



FY2020-2029 DRAFT Metropolitan Transportation Improvement Program



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

Metropolitan Transportation Improvement Program

Fiscal Years 2020 - 2029

Adopted xx xx, xxxx

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

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/TitleVI or call (919) 560-4366.

PLACEHOLDER FOR RESOLUTION

Table of Contents

CHAPTER 1: OVERVIEW

| | |
|---|------------|
| 1. INTRODUCTION | 1-1 |
| 1.1 The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization | 1-1 |
| 1.2 Purpose of the Metropolitan Transportation Improvement Program Document .. | 1-2 |
| 2. RELATIONSHIP BETWEEN DCHC MPO PLANS AND PROGRAMS | 1-2 |
| 2.1 The Comprehensive Transportation Plan | 1-2 |
| 2.2 The Metropolitan Transportation Plan | 1-2 |
| 2.3 The Metropolitan Transportation Improvement Program..... | 1-3 |
| 2.4 The Unified Planning Work Program..... | 1-4 |
| 2.5 Other MPO Plans..... | 1-4 |
| 3. RELATIONSHIP BETWEEN DCHC MPO MTIP AND THE STATE TRANSPORTATION IMPROVEMENT PROGRAM | 1-4 |
| 4. ORGANIZATION OF THIS DOCUMENT..... | 1-6 |

CHAPTER 2: PROGRAM DEVELOPMENT

| | |
|--|------------|
| 1. PROGRAM DEVELOPMENT | 2-1 |
| 1.1 Project Identification | 2-1 |
| 1.2 Federal Planning Factors | 2-1 |
| 1.3 Goals & Objectives of the DCHC MPO Presented in the 2045 MTP | 2-2 |
| 2. STRATEGIC TRANSPORTATION INVESTMENT LAW | 2-3 |
| 3. STRATEGIC PRIORTIZATION IN NORTH CAROLINA..... | 2-4 |
| 3.1 Results of Prioritization 5.0..... | 2-4 |
| 3.2 DCHC MPO Local Ranking methodology..... | 2.5 |
| 3.3 DCHC MPO Local Input Points | 2-5 |



4. Performance Measures.....2-6

CHAPTER 3: FINANCIAL PLAN

1. INTRODUCTION 3-1

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

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

2.2 Federal Authorization and Funding..... 3-2

2.3 Federal Aid Program 3-2

2.4 Public Transportation Project Funding 3-3

3. PROPOSED USE OF FFY 2020 & 2021 OBLIGATION AUTHORITY 3-5

3.1 GARVEE Bonds 3-6

3.1.1 NC BUILD Bonds.....3.7

3.2 State Highway Trust Fund 3-7

3.3 Anticipated Inflation Impact 3-7

3.3.1 State Highway Fund.....3-10

3.4 Cash Model 3-10

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

4. REVENUE INFORMATION ON LOCAL FUNDING 3-12

4.1 STBGDA and TAP Funding Programs 3-12

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

4.2.1 Screening Criteria.....3-14

4.2.2 Scoring Methodology.....3-14

4.3 CMAQ Funding Program 3-15

5.HIGHWAY FUNDING FOR MPO-SPECIFIC PROJECTS 3-16

6. NON-HIGHWAY FUNDING FOR MPO-SPECIFIC PROJECTS 3-17

7. SUMMARY OF FY2016-2025 TIP COSTS BY FUNDING SOURCE 3-18

APPENDIX A: 10-YEAR PROGRAM OF PROJECTS

APPENDIX B: SUPPLEMENTAL PROJECT LISTS

APPENDIX C: LOCAL INPUT POINTS

APPENDIX D: PUBLIC INVOLVEMENT

APPENDIX E: MTIP AMENDMENT & MODIFICATION PROCESS

APPENDIX F: GLOSSARY OF ACRONYMS & TERMS

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

Figures & Tables

CHAPTER 1: OVERVIEW

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

CHAPTER 2: PROGRAM DEVELOPMENT

Figure 1. STI Eligibility Definitions 2-3

Figure 2. STI Funding.....2-4

Figure 3. Local Points distribution.....2-5

CHAPTER 3: FINANCIAL PLAN

Table 1. Federal Aid Construction Program 3-3

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

Table 3. BUILD NC Bond Program (\$ in Millions) 3-7

Table 4. Funds Available for Programming (\$ in Millions) 3-8

Table 5. Summary of Highway Project Funding 3-16

Table 6. Summary of Non- Highway Project Funding in the DCHC MPO Area 3-17

Figure 1. Proposed Use of FFY 2020 & 2021 Obligation Authority 3-5

Figure 2. Example of DCHC MPO STBGDA & TAP Distribution Policy..... 3-11

Figure 3. Summary of FY2020-2023 Project Costs by Funding Source..... 3-18

FY2020-2029

Metropolitan Transportation Improvement Program

CHAPTER 1: OVERVIEW

Chapter 1 Contents

1. INTRODUCTION 1-1

1.1 The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization 1-1

1.2 Purpose of the Metropolitan Transportation Improvement Program Document .. 1-2

2. RELATIONSHIP BETWEEN DCHC MPO PLANS AND PROGRAMS 1-2

2.1 The Comprehensive Transportation Plan 1-2

2.2 The Metropolitan Transportation Plan 1-2

2.3 The Metropolitan Transportation Improvement Program..... 1-3

2.4 The Unified Planning Work Program..... 1-4

2.5 Other MPO Plans..... 1-4

3. RELATIONSHIP BETWEEN DCHC MPO MTIP AND THE STATE TRANSPORTATION IMPROVEMENT PROGRAM 1-4

4. ORGANIZATION OF THIS DOCUMENT..... 1-6

Chapter 1 Figures

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

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 Metropolitan Transportation Improvement Program (MTIP) Document

The purpose of this MTIP document is to provide information to the U.S. Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the U.S. Environmental Protection Agency (EPA), North Carolina Department of Transportation (NCDOT), the public, DCHC MPO members, and other parties. The MTIP has also met the requirements of the Fixing America's Surface Transportation (FAST) Act. The DCHC MPO MTIP is consistent with the DCHC MPO's 2045 Metropolitan Transportation Plan (MTP) and local transportation plans, including those of transit operators. The MTIP also meets the requirements of subsection (h)(2) and (k)(5) of Section 134 of Title 23, United States Code (USC) and 23 Code of Federal Regulations (CFR) Part 450.334 (a). This document provides a MTIP that is financially feasible and constrained to available resources, and that depicts the MPO's regional priorities for the expenditure of federal funds for federal fiscal years 2018-2027.

2. RELATIONSHIP BETWEEN DCHC MPO PLANS AND PROGRAMS

2.1 Comprehensive Transportation Plan

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 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 2045 MTP). The DCHC MPO's CTP was adopted in May 2017.

2.2 Metropolitan Transportation Plan

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

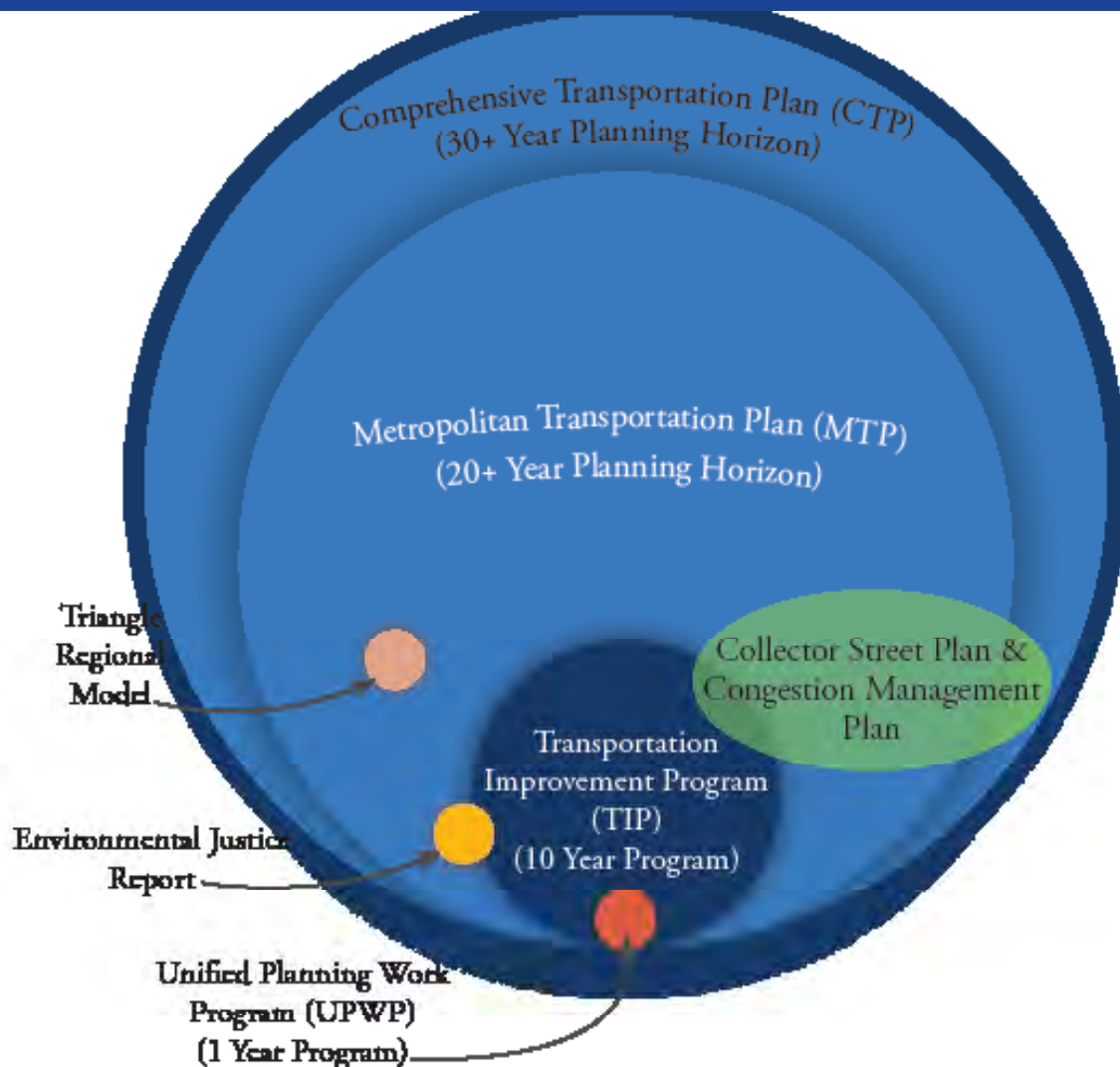
studies; and environmental impact studies. The MPO's current plan is the 2045 MTP, which was adopted in March 2018 and extends through the year 2045. The 2045 MTP is a fiscally constrained subset of the CTP.

2.3 Metropolitan Transportation Improvement Program

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

services in the MPO planning area. MTIP projects include highway, public transit, bicycle and pedestrian, and rail corridor improvement projects. Any project included in this MTIP must be consistent with the 2045 MTP; this ensures that the MTIP is fiscally constrained by estimated future revenues. The MTIP is also consistent with the first four years of the State Transportation Improvement Program (STIP), as required by federal law. The MTIP can be amended to account for changes in funding or need.

Figure 1. Relationship Between DCHC MPO Plans and Programs



2.4 Unified Planning Work Program

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

2.5 Other MPO Plans

In addition to those described above, DCHC MPO also works on other plans that inform the development of the MTIP. 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 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 MTIP AND THE STATE TRANSPORTATION IMPROVEMENT PROGRAM

The DCHC MPO's MTIP 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 MTIP and the STIP cover a 10-year period, with the first six years (2020-2025 in this version) referred to as the delivery program and the latter four years (2020-2024 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 MTIPs from MPOs; and
- Provide opportunity for public comment.



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

The NCDOT STIP must also include the following information:

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

Both the MTIP and the STIP are updated frequently and developed based on federal and state revenue forecasts, NCDOT's Strategic Prioritization process, and preconstruction and project development timetables. The MTIP and STIP

must adhere to federal and state laws. North Carolina state law requires MPO Board action to approve the MTIP and NCDOT Board of Transportation (BOT) action to approve the STIP.

The FY2020-2029 MTIP 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.

4. ORGANIZATION OF THIS DOCUMENT

This FY2018-27 MTIP contains the following required documents:

- Chapter 2 describes the development of the MTIP, 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 MTIP;
- A list of appendices follows, including:
 - » Appendix A, which lists all projects included in the MTIP, organized by Division;
 - » Appendix B, which shows the adopted MTIP in STIP format.
 - » Appendix C, which lists all projects submitted for prioritization in P5.0 and the local points assigned;
 - » Appendix D, which describes the public involvement process for this MTIP;
 - » Appendix E, which describes the amendment process for this MTIP;
 - » Appendix F, a glossary of terms commonly used throughout the MTIP.

FY2020-2029

Metropolitan Transportation Improvement Program

CHAPTER 2: PROGRAM DEVELOPMENT

Chapter 2 Contents

| | |
|--|------------|
| 1. PROGRAM DEVELOPMENT | 2-1 |
| 1.1 Project Identification | 2-1 |
| 1.2 Federal Planning Factors | 2-1 |
| 1.3 Goals & Objectives of the DCHC MPO Presented in the 2045 MTP | 2-2 |
| 2. STRATEGIC TRANSPORTATION INVESTMENT LAW | 2-3 |
| 3. STRATEGIC PRIORITIZATION IN NORTH CAROLINA | 2-4 |
| 3.1 Results of Prioritization 5.0 | 2-4 |
| 3.2 DCHC MPO Local Ranking Methodology | 2-5 |
| 3.3 DCHC MPO Local Input Points | 2-5 |
| 4. Performance Measures..... | 2-6 |

Chapter 2 Figures

| | |
|--|-----|
| Figure 1. STI Eligibility Definitions..... | 2-3 |
| Figure 2. STI Funding..... | 2-4 |
| Figure 3. Local Points Distribution..... | 2-5 |

1. PROGRAM DEVELOPMENT

1.1 Project Identification

Projects under consideration for inclusion in the MTIP must first be determined as priorities of the Metropolitan Transportation Plan (MTP). The development of the FY2020-2029 MTIP program of projects initially began with the development of the 2045 MTP in 2016. During the 2045 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 eight planning factors identified in the current federal transportation legislation, the Fixing America's Surface Transportation (FAST) Act, which requires MPOs to focus efforts on the development and implementation of regional strategies that:

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

- Increase the security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility options available to people and for freight;
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve transportation system resiliency and reliability;
- 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 2045 MTP is consistent with the MPO's recently adopted Congestion Management Process (CMP).

1.3 Goals & Objectives of the DCHC MPO in the 2045 MTP

There are eight goals, with accompanying objectives, identified in the adopted 2045 MTP.

Goal 1: Protect Environment and Minimize Climate Change

Objectives:

- A. Reduce mobile source emissions, GHG, and energy consumption
- B. Reduce the negative impacts on the natural and cultural environment

Goal 2: Connect People

Objectives:

- A. Connect people to jobs, education, and other important destinations using all modes
- B. Ensure transportation needs are met for all populations (especially the aging and youth, economically disadvantaged, mobility impaired, and minorities)

Goal 3: Promote Multimodal and Affordable Travel 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 4: Manage Congestion & System Reliability

Objectives:

- A. Allow people and goods to move with minimal congestion and time delay, and greater predictability
- B. Promote Travel Demand Management (TDM) such as carpool, vanpool, and park-and-ride
- C. Enhance Intelligent Transportation Systems (ITS) such as ramp metering, dynamic signal phasing, and vehicle detection systems

Goal 5: Improve Infrastructure Condition

Objectives:

- A. Increase proportion of highways and highway assets 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. Improve response time to infrastructure repairs

Goal 6: Ensure Equity and Participation

Objectives:

- A. Ensure that transportation investments do not create a disproportionate burden for any community

B. Enhance public participation among all communities

Goal 7: Promote Safety and Health

Objectives:

- A. Increase safety of travelers and residents
- B. Promote public health through transportation choices

Goal 8: Stimulate Economic Vitality

Objectives:

- A. Improve freight movement
- B. Link land use and transportation
- C. Target funding to the most cost-effective solutions
- D. Improve project delivery for all modes

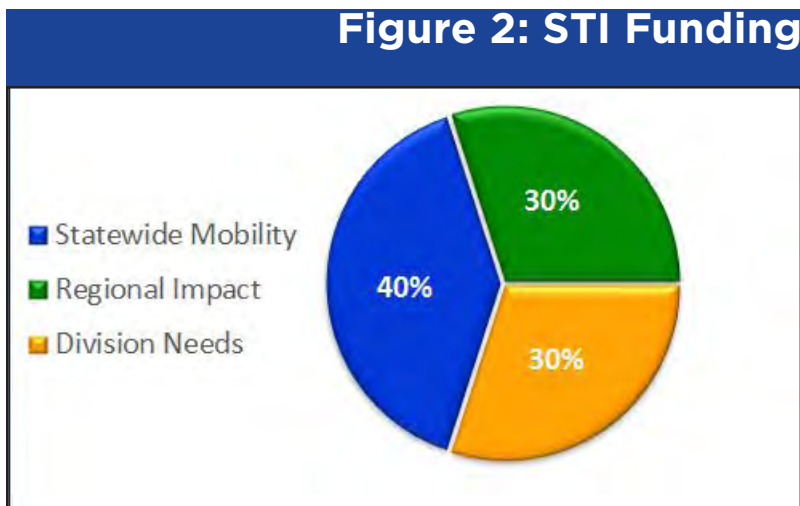
2. STRATEGIC TRANSPORTATION INVESTMENTS LAW

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 1.

Figure 1: STI Eligibility Definitions

| 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 Secondary Roads (SR) • 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 (\$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 Capacity Service on Class I Railroad Corridors | Rail service spanning two or more counties not Statewide | All other service, including terminals and stations (no short lines) |



Projects are allowed to cascade down to a 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 2.

3. STRATEGIC PRIORITIZATION IN NORTH CAROLINA

The North Carolina Department of Transportation manages a strategic project prioritization process for the development of the SPOT. Strategic prioritization uses transportation data, as well as the input of local government partners and the public, to generate scores and rankings of projects across the state. Multiple public input opportunities were provided regarding the submittal of new projects and the assignment of local points to projects.

3.1 Results of Prioritization 5.0

The fifth iteration of the prioritization process (P5.0) 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 four percent. The remaining six percent was “flex” that could go to either highway or non-highway.

The results of the P5.0 process do not necessarily mean that projects will be programmed in the order of their score and rank. Over the 10-year STIP program, funding was provided to the highest scoring projects. However, there are other considerations and factors in developing the actual program of projects in the MTIP and STIP. 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 directed programming decisions. The entire program of projects must meet budget and fiscal constraint requirements per state and federal law.

3.2 DCHC MPO Local Ranking Methodology

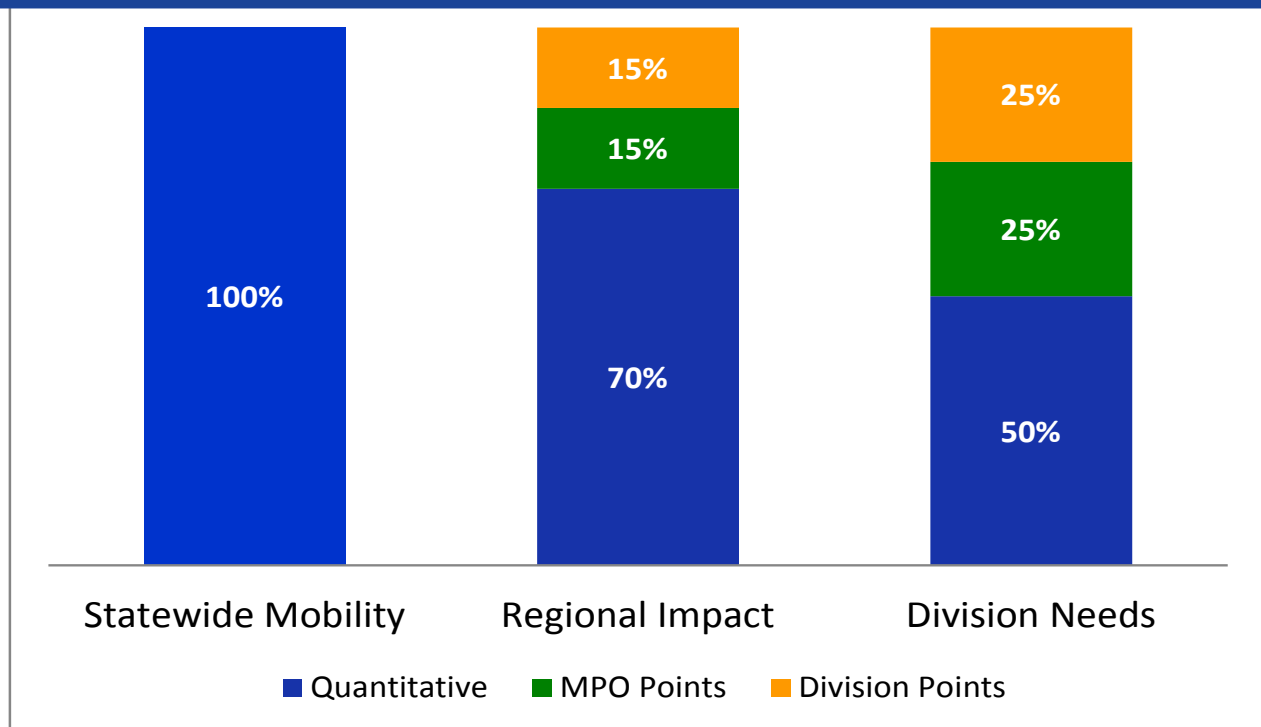
All of the regional transportation planning organizations and NCDOT Division Engineers were required to develop a Local Ranking Methodology for assigning local input points to projects in advance

of the actual project scoring process. The DCHC MPO Board approved the MPO's methodology on March 14, 2018. The DCHC MPO's approved methodology is located in Appendix C.

3.3 DCHC MPO Local Input Points

After the DCHC MPO Board approved the Local Ranking Methodology, the MPO applied the methodology to all submitted projects. According to the adopted methodology, some of the MPO's points were to be assigned by following a formula and some of the points are to be assigned by discretion of the MPO Board. Division engineers also assign local points to determine a project's final score. The point distribution by project type is shown in Figure 3. The actual point distribution total for P5.0 is located in Appendix C.

Figure 3: Local Points Distribution



4. PERFORMANCE MEASURES

The FAST Act requires that MPOs in their TIP, 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 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 2020:

- For the 2020 Highway Safety Improvement Plan (HSIP), the goal is to reduce total fatalities by 6.23 percent each year from 1,396.4 (2014-2018 average) to 1,227.8 (2016-2020 average) by December 31, 2020;
- For the 2020 Highway Safety Improvement Plan (HSIP), the goal is to reduce the fatality rate by 5.39 percent each year from 1.211 (2014-2018 average) to 1.084 (2016-2020 average) by December 31, 2020;
- For the 2020 Highway Safety Improvement Plan (HSIP), the goal is to reduce total serious injuries by 8.54 percent each year from 3,362.6 (2014-2018 average) to 2,812.8 (2016-2020 average) by December 31, 2020;

- For the 2020 Highway Safety Improvement Plan (HSIP), the goal is to reduce the serious injury rate by 7.64 percent each year from 2.886 (2014-2018 average) to 2.462 (2016-2020 average) by December 31, 2020;
- For the 2020 Highway Safety Improvement Plan (HSIP), the goal is to reduce the total nonmotorized fatalities and serious injuries by 7.13 percent each year from 494.6 (2014-2018 average) to 426.6 (2016-2020 average) by December 31, 2020.

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.

FY2020-2029

Metropolitan Transportation Improvement Program

CHAPTER 3: Financial Plan



Chapter 3 Contents

- 1. INTRODUCTION 3-1**
- 2. REVENUE INFORMATION ON STATE AND FEDERAL FUNDING 3-1**
 - 2.1 NCDOT Program Budgets - Transportation Revenue Forecast: State Budget 3-1
 - 2.2 Federal Authorization and Funding 3-2
 - 2.2 Federal Aid Program 3-2
 - 2.4 Public Transportation Project Funding 3-3
- 3. PROPOSED USE OF FFY 2020 & 2021 OBLIGATION AUTHORITY 3-5**
 - 3.1 GARVEE Bonds 3-6
 - 3.1.1 NC BUILD Bonds.....3-7
 - 3.2 State Highway Trust Fund 3-7
 - 3.3 Anticipated Inflation Impact 3-7
 - 3.3.1 State Highway Fund.....3-10
 - 3.4 Cash Model 3-10
 - 3.5 The North Carolina Turnpike Authority (NCTA) 3-10
- 4. REVENUE INFORMATION ON LOCAL FUNDING 3-12**
 - 4.1 STBGDA and TAP Funding Programs 3-12
 - 4.2 Project Screening & Prioritization Process for TAP Funding 3-13
 - 4.2.1 Screening Criteria.....3-14
 - 4.2.2 Scoring Methodology.....3-14
 - 4.3 CMAQ Funding Program 3-14
- 5. HIGHWAY FUNDING FOR MPO-SPECIFIC PROJECTS 3-16**
- 6. NON-HIGHWAY FUNDING FOR MPO-SPECIFIC PROJECTS 3-17**
- 7. SUMMARY OF FY2016-2025 TIP COSTS BY FUNDING SOURCE 3-18**

Chapter 3 Tables

| | |
|---|------|
| Table 1. Federal Aid Construction Program | 3-3 |
| Table 2. GARVEE Bond Program | 3-6 |
| Table 3. Build NC Program..... | 3-7 |
| Table 4. Funds Available for Programming..... | 3-8 |
| Table 5. Summary of Highway Project Funding in the DCHC MPO Area | 3-16 |
| Table 6 Summary of Non-Highway Project Funding in the DCHC MPO Area | 3-17 |

Chapter 3 Figures

| | |
|--|------|
| Figure 1. Proposed Use of FFY 2020 & 2021 Obligation Authority | 3-5 |
| Figure 2. Example of DCHC MPO Distribution Policy | 3-13 |
| Figure 3. Summary of FY2020-2023 Project Costs by Funding Source | 3-18 |

1. INTRODUCTION

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

The NCDOT and the DCHC MPO prepared this financial plan for the first four years of the FY2020-2029 MTIP 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 FY2020-29 STIP adopted by the North Carolina Board of Transportation on August 3, 2017. 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 the statutory rate. The number of vehicles sold and the price depend on economic conditions. Regarding DMV/Title Fees, the two variables are statutory rates and the number of transactions, which are based on licensed drivers and vehicle registration. Generally, DMV fees correlate with projected changes in population. Title fees correlate closer to forecasted changes in car sales.

