alexander, while the rightmost lane exiting I-40 becomes an exit only lane at Cornwallis Rd. If the two lanes from NC 885 were merged into a single lane before reaching the merge with the I-40 exit lanes, and then the lanes were re-striped from there to T.W. Alexander, less weaving would be required by drivers, avoiding a major cause of the slowdowns.

We propose that a change like this should be considered, and if promising, then implemented prior to any decision to add travel lanes.

Additional Comments from the Public Hearing

Comment #1

I am Herman Sperling of 2628 Bloomsbury Manor Drive of Durham addressing you today as a citizen interested in holding elected officials to be responsible to the electorate, not as a representative of any organization. In my remarks I will reference elements of a letter sent to your executive director, NCDOT, all members of the Durham representatives to the DCHC MPO and many elected officials on May 25th at 4:02PM EDT.

In order to fit my remarks into the allotted time, and to elevate my concerns, I'll limit my remarks to the highlight of said letter. However, I'm hereby asking that this document which contains the letter, be entered into the public record as it contains the data that supports every argument I'll be making.

NCDOT has recommended, designed and received approval for a highway approach connecting all of the work that's been done on 885 with the highway CAMPO has approved running from the Wake/Durham line to 540. While the prior DCHC MPO approved the NCDOT plan, the current administration promotes what they've termed "the preferred option". Without comparing that option with NCDOT's design or disclosing Wake county's plans, that terms begs the question of, compared to what? One might consider this one-sided approach as propaganda.

The DCHC MPO's proposal ignores the responses from the people they interviewed, because, they say, they didn't interview the right people. Was their recruit inadequate, or was it that their agenda was not supported by the voice of the people?

DCHC promotes their proposal as being trimodal, but there's nothing I've seen in their plan about public transportation in the corridor. How many people will really ride bikes or walk along HWY 70 breathing exhaust fumes? In fact the research they've conducted in Durham conclusively demonstrated that the public wants improved traffic flow, and is opposed to bike and ped lanes on HWY 70.

The data I shared with them shows that the DCHC MPO's plan will risk public safety, create more traffic jams, make the corridor even less safe, add both granular and air pollutants, and limit Durham's ability to fund programs for human services.

Finally, in a meeting we held on June 22nd, one member of this group announced: "I have younger people moving into the area with louder voices than yours that I have to address." Many saw that comment as discriminatory, and like our experience with HWY 147 in Hayti, demoting the interest of those of us who currently live near the corridor.

I urge the public to demand transparency, candor and that our representatives listen to the voice of the people. To help insure that, I sent a letter off to the General Council, the Ethics official for the US Department of Transportation.

Thank you:

- **The people's choice** - The ED of the DCHC MPO stated in our meeting that their past and intended research would not reference NCDOT's plans. That risks a distorted view of the will of

the electorate. In spite of that the research that the DCHC MPO has conducted presented an overwhelming priority for improved traffic flow.

<https://www.dchcmpto.org/home/showpublisheddocument/4162/638113743894770000>

- **Safety** – The stated intent of the MPO is to make our roads safer:
 - They've yet to present any plan by which we can see how that's going to be accomplished.
 - In a discussion we had with the ED of the DCHC MPO we tested a compromise solution. We suggested they consider a depression or elevation at the intersection of hwy 70 and Miami, an intersection with no crosswalks or other provisions for pedestrians. His response was that would be too expensive. He did not provide any alternative to improve pedestrian safety.
 - Research has shown that there are fewer accidents per mile on a highway v. a boulevard.
<https://www.prwlaw.com/are-highways-safer-than-roads/>

<https://www.cbs17.com/news/local-news/durham-county-news/durham-woman-dies-after-bike-struck-in-hit-and-run-wake-forest-suspect-faces-11-charges/>
- **Pollution** – start and stop driving on boulevards produces more granular and air pollution than the free-flowing traffic that would result from the capacity increases proposed by NCDOT.
<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC6862437/>
- **A tri-modal approach** – This would be great if there were any viable public transportation option available in the corridor. Go Durham does not even have enough bus drivers to staff the routes they now offer. Their plan includes increased service in other areas, but SE Durham isn't even on their map for future development.
- **Economic considerations** – The stated goal of the DCHC MPO was to reduce traffic going into Durham while the stated purpose of the NCDOT is to improve traffic flow.
https://ops.fhwa.dot.gov/publications/amprimer/access_mgmt_primer.htm
 - Since there will be freeway toward Raleigh making the accessibility to Raleigh more inviting than traffic jams that exist today in heading toward Durham. That means less taxable revenue available to Durham to support social services, public safety and affordable housing.
 - Highway 70 is not a county road. As a corridor it serves as a connection between Raleigh and Durham, and as a gateway to RTP and RDU
 - The investment made in 885 and the intended highway for the Wake portion of HWY 70 did not assume an intended constriction in the 4-mile section of Durham. The plans for Durham had been approved by prior DCHC MPOs and so NCDOT has expended funds in designs and proposals.
 - The current MPO is attempting to treat a suburban roadway area as if it were in an urban environment. The 2 CMs on the MPO voted for every one of the developments approved out here in the past 2 years that are all car-centric and have not offered any type of alternative transportation plan for this area of Durham.