2.2 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 continues many of the policies and programs of the previous authorizing legislation, MAP-21.

While continuing many of MAP-21's programs and policies, the FAST Act did create several new initiatives, such as a new National Multimodal Freight Policy and a new discretionary grant program for Nationally Significant Freight and Highway Projects (FASTLANE). Federal transportation funding is distributed by Congress based on multi-year reauthorization bills and annual appropriations. The FAST Act authorizes \$43.1 billion for FY16, growing to \$47.1 billion in FY20; an additional \$1.1 billion is available subject to appropriation.

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, 2017, is 34.3 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 in FFY 2020 and FFY 2021 is expected to be about \$1,198 million each year.

Virtually all Federal Aid projects require a local or state fund contribution. Most highway and transit programs require a 10-20 percent local or state share. The

amount of state matching funds needed for the Federal Aid Program is expected to be \$290 million, which will be funded by the State Highway Trust Fund. The amount of local matching funds needed for FY2018-2021 is expected to be approximately \$290 million. Local funding is discussed in more detail later in this chapter.

2.4 PUBLIC TRANSPORTATION PROJECT FUNDING

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

Annually, the NCDOT Public Transportation

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

Most of the funding for public transportation programs located in TMAs is managed directly by the MPOs. The MPOs develop projects to list in the STIP from the total apportioned amount received from FTA. NCDOT allocates federal funds to small urban areas (with

| Table 1. Federal Aid Construction Program - FFY 2020 | | | |
|---|----------------------|--------------------------------------|----------------|
| (\$ in Millions) | | | |
| Category | Federal Funds | Required State Matching Funds | Total |
| National Highway Performance Program | \$655 | \$164 | \$819 |
| Rail Hwy Crossing | 7 | 2 | 9 |
| Statewide Planning | 16 | 4 | 20 |
| TAP | 22 | 6 | 28 |
| Research Development | 5 | 1 | 6 |
| Metropolitan Planning | 6 | 2 | 8 |
| Congestion Mitigation | 55 | 14 | 69 |
| Surface Transportation Program | 328 | 82 | 410 |
| Highway Safety Improvement 64 16 80 | 64 | 16 | 80 |
| Freight | 40 | 10 | 50 |
| Total Apportionment | \$1,198 | \$300 | \$1,498 |

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.

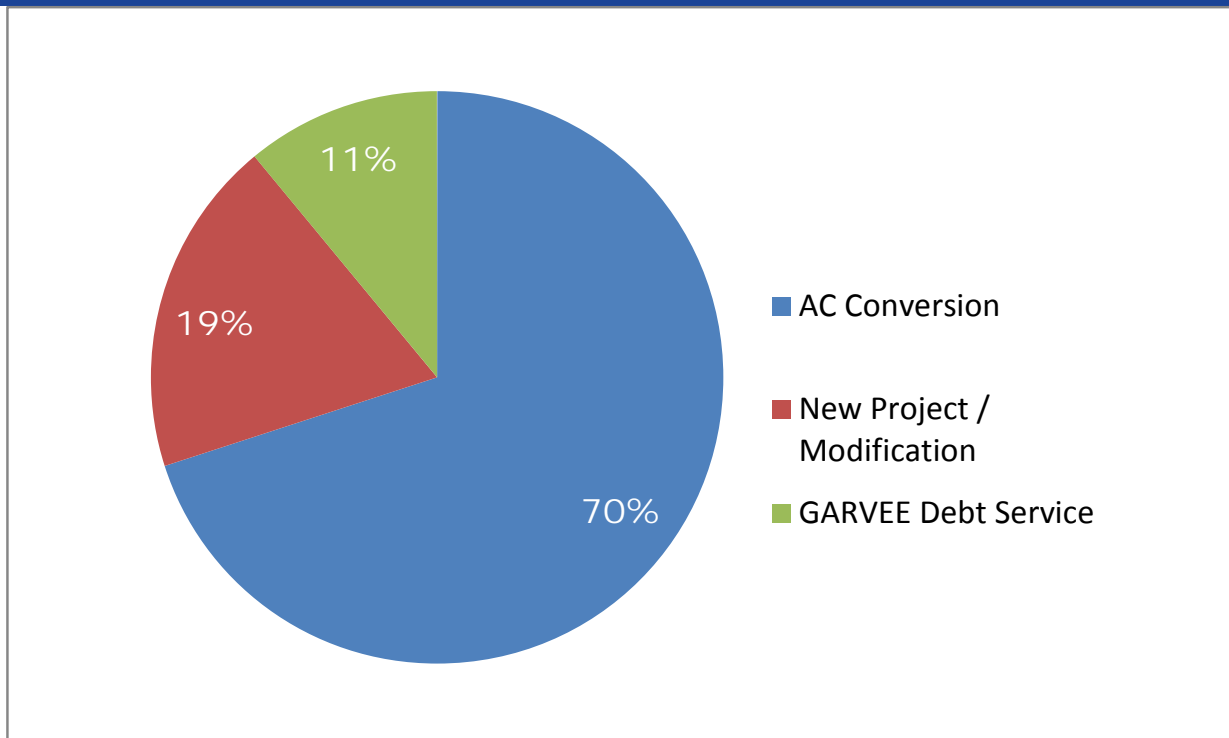
NCDOT applies to FTA for the 5303 funds for the urbanized areas. Section 5310 Funds are allocated for small urbanized and rural areas by NCDOT. A competitive call for projects is announced for specific projects and those projects must be included as an unmet need in the Locally Coordinated Plan for the 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 2020 & 2021 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. 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 cash management.

Figure 1. Proposed Use of FFY 2020 & 2021 Obligation Authority



3.1 GARVEE BONDS

In 2005, House Bill 254 authorized NCDOT to issue Grant Anticipation Revenue Vehicles (GARVEE bonds) to finance federal aid highway projects. All funds

derived from GARVEE bonds are backed by the receipt of future federal funds and no state funds may be committed to the debt service. 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 | | 81.99 |
| 2012 | 364.9 | 59.84 |
| 2013 | | 80.55 |
| 2014 | | 86.32 |
| 2015 | 300.54 | 86.32 |
| 2016 | | 100.00 |
| 2017 | 253.15 | 99.38 |
| 2018 | | 95.93 |
| 2019 | 719.04 | 95.91 |
| 2020 | | 131.63 |
| 2021 | | 131.64 |
| 2022 | | 131.63 |
| 2023 | | 131.64 |
| 2024 | | 95.38 |
| 2025 | | 95.38 |
| 2026 | | 95.38 |
| 2027 | | 95.38 |
| 2028 | | 95.38 |
| 2029 | | 95.38 |
| 2030 | | 95.38 |
| 2031 | | 57.09 |
| 2032 | | 57.09 |
| 2033 | | 57.09 |
| 2034 | | 57.09 |

3.1.1 NC BUILD 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. Below is a summary of Build NC bond debt service requirements.

| State Fiscal Year | Proceeds Including Premium | Debt Service |
|-------------------|----------------------------|--------------|
| 2020 | \$357.34 | \$28.20 |
| 2021 | | 28.20 |
| 2022 | | 28.20 |
| 2023 | | 28.20 |
| 2024 | | 28.20 |
| 2025 | | 28.20 |
| 2026 | | 28.20 |
| 2027 | | 28.20 |
| 2028 | | 28.20 |
| 2029 | | 28.20 |
| 2030 | | 28.20 |
| 2031 | | 28.20 |
| 2032 | | 28.20 |
| 2033 | | 28.20 |
| 2034 | | 28.20 |

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.

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 \$1.577 billion for FY 2020 and \$17.5 billion during the 10-year period. Of this \$17.5 billion in revenue, \$490 million goes to NCTA, \$465.1 million is used for debt service on previous GO bonds and Administration, \$4 million is transferred to the Highway Fund for Visitor Centers, and \$450 million is transferred to State Ports. The remaining \$15.7 billion is available for STIP purposes. Federal aid of \$12.9 billion is also available. After preliminary engineering, a reserve for construction cost overruns, inflation, and bonus allocation and local participation deductions, \$23.7 billion is available for programming. (Note - funds available for programming and used in the development of the 2020-2029 STIP were prior to the actions of the 2019 General Assembly.)

3.3 ANTICIPATED INFLATION IMPACT

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

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

| HIGHWAY TRUST FUND REVENUES | 2020 | 2021 | 2022 | 2023 |
|---|--------------------|--------------------|--------------------|--------------------|
| 25% of Gas Tax Revenues | \$ 610.00 | \$ 625.00 | \$ 641.00 | \$ 653.00 |
| DMV Fees & Investment Income | 153.00 | 165.00 | 167.00 | 171.00 |
| Use Tax | 814.00 | 815.00 | 824.00 | 845.00 |
| Total State Highway Trust Fund Revenues | \$ 1,577.00 | \$ 1,605.00 | \$ 1,632.00 | \$ 1,669.00 |
| Less Transfers for NCTA GAP Funding | (49.00) | (49.00) | (49.00) | (49.00) |
| Less GO Debt Service | (59.77) | - | - | - |
| Less Transfer to Highway Fund | (0.40) | (0.40) | (0.40) | (0.40) |
| Less Program Administration | (36.62) | (37.27) | (37.90) | (38.76) |
| Less Transfer to State Ports | (45.00) | (45.00) | (45.00) | (45.00) |
| Net State Trust Fund Revenues | 1,386.21 | 1,473.33 | 1,499.70 | 1,535.84 |
| Federal Aid | 1,289.00 | 1,289.00 | 1,289.00 | 1,289.00 |
| Less SPR Funds | (34.90) | (34.90) | (34.90) | (34.90) |
| Less CMAQ | (30.00) | (30.00) | (30.00) | (30.00) |
| Less DMS (Formerly EEP) | (20.00) | (20.00) | (20.00) | (20.00) |
| Less Yadkin River GARVEE debt service | (5.13) | (5.13) | - | - |
| Net Federal Aid Revenues | 1,198.97 | 1,198.97 | 1,204.10 | 1,204.10 |
| Available Subtotal (Trust and Federal-aid) | 2,585.18 | 2,672.30 | 2,703.80 | 2,739.95 |
| Less PE | (250.00) | (250.00) | (250.00) | (250.00) |
| Subtotal | 2,335.18 | 2,422.30 | 2,453.80 | 2,489.95 |
| Less Construction Cost Overruns | (60.31) | (62.92) | (63.86) | (64.95) |
| Less Bonus Alloc. for Tolling & Local Participation | (38.15) | (35.25) | (33.20) | (36.82) |
| Funds Available for Programming Subtotal | 2,236.72 | 2,324.13 | 2,356.74 | 2,388.18 |
| Less Inflation | (11.18) | (34.98) | (59.39) | (84.66) |
| Funds Available for Programming | \$ 2,225.54 | \$ 2,289.16 | \$ 2,297.35 | \$ 2,303.52 |

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

| 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | TOTAL 2020-2029 |
|-------------|-------------|-------------|-------------|-------------|-------------|--------------------|
| \$ 665.00 | \$ 675.00 | \$ 683.00 | \$ 693.00 | \$ 704.00 | \$ 690.00 | \$ 6,639.00 |
| 176.00 | 199.00 | 204.00 | 209.00 | 215.00 | 241.00 | \$ 1,900.00 |
| 871.00 | 894.00 | 917.00 | 941.00 | 967.00 | 1,028.00 | \$ 8,916.00 |
| \$ 1,712.00 | \$ 1,768.00 | \$ 1,804.00 | \$ 1,843.00 | \$ 1,886.00 | \$ 1,959.00 | \$ 17,455.00 |
| (49.00) | (49.00) | (49.00) | (49.00) | (49.00) | (49.00) | \$ (490.00) |
| - | - | - | - | - | - | \$ (59.77) |
| (0.40) | (0.40) | (0.40) | (0.40) | (0.40) | (0.40) | \$ (4.00) |
| (39.76) | (41.06) | (41.89) | (42.80) | (43.80) | (45.49) | \$ (405.33) |
| (45.00) | (45.00) | (45.00) | (45.00) | (45.00) | (45.00) | \$ (450.00) |
| 1,577.84 | 1,632.54 | 1,667.71 | 1,705.80 | 1,747.80 | 1,819.11 | \$ 16,045.89 |
| 1,289.00 | 1,289.00 | 1,289.00 | 1,289.00 | 1,289.00 | 1,289.00 | \$ 12,890.00 |
| (34.90) | (34.90) | (34.90) | (34.90) | (34.90) | (34.90) | \$ (348.98) |
| (30.00) | (30.00) | (30.00) | (30.00) | (30.00) | (30.00) | \$ (300.00) |
| (20.00) | (20.00) | (20.00) | (20.00) | (20.00) | (20.00) | \$ (200.00) |
| - | - | - | - | - | - | \$ (10.26) |
| 1,204.10 | 1,204.10 | 1,204.10 | 1,204.10 | 1,204.10 | 1,204.10 | \$ 12,030.76 |
| 2,781.95 | 2,836.65 | 2,871.81 | 2,909.90 | 2,951.91 | 3,023.21 | \$ 28,076.65 |
| (250.00) | (250.00) | (250.00) | (250.00) | (250.00) | (250.00) | \$ (2,500.00) |
| 2,531.95 | 2,586.65 | 2,621.81 | 2,659.90 | 2,701.91 | 2,773.21 | \$ 25,576.65 |
| (66.21) | (67.85) | (68.90) | (70.05) | (71.31) | (73.45) | \$ (669.80) |
| (33.34) | (0.20) | (2.50) | (20.00) | (40.00) | (40.00) | \$ (279.46) |
| 2,432.39 | 2,518.60 | 2,550.41 | 2,569.86 | 2,590.60 | 2,659.76 | \$ 24,627.39 |
| (111.40) | (115.35) | (116.81) | (117.70) | (118.65) | (121.82) | \$ (891.94) |
| \$ 2,320.99 | \$ 2,403.24 | \$ 2,433.60 | \$ 2,452.16 | \$ 2,471.95 | \$ 2,537.95 | \$ 23,735.45 |

and right of way cost increases were used: 2020 - 1.005, 2021 - 1.0151, 2022 - 1.0252, 2023 - 1.0355, 2024 through 2029 - 1.0458. This allows project costs used in the Program to be shown in current (2020) dollars.

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

The "Outer Loop" around the greater Raleigh area from I-40 in the north to the NC 55 Bypass in the south opened 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 \$49.0 million and \$44.7 million for FY 2018 and FY 2017 respectively. FY 2018 total revenues increased by 9.6 percent

year-over-year (YOY) when compared to FY 2017. Operating expenses for the Triangle Expressway totaled \$18.0 million and \$16.3 million for FY 2018 and FY 2017 respectively. FY 2018 operating expenses increased by 10.5 percent YOY from the previous year due, in part, to the increased number of transactions.

4. REVENUE INFORMATION ON LOCAL FUNDING

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

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

These funding sources are typically used within DCHC for public transportation, bicycle and pedestrian projects, and Transportation Demand Management (TDM), administered by the Triangle J Council of Governments. 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, STBGDA or TAP. 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. For bicycle and pedestrian projects, the local match is 20 percent, except for Carrboro and Hillsborough, which have a lower match due to population size.

4.1 STBGDA AND TAP-DA FUNDING PROGRAMS

STBGDA and TAP-DA funds are directly allocated to the DCHC MPO annually, based on the population of the urbanized area. As of FY 20, the DCHC MPO receives approximately \$6 million annually in STBGDA funds and just over \$400,000 annually in TAP-DA funds.

STBGDA can be used for many different planning, highway, transit, or bicycle/pedestrian projects. The DCHC MPO has a policy to not use STBGDA for highway projects, unless the STBGDA funds are applied to the project for project costs related to incidental bicycle and pedestrian improvements. In 2018, the DCHC MPO held a Call for Projects

for STBGDA funds for FY2019-2020. DCHC MPO STBGDA funding follows a distribution policy that was adopted by the MPO Board in 2014. The distribution policy is shown in Figure 3.

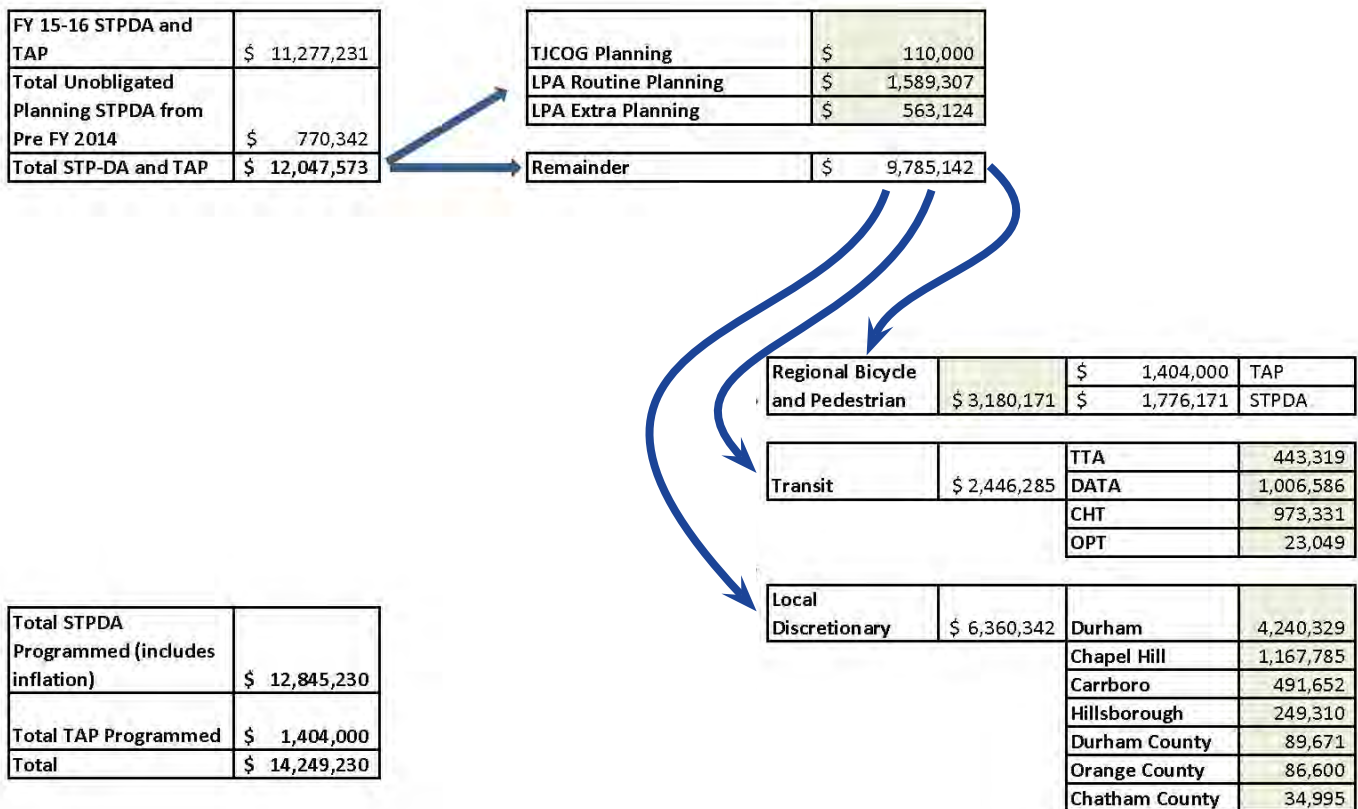
TAP-DA was created under MAP-21 and continues under the FAST Act. TMAs, such as DCHC MPO, receive a direct allocation of TAP-DA annually, based on the population of the urbanized area. Federal legislation requires that TAP-DA projects be selected through a competitive process. TAP can only be used for “transportation alternatives,” including bicycle and pedestrian facilities, trails, scenic areas, community improvement

activities, environmental mitigation, and safe routes to school programs. DCHC plans to hold a Call for Projects for TAP-DA funds in winter 2019.

4.2 PROJECT SCREENING & PRIORITIZATION PROCESS FOR TAP-DA FUNDING

The DCHC MPO policy related to programming TAP-DA funds requires MPO member jurisdictions and agencies to submit project funding requests to the MPO staff. Projects are evaluated based on the screening criteria and scoring methodology listed below. The

Figure 2. Example of DCHC MPO STBGDA & TAP Distribution Policy



MPO TC makes a recommendation to the MPO Board to review. The MPO Board reviews the recommendation to approve the projects. The following criteria and methodology satisfies the federal requirement that all TAP funding be selected through a competitive process.

4.2.1 Screening Criteria

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

4.2.2 Scoring Methodology

- **40 Percent Project Readiness** - Priority will be given to projects that are ready to be constructed or are ready to move to the next phase of project development:
 - » 100 points - Construction funding requested - right-of-way and design complete.
 - » 50 points - Right-of-way funding requested - design complete.
 - » 25 points - Planning requested.

- **30 Percent Safety**

- » Variable score from 0-100 points based on the relative number of bike/ped crashes on the facility or parallel facility.

- **15 Percent Spans Multiple Jurisdictions**

- » 100 points - spans more than two local jurisdictions.
- » 50 points - spans more than one local jurisdiction.

- **15 Percent Density**

- » Variable score from 0-100 points based on the relative population and employment density of a 0.5 mile buffer of the corridor.

4.3 CMAQ FUNDING PROGRAM

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

- Surface Transportation Program (STP)
- National Highway System (NHS)
- Highway Bridge Program (HBP)

- Interstate Maintenance (IM)
- Recreational Trails Program (RTP)
- Highway Safety Improvement Program (HSIP)

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

The CMAQ program is based on a competitive process in which proposals

for candidate transportation projects are submitted to DCHC staff, which rates the proposals and then submits them to NCDOT for review. 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.

5. HIGHWAY FUNDING FOR MPO-SPECIFIC PROJECTS

Following the adoption of the FY2020-2029 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 MTIP is a subset of the STIP, so the MTIP is also fiscally constrained. The estimated costs account for inflation. Table 6 below presents a summary of funding for highway projects located within the DCHC MPO area for FY2020-2023.

Table 5. Summary of Highway Project Funding

(Estimated Cost are in Thousands of Dollars)

| FUNDING SOURCE | FUNDING DESCRIPTION | FUNDING TYPE | FY2020 | FY2021 | FY2022 | FY2023 |
|----------------|---|-----------------|--------|--------|--------|--------|
| BGANY | Surface Transportation Block Grant Program (Any Area) | Federal | 6,157 | 9,938 | - | |
| CMAQ | Congestion Mitigation | Federal | 2,295 | 2,812 | - | |
| HSIP | Highway Safety Improvement Program | Federal | 210 | - | - | |
| L | Local | Other | 683 | 4,483 | - | |
| NHFP | National Highway Freight Program | Federal | - | - | - | 2,303 |
| NHP | National Highway Performance Program | Federal | 2,078 | 14,509 | 21,271 | 58,975 |
| NHPB | National Highway Performance Program (Bridge) | Federal | 110 | 253 | 2,264 | 2,588 |
| NHPIM | National Highway Performance Program (Interstate) | Federal | 5,162 | 5,474 | 1,674 | 1,991 |
| S | State | State | 31 | - | - | - |
| S(M) | State Match for STBGDA or GARVEE Projects | State | 3,103 | 3,696 | 1,253 | 1,265 |
| T | Highway Trust Funds | State | 562 | 7,849 | 7,399 | 16,021 |
| TA | Transportation Alternatives Program (Uncategorized) | Federal | 124 | - | - | - |
| | | SUBTOTAL | 20,515 | 49,014 | 33,861 | 83,143 |

6. Non-Highway Funding for MPO-Specific Projects

Following the adoption of the FY2018-2027 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 MTIP is a subset of the STIP, so the MTIP is also fiscally constrained. The estimated costs account for inflation. Table 6 below presents a summary of funding for non-highway projects located within the DCHC MPO area for FY2020-2023.

Table 6. Summary of Non-Highway Project Funding

(Estimated Cost are in Thousands of Dollars)

| FUNDING SOURCE | FUNDING DESCRIPTION | FUNDING TYPE | FY2020 | FY2021 | FY2022 | FY2023 |
|----------------|--|-----------------|---------------|---------------|---------------|----------------|
| BGANY | Surface Transportation Block Grant Program (Any Area) | Federal | - | 3,460 | - | - |
| BGDA | Surface Transportation Block Grant Program (Direct Attributable) | Federal | - | 615 | - | - |
| FED | Unidentified Federal Funding | Federal | 160 | - | - | - |
| FMPL | Metropolitan Planning | Federal | 112 | 113 | 114 | 115 |
| FNF | New Freedom Program | Federal | 63 | 63 | 64 | 65 |
| FNU | Non Urbanized Area Formula Program (5311) | Federal | 63 | 63 | 64 | 65 |
| FUZ | Capital Program - Bus Earmark | Federal | 10,330 | 10,700 | 10,536 | 9,777 |
| L | Local | Other | 3,498 | 5,468 | 3,277 | 1,997 |
| O | Local, Non Federal or State Funds | Other | 2,713 | 1,085 | - | - |
| S | State | State | 622 | 479 | 634 | 389 |
| SMAP | Operating Assistance and State | State | 6,407 | 6,471 | 6,535 | 6,601 |
| SRTS | Safe Roads to School | Federal | - | - | 241 | - |
| T | Highway Trust Fund | State | 9,591 | 13,083 | 8,729 | 5,384 |
| TAANY | Transportation Alternatives Program (Any Area) | Federal | 2,495 | 9,295 | 5,276 | 472 |
| TADA | Transportation Alternatives Program (Direct Attributable) | Federal | 401 | - | - | - |
| | | SUBTOTAL | 36,455 | 50,895 | 35,470 | 24,864 |
| | | Total | 56,970 | 99,909 | 69,331 | 108,007 |

7. SUMMARY OF FY2020-2023 PROJECT COSTS BY FUNDING SOURCE

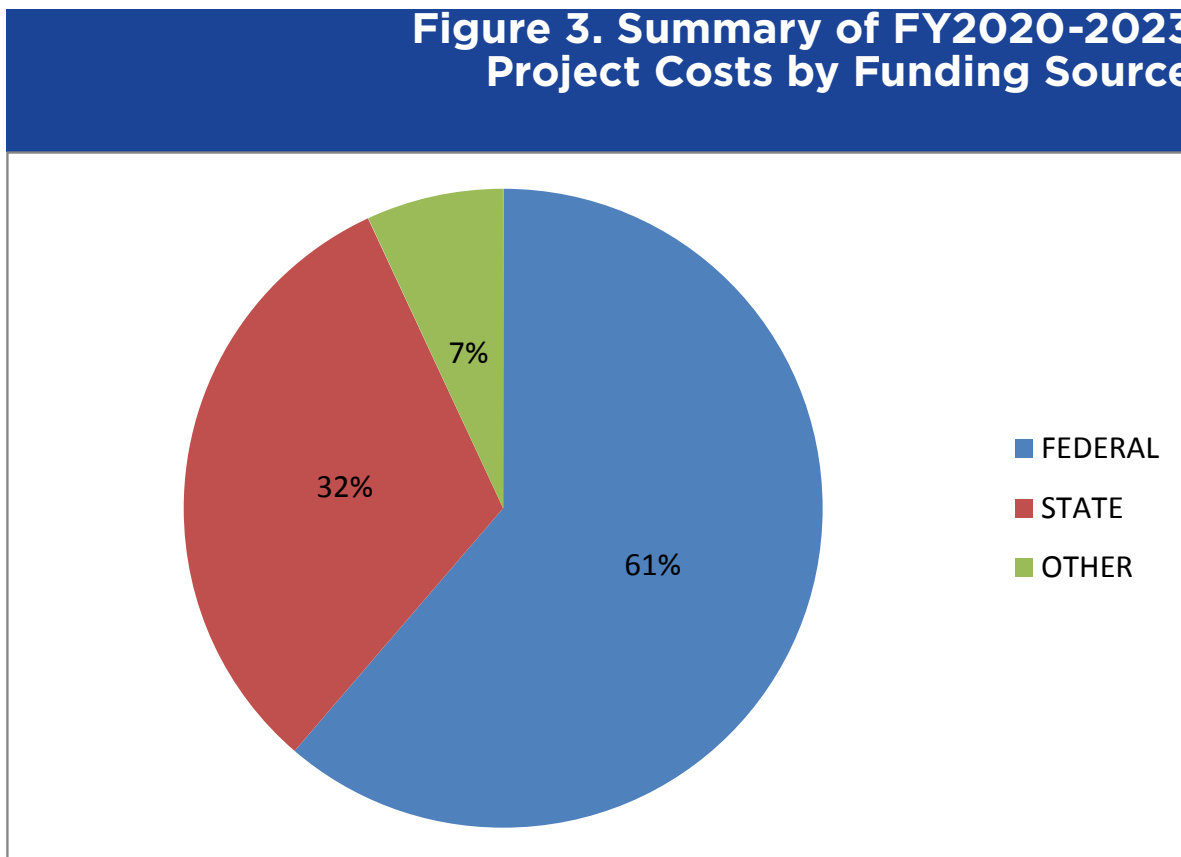
The three primary sources of funding used to fund projects and programs in the DCHC MPO's MTIP are federal, state, and other or local funding. Other or local funding is a combination of funding sources that includes the required local funding share and any other funding contributed from non-federal and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

The federal and state funding sources are more fully discussed earlier in this chapter and are comprised of numerous different programs designed to fund different aspects, phases, or costs related to the development and maintenance of the

transportation system.

The total estimated amount of funding for all three funding sources in the DCHC MPO area for FY2020-2023 is just over \$334 million. This is a decrease of seven percent from the first four years of the previous TIP. While the decrease is moderate (there was a 27 percent decrease from FY2016-2019 to FY2018-2021), there is a substantial difference in the funding source allocation. While in this TIP 61 percent of funding is expected to come from federal sources, federal revenues only accounted for approximately 43 percent in the previous TIP. State contributions in the DCHC MPO area have decreased from 49 percent in the previous TIP to 32 percent in this cycle. Revenues from Other funding sources remain relatively unchanged.

Figure 3. Summary of FY2020-2023 Project Costs by Funding Source



FY2020-2029

Transportation Improvement Program

APPENDIX A: 10-YEAR PROGRAM OF PROJECTS

1. OVERVIEW

This appendix presents the 10-year program of projects included in the FY2018-2027 MTIP. The appendix contains funding information and schedules for transportation modes and programs including: Highways, Aviation, Bicycle and Pedestrian, Ferry, Public Transportation, Rail, Governor's Highway Safety and statewide related programs.

2. ORGANIZATION OF PROJECTS IN THE MTIP

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

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

3. MTIP PROJECT INFORMATION SHEETS

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

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

FY2020-2029
Transportation Improvement Program

DIVISION 5 PROJECTS

To be added

FY2020-2029
Transportation Improvement Program

DIVISION 7 PROJECTS

To be added

FY2020-2029
Transportation Improvement Program

DIVISION 8 PROJECTS

To be added

FY2020-2029

Transportation Improvement Program

STATEWIDE PROJECTS

To be added

FY2020-2029

Transportation Improvement Program

APPENDIX B: DCHC TIP IN STIP FORMAT

This appendix presents the 10-year program of projects included in the FY2020-2029 MTIP. The information shown in this appendix is identical to that shown in the project sheets in Appendix A, but the format used by NCDOT in the State Transportation Improvement

Program (STIP). This 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.

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

| ROUTE/CITY COUNTY | ID NUMBER | LOCATION / DESCRIPTION | LENGTH (Miles) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | FUNDS | DELIVERABLE PROGRAM | | | | | | DEVELOPMENTAL PROGRAM | | | | UNFUNDED | | | | | | | | | | | | |
|---|-------------------|--|-------------------|---------------------------------|----------------------------------|-------|---------------------|---------|---------|---------|---------|---------|-----------------------|---------|---------|---------|--------------|--|----|-----|--|----|-----|--|----|-----|--|----|------|
| | | | | | | | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | FUTURE YEARS | | | | | | | | | | | | |
| INTERSTATE PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| I-40 / I-85 ORANGE | I-5958 | WEST OF SR 1114 (BUCKHORN ROAD) TO WEST OF SR 1006 (ORANGE GROVE ROAD). PAVEMENT REHABILITATION. | 7.1 | 8840 | 150 | NHPIM | | | | | | | C | 4345 | | C | 4345 | | | | | | | | | | | | |
| SW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| I-40 DURHAM | I-5707 H140722 | NC 55 (ALSTON AVENUE) TO NC 147 (DURHAM FREEWAY / TRIANGLE EXPRESSWAY) IN DURHAM. CONSTRUCT WESTBOUND AUXILIARY LANE. | 1.2 | 6610 | 1780 | NHP | | | | R | 1225 | | | | | | | | | | | | | | | | | | |
| SW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| I-40 DURHAM ORANGE | I-3306 | I-85 IN ORANGE COUNTY TO NC 147 (DURHAM FREEWAY / TRIANGLE EXPRESSWAY) IN DURHAM COUNTY. WIDEN TO SIX LANES AND INSTALL ITS. | 20.7 | 222646 | 88683 | NHP | R | 250 | AA | | | | | | | | | | | | | | | | | | | | |
| SW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| I-40 DURHAM | I-5993 | US 15 / US 501 TO EAST OF NC 147. PAVEMENT REHABILITATION. | 9.5 | 20580 | 10 | NHPIM | CG | 858 | | CG | 858 | | CG | 858 | | CG | 858 | | CG | 858 | | CG | 858 | | CG | 858 | | CG | 4290 |
| SW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TO BE LET WITH I-5994; GARVEE BOND FUNDING: \$10 MILLION FOR CONSTRUCTION - PAYBACK 2020-2034 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| I-40 DURHAM | I-5994 | US 15 / US 501 TO EAST OF NC 147. BRIDGE REHABILITATION - MULTIPLE STRUCTURES. | 9.5 | 8112 | 10 | NHPIM | CG | 429 | | CG | 429 | | CG | 429 | | CG | 429 | | CG | 429 | | CG | 429 | | CG | 429 | | CG | 2145 |
| SW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TO BE LET WITH I-5993; GARVEE BOND FUNDING: \$5 MILLION FOR CONSTRUCTION - PAYBACK 2020-2034 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| I-40 DURHAM WAKE | I-5995 | EAST OF NC 147 TO SR 3015 (AIRPORT BOULEVARD). PAVEMENT REHABILITATION. | 4.0 | 6488 | 10 | NHPIM | | | | CG | 343 | | CG | 343 | | CG | 343 | | CG | 343 | | CG | 343 | | CG | 343 | | CG | 2058 |
| SW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GARVEE BOND FUNDING: \$4 MILLION FOR CONSTRUCTION - PAYBACK 2021-2035 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | |
|-------------------------------------|---------------------------------|-------------------------------------|
| DIV - Division Category | EX - Exempt Category | SD - State Dollars (Non STI) |
| HF - State Dollars (Non STI) | REG - Regional Category | |
| SW - Statewide Category | TRN - Transition Project | |

COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

| ROUTE/CITY COUNTY | ID NUMBER | LOCATION / DESCRIPTION | LENGTH (Miles) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | FUNDS | DELIVERABLE PROGRAM | | | | | | DEVELOPMENTAL PROGRAM | | | | UNFUNDED | | | | |
|---|-------------------|---|-------------------|---------------------------------|----------------------------------|-------|---------------------|---------|---------|---------|---------|---------|-----------------------|---------|---------|---------|--------------|-------|-------|-------|-------|
| | | | | | | | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | FUTURE YEARS | | | | |
| INTERSTATE PROJECTS | | | | | | | | | | | | | | | | | | | | | |
| I-40 DURHAM WAKE | I-6006 H172171 | NC 54 (EXIT 273) TO SR 1728 (WADE AVENUE). CONVERT FACILITY TO A MANAGED FREEWAY WITH RAMP METERING AND OTHER ATM / ITS COMPONENTS. | 15.8 | 54560 | 10 | NHP | | | | | | | | R | 10 | | | | | | |
| | | | | | | NHP | | | | | | | | U | 10 | | | | | | |
| | | | | | | NHP | | | | | | | | C | 18177 | C | 18176 | C | 18177 | | |
| SW | | | | | | | | | | | | | | | | | | | | | |
| I-85 ORANGE | I-5984 H150228 | NC 86 IN HILLSBOROUGH. UPGRADE INTERCHANGE. | | 26100 | 1000 | NHP | | | | | | | | R | 1900 | | | | | | |
| | | | | | | NHP | | | | | | | | U | 2300 | | | | | | |
| | | | | | | NHP | | | | | | | | | | C | 10450 | C | 10450 | | |
| SW | | | | | | | | | | | | | | | | | | | | | |
| COORDINATE WITH I-305 | | | | | | | | | | | | | | | | | | | | | |
| I-85 ORANGE | I-5959 | WEST OF SR 1006 (ORANGE GROVE ROAD) TO DURHAM COUNTY LINE. PAVEMENT REHABILITATION. | 7.5 | 11305 | 150 | NHP | | | | | | | | | | C | 11155 | | | | |
| SW | | | | | | | | | | | | | | | | | | | | | |
| COORDINATE WITH I-5967 AND U-5845 | | | | | | | | | | | | | | | | | | | | | |
| I-85 DURHAM ORANGE | I-0305 H171112 | WEST OF SR 1006 (ORANGE GROVE ROAD) IN ORANGE COUNTY TO WEST OF SR 1400 (SPARGER ROAD) IN DURHAM COUNTY. ADD LANES. | 7.8 | 137743 | 4343 | NHP | | | | | | | | | R | 900 | | | | | |
| | | | | | | NHP | | | | | | | | | U | 500 | | | | | |
| | | | | | | NHP | | | | | | | | | | | C | 33000 | | C | 99000 |
| SW | | | | | | | | | | | | | | | | | | | | | |
| COORDINATE WITH I-5967, I-5984 AND U-5845 | | | | | | | | | | | | | | | | | | | | | |
| I-85 / US 15 DURHAM GRANVILLE | I-5942 | NORTH OF SR 1827 (MIDLAND TERRACE) IN DURHAM COUNTY TO NORTH OF NC 56 IN GRANVILLE COUNTY. PAVEMENT REHABILITATION. | 6.0 | 9188 | 1 | NHP | | | | | | | | | | C | 4594 | C | 4593 | | |
| SW | | | | | | | | | | | | | | | | | | | | | |
| TO BE LET WITH I-5941 | | | | | | | | | | | | | | | | | | | | | |
| I-85 / US 15 DURHAM | I-6010 H171350 | EAST OF SR 1827 (MIDLAND TERRACE) TO SR 1632 (RED MILL ROAD) IN DURHAM. ADD LANES. | 3.2 | 67552 | 10 | NHP | | | | | | | | | | | R | 7500 | | | |
| | | | | | | NHP | | | | | | | | | | | U | 6742 | | | |
| | | | | | | NHP | | | | | | | | | | | | | C | 53300 | |
| SW | | | | | | | | | | | | | | | | | | | | | |
| I-85 DURHAM | I-5941 | ORANGE COUNTY LINE TO US 15 / US 501 IN DURHAM. PAVEMENT REHABILITATION | 2.4 | 4267 | 1 | NHP | | | | | | | | | | C | 2133 | C | 2133 | | |
| SW | | | | | | | | | | | | | | | | | | | | | |
| TO BE LET WITH I-5942 | | | | | | | | | | | | | | | | | | | | | |

| | | |
|-------------------------------------|---------------------------------|-------------------------------------|
| DIV - Division Category | EX - Exempt Category | SD - State Dollars (Non STI) |
| HF - State Dollars (Non STI) | REG - Regional Category | |
| SW - Statewide Category | TRN - Transition Project | |

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

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

| ROUTE/CITY COUNTY | ID NUMBER | LOCATION / DESCRIPTION | LENGTH (Miles) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | FUNDS | DELIVERABLE PROGRAM | | | | | DEVELOPMENTAL PROGRAM | | | | UNFUNDED |
|-----------------------------------|---------------------|--|-------------------|---------------------------------|----------------------------------|-------|---------------------|---------|-----------|---|---------|-----------------------|---------|---------|---------|----------|
| | | | | | | | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 |
| INTERSTATE PROJECTS | | | | | | | | | | | | | | | | |
| I-85 DURHAM SW | I-5729 | | 5.3 | 11315 | 11315 | | | | | | | | | | | |
| UNDER CONSTRUCTION | | | | | | | | | | | | | | | | |
| I-85 ORANGE | I-5967 H090200-B | SR 1009 (SOUTH CHURTON STREET) IN HILLSBOROUGH. INTERCHANGE IMPROVEMENTS. | | 21700 | 1000 | | NHP | | | | R | 825 | | R | 2475 | |
| | | | | | | | NHP | | | | U | 125 | | U | 375 | |
| | | | | | | | NHP | | | | | | | | C | 5634 |
| | | | | | | | | | | | | | | | C | 5633 |
| | | | | | | | | | | | | | | | C | 5633 |
| I-540 DURHAM WAKE | I-6000 | I-40 IN DURHAM TO US 1 IN RALEIGH. BRIDGE PRESERVATION / REHABILITATION. | 16.3 | 4551 | 10 | | NHP | | | | | C | 4541 | | | |
| | | | | | | | | | | | | | | | | |
| I-540 DURHAM WAKE | I-5998 | I-40 IN DURHAM TO US 70 IN RALEIGH. PAVEMENT REHABILITATION. | | 3800 | | | NHP | | | | | | | C | 3800 | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| COORDINATE WITH I-5998 AND I-5999 | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| COORDINATE WITH I-5999 AND I-6000 | | | | | | | | | | | | | | | | |
| RURAL PROJECTS | | | | | | | | | | | | | | | | |
| NC 54 ORANGE | R-5821 H140374 | 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. | 6.1 | 5709 | 1785 | | T | | R | 630 | A | | | | | |
| | | | | | | | T | | U | 100 | A | | | | | |
| | | | | | | | T | | | | | C | 3194 | A | | |
| | | | | | | | REG | A | H140374-F | SR 1006 (ORANGE GROVE ROAD) TO SR 1107 / SR 1937 (OLD FAYETTEVILLE ROAD). CONSTRUCT OPERATIONAL IMPROVEMENTS, INCLUDING BICYCLE/PEDESTRIAN ACCOMMODATIONS | | | | | | |
| | | | | | | | DIV | B | H140374-B | SR 1006 (ORANGE GROVE ROAD). INTERSECTION IMPROVEMENTS. - UNDER CONSTRUCTION | | | | | | |
| NC 751 CHATHAM DIV | R-5825 H150227 | SR 1731 (O'KELLY CHAPEL ROAD). UPGRADE AND REALIGN INTERSECTION. | | 910 | 910 | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| UNDER CONSTRUCTION | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |

| | | |
|------------------------------|--------------------------|------------------------------|
| DIV - Division Category | EX - Exempt Category | SD - State Dollars (Non STI) |
| HF - State Dollars (Non STI) | REG - Regional Category | |
| SW - Statewide Category | TRN - Transition Project | |

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION HIGHWAY PROGRAM

| ROUTE/CITY COUNTY | ID NUMBER | LOCATION / DESCRIPTION | LENGTH (Miles) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS | | | | | | | | | | UNFUNDED | | | |
|--|---------------------|--|-------------------|---------------------------------|----------------------------------|---|---------|---------|---------|---------|-----------------------|---------|---------|---------|---------|--------------|------|---|-------|
| | | | | | | DELIVERABLE PROGRAM | | | | | DEVELOPMENTAL PROGRAM | | | | | FUTURE YEARS | | | |
| | | | | | FUNDS | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | | | | |
| RURAL PROJECTS | | | | | | | | | | | | | | | | | | | |
| VARIOUS ALAMANCE CASWELL GUILFORD ORANGE ROCKINGHAM | R-5787 | DIVISION 7 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS. | | 5114 | 4614 | TA | C | 400 | | | | | | | | | | | |
| | | | | | | S | C | 100 | | | | | | | | | | | |
| DIV IN PROGRESS; "S" FUNDS REFLECT STATE HIGHWAY FUNDS | | | | | | | | | | | | | | | | | | | |
| VARIOUS DURHAM FRANKLIN GRANVILLE PERSON VANCE WAKE WARREN | R-5785 | DIVISION 5 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS. | | 2220 | 1720 | TA | C | 400 | | | | | | | | | | | |
| | | | | | | S | C | 100 | | | | | | | | | | | |
| DIV IN PROGRESS; "S" FUNDS REFLECT STATE HIGHWAY FUNDS | | | | | | | | | | | | | | | | | | | |
| VARIOUS CHATHAM HOKE LEE MONTGOMERY MOORE RANDOLPH RICHMOND SCOTLAND | R-5788 | DIVISION 8 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS. | | 2180 | 1680 | TA | C | 400 | | | | | | | | | | | |
| | | | | | | S | C | 100 | | | | | | | | | | | |
| DIV IN PROGRESS; "S" FUNDS REFLECT STATE HIGHWAY FUNDS | | | | | | | | | | | | | | | | | | | |
| URBAN PROJECTS | | | | | | | | | | | | | | | | | | | |
| US 15 / US 501 DURHAM | U-6067 H090366-A | I-40, SR (MOUNT MORIAH ROAD), AND SOUTHWEST DURHAM PARKWAY IN DURHAM. IMPROVE INTERCHANGE / INTERSECTION AREA. | 2.0 | 195310 | 10 | T | | | | | | | | | | R | 1667 | | |
| | | | | | | T | | | | | | | | | | U | 1667 | | |
| | | | | | | T | | | | | | | | | | | | C | 35075 |
| SW COORDINATE WITH U-5717 | | | | | | | | | | | | | | | | | | | |

| | | |
|------------------------------|--------------------------|------------------------------|
| DIV - Division Category | EX - Exempt Category | SD - State Dollars (Non STI) |
| HF - State Dollars (Non STI) | REG - Regional Category | |
| SW - Statewide Category | TRN - Transition Project | |

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

| ROUTE/CITY COUNTY | ID NUMBER | LOCATION / DESCRIPTION | LENGTH (Miles) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | DELIVERABLE PROGRAM | | | | | | DEVELOPMENTAL PROGRAM | | | | UNFUNDED | | | | | | | | | |
|--|---------------------|---|-------------------|---------------------------------|----------------------------------|---------------------|---------|-----------|--|---------|---------|-----------------------|---------|---------|---------|--------------|-------|---|-------|---|-------|---|--|--|--|
| | | | | | | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | FUTURE YEARS | | | | | | | | | |
| URBAN PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | | |
| US 15 / US 501 CHATHAM ORANGE | U-6192 H171698 | US 64 BYPASS TO SR 1919 (SMITH LEVEL ROAD). CONVERT REMAINING NON-SYNCHRONIZED SECTIONS OF FACILITY TO SYNCHRONIZED STREET. | 10.5 | 45640 | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | T | | | | | | | | | R | 4400 | | | | | | | | | |
| | | | | | | T | | | | | | | | | U | 550 | | | | | | | | | |
| | | | | | | T | | | | | | | | | CB | 1716 | | | | | | | | | |
| | | | | | | T | | | | | | | | | C | 3334 | | | | | | | | | |
| | | | | | | | | | | | | | | | CB | 1716 | | | | | | | | | |
| | | | | | | | | | | | | | | | C | 3333 | | | | | | | | | |
| | | | | | | | | | | | | | | | C | 3333 | | | | | | | | | |
| | | | | | | | | | | | | | | | CB | 20592 | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| DIV | | | | | | | | | | | | | | | | | | | | | | | | | |
| BUILD NC BOND: \$20 MILLION FOR CONSTRUCTION - PAYBACK 2027-2041 | | | | | | | | | | | | | | | | | | | | | | | | | |
| US 15 / US 501 DURHAM | U-5717 H090366-A | SR 1116 (GARRETT ROAD) IN DURHAM. CONVERT AT-GRADE INTERSECTION TO INTERCHANGE. | | 43400 | 11400 | NHP | | | | | | | | C | 10667 | C | 10667 | C | 10666 | | | | | | |
| SW | | | | | | | | | | | | | | | | | | | | | | | | | |
| RIGHT-OF-WAY IN PROGRESS: COORDINATE WITH U-6067 | | | | | | | | | | | | | | | | | | | | | | | | | |
| US 15 / US 501 (FORDHAM BOULEVARD) DURHAM ORANGE | U-5304 | NC 86 (SOUTH COLUMBIA STREET) TO I-40 IN CHAPEL HILL. UPGRADE CORRIDOR. | 6.0 | 167851 | 10 | T | | | | | | | | | | | | | | | | | | | |
| | | | | | | T | | | | | | | | | R | 5000 | A | R | 5000 | A | | | | | |
| | | | | | | T | | | | | | | | | U | 520 | A | U | 520 | A | | | | | |
| | | | | | | T | | | | | | | | | | | | | | C | 5500 | A | | | |
| | | | | | | T | | | | | | | | | R | 3000 | B | R | 3000 | B | | | | | |
| | | | | | | T | | | | | | | | | U | 143 | B | U | 142 | B | | | | | |
| | | | | | | T | | | | | | | | | | | | | | C | 5500 | B | | | |
| | | | | | | T | | | | | | | | | R | 2500 | D | R | 2500 | D | | | | | |
| | | | | | | T | | | | | | | | | U | 172 | D | U | 172 | D | | | | | |
| | | | | | | T | | | | | | | | | | | | | | C | 7500 | D | | | |
| | | | | | | T | | | | | | | | | R | 6000 | E | R | 6000 | E | | | | | |
| | | | | | | T | | | | | | | | | U | 223 | E | U | 223 | E | | | | | |
| | | | | | | T | | | | | | | | | | | | | | C | 6250 | E | | | |
| | | | | | | T | | | | | | | | | R | 3000 | F | R | 3000 | F | | | | | |
| | | | | | | T | | | | | | | | | U | 363 | F | U | 363 | F | | | | | |
| | | | | | | T | | | | | | | | | | | | | | C | 6750 | F | | | |
| | | | | | | | | | | | | | | | | | | | | C | 20250 | F | | | |
| | | | | | | SW | A | H149001-A | NC 86 (SOUTH COLUMBIA STREET). INTERCHANGE IMPROVEMENTS. | | | | | | | | | | | | | | | | |
| | | | | | | SW | B | H149001-B | NC 86 (SOUTH COLUMBIA STREET) TO NC 54 (RALEIGH ROAD). CAPACITY IMPROVEMENTS , WITH SIDEWALKS, WIDE OUTSIDE LANES AND TRANSIT ACCOMMODATIONS. | | | | | | | | | | | | | | | | |
| | | | | | | | C | H111143-C | SR 1742 (EPHESUS CHURCH ROAD). INTERSECTION IMPROVEMENTS. - WORK COMPLETED UNDER U-5550. | | | | | | | | | | | | | | | | |
| | | | | | | REG | D | H149001-D | NC 54 (RALEIGH ROAD). TO SR 1742 (EPHESUS CHURCH ROAD). CAPACITY IMPROVEMENTS , WITH SIDEWALKS, WIDE OUTSIDE LANES AND TRANSIT ACCOMMODATIONS. | | | | | | | | | | | | | | | | |
| | | | | | | SW | E | H149001-C | SR 1902 (MANNING DRIVE). CONVERT AT-GRADE INTERSECTION TO INTERCHANGE. | | | | | | | | | | | | | | | | |
| | | | | | | SW | F | H149001-E | SR 1742 (EPHESUS CHURCH ROAD) TO I-40. CORRIDOR CAPACITY IMPROVEMENTS. | | | | | | | | | | | | | | | | |
| COORDINATE WITH EB-5998 AND U-5774 | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | |
|------------------------------|--------------------------|------------------------------|
| DIV - Division Category | EX - Exempt Category | SD - State Dollars (Non STI) |
| HF - State Dollars (Non STI) | REG - Regional Category | |
| SW - Statewide Category | TRN - Transition Project | |

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

Table with columns: ROUTE/CITY COUNTY, ID NUMBER, LOCATION / DESCRIPTION, LENGTH (Miles), TOTAL PROJ COST (THOU), PRIOR YEARS COST (THOU), FUNDS, DELIVERABLE PROGRAM (FY 2020-2025), DEVELOPMENTAL PROGRAM (FY 2026-2029), and UNFUNDED FUTURE YEARS. Includes rows for US 70 and US 501 projects.