One size doesn't fit all –

- If we were to ask a generalized question such as has been done for the Comprehensive plan, we are likely to get different responses from what is best for the 70 corridors.
<https://www.dchcmo.org/home/showpublisheddocument/4162/638113743894770000>
- The correct answer to the question of which is better, a highway or boulevard should have been "it depends". https://en.wikipedia.org/wiki/Road_hierarchy

Sincerely and respectfully,

Herman Sperling

Comment #2



HeidiPerov 🚲 🇺🇸 @HeidiPerov · Aug 9



Sadly, @DCHCMPO audio wasn't working today, so those attending virtually couldn't hear why the board voted to accept the many "rationalized" road widenings in the MPT. If anything < a mile is considered an "operational" adjustment, we should be connecting all of our greenways!



FY2024-2033

Transportation Improvement Program

Appendix D: TIP Amendment & Modification Process

1. INTRODUCTION

Amendments to the TIP 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 TIP 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.

1. DCHC MPO PUBLIC INVOLVMENT POLICY

The DCHC MPO adopted Public Involvement Policy (PIP) fully details the process and requirements for amending or modifying the TIP. The most recent PIP was adopted in February 2021.

2.1 Amendments

An amendment to the TIP occurs when a substantial change is made to the TIP. 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 TIP:

1. MPO staff prepare the draft amendment.
2. MPO 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 and provides comment. It then recommends the MPO Board release

the amendment for public comment.

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 staff release the draft amendment for public review and comment as defined in the DCHC MPO PIP.
6. MPO staff receive public comments and compile the comments into a summary report at the end of the comment period.
7. MPO staff present the summary report to the MPO TC for review during the MPO TC meeting.
8. The MPO TC reviews comments received and provides a recommendation to the MPO Board.
9. MPO 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 votes on the amendment.

13. If approved, MPO 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.

2.2 Administrative Modifications

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

Actions Steps Required for an Administrative Modification to the TIP:

1. MPO staff prepare the draft administrative modification.
2. MPO 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 makes a recommendation on the modification (with any revisions to reflect comments) to 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 votes on the modification.
7. If approved, MPO 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.

FY2024-2033

Transportation Improvement Program

Appendix E: Glossary

E1. Overview of Funding Sources

Fund Source	Fund Type	Description	Subject to STI
3037	Federal	Job Assistance and Reverse Commute	No
5303	Federal	Metropolitan Planning (FMPL)	No
5305	Federal	FTA Discretionary Grant Funds	No
5307	Federal	Urbanized Area Formula Program (FUZ)	No
5309	Federal	Capital Program - Bus Earmark (FBUS)	No
5310	Federal	Elderly and Persons with Disability (FEPD)	No
5311	Federal	Non Urbanised Area Formula Program (FNU)	No
5312	Federal	FUZ 5312	No
5316	Federal	Job Assistance And Reverse Commute (JARC)	No
5317	Federal	New Freedom Program	No
5337	Federal	Urbanized Area Formula Program (FUZ)	No
5339	Federal	Capital Program - Bus Earmark (FBUS)	No
5339(b)	Federal	Capital Program - Bus Earmark (FBUS) - Discretionary Grant	No
ADHS	Federal	Appalachian Development Highway System	No
ADHSL	Federal	Appalachian Development Highway System (Local Access Roads)	No
ADTAP	Federal	Appalachian Development portion of 5311 - Non Urbanised Area Formula Program (FNU)	No
ARP	Federal	American Rescue Plan	No
BA	State	Bonus Allocation	No
BFP	Federal	Federal Bridge Improvement Program - Formula	Yes
BFPOFF	Federal	Federal Bridge Improvement Program - Formula (Off System)	Yes
BG	Federal	Surface Transportation Block Grant Program (Uncategorized)	Yes
BG5200	Federal	Surface Transportation Block Grant Program (5K - 200K)	Yes
BGANY	Federal	Surface Transportation Block Grant Program (Any Area)	Yes
BGBA	Federal	Surface Transportation Block Grant Program (Bonus Allocation)	No
BGDA	Federal	Surface Transportation Block Grant Program (Direct Attributable)	Yes
BGDACV	Federal	COVID Relief Funds	Yes
BGIM	Federal	Surface Transportation Block Grant Program (Interstate Maintenance)	Yes
BGLT5	Federal	Surface Transportation Block Grant Program (Less than 5K)	Yes
BGOFF	Federal	Surface Transportation Block Grant Program (Off System)	Yes