Legend table: DIV - Division Category, EX - Exempt Category, SD - State Dollars (Non STI), HF - State Dollars (Non STI), REG - Regional Category, SW - Statewide Category, TRN - Transition Project.

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

| ROUTE/CITY COUNTY | ID NUMBER | LOCATION / DESCRIPTION | LENGTH (Miles) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | FUNDS | DELIVERABLE PROGRAM | | | | | DEVELOPMENTAL PROGRAM | | | | UNFUNDED | | | |
|-----------------------|--------------|---|-------------------|---------------------------------|----------------------------------|-------|---------------------|---------|---------|---------|---------|-----------------------|---------|-----------|-----------|----------|--------------|--|-----------|
| | | | | | | | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | FUTURE YEARS | | |
| URBAN PROJECTS | | | | | | | | | | | | | | | | | | | |
| NC 54 | U-5774 | US 15 / US 501 IN CHAPEL HILL TO NC 55 IN DURHAM. UPGRADE ROADWAY CORRIDOR. | 8.2 | 297035 | 1735 | T | | | | | | | | | | | | | R 2800 A |
| DURHAM | | | | | | T | | | | | | | | | | | | | U 1000 A |
| ORANGE | | | | | | T | | | | | | | | | | | | | C 11000 A |
| | | | | | | T | | | | | | | | R 10000 B | | | | | |
| | | | | | | T | | | | | | | | U 1000 B | | | | | |
| | | | | | | T | | | | | | | | | | | C 10300 B | | C 20600 B |
| | | | | | | T | | | | | | | | R 2000 C | | | | | |
| | | | | | | T | | | | | | | | U 1000 C | | | | | |
| | | | | | | T | | | | | | | | | | | C 7900 C | | C 15800 C |
| | | | | | | NHP | | | | | | | | R 18000 F | R 18000 F | | | | |
| | | | | | | NHP | | | | | | | | U 800 F | | | | | |
| | | | | | | NHP | | | | | | | | | | | C 9825 F | | C 29475 F |
| | | | | | | T | | | | | | | | | | | | | R 1800 G |
| | | | | | | T | | | | | | | | | | | | | U 800 G |
| | | | | | | T | | | | | | | | | | | | | C 29400 G |
| | | | | | | T | | | | | | | | | | | | | R 5900 H |
| | | | | | | T | | | | | | | | | | | | | U 2500 H |
| | | | | | | T | | | | | | | | | | | | | C 13200 H |
| | | | | | | T | | | | | | | | | | | | | R 2500 I |
| | | | | | | T | | | | | | | | | | | | | U 10700 I |
| | | | | | | T | | | | | | | | | | | | | C 20400 I |
| | | | | | | T | | | | | | | | | | | | | R 3200 J |
| | | | | | | T | | | | | | | | | | | | | U 12600 J |
| | | | | | | T | | | | | | | | | | | | | C 14800 J |

- A H149000-A US 15 / US 501. UPGRADE INTERCHANGE
- REG B H149000-B US 15 / US 501 IN ORANGE COUNTY TO SR 1110 (BARBEE CHAPEL ROAD) IN DURHAM COUNTY, UPGRADE ROADWAY CORRIDOR AND CONVERT AT-GRADE INTERSECTION WITH SR 1110 TO INTERCHANGE.
- REG C H149000-C SR1110 (BARBEE CHAPEL ROAD) TO I-40. UPGRADE ROADWAY CORRIDOR.
- D FALCONBRIDGE ROAD. CONVERT AT-GRADE INTERSECTION TO INTERCHANGE. - SCOPE INCLUDED IN U-5774F
- E SR 1110 (FARRINGTON ROAD). CONVERT AT-GRADE INTERSECTION TO GRADE SEPARATION. - SCOPE INCLUDED IN U-5774F
- SW F H149000-F I-40 / NC 54 INTERCHANGE IMPROVEMENTS
- G H149000-G I-40 TO NC 751. UPGRADE ROADWAY CORRIDOR.
- H H149000-H NC 751 TO SR 1118 (FAYETTEVILLE ROAD). UPGRADE ROADWAY CORRIDOR. - PROJECT DELETED WAS NOT RE-SELECTED IN P5.0.
- I H149000-I SR 1118 (FAYETTEVILLE ROAD) TO SR 1106 (BARBEE ROAD). UPGRADE ROADWAY CORRIDOR.
- J H-149000-J SR 1106 (BARBEE ROAD) TO NC 55. UPGRADE ROADWAY CORRIDOR.

PARTS A THROUGH F ON EXPANDED NHS

| | | |
|-------------------------------------|---------------------------------|-------------------------------------|
| DIV - Division Category | EX - Exempt Category | SD - State Dollars (Non STI) |
| HF - State Dollars (Non STI) | REG - Regional Category | |
| SW - Statewide Category | TRN - Transition Project | |

**COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO
SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE**

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

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

| ROUTE/CITY COUNTY | ID NUMBER | LOCATION / DESCRIPTION | LENGTH (Miles) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | FUNDS | DELIVERABLE PROGRAM | | | | | | DEVELOPMENTAL PROGRAM | | | | UNFUNDED |
|--|-------------------|--|-------------------|---------------------------------|----------------------------------|-------|---------------------|---------|---------|---------|---------|---------|-----------------------|---------|---------|---------|--------------|
| | | | | | | | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | FUTURE YEARS |
| URBAN PROJECTS | | | | | | | | | | | | | | | | | |
| NC 55 (ALSTON AVENUE) DURHAM | U-3308 | 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 | 1.0 | 41348 | 41348 | | | | | | | | | | | | |
| TRN | | | | | | | | | | | | | | | | | |
| UNDER CONSTRUCTION | | | | | | | | | | | | | | | | | |
| NC 55 DURHAM | U-6118 H172194 | MERIDIAN PARKWAY TO I-40 INTERCHANGE IN DURHAM. ADD THIRD SOUTHBOUND LANE AND UPGRADE RAMP TERMINALS. | 2.0 | 3110 | 10 | | | | | | | | | | R 100 | | C 2900 |
| REG | | | | | | | | | | | | | | | | | |
| NC 147 (DURHAM FREEWAY) DURHAM | U-5937 H150786 | SR 1127 (WEST CHAPEL HILL STREET) TO BRIGGS AVENUE IN DURHAM. CONSTRUCT AUXILIARY LANES AND OPERATIONAL IMPROVEMENTS. | 3.0 | 58288 | 200 | | | | | R 4950 | | R 4950 | | | | | C 11750 |
| SW | | | | | | | | | | | | | | | | | |
| NC 147 DURHAM | U-5934 H110997 | I-40 TO FUTURE I-885 (EAST END CONNECTOR) IN DURHAM. ADD LANES AND REHABILITATE PAVEMENT. | 3.9 | 179548 | 300 | | | | | R 825 | | U 1323 | | | | | C 42061 |
| SW | | | | | | | | | | | | | | | | | |
| DESIGN-BUILD PROJECT | | | | | | | | | | | | | | | | | |
| NC 751 (HOPE VALLEY ROAD) DURHAM | U-5745 H128065 | SR 1183 (UNIVERSITY DRIVE) INTERSECTION IN DURHAM. CONSTRUCT ROUNDABOUT. | | 4508 | 2749 | | PE 37 | PE 37 | PE 37 | PE 37 | PE 37 | PE 37 | PE 37 | PE 37 | PE 37 | PE 37 | PE 185 |
| REG | | | | | | | | | | | | | | | | | |
| UNDER CONSTRUCTION; BUILD NC BONDS: \$442,000 FOR PE - PAYBACK 2020-2034, \$1 MILLION FOR CONSTRUCTION - PAYBACK 2019-2033 | | | | | | | | | | | | | | | | | |
| SR 1008 (MT. CARMEL CHURCH ROAD) ORANGE | U-5854 H111056 | SR 1913 (BENNETT ROAD) IN CHAPEL HILL. CONSTRUCT ROUNDABOUT AND RELATED SAFETY IMPROVEMENTS. | | 2607 | 2607 | | | | | | | | | | | | |
| DIV | | | | | | | | | | | | | | | | | |
| UNDER CONSTRUCTION | | | | | | | | | | | | | | | | | |

| | | |
|------------------------------|--------------------------|------------------------------|
| DIV - Division Category | EX - Exempt Category | SD - State Dollars (Non STI) |
| HF - State Dollars (Non STI) | REG - Regional Category | |
| SW - Statewide Category | TRN - Transition Project | |

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

| ROUTE/CITY COUNTY | ID NUMBER | LOCATION / DESCRIPTION | LENGTH (Miles) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | FUNDS | DELIVERABLE PROGRAM | | | | | | DEVELOPMENTAL PROGRAM | | | | UNFUNDED | |
|--|--------------|---|-------------------|---------------------------------|----------------------------------|-------|--|---------|---------|---------|---------|---------|-----------------------|---------|---------|---------|--------------|-------|
| | | | | | | | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | FUTURE YEARS | |
| URBAN PROJECTS | | | | | | | | | | | | | | | | | | |
| SR 1118 (FAYETTEVILLE ROAD) DURHAM | U-6021 | WOODCROFT PARKWAY TO BARBEE ROAD IN DURHAM. WIDEN TO 4-LANE DIVIDED FACILITY WITH BICYCLE / PEDESTRIAN ACCOMMODATIONS. | 1.4 | 24751 | 500 | T | | | | R | 5151 | | | | | | | |
| | | | | | | T | | | | U | 2460 | | | | | | | |
| | | | | | | T | | | | | | CB | 858 | CB | 858 | CB | 858 | |
| | H090637 | | | | | T | | | | | | C | 3770 | | | | | |
| DIV | | | | | | | BUILD NC BONDS: \$10 MILLION FOR CONSTRUCTION - PAYBACK 2023-2037 | | | | | | | | | | | |
| NEW ROUTE DURHAM | U-0071 | 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. | 3.2 | 211217 | 211217 | | | | | | | | | | | | | |
| TRN | | | | | | | UNDER CONSTRUCTION | | | | | | | | | | | |
| VARIOUS CHATHAM DURHAM ORANGE | U-6219 | DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION (DCHCMPO) TRANSPORTATION ALTERNATIVES DIRECT ATTRIBUTABLE (DA) FUNDS - RESERVED FOR FUTURE PROGRAMMING. | | 3600 | | TADA | | | | | | | | | C | 400 | | |
| | | | | | | | | | | | | | | | C | 800 | C | 800 |
| | | | | | | | | | | | | | | | C | 800 | C | 800 |
| | | | | | | | | | | | | | | | C | 800 | C | 800 |
| DIV | | | | | | | | | | | | | | | | | | |
| VARIOUS CHATHAM DURHAM ORANGE | U-5023 | DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION (DCHCMPO) SURFACE TRANSPORTATION BLOCK GRANT DIRECT ATTRIBUTABLE (DA) FUNDS - RESERVED FOR FUTURE PROGRAMMING. | | 55394 | | BGDA | | | | | | | | | C | 10594 | | |
| | | | | | | | | | | | | | | | C | 11200 | C | 11200 |
| | | | | | | | | | | | | | | | C | 11200 | C | 11200 |
| | | | | | | | | | | | | | | | C | 11200 | C | 11200 |
| DIV | | | | | | | INCLUDES \$137K TO BE ALLOCATED TO TG-5235; \$1548K ALLOCATED TO U-4726. | | | | | | | | | | | |
| VARIOUS DURHAM ORANGE | U-5543 | VARIABLE MESSAGE SIGNS FOR TRAFFIC MANAGEMENT ON MAJOR CORRIDORS IN CHAPEL HILL. | | 1077 | 1077 | | | | | | | | | | | | | |
| EX | | | | | | | UNDER CONSTRUCTION BY TOWN OF CHAPEL HILL | | | | | | | | | | | |
| VARIOUS CHATHAM DURHAM ORANGE | U-4727 | DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION (DCHCMPO) PLANNING ALLOCATION AND UNIFIED WORK PROGRAM. | | 15881 | 15881 | | | | | | | | | | | | | |
| DIV | | | | | | | PRIOR YEAR AMOUNT INCLUDES \$223K FEDERAL TIGER GRANT | | | | | | | | | | | |

DIV - Division Category **EX - Exempt Category** **SD - State Dollars (Non STI)**
HF - State Dollars (Non STI) **REG - Regional Category**
SW - Statewide Category **TRN - Transition Project**

COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE

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

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

| ROUTE/CITY COUNTY | ID NUMBER | LOCATION / DESCRIPTION | LENGTH (Miles) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | DELIVERABLE PROGRAM | | | | | | | | | | DEVELOPMENTAL PROGRAM | | | | UNFUNDED | | | | | | | | | | | |
|--|---------------------|---|----------------|------------------------|-------------------------|---------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|-----------------------|----|------|--|----------|--|--|--|--|--|----|------|----|------|-----|------|
| | | | | FUNDS | | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | FUTURE YEARS | | | | | | | | | | | | | | | |
| URBAN PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VARIOUS DURHAM | U-5968 H141779 | CITY OF DURHAM. UPGRADE ITS / SIGNAL SYSTEM. | | 29290 | 15079 | BGANY | C | 5685 | | C | 5684 | | | | | | | | | | | | | | | | | | | | |
| | | | | | | S(M) | C | 1421 | | C | 1421 | | | | | | | | | | | | | | | | | | | | |
| REG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| UNDER CONSTRUCTION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| US 15 / US 501 (FORDHAM BOULEVARD) ORANGE | U-5550 H111143-C | SR 1742 (EPHESUS CHURCH ROAD) IN CHAPEL HILL. INTERSECTION IMPROVEMENTS. | | 2170 | 2170 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| UNDER CONSTRUCTION BY TOWN OF CHAPEL HILL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| US 70 (GLENWOOD AVENUE) DURHAM WAKE | U-5518 | 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. | 2.7 | 227362 | 12342 | NHP | | | R | 14500 | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | NHP | | | U | 12720 | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | NHP | | | CG | 8580 | CG | 8580 | CG | 8580 | CG | 8580 | CG | 8580 | | | | | | | | CG | 8580 | CG | 8580 | CG | 8580 |
| | | | | | | S(M) | | | C | 11111 | C | 11111 | C | 11111 | | | | | | | | | | | | | | | | | |
| | | | | | | NHP | | | C | 8589 | C | 8589 | C | 8589 | | | | | | | | | | | | | | | | | |
| SW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| COORDINATE WITH U-2823 AND U-5720; DESIGN BUILD PROJECT; GARVEE BOND FUNDING: \$100 MILLION FOR CONSTRUCTION - PAYBACK 2020-2034 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SR 1772 (GREENSBORO STREET) ORANGE | U-5846 H090655 | SR 1780 (ESTES DRIVE) IN CARRBORO. CONSTRUCT ROUNDABOUT. | | 3185 | 3185 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DIV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| UNDER CONSTRUCTION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NC 98 (HOLLOWAY STREET) DURHAM | U-6120 H170072 | 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. | 0.8 | 16010 | 10 | T | | | | | | | | | | | | | | | | | | | | R | 1467 | | | | |
| | | | | | | T | | | | | | | | | | | | | | | | | | | | | | | U | 200 | |
| | | | | | | T | | | | | | | | | | | | | | | | | | | | | | | | | C |
| DIV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

**DIV - Division Category EX - Exempt Category SD - State Dollars (Non STI)
 HF - State Dollars (Non STI) REG - Regional Category
 SW - Statewide Category TRN - Transition Project**

COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

| ROUTE/CITY COUNTY | ID NUMBER | LOCATION / DESCRIPTION | LENGTH (Miles) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | FUNDS | DELIVERABLE PROGRAM | | | | | DEVELOPMENTAL PROGRAM | | | | UNFUNDED | | | | | | | | | | |
|---|-------------------------|--|-------------------|---------------------------------|----------------------------------|--|--|----------------------|---------|---------|-----------------|-----------------------|---------|---------|---------|-----------------|-----------------|--|--|--|-------------------|-------------------|-------------------|-------------------|----------|--|
| | | | | | | | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | FUTURE YEARS | | | | | | | | | |
| URBAN PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SR 2220 (OLD CHAPEL HILL ROAD) SR 1838 (OLD DURHAM ROAD) DURHAM ORANGE | EB-4707 | US 15 / US 501 IN ORANGE COUNTY TO SR 1116 (GARRETT ROAD) IN DURHAM COUNTY. BICYCLE, PEDESTRIAN, AND TRANSIT IMPROVEMENTS; AND CONSTRUCTION OF ROUNDABOUT. | 2.7 | 13348 | 13348 | TRN A TRN B | US 15 / US 501 IN ORANGE COUNTY TO SR 1113 (POPE ROAD) IN DURHAM COUNTY - UNDER CONSTRUCTION SR 1113 (POPE ROAD) TO SR 1116 (GARRETT ROAD) - UNDER CONSTRUCTION | | | | | | | | | | | | | | | | | | | |
| SR 1009 (SOUTH CHURTON STREET) ORANGE | U-5845 H090200-A | I-40 TO ENO RIVER IN HILLSBOROUGH. WIDEN TO MULTILANES. | 2.2 | 56556 | 2500 | T T T T | | | | | R 4626 U 555 | | | | | R 4625 U 555 | | | | | CB 1287 C 8130 | CB 1287 C 8130 | CB 1287 C 8130 | CB 1287 C 8130 | CB 12870 | |
| DIV | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BUILD NC BONDS: \$15 MILLION FOR CONSTRUCTION - PAYBACK 2025-2039 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WOODCROFT PARKWAY EXTENSION DURHAM | U-5823 H141304 | SR 1116 (GARRETT ROAD) TO NC 751 (HOPE VALLEY ROAD) IN DURHAM. CONSTRUCT ROADWAY ON NEW ALIGNMENT. | 0.2 | 2814 | 595 | BGANY L BGANY L BGANY L | R R U U | 301 75 36 9 | | | | | | | | | C 1438 C 360 | | | | | | | | | |
| DIV | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NON-STATE SYSTEM FACILITY - LOCAL MATCH BY CITY OF DURHAM | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BRIDGE PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NC 86 ORANGE | B-6037 | REPLACE BRIDGE 670049 OVER NORTH CAROLINA RAILROAD / NORFOLK SOUTHERN RAILROAD. | | 2850 | 100 | NHPB NHPB | R | 250 | | | | | | | | | C 2500 | | | | | | | | | |
| REG | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SR 1616 (BAHAMA ROAD) DURHAM | B-4943 | REPLACE BRIDGE 310020 OVER DIAL CREEK (LAKE MICHIE). | | 2276 | 2276 | | | | | | | | | | | | | | | | | | | | | |
| DIV | | | | | | | | | | | | | | | | | | | | | | | | | | |
| UNDER CONSTRUCTION | | | | | | | | | | | | | | | | | | | | | | | | | | |
| US 15 / US 501 NORTHBOUND DURHAM REG | B-5674 | REPLACE BRIDGE 310080 OVER SR 1308 (CORNWALLIS ROAD) IN DURHAM. | | 2419 | 100 | NHPB NHPB | R | 110 | | | | | | | | | C 2209 | | | | | | | | | |

| | | |
|-------------------------------------|---------------------------------|-------------------------------------|
| DIV - Division Category | EX - Exempt Category | SD - State Dollars (Non STI) |
| HF - State Dollars (Non STI) | REG - Regional Category | |
| SW - Statewide Category | TRN - Transition Project | |

COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION HIGHWAY PROGRAM

| ROUTE/CITY COUNTY | ID NUMBER | LOCATION / DESCRIPTION | LENGTH (Miles) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS | | | | | | | | | | |
|--|--------------|---|-------------------|---------------------------------|----------------------------------|---|---------|---------|---------|---------|-----------------------|---------|---------|---------|----------|--------------|
| | | | | | | DELIVERABLE PROGRAM | | | | | DEVELOPMENTAL PROGRAM | | | | UNFUNDED | |
| | | | | | | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | FUTURE YEARS |
| BRIDGE PROJECTS | | | | | | | | | | | | | | | | |
| SR 1005 (OLD GREENSBORO ROAD) ORANGE | B-5348 | REPLACE BRIDGE 670085 OVER PHIL'S CREEK. | | 1345 | 1345 | | | | | | | | | | | |
| HF | | | | | | UNDER CONSTRUCTION | | | | | | | | | | |
| MITIGATION PROJECTS | | | | | | | | | | | | | | | | |
| VARIOUS CHATHAM HOKE LEE MONTGOMERY MOORE RANDOLPH RICHMOND SCOTLAND | EE-4908 | ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 8 PROJECT MITIGATION. | | 29709 | 29709 | | | | | | | | | | | |
| | | | | | | IN PROGRESS | | | | | | | | | | |
| VARIOUS ALAMANCE CASWELL GUILFORD ORANGE ROCKINGHAM | EE-4907 | ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 7 PROJECT MITIGATION. | | 18169 | 18169 | | | | | | | | | | | |
| | | | | | | IN PROGRESS | | | | | | | | | | |
| VARIOUS DURHAM FRANKLIN GRANVILLE PERSON VANCE WAKE WARREN | EE-4905 | ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 5 PROJECT MITIGATION. | | 20302 | 20302 | | | | | | | | | | | |
| | | | | | | IN PROGRESS | | | | | | | | | | |

| |
|---|
| DIV - Division Category EX - Exempt Category SD - State Dollars (Non STI) HF - State Dollars (Non STI) REG - Regional Category SW - Statewide Category TRN - Transition Project |
|---|

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

| ROUTE/CITY COUNTY | ID NUMBER | LOCATION / DESCRIPTION | LENGTH (Miles) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | FUNDS | DELIVERABLE PROGRAM | | | | | DEVELOPMENTAL PROGRAM | | | | UNFUNDED |
|---|--------------|--|-------------------|---------------------------------|----------------------------------|-------|---------------------|---------|---------|--|---------|-----------------------|---------|---------|---------|----------|
| | | | | | | | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 |
| HIGHWAY SAFETY PROJECTS | | | | | | | | | | | | | | | | |
| VARIOUS DURHAM FRANKLIN GRANVILLE PERSON VANCE WAKE WARREN | W-5705 | SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS IN DIVISION 5. | | 6578 | 5878 | | HSIP | R | 30 | DIV | | | | | | |
| | | | | | | | HSIP | C | 180 | DIV | | | | | | |
| | | | | | | | HSIP | R | 30 | REG | | | | | | |
| | | | | | | | HSIP | C | 180 | REG | | | | | | |
| | | | | | | | HSIP | R | 40 | SW | | | | | | |
| | | | | | | | HSIP | C | 240 | SW | | | | | | |
| | | | | | | | DIV | DIV | | SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS. | | | | | | |
| | | | | | | | REG | REG | | SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS. | | | | | | |
| | | | | | | | SW | SW | | SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS. | | | | | | |
| | | | | | | | IN PROGRESS | | | | | | | | | |
| VARIOUS DURHAM FRANKLIN GRANVILLE PERSON VANCE WAKE WARREN | W-5205 | DIVISION 5 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS. | | 10184 | 10184 | | DIV | DIV | | DIVISION 5 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS - DIVISION NEEDS CATEGORY | | | | | | |
| | | | | | | | REG | REG | | DIVISION 5 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS - REGIONAL IMPACT CATEGORY | | | | | | |
| | | | | | | | UNDER CONSTRUCTION | | | | | | | | | |
| VARIOUS ALAMANCE CASWELL GUILFORD ORANGE ROCKINGHAM | W-5707 | SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS IN DIVISION 7. | | 4654 | 3954 | | HSIP | R | 30 | DIV | | | | | | |
| | | | | | | | HSIP | C | 180 | DIV | | | | | | |
| | | | | | | | HSIP | R | 30 | REG | | | | | | |
| | | | | | | | HSIP | C | 180 | REG | | | | | | |
| | | | | | | | HSIP | R | 40 | SW | | | | | | |
| | | | | | | | HSIP | C | 240 | SW | | | | | | |
| | | | | | | | DIV | DIV | | SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS. | | | | | | |
| | | | | | | | REG | REG | | SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS. | | | | | | |
| | | | | | | | SW | SW | | SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS. | | | | | | |
| | | | | | | | IN PROGRESS | | | | | | | | | |
| VARIOUS ALAMANCE CASWELL GUILFORD ORANGE ROCKINGHAM | W-5207 | DIVISION 7 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS. | | 5636 | 5636 | | UNDER CONSTRUCTION | | | | | | | | | |

| | | |
|-------------------------------------|---------------------------------|-------------------------------------|
| DIV - Division Category | EX - Exempt Category | SD - State Dollars (Non STI) |
| HF - State Dollars (Non STI) | REG - Regional Category | |
| SW - Statewide Category | TRN - Transition Project | |

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

| ROUTE/CITY COUNTY | ID NUMBER | LOCATION / DESCRIPTION | LENGTH (Miles) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | FUNDS | DELIVERABLE PROGRAM | | | | | DEVELOPMENTAL PROGRAM | | | | UNFUNDED | |
|--|--------------|---|-------------------|---------------------------------|----------------------------------|--|---|---------|---------|---------|---------|-----------------------|---------|---------|---------|----------|--------------|
| | | | | | | | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | FUTURE YEARS |
| HIGHWAY SAFETY PROJECTS | | | | | | | | | | | | | | | | | |
| VARIOUS CHATHAM HOKE LEE MONTGOMERY MOORE RANDOLPH RICHMOND SCOTLAND | W-5208 | DIVISION 8 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS. | | 5463 | 5463 | REG MA | NC 144 INTERSECTION. CONSTRUCT ROUNDABOUT - UNDER CONSTRUCTION | | | | | | | | | | |
| UNDER CONSTRUCTION | | | | | | | | | | | | | | | | | |
| VARIOUS CHATHAM HOKE LEE MONTGOMERY MOORE RANDOLPH RICHMOND SCOTLAND | W-5708 | SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS IN DIVISION 8. | | 8619 | 7919 | HSIP R 30 DIV HSIP C 180 DIV HSIP R 30 REG HSIP C 180 REG HSIP R 40 SW HSIP C 240 SW DIV DIV REG REG SW SW | SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS. SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS. SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS. | | | | | | | | | | |
| IN PROGRESS | | | | | | | | | | | | | | | | | |
| CONGESTION MITIGATION PROJECTS | | | | | | | | | | | | | | | | | |
| SR 1317 (MORREENE ROAD) DURHAM | C-4928 | NEAL ROAD TO SR 1320 (ERWIN ROAD) IN DURHAM. CONSTRUCT BIKE LANES AND SIDEWALKS. | | 6784 | 994 | BGANY R 6 L R 1 CMAQ C 2331 BGANY C 2140 L C 1312 | | | | | | | | | | | |
| PLANNING / DESIGN / RIGHT-OF-WAY / CONSTRUCTION BY CITY OF DURHAM - IN PROGRESS | | | | | | | | | | | | | | | | | |
| SR 1750 (NORTH ESTES DRIVE) ORANGE | C-5179 | 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 MULTIUSE PATH. | | 3865 | 3865 | | | | | | | | | | | | |
| RIGHT-OF-WAY IN PROGRESS BY TOWN OF CHAPEL HILL | | | | | | | | | | | | | | | | | |

| | | |
|-------------------------------------|---------------------------------|-------------------------------------|
| DIV - Division Category | EX - Exempt Category | SD - State Dollars (Non STI) |
| HF - State Dollars (Non STI) | REG - Regional Category | |
| SW - Statewide Category | TRN - Transition Project | |

COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO
SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

| ROUTE/CITY COUNTY | ID NUMBER | LOCATION / DESCRIPTION | LENGTH (Miles) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | FUNDS | DELIVERABLE PROGRAM | | | | | | DEVELOPMENTAL PROGRAM | | | | UNFUNDED |
|---|--------------|---|-------------------|---------------------------------|----------------------------------|---|---------------------|---------|---------|---------|---------|---------|-----------------------|---------|---------|---------|--------------|
| | | | | | | | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | FUTURE YEARS |
| CONGESTION MITIGATION PROJECTS | | | | | | | | | | | | | | | | | |
| SR 1919 (SMITH LEVEL ROAD / S. GREENSBORO ST) ORANGE | C-5650 | PUBLIC WORKS DRIVE TO N. END OF OLD PITTSBORO ROAD IN CARRBORO. CONSTRUCT 3,100 LF SIDEWALK ON ONE SIDE. | 0.6 | 1948 | 105 | BGANY | R | 100 | | | | | | | | | |
| | | | | | | L | R | 25 | | | | | | | | | |
| | | | | | | BGANY | | | C | 530 | | | | | | | |
| | | | | | | L | | | C | 132 | | | | | | | |
| | | | | | | CMAQ | | | C | 440 | | | | | | | |
| | | | | | | L | | | C | 110 | | | | | | | |
| | | | | | | L | | | C | 506 | | | | | | | |
| DIV | | | | | | | | | | | | | | | | | |
| VARIOUS CHATHAM DURHAM ORANGE | C-5605 | PROJECTS TO IMPROVE CONGESTION AND AIR QUALITY IN THE DURHAM / CHAPEL HILL / CARRBORO MPO. | | 2448 | 959 | CMAQ | PE | 119 | | | | | | | | | |
| | | | | | | L | PE | 30 | | | | | | | | | |
| | | | | | | CMAQ | R | 119 | | | | | | | | | |
| | | | | | | L | R | 30 | | | | | | | | | |
| | | | | | | CMAQ | C | 714 | | | | | | | | | |
| | | | | | | L | C | 179 | | | | | | | | | |
| | | | | | | CMAQ | O | 119 | | | | | | | | | |
| | | | | | | L | O | 30 | | | | | | | | | |
| | | | | | | CMAQ | I | 119 | | | | | | | | | |
| | | | | | | L | I | 30 | | | | | | | | | |
| EX | | | | | | | | | | | | | | | | | |
| IN PROGRESS | | | | | | | | | | | | | | | | | |
| VARIOUS DURHAM | C-5183 | CONSTRUCT SIDEWALKS IN DURHAM. | | 815 | 109 | CMAQ | C | 565 | B | | | | | | | | |
| | | | | | | L | C | 141 | B | | | | | | | | |
| | | | | | | EX B SR 1171 (RIDDLE RD.) TO CAPPS ST. | | | | | | | | | | | |
| EX | | | | | | | | | | | | | | | | | |
| TRIANGLE J COUNCIL OF GOVERNMENTS DURHAM ORANGE WAKE | C-4924 | TRIANGLE J COUNCIL OF GOVERNMENTS (COG). TRANSPORTATION DEMAND MANAGEMENT PROGRAM FOR ORGANIZATIONS IN TRIANGLE OZONE NON-ATTAINMENT AREA. | | 8400 | 8400 | EX A TRANSPORTATION DEMAND MANAGEMENT PROGRAM FOR ORGANIZATIONS IN CAPITAL AREA MPO (CAMPO) - IN PROGRESS | | | | | | | | | | | |
| | | | | | | EX B TRANSPORTATION DEMAND MANAGEMENT PROGRAM FOR ORGANIZATIONS IN DURHAM-CHAPEL HILL-CARRBORO (DCHC) - IN PROGRESS | | | | | | | | | | | |
| JONES CREEK GREENWAY ORANGE | C-5181 | 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. | | 766 | 100 | CMAQ | C | 523 | | | | | | | | | |
| | | | | | | L | C | 131 | | | | | | | | | |
| | | | | | | CMAQ | I | 10 | | | | | | | | | |
| | | | | | | L | I | 2 | | | | | | | | | |

| | | |
|-------------------------------------|---------------------------------|-------------------------------------|
| DIV - Division Category | EX - Exempt Category | SD - State Dollars (Non STI) |
| HF - State Dollars (Non STI) | REG - Regional Category | |
| SW - Statewide Category | TRN - Transition Project | |

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

| ROUTE/CITY COUNTY | ID NUMBER | LOCATION / DESCRIPTION | LENGTH (Miles) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | FUNDS | DELIVERABLE PROGRAM | | | | | DEVELOPMENTAL PROGRAM | | | | UNFUNDED | | | | |
|--|--------------------|--|-------------------|---------------------------------|----------------------------------|--|---------------------|---------|---------|---------|---------|-----------------------|---------|---------|---------|----------|--------------|----|------|--|
| | | | | | | | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | FUTURE YEARS | | | |
| CONGESTION MITIGATION PROJECTS | | | | | | | | | | | | | | | | | | | | |
| RIVERWALK TRAIL ORANGE | C-5184 | 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 | | 610 | 610 | | | | | | | | | | | | | | | |
| EX | | | | | | UNDER CONSTRUCTION BY TOWN OF HILLSBOROUGH | | | | | | | | | | | | | | |
| WEST ELLERBE CREEK GREENWAY DURHAM | C-5572 | PHASE II, WESTOVER PARK TO STADIUM DRIVE TRAIL IN DURHAM. CONSTRUCT MULTI-USE PATH. | 1.9 | 1800 | 1800 | | | | | | | | | | | | | | | |
| EX | | | | | | UNDER CONSTRUCTION BY CITY OF DURHAM | | | | | | | | | | | | | | |
| BICYCLE AND PEDESTRIAN PROJECTS | | | | | | | | | | | | | | | | | | | | |
| US 15 / US 501 ORANGE | EB-5998 B150607 | WILLOW DRIVE TO SR 1741 / SR 1838 (OLD DURHAM-CHAPEL HILL ROAD) IN CHAPEL HILL. CONSTRUCT MULTIUSE PATHS. | 1.2 | 2248 | | TAANY | | | | | | PE | 163 | | | | | | | |
| | | | | | | | L | | | | | | PE | 41 | | | | | | |
| | | | | | | | TAANY | | | | | | | | | | | C | 1635 | |
| | | | | | | | L | | | | | | | | | | | C | 409 | |
| DIV | | | | | | COORDINATE WITH U-5304 | | | | | | | | | | | | | | |
| NC 54 ORANGE | EB-5994 B140789 | ANDERSON PARK TO JAMES STREET IN CARRBORO. CONSTRUCT MULTIUSE PATH ON NORTH SIDE OF NC 54. | 0.7 | 1469 | | TAANY | | | | | | PE | 190 | | | | | | | |
| | | | | | | | L | | | | | | PE | 48 | | | | | | |
| | | | | | | | TAANY | | | | | | | | | | R | 34 | | |
| | | | | | | | L | | | | | | | | | | R | 9 | | |
| | | | | | | | TAANY | | | | | | | | | | | C | 950 | |
| | | | | | | | L | | | | | | | | | | | C | 238 | |
| DIV | | | | | | RIGHT-OF-WAY IN PROGRESS | | | | | | | | | | | | | | |
| NC 54 DURHAM | EB-5708 B141102 | NC 55 TO RESEARCH TRIANGLE PARK WESTERN LIMIT IN DURHAM. CONSTRUCT SECTIONS OF SIDEWALK ON SOUTH SIDE. | 0.6 | 767 | 276 | SRTS | | | | | | C | 236 | | | | | | | |
| | | | | | | | TAANY | | | | | | C | 204 | | | | | | |
| | | | | | | | L | | | | | | C | 51 | | | | | | |

| | | |
|-------------------------------------|---------------------------------|-------------------------------------|
| DIV - Division Category | EX - Exempt Category | SD - State Dollars (Non STI) |
| HF - State Dollars (Non STI) | REG - Regional Category | |
| SW - Statewide Category | TRN - Transition Project | |

COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION NON-HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

| ROUTE/CITY COUNTY | ID NUMBER | LOCATION / DESCRIPTION | LENGTH (Miles) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | FUNDS | DELIVERABLE PROGRAM | | | | | | DEVELOPMENTAL PROGRAM | | | | UNFUNDED |
|---|------------------------|---|-------------------|---------------------------------|----------------------------------|--|--|---|--|---------|---------|---------|-----------------------|---------|---------|---------|--------------|
| | | | | | | | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | FUTURE YEARS |
| BICYCLE AND PEDESTRIAN PROJECTS | | | | | | | | | | | | | | | | | |
| NC 55 (ALSTON AVENUE) DURHAM | EB-5835 B141100 | SR 1171 (RIDDLE ROAD) TO CECIL STREET IN DURHAM. CONSTRUCT SIDEWALK ON EAST SIDE TO FILL IN MISSING GAPS. | 1.1 | 680 | | TAANY L TAANY L TAANY L | PE PE R R C C | 84 21 40 10 420 105 | | | | | | | | | |
| DIV | | | | | | | | | | | | | | | | | |
| SR 1005 (JONES FERRY ROAD) ORANGE | EB-5880 B150153 | DAVIE ROAD TO SR 1010 (WEST MAIN STREET) IN CARRBORO. CONSTRUCT SIDEWALK ON NORTH SIDE. | 0.5 | 561 | | TAANY L TAANY L TAANY L | PE PE R R C C | 71 18 25 6 353 88 | | | | | | | | | |
| DIV | | | | | | | | | | | | | | | | | |
| SR 1158 (CORNWALLIS ROAD) DURHAM | U-4724 | SR 2295 (SOUTH ROXBORO STREET) TO SR 1127 (CHAPEL HILL ROAD) IN DURHAM. BICYCLE AND PEDESTRIAN FEATURES. | 1.2 | 5874 | 856 | BGDA L BGANY L | C C C C | 606 151 3409 852 | | | | | | | | | |
| TRN | | | | | | | | | | | | | | | | | |
| SR 1780 (ESTES DRIVE) ORANGE | EB-5886 B150621 | SR 1772 (NORTH GREENSBORO STREET) IN CARRBORO TO NC 86 (MARTIN LUTHER KING, JR. BOULEVARD) IN CHAPEL HILL. BICYCLE AND PEDESTRIAN IMPROVEMENTS. | 1.7 | 5032 | | TAANY L TAANY L TAANY L TAANY L TAANY L TAANY L | PE PE R R C C R R C C | 136 34 37 9 678 170 691 173 2483 621 | A A A A A A B B B B | | | | | | | | |
| DIV | | | | | | | | | | | | | | | | | |
| | | | | | | DIV A | SR 1772 (NORTH GREENSBORO STREET) TO SOUTH OF NORFOLK-SOUTHERN RR TRACKS IN CARRBORO - PLANNING / DESIGN / RIGHT-OF-WAY BY TOWN OF CARRBORO. CONSTRUCTION ADMINISTRATION BY DIV. 7. | | | | | | | | | | |
| | | | | | | DIV B | SOUTH OF NORFOLK-SOUTHERN RR TRACKS TO NC 86 (MARTIN LUTHER KING, JR. BLVD) IN CHAPEL HILL - PLANNING / DESIGN / RIGHT-OF-WAY BY TOWN OF CHAPEL HILL. CONSTRUCTION ADMINISTRATION BY DIV. 7. | | | | | | | | | | |

| | | |
|------------------------------|--------------------------|------------------------------|
| DIV - Division Category | EX - Exempt Category | SD - State Dollars (Non STI) |
| HF - State Dollars (Non STI) | REG - Regional Category | |
| SW - Statewide Category | TRN - Transition Project | |

COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION NON-HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

| ROUTE/CITY COUNTY | ID NUMBER | LOCATION / DESCRIPTION | LENGTH (Miles) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | FUNDS | DELIVERABLE PROGRAM | | | | | DEVELOPMENTAL PROGRAM | | | | UNFUNDED |
|---|--------------------|---|-------------------|---------------------------------|----------------------------------|-------|---------------------|---------|---------|---------|---------|-----------------------|---------|---------|---------|----------|
| | | | | | | | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 |
| BICYCLE AND PEDESTRIAN PROJECTS | | | | | | | | | | | | | | | | |
| VARIOUS CHATHAM DURHAM ORANGE | U-4726 | DURHAM-CHAPEL HILL-CARRBORO (DCHC) MPO. BICYCLE, PEDESTRIAN, AND TRANSPORTATION ALTERNATIVES PROGRAM (TAP)-ELIGIBLE PROJECTS. | | 13242 | 12842 | TADA | C | 400 | | | | | | | | |
| DIV | | | | | | | | | | | | | | | | |
| UNDER CONSTRUCTION | | | | | | | | | | | | | | | | |
| NC 157 / SR 1322 (GUESS ROAD) DURHAM | EB-5834 B141113 | HILLCREST DRIVE TO SR 1407 (WEST CARVER STREET) IN DURHAM. CONSTRUCT SIDEWALKS ON BOTH SIDES. | 1.1 | 911 | 118 | TAANY | | | R | 163 | | | | | | |
| | | | | | | L | | | R | 41 | | | | | | |
| | | | | | | TAANY | | | | | C | 471 | | | | |
| | | | | | | L | | | | | C | 118 | | | | |
| DIV | | | | | | | | | | | | | | | | |
| BARNES STREET ORANGE | EB-5890 B150194 | KING STREET TO SR 1005 (JONES FERRY ROAD) IN CARRBORO. CONSTRUCT SIDEWALK. | 0.2 | 292 | | TAANY | | | | | PE | 37 | | | | |
| | | | | | | L | | | | | PE | 9 | | | | |
| | | | | | | TAANY | | | | | | | R | 13 | | |
| | | | | | | L | | | | | | | R | 3 | | |
| | | | | | | TAANY | | | | | | | | | C | 184 |
| | | | | | | L | | | | | | | | | C | 46 |
| DIV | | | | | | | | | | | | | | | | |
| DUKE BELTLINE TRAIL DURHAM | EB-5904 B150664 | PETTIGREW STREET TO AVONDALE DRIVE IN DURHAM. CONSTRUCT MULTIUSE TRAIL ON FORMER RAIL CORRIDOR. | 1.8 | 14250 | 10500 | TAANY | C | 120 | | | | | | | | |
| | | | | | | L | C | 930 | | | | | | | | |
| | | | | | | O | C | 2700 | | | | | | | | |
| DIV | | | | | | | | | | | | | | | | |
| RIGHT-OF-WAY IN PROGRESS BY CITY OF DURHAM; "O" FUNDING REFLECTS PUBLIC-PRIVATE PARTNERSHIP PARTICIPATION | | | | | | | | | | | | | | | | |
| BRYANT BRIDGE NORTH / GOOSE CREEK WEST TRAIL DURHAM | EB-5720 B141096 | NC 55 TO TO DREW-GRANBY PARK IN DURHAM. CONSTRUCT SHARED-USE PATH AND CONNECTING SIDEWALKS. | 3.0 | 5316 | 870 | TAANY | R | 3 | | | | | | | | |
| | | | | | | L | R | 11 | | | | | | | | |
| | | | | | | TAANY | | | C | 3524 | | | | | | |
| | | | | | | L | | | C | 908 | | | | | | |
| DIV | | | | | | | | | | | | | | | | |
| SCOPE AND COST OF EB-5833 PROJECT IS COMBINED WITH EB-5720 | | | | | | | | | | | | | | | | |

| | | |
|-------------------------------------|---------------------------------|-------------------------------------|
| DIV - Division Category | EX - Exempt Category | SD - State Dollars (Non STI) |
| HF - State Dollars (Non STI) | REG - Regional Category | |
| SW - Statewide Category | TRN - Transition Project | |

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION NON-HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

| ROUTE/CITY COUNTY | ID NUMBER | LOCATION / DESCRIPTION | LENGTH (Miles) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | FUNDS | DELIVERABLE PROGRAM | | | | | DEVELOPMENTAL PROGRAM | | | | UNFUNDED |
|---|--------------------|---|-------------------|---------------------------------|----------------------------------|-------|---|------------------------------|---------|---------|---------|-----------------------|---------|---------|---------|----------|
| | | | | | | | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 |
| BICYCLE AND PEDESTRIAN PROJECTS | | | | | | | | | | | | | | | | |
| MORGAN CREEK GREENWAY ORANGE | EL-4828 | WESTERN SECTION, SR 1919 (SMITH LEVEL ROAD) TO UNIVERSITY LAKE IN CARRBORO. CONSTRUCT GREENWAY AND CONNECTIONS. | | 1568 | 1568 | | | | | | | | | | | |
| TRN | | | | | | | TRN A | PHASE 1 - UNDER CONSTRUCTION | | | | | | | | |
| | | | | | | | TRN B | PHASE 2 - PROJECT DELETED | | | | | | | | |
| | | | | | | | PLANNING, DESIGN, RIGHT-OF-WAY AND CONSTRUCTION BY TOWN OF CARRBORO | | | | | | | | | |
| LASALLE STREET DURHAM | EB-5703 B141277 | 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. | 0.7 | 2157 | 717 | | TAANY | | | | | C | 1152 | | | |
| | | | | | | | L | | | | | C | 288 | | | |
| DIV | | | | | | | RIGHT-OF-WAY IN PROGRESS | | | | | | | | | |
| NC 751 / SR 1183 / SR 2220 / NON-SYSTEM (UNIVERSITY DRIVE) DURHAM | EB-5514 | SR 1116 (GARRETT ROAD) TO SR 1158 (CORNWALLIS ROAD) IN DURHAM. ADD BICYCLE LANES AND PEDESTRIAN IMPROVEMENTS. | 3.1 | 2413 | 2413 | | | | | | | | | | | |
| TRN | | | | | | | UNDER CONSTRUCTION BY CITY OF DURHAM | | | | | | | | | |
| ORANGE COUNTY BICYCLE ROUTE 1 ORANGE | EB-5721 B140778 | CLELAND DRIVE TO WILLOW DRIVE IN CHAPEL HILL. UPGRADE EXISTING OFF-ROAD PATH AND CONSTRUCT NEW SECTION OF PATH. | 0.7 | 1089 | 120 | | TAANY | C | 775 | | | | | | | |
| | | | | | | | L | C | 194 | | | | | | | |
| DIV | | | | | | | | | | | | | | | | |
| RAYNOR STREET DURHAM | EB-5704 B141247 | NORTH MIAMI BOULEVARD TO NORTH HARDEE STREET IN DURHAM. CONSTRUCT SIDEWALK ON ONE SIDE OF STREET. | 0.4 | 778 | 268 | | TAANY | | | | C | 408 | | | | |
| | | | | | | | L | | | | C | 102 | | | | |
| DIV | | | | | | | RIGHT-OF-WAY IN PROGRESS | | | | | | | | | |
| US 501 BYPASS (NORTH DUKE STREET) DURHAM | EB-5715 B140719 | MURRAY AVENUE TO US 501 BUSINESS (NORTH ROXBORO ROAD) IN DURHAM. CONSTRUCT SIDEWALK ON EAST SIDE TO FILL IN EXISTING GAPS. | 1.8 | 4775 | 1266 | | TAANY | R | 663 | | | | | | | |
| | | | | | | | L | R | 166 | | | | | | | |
| | | | | | | | TAANY | | | | C | 2144 | | | | |
| | | | | | | | L | | | | C | 536 | | | | |
| DIV | | | | | | | RIGHT-OF-WAY IN PROGRESS | | | | | | | | | |

| |
|--|
| DIV - Division Category EX - Exempt Category SD - State Dollars (Non STI) HF - State Dollars (Non STI) REG - Regional Category SW - Statewide Category TRN - Transition Project |
|--|

COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO
SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION NON-HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

| ROUTE/CITY COUNTY | ID NUMBER | LOCATION / DESCRIPTION | LENGTH (Miles) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | FUNDS | DELIVERABLE PROGRAM | | | | | | DEVELOPMENTAL PROGRAM | | | | UNFUNDED |
|--|--------------------|---|-------------------|---------------------------------|----------------------------------|-----------------------------|--------------------------|---------------------------|----------------------|---------------------------|----------------------|---------------------------|-----------------------|---------|---------|---------|--------------|
| | | | | | | | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | FUTURE YEARS |
| BICYCLE AND PEDESTRIAN PROJECTS | | | | | | | | | | | | | | | | | |
| THIRD FORK CREEK TRAIL DURHAM | EB-5837 B150144 | SOUTHERN BOUNDARIES PARK TO AMERICAN TOBACCO TRAIL IN DURHAM. CONSTRUCT SHARED USE PATH AND SIDEWALKS, AND INSTALL BEACON ATSR 1158 (CORNWALLIS ROAD) CROSSING. | 1.6 | 3799 | 567 | TAANY L TAANY L | R R C C | 14 3 2544 671 | | | | | | | | | |
| DIV | | | | | | | | | | | | | | | | | |
| PUBLIC TRANSPORTATION PROJECTS | | | | | | | | | | | | | | | | | |
| VARIOUS CHATHAM | TA-6719 T171420 | CHATHAM TRANSIT NETWORK. PURCHASE 3 NEW RAMP-EQUIPPED MINIVANS. | | 141 | | T L | A A | 127 14 | | | | | | | | | |
| DIV | | | | | | | | | | | | | | | | | |
| CHAPEL HILL TRANSIT DURHAM | TA-5019A | PARATRANSIT VEHICLES, BUS REFURBISHMENT, AND BUS SHELTERS. | | 685 | 685 | | | | | | | | | | | | |
| DIV | | | | | | | | | | | | | | | | | |
| IN PROGRESS BY CHAPEL HILL TRANSIT | | | | | | | | | | | | | | | | | |
| CHAPEL HILL TRANSIT ORANGE | TA-5143 | PURCHASE SUPPORT AND PARATRANSIT VEHICLES | | 200 | 200 | FBUS L S | | | | | | | | | | | |
| SD | | | | | | | | | | | | | | | | | |
| CHAPEL HILL TRANSIT ORANGE | TA-5200 | BUS REPLACEMENT PROJECT (C-5605C) | | 1400 | 1400 | CMAQ L | | | | | | | | | | | |
| SD | | | | | | | | | | | | | | | | | |
| CHAPEL HILL TRANSIT ORANGE | TA-4748 | REPLACEMENT - PARATRANSIT VEHICLE | | 4421 | 3633 | FUZ CP CP CP CP | 197 197 197 197 | | | | | | | | | | |
| SD | | | | | | | | | | | | | | | | | |
| FUNDS AUTHORIZED IN PROGRESS | | | | | | | | | | | | | | | | | |
| CHAPEL HILL TRANSIT ORANGE | TA-4726 | REPLACEMENT BUSES | | 51141 | 41449 | FBUS FUZ L S | CP CP CP CP | 1939 242 242 242 | CP CP CP CP | 1939 242 242 242 | CP CP CP CP | 1939 242 242 242 | | | | | |
| SD | | | | | | | | | | | | | | | | | |
| FUNDS AUTHORIZED IN PROGRESS | | | | | | | | | | | | | | | | | |

| | | |
|------------------------------|--------------------------|------------------------------|
| DIV - Division Category | EX - Exempt Category | SD - State Dollars (Non STI) |
| HF - State Dollars (Non STI) | REG - Regional Category | |
| SW - Statewide Category | TRN - Transition Project | |

COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE

**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION
NON-HIGHWAY PROGRAM**

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

| ROUTE/CITY COUNTY | ID NUMBER | LOCATION / DESCRIPTION | LENGTH (Miles) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | FUNDS | DELIVERABLE PROGRAM | | | | | DEVELOPMENTAL PROGRAM | | | | UNFUNDED |
|--|--------------|--|-------------------|---------------------------------|----------------------------------|---------------|---------------------|---------|---------|---------|---------|-----------------------|---------|---------|---------|----------|
| | | | | | | | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 |
| PUBLIC TRANSPORTATION PROJECTS | | | | | | | | | | | | | | | | |
| CHAPEL HILL TRANSIT ORANGE SD | TA-4979 | REPLACEMENT VAN | | 4061 | 3269 | FUZ | | | | | CP | 792 | | | | |
| FUNDS AUTHORIZED IN PROGRESS | | | | | | | | | | | | | | | | |
| CHAPEL HILL TRANSIT ORANGE SD | TA-6695 | BUS REPLACEMENT PROJECT- CMAQ | | 1368 | 1368 | CMAQ L | | | | | | | | | | |
| CHAPEL HILL TRANSIT ORANGE SD | TD-5271 | RENOVATE BUS RELATED FACILITIES | | 50 | 50 | FBUS | | | | | | | | | | |
| CHAPEL HILL TRANSIT ORANGE SD | TD-4710B | FACILITY - PARK & RIDE | | 878 | 878 | FUZ | | | | | | | | | | |
| CHAPEL HILL TRANSIT ORANGE SD | TG-6785 | PURCHASE 2 BUSES | | 917 | 917 | L STBGDA | | | | | | | | | | |
| CHAPEL HILL TRANSIT ORANGE SD | TG-5227 | ROUTINE CAPITAL - PURCHASE BUS STOP SHELTERS, BENCHES, SHOP EQUIPMENT, SPARE PARTS, ENGINES, FAREBOX, SUPPORT VEHICLES, REPLACE/REPAIR LIFTS | | 329 | 329 | FBUS L | | | | | | | | | | |
| CHAPEL HILL TRANSIT ORANGE SD | TG-5247 | ROUTINE CAPITAL - RESURFACE PARK & RIDE LOTS | | 71 | 71 | FUZ L S | | | | | | | | | | |
| CHAPEL HILL TRANSIT ORANGE SD | TG-5249 | ROUTINE CAPITAL - RESURFACE PARK & RIDE LOTS | | 70 | 70 | FUZ L | | | | | | | | | | |

DIV - Division Category EX - Exempt Category SD - State Dollars (Non STI)
 HF - State Dollars (Non STI) REG - Regional Category
 SW - Statewide Category TRN - Transition Project

COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION NON-HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

| ROUTE/CITY COUNTY | ID NUMBER | LOCATION / DESCRIPTION | LENGTH (Miles) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | DELIVERABLE PROGRAM | | | | | | | | | | DEVELOPMENTAL PROGRAM | | | | UNFUNDED | | | | |
|--|--------------|---|-------------------|---------------------------------|----------------------------------|---------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|-----------------------|------|--|--|----------|--|--|--|--|
| | | | | | | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | FUTURE YEARS | | | | | | | | |
| PUBLIC TRANSPORTATION PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | |
| CHAPEL HILL TRANSIT ORANGE SD | TG-5248 | SURFACE PARK & RIDE LOTS | | 100 | 100 | FBUS | | | | | | | | | | | | | | | | | | |
| CHAPEL HILL TRANSIT ORANGE SD | TG-4732A | ROUTINE CAPITAL - BUS STOP SHELTERS, BENCHES, SHOP EQUIPMENT, SPARE PARTS, ENGINES, FAREBOX, SERVICE VEHICLES, ETC | | 3920 | 2840 | FUZ | CP | 432 | | | | | CP | 432 | | | | | | | | | | |
| | | | | | | S | CP | 108 | | | | | CP | 108 | | | | | | | | | | |
| FUNDS AUTHORIZED IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | | |
| CHAPEL HILL TRANSIT ORANGE SD | TG-4731B | PREVENTIVE MAINTENANCE | | 2857 | 2318 | FUZ | O | 1074 | | O | 1074 | | O | 1074 | | O | 1074 | | | | | | | |
| | | | | | | L | O | 269 | | O | 269 | | O | 269 | | O | 269 | | | | | | | |
| FUNDS AUTHORIZED IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | | |
| CHAPEL HILL TRANSIT ORANGE SD | TG-4732B | ROUTINE CAPITAL - SERVICE VEHICLE | | 888 | 692 | FUZ | | | | | | | CP | 157 | | | | | | | | | | |
| | | | | | | L | | | | | | | CP | 39 | | | | | | | | | | |
| FUNDS AUTHORIZED IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | | |
| CHAPEL HILL TRANSIT ORANGE SD | TM-5132 | OPERATING ASSISTANCE | | 414 | 414 | JARC | | | | | | | | | | | | | | | | | | |
| | | | | | | L | | | | | | | | | | | | | | | | | | |
| CHAPEL HILL TRANSIT ORANGE SD | TM-5305 | OPERATING - NIGHT SERVICE | | 136 | 136 | JARC | | | | | | | | | | | | | | | | | | |
| | | | | | | L | | | | | | | | | | | | | | | | | | |
| CHAPEL HILL TRANSIT ORANGE SD | TM-5306 | OPERATING ASSISTANCE - CONTINUATION OF SERVICE HOUR EXTENSIONA | | 144 | 144 | JARC | | | | | | | | | | | | | | | | | | |
| | | | | | | L | | | | | | | | | | | | | | | | | | |

| | | |
|-------------------------------------|---------------------------------|-------------------------------------|
| DIV - Division Category | EX - Exempt Category | SD - State Dollars (Non STI) |
| HF - State Dollars (Non STI) | REG - Regional Category | |
| SW - Statewide Category | TRN - Transition Project | |

COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO
SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION NON-HIGHWAY PROGRAM

| ROUTE/CITY COUNTY | ID NUMBER | LOCATION / DESCRIPTION | LENGTH (Miles) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS | | | | | | | | | | UNFUNDED | | | |
|--|--------------|--|-------------------|---------------------------------|----------------------------------|---|---------|---------|---------|---------|-----------------------|---------|---------|---------|---------|--------------|--|--|--|
| | | | | | | DELIVERABLE PROGRAM | | | | | DEVELOPMENTAL PROGRAM | | | | | FUTURE YEARS | | | |
| | | | | | FUNDS | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | | | | |
| PUBLIC TRANSPORTATION PROJECTS | | | | | | | | | | | | | | | | | | | |
| CHAPEL HILL TRANSIT ORANGE SD | TO-5133 | OPERATING ASSISTANCE | | 50081 | 35801 | SMAP | 0 | 3570 | 0 | 3570 | 0 | 3570 | 0 | 3570 | | | | | |
| FUNDS AUTHORIZED IN PROGRESS | | | | | | | | | | | | | | | | | | | |
| CHAPEL HILL TRANSIT ORANGE SD | TP-5158 | ADA BUS STOP REVIEW AND DESIGN | | 40 | 40 | FEPD | | | | | | | | | | | | | |
| FUNDS AUTHORIZED IN PROGRESS | | | | | | | | | | | | | | | | | | | |
| CHAPEL HILL TRANSIT ORANGE SD | TQ-5104 | EZ RIDER SENIOR SHUTLE | | 696 | 696 | FEPD | | | | | | | | | | | | | |
| FUNDS AUTHORIZED IN PROGRESS | | | | | | | | | | | | | | | | | | | |
| CHAPEL HILL TRANSIT ORANGE SD | TQ-6104 | EASY RIDER SENIOR SHUTTLE | | 240 | 240 | FEPD | | | | | | | | | | | | | |
| FUNDS AUTHORIZED IN PROGRESS | | | | | | | | | | | | | | | | | | | |
| CHAPEL HILL TRANSIT ORANGE SD | TS-5106 | SAFETY & SECURITY - MIN. 1% SET ASIDE | | 294 | 294 | FUZ | CP | 0 | CP | | CP | | | | | | | | |
| FUNDS AUTHORIZED IN PROGRESS | | | | | | | | | | | | | | | | | | | |
| CHAPEL HILL TRANSIT ORANGE SD | U-5119A | ALTERNATIVE ANALYSIS - ENVIRONMENTAL ASSESSMENT, DESIGN, AND ENGINEERING | | 4220 | 4020 | FED | PE | 160 | | | | | | | | | | | |
| FUNDS AUTHORIZED IN PROGRESS | | | | | | | | | | | | | | | | | | | |
| CHAPEL HILL TRANSIT ORANGE SD | TG-6189 | BUS SHELTER | | 44 | 44 | L | | | | | | | | | | | | | |
| FUNDS AUTHORIZED IN PROGRESS | | | | | | | | | | | | | | | | | | | |

DIV - Division Category EX - Exempt Category SD - State Dollars (Non STI)
HF - State Dollars (Non STI) REG - Regional Category
SW - Statewide Category TRN - Transition Project

**COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO
SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE**

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION NON-HIGHWAY PROGRAM

| ROUTE/CITY COUNTY | ID NUMBER | LOCATION / DESCRIPTION | LENGTH (Miles) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS | | | | | | | | | | UNFUNDED FUTURE YEARS | | | | | | | | |
|---|--------------|---|-------------------|---------------------------------|----------------------------------|---|---------|---------|---------|---------|-----------------------|---------|---------|---------|---------|--------------------------|--|--|--|--|--|--|--|--|
| | | | | | | DELIVERABLE PROGRAM | | | | | DEVELOPMENTAL PROGRAM | | | | | | | | | | | | | |
| | | | | | | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | | | | | | | | | |
| PUBLIC TRANSPORTATION PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | |
| CITY OF DURHAM DURHAM | TA-6696 | BUS REPLACEMENT | | 1000 | 1000 | CMAQ L | | | | | | | | | | | | | | | | | | |
| SD | | | | | | | | | | | | | | | | | | | | | | | | |
| CITY OF DURHAM DURHAM | TA-6710 | REPLACEMENT VEHICLES | | 500 | 500 | CMAQ L | | | | | | | | | | | | | | | | | | |
| SD | | | | | | | | | | | | | | | | | | | | | | | | |
| CITY OF DURHAM DURHAM | TA-6715 | ELECTRIC BUS REPLACEMENT | | 2500 | 2500 | FBUS L | | | | | | | | | | | | | | | | | | |
| SD | | | | | | | | | | | | | | | | | | | | | | | | |
| CITY OF DURHAM DURHAM | TM-5307 | CITY OF DURHAM PLANNING AND PROGRAM ADMINISTRATION OF 5316 JARC PROJECTS | | 90 | 90 | JARC | | | | | | | | | | | | | | | | | | |
| SD | | | | | | | | | | | | | | | | | | | | | | | | |
| CITY OF DURHAM DURHAM | TN-5134 | CITY OF DURHAM PLANNING AND PROGRAM ADMINISTRATION OF 5317 NEW FREEDOM PROJECTS | | 14 | 14 | FNF | | | | | | | | | | | | | | | | | | |
| SD | | | | | | | | | | | | | | | | | | | | | | | | |
| CITY OF DURHAM DURHAM | TQ-7002 | ADMINISTRATION OF SECTION 5310 PROGRAM | | 119 | 119 | FEPD | | | | | | | | | | | | | | | | | | |
| SD | | | | | | | | | | | | | | | | | | | | | | | | |
| DURHAM AREA TRANSIT AUTHORITY DURHAM | TA-4923 | REPLACEMENT BUS. | | 4023 | 4023 | | | | | | | | | | | | | | | | | | | |
| DIV | | | | | | | | | | | | | | | | | | | | | | | | |
| IN PROGRESS BY DURHAM AREA TRANSIT AUTHORITY | | | | | | | | | | | | | | | | | | | | | | | | |
| DURHAM AREA TRANSIT AUTHORITY DURHAM | TA-5145 | PURCHASE REPLACEMENT BUSES AND REPLACEMENT PARATRANSIT VEHICLES | | 424 | 424 | FBUS L | | | | | | | | | | | | | | | | | | |
| SD | | | | | | | | | | | | | | | | | | | | | | | | |

| |
|--|
| DIV - Division Category EX - Exempt Category SD - State Dollars (Non STI) HF - State Dollars (Non STI) REG - Regional Category SW - Statewide Category TRN - Transition Project |
|--|

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION NON-HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

| ROUTE/CITY COUNTY | ID NUMBER | LOCATION / DESCRIPTION | LENGTH (Miles) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | DELIVERABLE PROGRAM | | | | | | | | | | DEVELOPMENTAL PROGRAM | | | | UNFUNDED | | | | | | | | | | |
|--|--------------|---|-------------------|---------------------------------|----------------------------------|---------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|-----------------------|--------------|--|--|----------|--|--|--|--|--|--|--|--|--|--|
| | | | | | | FUNDS | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | FUTURE YEARS | | | | | | | | | | | | | |
| PUBLIC TRANSPORTATION PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DURHAM AREA TRANSIT AUTHORITY DURHAM SD | TA-5199 | BUS REPLACEMENT PROJECT (C-5605B) | | 2800 | 2800 | CMAQ | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | L | | | | | | | | | | | | | | | | | | | | | | | | |
| FUNDS AUTHORIZED IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DURHAM AREA TRANSIT AUTHORITY DURHAM SD | TA-5147 | BUS REFURBISHMENT - 3 | | 102 | 102 | FBUS | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | L | | | | | | | | | | | | | | | | | | | | | | | | |
| FUNDS AUTHORIZED IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DURHAM AREA TRANSIT AUTHORITY DURHAM SD | TA-5144 | PURCHASE REPLACEMENT BUSES | | 800 | 800 | FBUS | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | L | | | | | | | | | | | | | | | | | | | | | | | | |
| FUNDS AUTHORIZED IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DURHAM AREA TRANSIT AUTHORITY DURHAM SD | TA-5146 | BUS REPOWER - 3 | | 354 | 354 | FBUS | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | L | | | | | | | | | | | | | | | | | | | | | | | | |
| FUNDS AUTHORIZED IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DURHAM AREA TRANSIT AUTHORITY DURHAM SD | TG-4738 | ROUTINE CAPITAL - BUS STOP SHELTERS, BENCHES, SHOP EQUIPMENT, SPARE PARTS, ENGINES, SERVICE VEHICLES, ETC. | | 9065 | 6689 | CMAQ | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | FBUS | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | FUZ | CP | 475 | | CP | 475 | | CP | 475 | | CP | 475 | | | | | | | | | | | | | |
| | | | | | | L | CP | 119 | | CP | 119 | | CP | 119 | | CP | 119 | | | | | | | | | | | | | |
| FUNDS AUTHORIZED IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DURHAM AREA TRANSIT AUTHORITY DURHAM SD | TG-6178A | PURCHASE OF SERVICE | | 250 | 250 | FEPD | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | L | | | | | | | | | | | | | | | | | | | | | | | | |
| FUNDS AUTHORIZED IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DURHAM AREA TRANSIT AUTHORITY DURHAM SD | TG-4738A | PREVENTIVE MAINTENANCE | | 51860 | 36860 | FUZ | O | 3000 | | O | 3000 | | O | 3000 | | O | 3000 | | | | | | | | | | | | | |
| | | | | | | L | O | 750 | | O | 750 | | O | 750 | | O | 750 | | | | | | | | | | | | | |
| FUNDS AUTHORIZED IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | |
|-------------------------------------|---------------------------------|-------------------------------------|
| DIV - Division Category | EX - Exempt Category | SD - State Dollars (Non STI) |
| HF - State Dollars (Non STI) | REG - Regional Category | |
| SW - Statewide Category | TRN - Transition Project | |

COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO
SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION NON-HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

| ROUTE/CITY COUNTY | ID NUMBER | LOCATION / DESCRIPTION | LENGTH (Miles) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | DELIVERABLE PROGRAM | | | | | | | | | | DEVELOPMENTAL PROGRAM | | | | UNFUNDED | | | |
|--|--------------|---|-------------------|---------------------------------|----------------------------------|---------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|-----------------------|--|--|--|----------|--|--|--|
| | | | | | | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | FUTURE YEARS | | | | | | | |
| PUBLIC TRANSPORTATION PROJECTS | | | | | | | | | | | | | | | | | | | | | | | |
| DURHAM AREA TRANSIT AUTHORITY DURHAM SD | TM-5310 | EXPANDED SERVICE TO BRIER CREEK | | 462 | 462 | JARC | | | | | | | | | | | | | | | | | |
| DURHAM AREA TRANSIT AUTHORITY DURHAM SD | TM-5304 | CAPITAL - TRAVEL TRAINING | | 125 | 125 | JARC | | | | | | | | | | | | | | | | | |
| DURHAM AREA TRANSIT AUTHORITY DURHAM SD | TN-5132 | CAPITAL- MEMBERSHIP IN GOTRIANGLE REGIONAL CALL CENTER | | 131 | 131 | FNF | | | | | | | | | | | | | | | | | |
| DURHAM AREA TRANSIT AUTHORITY DURHAM ORANGE SD | TN-5102 | OPERATING ASSISTANCE - NEW FREEDOM - URBAN | | 1764 | 1260 | FNF | 0 | 63 | 0 | 63 | 0 | 63 | 0 | 63 | | | | | | | | | |
| FUNDS AUTHORIZED IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | |
| DURHAM AREA TRANSIT AUTHORITY DURHAM SD | TO-5202 | 5307 OPERATING ASSISTANCE | | 524 | 524 | FUZ | | | | | | | | | | | | | | | | | |
| DURHAM AREA TRANSIT AUTHORITY DURHAM SD | TO-5203 | PARATRANSIT OPERATING (CAPITAL) | | 499 | 499 | FUZ | | | | | | | | | | | | | | | | | |
| DURHAM AREA TRANSIT AUTHORITY DURHAM SD | TO-5130 | OPERATING ASSISTANCE | | 39184 | 27960 | SMAP | 0 | 2806 | 0 | 2806 | 0 | 2806 | 0 | 2806 | | | | | | | | | |
| FUNDS AUTHORIZED IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | |

| | | |
|-------------------------------------|---------------------------------|-------------------------------------|
| DIV - Division Category | EX - Exempt Category | SD - State Dollars (Non STI) |
| HF - State Dollars (Non STI) | REG - Regional Category | |
| SW - Statewide Category | TRN - Transition Project | |

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION NON-HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

| ROUTE/CITY COUNTY | ID NUMBER | LOCATION / DESCRIPTION | LENGTH (Miles) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | DELIVERABLE PROGRAM | | | | | | | | | | DEVELOPMENTAL PROGRAM | | | | UNFUNDED | | | |
|--|--------------|---|-------------------|---------------------------------|----------------------------------|---------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|-----------------------|--------------|--|--|----------|--|--|--|
| | | | | | | FUNDS | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | FUTURE YEARS | | | | | | |
| PUBLIC TRANSPORTATION PROJECTS | | | | | | | | | | | | | | | | | | | | | | | |
| DURHAM AREA TRANSIT AUTHORITY DURHAM SD | TO-5130B | OPERATING ASSISTANCE - NEW ROUTE | | 3749 | 3749 | CMAQ | | | | | | | | | | | | | | | | | |
| DURHAM AREA TRANSIT AUTHORITY DURHAM SD | TP-5108 | PLANNING ASSISTANCE - 5303 | | 1960 | 1400 | FMPL | CP | 112 | CP | 112 | CP | 112 | CP | 112 | | | | | | | | | |
| | | | | | | L | CP | 14 | CP | 14 | CP | 14 | CP | 14 | | | | | | | | | |
| | | | | | | S | CP | 14 | CP | 14 | CP | 14 | CP | 14 | | | | | | | | | |
| FUNDS AUTHORIZED IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | |
| DURHAM AREA TRANSIT AUTHORITY DURHAM SD | TP-5109 | PLANNING ASSISTANCE - 5307 | | 6262 | 4342 | FUZ | CP | 384 | CP | 384 | CP | 384 | CP | 384 | | | | | | | | | |
| | | | | | | L | CP | 48 | CP | 48 | CP | 48 | CP | 48 | | | | | | | | | |
| | | | | | | S | CP | 48 | CP | 48 | CP | 48 | CP | 48 | | | | | | | | | |
| FUNDS AUTHORIZED IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | |
| DURHAM AREA TRANSIT AUTHORITY DURHAM SD | TQ-3000 | RESERVATION, SCHEDULING SY AND MOBILITY SERVICES | | 136 | 136 | FEPD | | | | | | | | | | | | | | | | | |
| | | | | | | L | | | | | | | | | | | | | | | | | |
| DURHAM AREA TRANSIT AUTHORITY DURHAM SD | TS-5108 | SAFETY & SECURITY - MIN. 1% SET ASIDE | | 575 | 403 | FUZ | CP | 39 | CP | 39 | CP | 39 | CP | 39 | | | | | | | | | |
| | | | | | | L | CP | 4 | CP | 4 | CP | 4 | CP | 4 | | | | | | | | | |
| FUNDS AUTHORIZED IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | |
| DURHAM CENTER FOR SENIOR LIFE DURHAM SD | TN-5133 | CAPITAL-CONTINUATION OF TRAVEL TRAINING | | 30 | 30 | FNF | | | | | | | | | | | | | | | | | |
| | | | | | | L | | | | | | | | | | | | | | | | | |
| DURHAM COUNTY ACCESS DURHAM SD | TA-6246 | CAPITAL | | 200 | 200 | FNU | | | | | | | | | | | | | | | | | |

| | | |
|-------------------------------------|---------------------------------|-------------------------------------|
| DIV - Division Category | EX - Exempt Category | SD - State Dollars (Non STI) |
| HF - State Dollars (Non STI) | REG - Regional Category | |
| SW - Statewide Category | TRN - Transition Project | |

**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION
NON-HIGHWAY PROGRAM**

| ROUTE/CITY | ID | LOCATION / DESCRIPTION | LENGTH (Miles) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | FUNDS | TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS | | | | | | | | | | UNFUNDED |
|---------------------------------------|--------------------|---|----------------|------------------------|-------------------------|-------|---|---------|---------|---------|---------|-----------------------|---------|---------|---------|---------|----------|
| | | | | | | | DELIVERABLE PROGRAM | | | | | DEVELOPMENTAL PROGRAM | | | | | |
| COUNTY | NUMBER | | | | | | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | |
| PUBLIC TRANSPORTATION PROJECTS | | | | | | | | | | | | | | | | | |
| DURHAM COUNTY ACCESS DURHAM | TK-6126 | ADMINISTRATION | | 1083 | 831 | | FNU | 0 | 63 | 0 | 63 | 0 | 63 | | | | |
| | | | | | | | FNU | | | | | | | | | | |
| | | | | | | | L | | | | | | | | | | |
| | | | | | | | S | | | | | | | | | | |
| SD | | | | | | | | | | | | | | | | | |
| FUNDS AUTHORIZED IN PROGRESS | | | | | | | | | | | | | | | | | |
| DURHAM COUNTY ACCESS DURHAM | TQ-3001 | ONBOARD ACCESS - PURCHASE OF DEMAND RESPONSE SERVICE | | 375 | 375 | | FEPD | | | | | | | | | | |
| | | | | | | | L | | | | | | | | | | |
| | | | | | | | S | | | | | | | | | | |
| SD | | | | | | | | | | | | | | | | | |
| FUNDS AUTHORIZED IN PROGRESS | | | | | | | | | | | | | | | | | |
| DURHAM COUNTY ACCESS DURHAM | TQ-6158 | OPERATING ASSISTANCE - PURCHASE OF SERVICE | | 463 | 463 | | FEPD | | | | | | | | | | |
| | | | | | | | L | | | | | | | | | | |
| | | | | | | | S | | | | | | | | | | |
| SD | | | | | | | | | | | | | | | | | |
| GO TRIANGLE DURHAM | TD-5294 T150450 | NC 98 (HOLLOWAY STREET) TRANSIT CORRIDOR. CONSTRUCT ACCESS AND BUS STOP IMPROVEMENTS. | | 1166 | 1166 | | | | | | | | | | | | |
| REG | | | | | | | | | | | | | | | | | |
| UNDER CONSTRUCTION BY GO TRIANGLE | | | | | | | | | | | | | | | | | |
| GO TRIANGLE TRANSIT DURHAM | TD-5273 | ROUEMONT PARK-AND-RIDE. PROFESSIONAL SERVICES AND PROPERTY ACQUISITION. | | 249 | 249 | | | | | | | | | | | | |
| EX | | | | | | | | | | | | | | | | | |
| IN PROGRESS BY TRIANGLE TRANSIT | | | | | | | | | | | | | | | | | |
| GO TRIANGLE ORANGE | TD-5295 T150455 | TOWN OF HILLSBOROUGH. CONSTRUCT PARK-AND-RIDE LOT. | | 1200 | 1200 | | | | | | | | | | | | |
| REG | | | | | | | | | | | | | | | | | |
| UNDER CONSTRUCTION BY GO TRIANGLE | | | | | | | | | | | | | | | | | |
| GO TRIANGLE DURHAM | TG-5235 | SAFETY AND SECURITY - CAMERAS. | | 171 | 171 | | BGDA | | | | | | | | | | |
| | | | | | | | L | | | | | | | | | | |
| | | | | | | | S | | | | | | | | | | |
| DIV | | | | | | | | | | | | | | | | | |
| IN PROGRESS | | | | | | | | | | | | | | | | | |

| |
|--|
| DIV - Division Category EX - Exempt Category SD - State Dollars (Non STI) HF - State Dollars (Non STI) REG - Regional Category SW - Statewide Category TRN - Transition Project |
|--|