E1. Overview of Funding Sources

Fund Source	Fund Type	Description	Subject to STI
BOND R	Other	Revenue Bond	No
BRGI	Federal	Bridge Inspection	Yes
CARES	Federal	CARES Act Funding	No
CMAQ	Federal	Congestion Mitigation	No
CRP550	Federal	Carbon Reduction Program - (5K - 50K)	No
CRPANY	Federal	Carbon Reduction Program - Any Area	No
CRPDA	Federal	Carbon Reduction Program - Direct Attributable (All MPOs)	No
CRPLT5	Federal	Carbon Reduction Program - (Less than 5K)	No
DOD	Federal	Department of Defense	No
DP	Federal	Discretionary or Demonstration	No
ER	Federal	Emergency Relief	No
ERFO	Federal	Emergency Relief for Federally Owned Roads	No
FED	Federal	Unidentified Federal Funding	No
FEDT	Federal	Undesignated Federal Transit Funding	No
FF	Federal	FEDERAL FERRY	Yes
FLAP	Federal	Federal Lands Access Program (Park Roads)	No
FLPF	Federal	Federal Lands Program (Forest Roads)	No
FLTP	Federal	Federal Lands Transportation Program	No
FMOD	Federal	Fixed Guideway Modifications	Yes
FSPR	Federal	State Planning and Research	No
FTTP	Federal	Federal Tribal Transportation Program	No
FUZ	Federal	Capital Program - Bus Earmark (5309)	No
HF	State	Highway Fund	No
HFB	State	Highway Fund Bridge Replacement Program	Yes
HIB	Federal	Highway Infrastructure Bridge Replacement	Yes
HP	Federal	High Priority	Yes
HRRR	Federal	High Risk Rural Roads	Yes
HSIP	Federal	HIGHWAY SAFETY IMPROVEMENT PROGRAM	Yes
L	Other	Local	No
NEVI	Federal	National Electric Vehicle Infrastructure Program Funds	Yes
NHFP	Federal	National Highway Freight Program	Yes
NHP	Federal	National Highway Performance Program	Yes
NHPB	Federal	National Highway Performance Program(Bridge)	Yes
NHPBA	Federal	National Highway Performance Program(Bonus Allocation)	No
NHPIM	Federal	National Highway Performance Program (Interstate Maintenance)	Yes

E1. Overview of Funding Sources

Fund Source	Fund Type	Description	Subject to STI
NRT	Federal	National Recreation Trails	Yes
O	Other	Local, Non Federal or State Funds	No
PROTCT	Federal	PROTECT Formula Program (Promoting Resilient Operations)	Yes
RR	Federal	Rail-Highway Safety	Yes
RTAP	Federal	Rural Transit Assistance Program	No
S	State	State	No
S(M)	State	State Match for STP-DA or Garvee Projects	Yes
S(M)BA	State	State Match for Bonus Allocation Projects using Federal funds	No
SBG	Federal	Scenic Byway Grant	Yes
SF	State	Ferries	Yes
SMAP	State	Operating Assistance and State Maintenance	No
SRTS	Federal	Safe Roads to School	Yes
SSO	Federal	Safety System Oversight	No
STHSR	Federal	Stimulus High Speed Rail	No
T	State	Highway Trust Funds	Yes
T(DA)	State	Highway Trust Funds - Fund Swaps for DA Projects	Yes
TA	Federal	Transportation Alternatives Program (Uncategorized)	Yes
TA5200	Federal	Transportation Alternatives Program (5K - 200K)	Yes
TAANY	Federal	Transportation Alternatives Program (Any Area)	Yes
TADA	Federal	Transportation Alternatives Program (Direct Attributable)	Yes
TALT5	Federal	Transportation Alternatives Program (Less than 5K)	Yes
TAP	Federal	Transportation Alternatives Program (Uncategorized)	Yes
TAPDA	Federal	Transportation Alternatives Program (Direct Attributable)	Yes
VRU	Federal	Vulnerable Road User	Yes

E2. 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 Connections
CTN	Chatham Transit Network
CTP	Comprehensive Transportation Plan
CTSP	Community Transportation Service Plan
DAQ	Division of Air Quality (North Carolina)

Acronyms	Definitions
DBE	Disadvantaged Business Enterprise
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
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

E2. Definitions of Commonly Used Acronyms

Acronyms	Definitions
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
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

Acronyms	Definitions
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
STBG	Surface Transportation Block Group (now known as BG)

E2. Definitions of Commonly Used Acronyms

Acronyms	Definitions
STBGDA	Surface Transportation Block Group - Direct Attributable (now known as BGDA)
STIP	State Transportation Improvement Program
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 (now known as Central Pines Regional Council)
TMA	Transportation Management Area
TOD	Transit Oriented Development
TPB	Transportation Planning Branch (NCDOT)
TRM	Triangle Regional Model
TSM	Transportation System Management
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

Acronyms	Definitions
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