**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION
NON-HIGHWAY PROGRAM**

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

| ROUTE/CITY COUNTY | ID NUMBER | LOCATION / DESCRIPTION | LENGTH (Miles) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | FUNDS | DELIVERABLE PROGRAM | | | | | DEVELOPMENTAL PROGRAM | | | | UNFUNDED |
|---|------------------------|---|-------------------|---------------------------------|----------------------------------|-------|---------------------|---------|---------|---------|---------|-----------------------|---------|---------|---------|----------|
| | | | | | | | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 |
| PUBLIC TRANSPORTATION PROJECTS | | | | | | | | | | | | | | | | |
| GOTRIANGLE TRANSIT ORANGE WAKE | TA-6669 T150454 | PURCHASE EXPANSION VEHICLES FOR CRX ROUTE. | | 2431 | 2431 | | | | | | | | | | | |
| REG | | | | | | | IN ACQUISITION | | | | | | | | | |
| GOTRIANGLE 400; 405; 420; 800; 805; CRX; FCX ORANGE | TD-5284 T150600 | UNC HOSPITALS AREA IN CHAPEL HILL. CONSTRUCT NEIGHBORHOOD TRANSIT CENTER TRANSFER STATION. | | 360 | | | FUZ | | | | | | C | 288 | | |
| | | | | | | | L | | | | | | C | 36 | | |
| | | | | | | | T | | | | | | C | 36 | | |
| REG | | | | | | | | | | | | | | | | |
| ORANGE COUNTY DEPARTMENT OF AGING ORANGE | TA-6526 | CAPITAL | | 5 | | 5 | FEPD | | | | | | | | | |
| | | | | | | | L | | | | | | | | | |
| | | | | | | | S | | | | | | | | | |
| SD | | | | | | | | | | | | | | | | |
| ORANGE COUNTY DEPARTMENT OF AGING ORANGE | TQ-6165 | MOBILITY MANAGEMENT | | 150 | 150 | | FEPD | | | | | | | | | |
| | | | | | | | L | | | | | | | | | |
| | | | | | | | S | | | | | | | | | |
| SD | | | | | | | | | | | | | | | | |
| ORANGE COUNTY DEPARTMENT OF AGING ORANGE | TO-3002 | SENIOR TRANSPORTATION EXPANSION, ASSESSMENT AND MOBILITY MANAGER INCLUDING PURCHASE OF SERVICE | | 439 | 439 | | FEPD | | | | | | | | | |
| | | | | | | | L | | | | | | | | | |
| SD | | | | | | | | | | | | | | | | |
| ORANGE PUBLIC TRANSIT ORANGE | TA-5226 | CAPITAL FOR ORANGE PUBLIC TRANSPORTATION IN THE DURHAM CHAPEL HILL CARRBORO URBAN AREA - THROUGH NCDOT | | 20 | 20 | | FBUS | | | | | | | | | |
| | | | | | | | L | | | | | | | | | |
| SD | | | | | | | | | | | | | | | | |

DIV - Division Category EX - Exempt Category SD - State Dollars (Non STI)
 HF - State Dollars (Non STI) REG - Regional Category
 SW - Statewide Category TRN - Transition Project

COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO
SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION NON-HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

| ROUTE/CITY COUNTY | ID NUMBER | LOCATION / DESCRIPTION | LENGTH (Miles) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | FUNDS | DELIVERABLE PROGRAM | | | | | DEVELOPMENTAL PROGRAM | | | | UNFUNDED |
|---------------------------------------|--------------------|---|-------------------|---------------------------------|----------------------------------|--------------------------------------|---------------------|---------|---------|---------|---------|-----------------------|---------|---------|---------|----------|
| | | | | | | | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 |
| PUBLIC TRANSPORTATION PROJECTS | | | | | | | | | | | | | | | | |
| ORANGE PUBLIC TRANSIT ORANGE | TD-5155 | 1 REPLACEMENT LTV (25') AND RADIO, VEHICLE LETTERING AND LOGOS, AND ON-BOARD CAMERA. | | 77 | 77 | | | | | | | | | | | |
| DIV | | | | | | IN PROGRESS BY ORANGE PUBLIC TRANSIT | | | | | | | | | | |
| ORANGE PUBLIC TRANSIT ORANGE | TO-5220 | OPERATING ASSISTANCE FOR ORANGE PUBLIC TRANSPORTATION FOR SERVICE IN THE DURHAM CHAPEL HILL CARRBORO URBAN AREA - THROUGH NCDOT | | 130 | 130 | FUZ | | | | | | | | | | |
| SD | | | | | | IN ACQUISITION | | | | | | | | | | |
| ORANGE PUBLIC TRANSIT ORANGE | TP-5151 | CAPITAL ITEMS: SOFTWARE AND TECHNOLOGY EQUIPMENT (AUTOMATED PASSENGER COUNTERS) | | 18 | 18 | STBGDA | | | | | | | | | | |
| SD | | | | | | IN ACQUISITION | | | | | | | | | | |
| ORANGE PUBLIC TRANSIT ORANGE | TA-6721 T171425 | PURCHASE TWO (2) LIGHT TRANSIT VEHICLES | | 109 | | T | | | | A | 98 | | | | | |
| DIV | | | | | | IN ACQUISITION | | | | | | | | | | |
| GOTRIANGLE TRANSIT DURHAM WAKE | TA-6668 T150797 | PURCHASE EXPANSION VEHICLES FOR DRX ROUTE. | | 2431 | 2431 | | | | | | | | | | | |
| REG | | | | | | IN ACQUISITION | | | | | | | | | | |
| CHAPEL HILL TRANSIT ORANGE | TA-4726A | 3 REPLACEMENT BUSES. | | 2235 | 2235 | | | | | | | | | | | |
| DIV | | | | | | IN PROGRESS BY CHAPEL HILL TRANSIT | | | | | | | | | | |
| GO TRIANGLE TRANSIT DURHAM | TD-5286 T150613 | GOTRIANGLE TRANSIT CORRIDORS. IMPROVEMENT OF ROXBORO TRANSIT CORRIDOR FROM DENFIELD STREET TO PETTIGREW STREET, DURHAM STATION ACCESS, STOP IMPROVEMENTS, AND BUS SHELTERS. | | 1590 | | FUZ | | | | C | 1272 | | | | | |
| REG | | | | | | IN ACQUISITION | | | | | | | | | | |

| | | |
|-------------------------------------|---------------------------------|-------------------------------------|
| DIV - Division Category | EX - Exempt Category | SD - State Dollars (Non STI) |
| HF - State Dollars (Non STI) | REG - Regional Category | |
| SW - Statewide Category | TRN - Transition Project | |

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION NON-HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

| ROUTE/CITY COUNTY | ID NUMBER | LOCATION / DESCRIPTION | LENGTH (Miles) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | FUNDS | DELIVERABLE PROGRAM | | | | | DEVELOPMENTAL PROGRAM | | | | UNFUNDED | |
|---|--------------|--|-------------------|---------------------------------|----------------------------------|-------|---------------------|---------|--|---------|---------|-----------------------|---------|---------|---------|----------|--------------|
| | | | | | | | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | FUTURE YEARS |
| PUBLIC TRANSPORTATION PROJECTS | | | | | | | | | | | | | | | | | |
| GO TRIANGLE TRANSIT DURHAM | TG-5255 | ESTABLISH NEIGHBORHOOD TRANSIT CENTERS IN DURHAM. | | | | | | | | | | | | | | | |
| | | | | | | | REG B | T130027 | NEIGHBORHOOD TRANSIT CENTER IN SOUTH DURHAM IN CONNECTION WITH SOUTHPOINT PARK-AND-RIDE FACILITY. | | | | | | | | |
| | | | | | | | REG E | T130030 | NEIGHBORHOOD TRANSIT CENTER IN SOUTHWEST DURHAM IN CONNECTION WITH PATTERSON PLACE T PARK-AND-RIDE FACILITY. | | | | | | | | |
| REG | | | | | | | | | | | | | | | | | |
| | | | | | | | IN PROGRESS | | | | | | | | | | |
| TRIANGLE TRANSIT AUTHORITY DURHAM WAKE | TA-5218 | PURCHASE OF REPLACEMENT PARATRANSIT VEHICLES (3) AND RELATED EQUIPMENT (CAMPO) | | 282 | 282 | | FUZ | | | | | | | | | | |
| | | | | | | | L | | | | | | | | | | |
| | | | | | | | S | | | | | | | | | | |
| SD | | | | | | | | | | | | | | | | | |
| TRIANGLE TRANSIT AUTHORITY DURHAM WAKE | TA-5219 | PURCHASE OF REPLACEMENT BUSES (5) | | 2350 | 2350 | | FUZ | | | | | | | | | | |
| | | | | | | | L | | | | | | | | | | |
| | | | | | | | S | | | | | | | | | | |
| SD | | | | | | | | | | | | | | | | | |
| TRIANGLE TRANSIT AUTHORITY DURHAM WAKE | TA-5225 | PURCHASE OF REPLACEMENT BUS (1) AND VANPOOL VEHICLES (5) (CAMPO) | | 628 | 628 | | FBUS | | | | | | | | | | |
| | | | | | | | L | | | | | | | | | | |
| | | | | | | | S | | | | | | | | | | |
| SD | | | | | | | | | | | | | | | | | |
| TRIANGLE TRANSIT AUTHORITY DURHAM ORANGE WAKE | TA-5148 | VANPOOL VANS - REPLACEMENT (8) | | 224 | 224 | | FBUS | | | | | | | | | | |
| | | | | | | | L | | | | | | | | | | |
| SD | | | | | | | | | | | | | | | | | |
| TRIANGLE TRANSIT AUTHORITY DURHAM SD | TA-5135 | BUS REHABILITATION | | 277 | 277 | | FBUS | | | | | | | | | | |
| | | | | | | | L | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| TRIANGLE TRANSIT AUTHORITY DURHAM ORANGE | TA-4818B | REPLACEMENT BUS | | 6491 | 5529 | | FUZ | | | CP | 770 | | | | | | |
| | | | | | | | L | | | CP | 96 | | | | | | |
| | | | | | | | S | | | CP | 96 | | | | | | |
| SD | | | | | | | | | | | | | | | | | |

| | | |
|-------------------------------------|---------------------------------|-------------------------------------|
| DIV - Division Category | EX - Exempt Category | SD - State Dollars (Non STI) |
| HF - State Dollars (Non STI) | REG - Regional Category | |
| SW - Statewide Category | TRN - Transition Project | |

COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO
SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION NON-HIGHWAY PROGRAM

| ROUTE/CITY COUNTY | ID NUMBER | LOCATION / DESCRIPTION | LENGTH (Miles) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS | | | | | | | | | | UNFUNDED FUTURE YEARS | |
|---|--------------|---|-------------------|---------------------------------|----------------------------------|---|---------|---------|---------|---------|-----------------------|---------|---------|---------|---------|--------------------------|------|
| | | | | | | DELIVERABLE PROGRAM | | | | | DEVELOPMENTAL PROGRAM | | | | | | |
| | | | | | | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | | |
| PUBLIC TRANSPORTATION PROJECTS | | | | | | | | | | | | | | | | | |
| TRIANGLE TRANSIT AUTHORITY DURHAM ORANGE SD | TA-5123B | EXPANSION BUS | | 19546 | 16304 | FUZ | CP | 1351 | | | | CP | 1351 | | | | |
| | | | | | | L | CP | 135 | | | | CP | 135 | | | | |
| | | | | | | S | CP | 135 | | | | CP | 135 | | | | |
| FUNDS AUTHORIZED IN PROGRESS | | | | | | | | | | | | | | | | | |
| TRIANGLE TRANSIT AUTHORITY DURHAM SD | TD-5267 | MAINTENANCE FACILITY RENOVATION | | 94 | 94 | FBUS | | | | | | | | | | | |
| | | | | | | L | | | | | | | | | | | |
| TRIANGLE TRANSIT AUTHORITY DURHAM SD | TG-5250 | SHOP EQUIPMENT | | 87 | 87 | FBUS | | | | | | | | | | | |
| | | | | | | L | | | | | | | | | | | |
| TRIANGLE TRANSIT AUTHORITY DURHAM ORANGE WAKE SD | TG-5251 | ROUTINE CAPITAL | | 277 | 277 | FBUS | | | | | | | | | | | |
| | | | | | | L | | | | | | | | | | | |
| TRIANGLE TRANSIT AUTHORITY DURHAM ORANGE WAKE SD | TG-4821B | ROUTINE CAPITAL - BUS STOP SHELTERS, BENCHES, SHOP EQUIPMENT, SPARE PARTS, ENGINES, FAREBOX, SERVICE VEHICLES, ETC INCLUDES ADA, PM AND SERVICE VEHICLES | | 24490 | 16614 | FUZ | CP | 1575 | | CP | 1575 | | CP | 1575 | | CP | 1575 |
| | | | | | | L | CP | 394 | | CP | 394 | | CP | 394 | | CP | 394 |
| FUNDS AUTHORIZED IN PROGRESS | | | | | | | | | | | | | | | | | |
| TRIANGLE TRANSIT AUTHORITY DURHAM ORANGE WAKE SD | TM-5311 | SUNDAY ROUTES (400, 700, & 800) | | 470 | 470 | JARC | | | | | | | | | | | |
| | | | | | | L | | | | | | | | | | | |

| | | |
|-------------------------------------|---------------------------------|-------------------------------------|
| DIV - Division Category | EX - Exempt Category | SD - State Dollars (Non STI) |
| HF - State Dollars (Non STI) | REG - Regional Category | |
| SW - Statewide Category | TRN - Transition Project | |

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION NON-HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

| ROUTE/CITY COUNTY | ID NUMBER | LOCATION / DESCRIPTION | LENGTH (Miles) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | FUNDS | DELIVERABLE PROGRAM | | | | | DEVELOPMENTAL PROGRAM | | | | UNFUNDED | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|-----------------------|--|-------------------|---------------------------------|----------------------------------|---|---------------------|---------|---------|---------|---------|-----------------------|---------|---------|---------|----------|--------------|--|--|--|--|--|---|----|----|----|------|----|----|----|----|--|--|--|--|--|--|--|---|----|----|----|------|----|------|----|------|--|--|--|--|--|--|--|---|--|--|---|-----|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| | | | | | | | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | FUTURE YEARS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PUBLIC TRANSPORTATION PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TRIANGLE TRANSIT AUTHORITY DURHAM ORANGE | TP-4732A | PLANNING ASSISTANCE | | 8429 | 5477 | <table border="1" style="font-size: small;"> <tr><td>FUZ</td><td>PL</td><td>590</td><td>PL</td><td>590</td><td>PL</td><td>590</td><td>PL</td><td>590</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>L</td><td>PL</td><td>74</td><td>PL</td><td>74</td><td>PL</td><td>74</td><td>PL</td><td>74</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>S</td><td>PL</td><td>74</td><td>PL</td><td>74</td><td>PL</td><td>74</td><td>PL</td><td>74</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> </table> | FUZ | PL | 590 | PL | 590 | PL | 590 | PL | 590 | | | | | | | | L | PL | 74 | PL | 74 | PL | 74 | PL | 74 | | | | | | | | S | PL | 74 | PL | 74 | PL | 74 | PL | 74 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FUZ | PL | 590 | PL | 590 | PL | 590 | PL | 590 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| L | PL | 74 | PL | 74 | PL | 74 | PL | 74 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| S | PL | 74 | PL | 74 | PL | 74 | PL | 74 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FUNDS AUTHORIZED IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TRIANGLE TRANSIT AUTHORITY DURHAM ORANGE | TS-5119 | SAFETY & SECURITY - MIN. 1% SET ASIDE | | 404 | 328 | <table border="1" style="font-size: small;"> <tr><td>FUZ</td><td>CP</td><td>17</td><td>CP</td><td>19</td><td>CP</td><td>17</td><td>CP</td><td>17</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>L</td><td>CP</td><td>2</td><td></td><td></td><td>CP</td><td>2</td><td>CP</td><td>2</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> </table> | FUZ | CP | 17 | CP | 19 | CP | 17 | CP | 17 | | | | | | | | L | CP | 2 | | | CP | 2 | CP | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FUZ | CP | 17 | CP | 19 | CP | 17 | CP | 17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| L | CP | 2 | | | CP | 2 | CP | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FUNDS AUTHORIZED IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FREIGHT RAIL PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NORFOLK SOUTHERN H LINE DURHAM | P-5706 R141797 | 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 | 6.9 | 47428 | 4928 | <table border="1" style="font-size: small;"> <tr><td>T</td><td>R</td><td>9327</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>T</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>O</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> </table> | T | R | 9327 | | | | | | | | | | | | | | T | | | | | | | | | | | | | | | | O | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| T | R | 9327 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| T | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| O | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| "O" FUNDING REFLECTS PARTICIPATION BY NORFOLK SOUTHERN CORPORATION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NORFOLK SOUTHERN H LINE DURHAM | P-5717 R150314 | CROSSING 734742W AT SR 1121 (CORNWALLIS ROAD) IN DURHAM. CONSTRUCT GRADE SEPARATION. | | 21678 | 1200 | <table border="1" style="font-size: small;"> <tr><td>T</td><td>R</td><td>125</td><td>R</td><td>2375</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>T</td><td>U</td><td>94</td><td>U</td><td>1784</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>T</td><td></td><td></td><td>C</td><td>5200</td><td>C</td><td>5200</td><td>C</td><td>5200</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>O</td><td></td><td></td><td>C</td><td>500</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> </table> | T | R | 125 | R | 2375 | | | | | | | | | | | | T | U | 94 | U | 1784 | | | | | | | | | | | | T | | | C | 5200 | C | 5200 | C | 5200 | | | | | | | | O | | | C | 500 | | | | | | | | | | | | | | | | | | | | | | | | |
| T | R | 125 | R | 2375 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| T | U | 94 | U | 1784 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| T | | | C | 5200 | C | 5200 | C | 5200 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| O | | | C | 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| "O" FUNDING REFLECTS PARTICIPATION BY NORFOLK SOUTHERN CORPORATION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | |
|------------------------------|--------------------------|------------------------------|
| DIV - Division Category | EX - Exempt Category | SD - State Dollars (Non STI) |
| HF - State Dollars (Non STI) | REG - Regional Category | |
| SW - Statewide Category | TRN - Transition Project | |

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION NON-HIGHWAY PROGRAM

| ROUTE/CITY COUNTY | ID NUMBER | LOCATION / DESCRIPTION | LENGTH (Miles) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS | | | | | | | | | | UNFUNDED FUTURE YEARS | | | |
|--|-------------------|--|-------------------|---------------------------------|----------------------------------|---|---|---------|---------|---------|-----------------------|---------|---------|---------|---------|--------------------------|---|------|---|
| | | | | | | DELIVERABLE PROGRAM | | | | | DEVELOPMENTAL PROGRAM | | | | | | | | |
| | | | | | | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | | | | |
| PASSENGER RAIL PROJECTS | | | | | | | | | | | | | | | | | | | |
| VARIOUS ALAMANCE CABARRUS DAVIDSON DURHAM GUILFORD MECKLENBURG ORANGE ROWAN WAKE | P-4405 | PRIVATE CROSSING SAFETY INITIATIVE TO CLOSE OR ENHANCE PROTECTION AT RAILROAD CROSSINGS BETWEEN RALEIGH AND CHARLOTTE. | | 10291 | 10291 | | | | | | | | | | | | | | |
| TRN | | | | | | IN PROGRESS | | | | | | | | | | | | | |
| VARIOUS PIEDMONT CORRIDOR DURHAM WAKE | U-4716 | 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 | | 36062 | 31776 | O | | | | | | | | | | | | | |
| | | | | | | O | | | | | | | | | | | | | |
| | | | | | | A | NORFOLK SOUTHERN RAILROAD-NORTH CAROLINA RAILROAD. CONSTRUCT RAILROAD GRADE SEPARATION AND SHIFT RAIL LINE - PROJECT COMPLETE | | | | | | | | | | R | 1126 | D |
| | | | | | | TRN B | NORFOLK SOUTHERN RAILROAD / NC RAILROAD TO SR 1978 (HOPSON ROAD) REALIGN AND CLOSE CROSSING 734 748M OF THE NORFOLK SOUTHERN-NORTH CAROLINA RAILROAD - PROJECT COMPLETE | | | | | | | | | | C | 3160 | D |
| | | | | | | C | CLEGG TO NELSON. CONSTRUCT PASSING SIDING - UNDER CONSTRUCTION | | | | | | | | | | | | |
| | | | | | | D | SR 1978 (HOPSON ROAD), EAST OF SR 1999 (DAVIS DRIVE) TO NC 54, WIDEN TO MULTILANES | | | | | | | | | | | | |
| NORFOLK SOUTHERN H LINE ORANGE | P-5701 R141802 | MILEPOST 41.7 IN HILLSBOROUGH. CONSTRUCT PLATFORM, PASSENGER RAIL STATION BUILDING, SITE ACCESS, UTILITIES AND PARKING. | | 8010 | 810 | T | | | | C | 3315 | | C | 3315 | | | | | |
| | | | | | | O | | | | C | 570 | | | | | | | | |
| DIV | | | | | | "OTHER" FUNDING REFLECTS PARTICIPATION BY TRIANGLE TRANSIT | | | | | | | | | | | | | |
| NCRR ALAMANCE CABARRUS DAVIDSON DURHAM GUILFORD MECKLENBURG ORANGE RANDOLPH ROWAN WAKE | P-5719 R150274 | PURCHASE AND REFURBISH RAIL CARS FOR PIEDMONT SERVICE EXPANSION. | | 45277 | 45277 | | | | | | | | | | | | | | |
| | | | | | | EX A | ACQUIRE AND REBUILD 2 ADDITIONAL LOCOMOTIVES - IN PROGRESS | | | | | | | | | | | | |
| | | | | | | EX B | ACQUIRE AND REFURBISH 2 COACH AND 1 LOUNGE/BAGGAGE RAIL CARS - IN PROGRESS | | | | | | | | | | | | |
| | | | | | | REG C | ACQUIRE AND REFURBISH 8 RAIL CARS - IN PROGRESS | | | | | | | | | | | | |

| | | |
|-------------------------------------|---------------------------------|-------------------------------------|
| DIV - Division Category | EX - Exempt Category | SD - State Dollars (Non STI) |
| HF - State Dollars (Non STI) | REG - Regional Category | |
| SW - Statewide Category | TRN - Transition Project | |

**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION
NON-HIGHWAY PROGRAM**

| ROUTE/CITY COUNTY | ID NUMBER | LOCATION / DESCRIPTION | LENGTH (Miles) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | FUNDS | TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS | | | | | | | | | | | | |
|---------------------------------------|--------------|--|-------------------|---------------------------------|----------------------------------|-------|---|---------|---------|---------|---------|-----------------------|---------|---------|---------|----------|--------------|--|--|
| | | | | | | | DELIVERABLE PROGRAM | | | | | DEVELOPMENTAL PROGRAM | | | | UNFUNDED | | | |
| | | | | | | | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | FUTURE YEARS | | |
| <u>PASSENGER RAIL PROJECTS</u> | | | | | | | | | | | | | | | | | | | |
| PIEDMONT CORRIDOR | P-2918 | TRAIN 74 / 75 OPERATIONS BETWEEN CHARLOTTE AND RALEIGH, EQUIPMENT AND CAPITAL YARD MAINTENANCE FACILITY. | | 174422 | 174422 | | | | | | | | | | | | | | |
| ALAMANCE | | | | | | A | EQUIPMENT REBUILD - 2 F59PHI LOCOMOTIVES - IN PROGRESS | | | | | | | | | | | | |
| CABARRUS | | | | | | B | PURCHASE 2 USED LOCOMOTIVES - COMPLETE | | | | | | | | | | | | |
| DAVIDSON | | | | | | C | EQUIPMENT REHABILITATION - 3 LOCOMOTIVES - IN PROGRESS | | | | | | | | | | | | |
| DURHAM | | | | | | D | EQUIPMENT REHABILITATION - 3 PASSENGER CARS - COMPLETE | | | | | | | | | | | | |
| GUILFORD | | | | | | E | PASSENGER TRAIN SECURITY SYSTEM, CCTV DATA NETWORK AND GENERATORS - IN PROGRESS | | | | | | | | | | | | |
| MECKLENBURG | | | | | | F | CRISP CHARLOTTE MAINTENANCE FACILITY - TRACK EXTENSION AND SHOP BUILDING - IN PROGRESS | | | | | | | | | | | | |
| ORANGE | | | | | | G | PURCHASE 4 USED PASSENGER CARS AND REHABILITATE 7 PASSENGER CARS - IN PROGRESS | | | | | | | | | | | | |
| RANDOLPH | | | | | | H | CAPITAL YARD PHASE 1 IMPROVEMENTS - EXTEND TRACKS 1 AND 2, MAJOR WORK TRACK 3 - IN PROGRESS | | | | | | | | | | | | |
| ROWAN | | | | | | I | EQUIP 9 STATIONS AND PLATFORMS WITH ADA/FRA PIDS - IN PROGRESS | | | | | | | | | | | | |
| WAKE | | | | | | | | | | | | | | | | | | | |
| EX | | | | | | | | | | | | | | | | | | | |

| | | |
|------------------------------|--------------------------|------------------------------|
| DIV - Division Category | EX - Exempt Category | SD - State Dollars (Non STI) |
| HF - State Dollars (Non STI) | REG - Regional Category | |
| SW - Statewide Category | TRN - Transition Project | |

STATEWIDE PROJECT HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

| ROUTE/CITY COUNTY | ID NUMBER | LOCATION / DESCRIPTION | LENGTH (Miles) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | FUNDS | DELIVERABLE PROGRAM | | | | | | DEVELOPMENTAL PROGRAM | | | | UNFUNDED | | | | | | | | | | | | | |
|----------------------------|--------------|--|-------------------|---------------------------------|----------------------------------|-------------|---------------------|---|---------|---------|---------|---------|-----------------------|---------|---------|---------|--------------|-------|----|-------|-----|--------|-----|--------|----|-----|-----|----|-----|-----|
| | | | | | | | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | FUTURE YEARS | | | | | | | | | | | | | |
| INTERSTATE PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VARIOUS STATEWIDE SW | I-9999 | INTERSTATE MAINTENANCE BALANCE. | | 451003 | | NHPIM | | | | | | | | | C | 69588 | C | 85615 | C | 95800 | C | 100000 | C | 100000 | | | | | | |
| RURAL PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VARIOUS STATEWIDE | M-0392 | HYDRAULICS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS. | | 5780 | 4180 | T | PE | 48 | DIV | PE | 48 | DIV | PE | 48 | DIV | PE | 48 | DIV | PE | 48 | DIV | PE | 48 | DIV | PE | 48 | DIV | PE | 48 | DIV |
| | | | | | | T | PE | 48 | REG | PE | 48 | REG | PE | 48 | REG | PE | 48 | REG | PE | 48 | REG | PE | 48 | REG | PE | 48 | REG | PE | 48 | REG |
| | | | | | | T | PE | 64 | SW | PE | 64 | SW | PE | 64 | SW | PE | 64 | SW | PE | 64 | SW | PE | 64 | SW | PE | 64 | SW | PE | 64 | SW |
| | | | | | | DIV | DIV | HYDRAULICS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS. | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | REG | REG | HYDRAULICS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS. | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | SW | SW | HYDRAULICS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS. | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | | |
| VARIOUS STATEWIDE | M-0521 | TRANSPORTATION PLANNING BRANCH, TRAFFIC FORECASTING FOR MISCELLANEOUS PROJECTS. | | 684 | 384 | T | PE | 100 | DIV | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | T | PE | 100 | REG | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | T | PE | 100 | SW | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | DIV | DIV | TRANSPORTATION PLANNING BRANCH, TRAFFIC FORECASTING FOR MISCELLANEOUS PROJECTS ON THE DIVISION TIER. | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | REG | REG | TRANSPORTATION PLANNING BRANCH, TRAFFIC FORECASTING FOR MISCELLANEOUS PROJECTS ON THE REGIONAL TIER. | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | SW | SW | TRANSPORTATION PLANNING BRANCH, TRAFFIC FORECASTING FOR MISCELLANEOUS PROJECTS ON THE STATEWIDE TIER. | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | | |
| VARIOUS STATEWIDE | M-0360 | TECHNICAL SERVICES, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS. | | 27088 | 17088 | T | PE | 300 | DIV | PE | 300 | DIV | PE | 300 | DIV | PE | 300 | DIV | PE | 300 | DIV | PE | 300 | DIV | PE | 300 | DIV | PE | 300 | DIV |
| | | | | | | T | PE | 300 | REG | PE | 300 | REG | PE | 300 | REG | PE | 300 | REG | PE | 300 | REG | PE | 300 | REG | PE | 300 | REG | PE | 300 | REG |
| | | | | | | T | PE | 400 | SW | PE | 400 | SW | PE | 400 | SW | PE | 400 | SW | PE | 400 | SW | PE | 400 | SW | PE | 400 | SW | PE | 400 | SW |
| | | | | | | DIV | DIV | TECHNICAL SERVICES, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS. | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | REG | REG | TECHNICAL SERVICES, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS. | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | SW | SW | TECHNICAL SERVICES, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS. | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | | |
| VARIOUS STATEWIDE | M-0505 | TRANSPORTATION PROGRAM MANAGEMENT UNIT (TPMU) OVERSIGHT FOR LOCALLY-ADMINISTERED PROJECTS INCLUDING PREPARATION OF AGREEMENTS AND FUNDING AUTHORIZATION REQUESTS. | | 3535 | 535 | T | PE | 300 | | PE | 300 | | PE | 300 | | PE | 300 | | PE | 300 | | PE | 300 | | PE | 300 | | PE | 300 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | | |

| | | |
|-------------------------------------|---------------------------------|-------------------------------------|
| DIV - Division Category | EX - Exempt Category | SD - State Dollars (Non STI) |
| HF - State Dollars (Non STI) | REG - Regional Category | |
| SW - Statewide Category | TRN - Transition Project | |

STATEWIDE PROJECT HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

| ROUTE/CITY COUNTY | ID NUMBER | LOCATION / DESCRIPTION | LENGTH (Miles) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | FUNDS | DELIVERABLE PROGRAM | | | | | | DEVELOPMENTAL PROGRAM | | | | UNFUNDED | | | | | | | | | | | | | | |
|-----------------------|--------------|--|-------------------|---------------------------------|----------------------------------|-------|---------------------|---------|--|---------|---------|---------|-----------------------|---------|---------|---------|--------------|-----|-----|----|-----|-----|----|-----|-----|----|-----|-----|--|--|--|
| | | | | | | | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | FUTURE YEARS | | | | | | | | | | | | | | |
| RURAL PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VARIOUS STATEWIDE | M-0391 | STRUCTURE DESIGN, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS. | | 8076 | 4076 | | T | PE | 120 | DIV | PE | 120 | DIV | PE | 120 | DIV | PE | 120 | DIV | PE | 120 | DIV | PE | 120 | DIV | PE | 120 | DIV | | | |
| | | | | | | | T | PE | 120 | REG | PE | 120 | REG | PE | 120 | REG | PE | 120 | REG | PE | 120 | REG | PE | 120 | REG | PE | 120 | REG | | | |
| | | | | | | | T | PE | 160 | SW | PE | 160 | SW | PE | 160 | SW | PE | 160 | SW | PE | 160 | SW | PE | 160 | SW | PE | 160 | SW | | | |
| | | | | | | | DIV | DIV | STRUCTURE DESIGN, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS. | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | REG | REG | STRUCTURE DESIGN, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS. | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | SW | SW | STRUCTURE DESIGN, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS. | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | | |
| VARIOUS STATEWIDE | M-0534 | 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. | | 22000 | 2000 | | T | PE | 600 | DIV | PE | 600 | DIV | PE | 600 | DIV | PE | 600 | DIV | PE | 600 | DIV | PE | 600 | DIV | PE | 600 | DIV | | | |
| | | | | | | | T | PE | 600 | REG | PE | 600 | REG | PE | 600 | REG | PE | 600 | REG | PE | 600 | REG | PE | 600 | REG | PE | 600 | REG | | | |
| | | | | | | | T | PE | 800 | SW | PE | 800 | SW | PE | 800 | SW | PE | 800 | SW | PE | 800 | SW | PE | 800 | SW | PE | 800 | SW | | | |
| | | | | | | | DIV | DIV | 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. | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | REG | REG | 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. | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | SW | SW | 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. | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | | |
| VARIOUS STATEWIDE | M-0479 | STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS. | | 12000 | 7000 | | T | PE | 150 | DIV | PE | 150 | DIV | PE | 150 | DIV | PE | 150 | DIV | PE | 150 | DIV | PE | 150 | DIV | PE | 150 | DIV | | | |
| | | | | | | | T | PE | 150 | REG | PE | 150 | REG | PE | 150 | REG | PE | 150 | REG | PE | 150 | REG | PE | 150 | REG | PE | 150 | REG | | | |
| | | | | | | | T | PE | 200 | SW | PE | 200 | SW | PE | 200 | SW | PE | 200 | SW | PE | 200 | SW | PE | 200 | SW | PE | 200 | SW | | | |
| | | | | | | | DIV | DIV | STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS. | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | REG | REG | STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS. | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | SW | SW | STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS. | | | | | | | | | | | | | | | | | | | | | | |
| VARIOUS STATEWIDE | M-0219 | PHOTOGRAMMETRY, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS | | 6758 | 4258 | | T | PE | 75 | DIV | PE | 75 | DIV | PE | 75 | DIV | PE | 75 | DIV | PE | 75 | DIV | PE | 75 | DIV | PE | 75 | DIV | | | |
| | | | | | | | T | PE | 75 | REG | PE | 75 | REG | PE | 75 | REG | PE | 75 | REG | PE | 75 | REG | PE | 75 | REG | PE | 75 | REG | | | |
| | | | | | | | T | PE | 100 | SW | PE | 100 | SW | PE | 100 | SW | PE | 100 | SW | PE | 100 | SW | PE | 100 | SW | PE | 100 | SW | | | |
| | | | | | | | DIV | DIV | PHOTOGRAMMETRY, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | REG | REG | PHOTOGRAMMETRY, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | SW | SW | PHOTOGRAMMETRY, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS | | | | | | | | | | | | | | | | | | | | | | |
| VARIOUS STATEWIDE | M-0515 | RIGHT-OF-WAY BRANCH, REVIEW OF LOCAL PUBLIC AGENCY (LPA) PROJECTS BY THE APPRAISAL SECTION. | | 2750 | 250 | | T | R | 250 | | R | 250 | | R | 250 | | R | 250 | | R | 250 | | R | 250 | | R | 250 | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | |
|-------------------------------------|---------------------------------|-------------------------------------|
| DIV - Division Category | EX - Exempt Category | SD - State Dollars (Non STI) |
| HF - State Dollars (Non STI) | REG - Regional Category | |
| SW - Statewide Category | TRN - Transition Project | |

COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE

STATEWIDE PROJECT HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

| ROUTE/CITY COUNTY | ID NUMBER | LOCATION / DESCRIPTION | LENGTH (Miles) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | FUNDS | DELIVERABLE PROGRAM | | | | | | | | | | DEVELOPMENTAL PROGRAM | | | | UNFUNDED | | | | | | | | | | | | | | | |
|-----------------------|--------------|---|-------------------|---------------------------------|----------------------------------|-------|---------------------|---|---|---------|---------|---------|---------|---------|---------|---------|-----------------------|-----|-----|------|----------|-----|------|-----|-----|------|-----|-----|------|-----|--|--|--|--|--|--|
| | | | | | | | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | FUTURE YEARS | | | | | | | | | | | | | | | | | | | |
| RURAL PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VARIOUS STATEWIDE | M-0376 | STATEWIDE GEOTECHNICAL STUDIES AND INVESTIGATIONS PROJECT TO COVER NON-PROJECT SPECIFIC WORK. | | 21841 | 12931 | | T | PE | 270 | DIV | PE | 270 | DIV | PE | 270 | DIV | PE | 270 | DIV | PE | 270 | DIV | PE | 270 | DIV | PE | 270 | DIV | | | | | | | | |
| | | | | | | | T | PE | 270 | REG | PE | 270 | REG | PE | 270 | REG | PE | 270 | REG | PE | 270 | REG | PE | 270 | REG | PE | 270 | REG | | | | | | | | |
| | | | | | | | T | PE | 360 | SW | PE | 360 | SW | PE | 360 | SW | PE | 360 | SW | PE | 360 | SW | PE | 360 | SW | PE | 360 | SW | | | | | | | | |
| | | | | | | | DIV | DIV | STATEWIDE GEOTECHNICAL STUDIES AND INVESTIGATIONS PROJECT TO COVER NON-PROJECT SPECIFIC WORK. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | REG | REG | STATEWIDE GEOTECHNICAL STUDIES AND INVESTIGATIONS PROJECT TO COVER NON-PROJECT SPECIFIC WORK. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | SW | SW | STATEWIDE GEOTECHNICAL STUDIES AND INVESTIGATIONS PROJECT TO COVER NON-PROJECT SPECIFIC WORK. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VARIOUS STATEWIDE | R-4049 | TRAFFIC OPERATIONS (INCIDENT MANAGEMENT, 511, SMARTLINK, TEC, TMC). | | 244131 | 244131 | | IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VARIOUS STATEWIDE | R-5753 | FEDERAL LANDS TRANSPORTATION PROGRAM (FLTP). ROAD AND BRIDGE IMPROVEMENTS TO BE CONSTRUCTED ON TRANSPORTATION FACILITIES THAT ARE OWNED BY THE FEDERAL GOVERNMENT THAT PROVIDE ACCESS TO FEDERAL LANDS. | | 35062 | | FLTP | C | 35062 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | PROGRAM IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VARIOUS STATEWIDE | R-4701 | TRAFFIC SYSTEM OPERATIONS PROGRAM (SIGNAL MAINTENANCE). | | 278058 | 278058 | | IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VARIOUS STATEWIDE | R-4436 | NPDES PERMIT, RETROFIT FOURTEEN SITES PER YEAR TO PROTECT WATER QUALITY. | | 73915 | 43915 | BG | C | 900 | DIV | C | 900 | DIV | C | 900 | DIV | C | 900 | DIV | C | 900 | DIV | C | 900 | DIV | C | 900 | DIV | C | 900 | DIV | | | | | | |
| | | | | | | BG | C | 900 | REG | C | 900 | REG | C | 900 | REG | C | 900 | REG | C | 900 | REG | C | 900 | REG | C | 900 | REG | C | 900 | REG | | | | | | |
| | | | | | | BG | C | 1200 | SW | C | 1200 | SW | C | 1200 | SW | C | 1200 | SW | C | 1200 | SW | C | 1200 | SW | C | 1200 | SW | C | 1200 | SW | | | | | | |
| | | | | | | DIV | DIV | NPDES PERMIT, RETROFIT FOURTEEN SITES PER YEAR TO PROTECT WATER QUALITY - DIVISION CATEGORY. - IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | REG | REG | NPDES PERMIT, RETROFIT FOURTEEN SITES PER YEAR TO PROTECT WATER QUALITY - REGIONAL CATEGORY. - IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | SW | SW | NPDES PERMIT, RETROFIT FOURTEEN SITES PER YEAR TO PROTECT WATER QUALITY - STATEWIDE CATEGORY. - IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VARIOUS STATEWIDE | R-4067 | POSITIVE GUIDANCE PROGRAM (PAVEMENT MARKINGS AND MARKERS, LED SIGNAL HEAD REPLACEMENT). | | 91242 | 91242 | | IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VARIOUS STATEWIDE | R-4073 | ASPHALT MATERIALS TESTING LABORATORIES CORRECTIVE ACTION PLAN FOR GROUNDWATER CLEAN-UP AT 54 SITES. | | 20234 | 20234 | | IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | |
|-------------------------------------|---------------------------------|-------------------------------------|
| DIV - Division Category | EX - Exempt Category | SD - State Dollars (Non STI) |
| HF - State Dollars (Non STI) | REG - Regional Category | |
| SW - Statewide Category | TRN - Transition Project | |

COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO
SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE

STATEWIDE PROJECT HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

| ROUTE/CITY COUNTY | ID NUMBER | LOCATION / DESCRIPTION | LENGTH (Miles) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | FUNDS | DELIVERABLE PROGRAM | | | | | | DEVELOPMENTAL PROGRAM | | | | UNFUNDED | | | | | | | | | | | | | | | | | | | | | | | |
|-----------------------------|--------------|---|-------------------|---------------------------------|----------------------------------|-------|---------------------|---------|--|---------|---------|---------|-----------------------|---------|---------|---------|--------------|------|-------|----|------|-------|-----|------|-------|----|------|-------|-----|------|-------|---|------|-------|---|------|-----|--|--|--|
| | | | | | | | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | FUTURE YEARS | | | | | | | | | | | | | | | | | | | | | | | |
| RURAL PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VARIOUS STATEWIDE | R-9999WM | ENVIRONMENTAL MITIGATION AND MINIMIZATION. | | 155559 | 145559 | | NHP | M | 150 | DIV | M | 150 | DIV | M | 150 | DIV | M | 150 | DIV | M | 150 | DIV | M | 150 | DIV | M | 150 | DIV | | | | | | | | | | | | |
| | | | | | | | NHP | M | 150 | REG | M | 150 | REG | M | 150 | REG | M | 150 | REG | M | 150 | REG | M | 150 | REG | M | 150 | REG | | | | | | | | | | | | |
| | | | | | | | NHP | M | 200 | SW | M | 200 | SW | M | 200 | SW | M | 200 | SW | M | 200 | SW | M | 200 | SW | M | 200 | SW | | | | | | | | | | | | |
| | | | | | | | T | M | 150 | DIV | M | 150 | DIV | M | 150 | DIV | M | 150 | DIV | M | 150 | DIV | M | 150 | DIV | M | 150 | DIV | | | | | | | | | | | | |
| | | | | | | | T | M | 150 | REG | M | 150 | REG | M | 150 | REG | M | 150 | REG | M | 150 | REG | M | 150 | REG | M | 150 | REG | | | | | | | | | | | | |
| | | | | | | | T | M | 200 | SW | M | 200 | SW | M | 200 | SW | M | 200 | SW | M | 200 | SW | M | 200 | SW | M | 200 | SW | | | | | | | | | | | | |
| | | | | | | | DIV | DIV | ENVIRONMENTAL MITIGATION AND MINIMIZATION. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | REG | REG | ENVIRONMENTAL MITIGATION AND MINIMIZATION. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | SW | SW | ENVIRONMENTAL MITIGATION AND MINIMIZATION. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FEASIBILITY STUDIES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VARIOUS STATEWIDE SW | M-0452 | TOLLING/FINANCIAL FEASIBILITY STUDIES. | | 3064 | 1064 | | T | PE | 200 | PE | 200 | PE | 200 | PE | 200 | PE | 200 | PE | 200 | PE | 200 | PE | 200 | PE | 200 | PE | 200 | PE | 200 | | | | | | | | | | | |
| BRIDGE PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VARIOUS STATEWIDE DIV | B-8888 | BRIDGE REPLACEMENT HOLDOUT. | | 162322 | | | BGOFF | | | | | | | | C | 12031 | | C | 21682 | | C | 25157 | | C | 26509 | | C | 16943 | | C | 30000 | | C | 30000 | | | | | | |
| VARIOUS STATEWIDE | B-9999 | BRIDGE INSPECTION PROGRAM. | | 497354 | 257354 | | BG | I | 7200 | DIV | I | 7200 | DIV | I | 7200 | DIV | I | 7200 | DIV | I | 7200 | DIV | I | 7200 | DIV | I | 7200 | DIV | I | 7200 | DIV | I | 7200 | DIV | I | 7200 | DIV | | | |
| | | | | | | | BG | I | 7200 | REG | I | 7200 | REG | I | 7200 | REG | I | 7200 | REG | I | 7200 | REG | I | 7200 | REG | I | 7200 | REG | I | 7200 | REG | I | 7200 | REG | I | 7200 | REG | | | |
| | | | | | | | BG | I | 9600 | SW | I | 9600 | SW | I | 9600 | SW | I | 9600 | SW | I | 9600 | SW | I | 9600 | SW | I | 9600 | SW | I | 9600 | SW | I | 9600 | SW | I | 9600 | SW | | | |
| | | | | | | | DIV | DIV | BRIDGE INSPECTION PROGRAM. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | REG | REG | BRIDGE INSPECTION PROGRAM. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | SW | SW | BRIDGE INSPECTION PROGRAM. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VARIOUS STATEWIDE DIV | BK-5102 | BRIDGE PAINTING AT 19 SELECTED LOCATIONS. | | 10918 | 10918 | | IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VARIOUS STATEWIDE DIV | BK-5101 | DECK PRESERVATION AT 15 SELECTED LOCATIONS. | | 12337 | 12337 | | UNDER CONSTRUCTION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | |
|------------------------------|--------------------------|------------------------------|
| DIV - Division Category | EX - Exempt Category | SD - State Dollars (Non STI) |
| HF - State Dollars (Non STI) | REG - Regional Category | |
| SW - Statewide Category | TRN - Transition Project | |

COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO
SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE

STATEWIDE PROJECT HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

| ROUTE/CITY COUNTY | ID NUMBER | LOCATION / DESCRIPTION | LENGTH (Miles) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | DELIVERABLE PROGRAM | | | | | | | | | | DEVELOPMENTAL PROGRAM | | | | UNFUNDED | | | | | | | | | | | | |
|--------------------------------|--------------|--|-------------------|---------------------------------|----------------------------------|---------------------|---------|---|---------|---------|---------|---------|---------|---------|---------|-----------------------|-------|-----|---|----------|-----|---|-------|-----|---|-------|-----|---|-------|-----|--|--|
| | | | | | | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | FUTURE YEARS | | | | | | | | | | | | | | | | |
| BRIDGE PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VARIOUS STATEWIDE DIV | BK-5100 | ESTABLISH BRIDGE MANAGEMENT SYSTEM. | | 2500 | 2500 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VARIOUS STATEWIDE | BP-5500 | BRIDGE PRESERVATION ISSUES AT SELECTED SITES. | | 32648 | 32648 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | DIV | DIV | BRIDGE PRESERVATION ISSUES AT SELECTED SITES. | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | REG | REG | BRIDGE PRESERVATION ISSUES AT SELECTED SITES. | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | SW | SW | BRIDGE PRESERVATION ISSUES AT SELECTED SITES. | | | | | | | | | | | | | | | | | | | | | | | | |
| VARIOUS STATEWIDE DIV | M-0418 | STORM WATER RUNOFF. RESEARCH, DESIGN, CONSTRUCT, MAINTAIN AND MONITOR STORM WATER DRAINAGE FROM 50 BRIDGES OVER WATERWAYS. (HB 2346, SECTION 25.18) | | 6994 | 6994 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| UNDER CONSTRUCTION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VARIOUS STATEWIDE DIV | M-0379 | SCOUR EVALUATION PROGRAM OF EXISTING BRIDGES. | | 3100 | 3100 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HIGHWAY SAFETY PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VARIOUS STATEWIDE | W-5508 | HIGHWAY SYSTEM DATA COLLECTION. TRAFFIC ENGINEERING BRANCH TO PARTICIPATE IN A THREE YEAR DATA COLLECTION PROGRAM. | | 1500 | 1500 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VARIOUS STATEWIDE | W-9999 | HIGHWAY SAFETY IMPROVEMENT PROGRAM BALANCE. | | 505525 | | HSIP | C | 12750 | DIV | C | 12960 | DIV | C | 15750 | DIV | C | 15750 | DIV | C | 15750 | DIV | C | 15750 | DIV | C | 15750 | DIV | C | 15750 | DIV | | |
| | | | | | | HSIP | C | 12675 | REG | C | 12960 | REG | C | 15750 | REG | C | 15750 | REG | C | 15750 | REG | C | 15750 | REG | C | 15750 | REG | C | 15750 | REG | | |
| | | | | | | HSIP | C | 16900 | SW | C | 17280 | SW | C | 21000 | SW | C | 21000 | SW | C | 21000 | SW | C | 21000 | SW | C | 21000 | SW | C | 21000 | SW | | |
| | | | | | | DIV | DIV | HIGHWAY SAFETY IMPROVEMENT PROGRAM BALANCE. | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | REG | REG | HIGHWAY SAFETY IMPROVEMENT PROGRAM BALANCE. | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | SW | SW | HIGHWAY SAFETY IMPROVEMENT PROGRAM BALANCE. | | | | | | | | | | | | | | | | | | | | | | | | |

| | | |
|------------------------------|--------------------------|------------------------------|
| DIV - Division Category | EX - Exempt Category | SD - State Dollars (Non STI) |
| HF - State Dollars (Non STI) | REG - Regional Category | |
| SW - Statewide Category | TRN - Transition Project | |

COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO
SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE

STATEWIDE PROJECT HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

| ROUTE/CITY COUNTY | ID NUMBER | LOCATION / DESCRIPTION | LENGTH (Miles) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | FUNDS | DELIVERABLE PROGRAM | | | | | | DEVELOPMENTAL PROGRAM | | | | UNFUNDED | | | | | | | | | | | | | | | | | | | | | | |
|--------------------------------|--------------|--|-------------------|---------------------------------|----------------------------------|-------|---------------------|---------|---|---------|---------|---------|-----------------------|---------|---------|---------|--------------|------|-----|----|------|-----|----|------|-----|----|------|-----|----|------|-----|----|------|-----|--|--|--|--|--|
| | | | | | | | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | FUTURE YEARS | | | | | | | | | | | | | | | | | | | | | | |
| HIGHWAY SAFETY PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VARIOUS STATEWIDE | W-5717 | HIGHWAY SYSTEM DATA COLLECTION. | | 5000 | | | HSIP | PE | 150 | DIV | PE | 150 | DIV | PE | 150 | DIV | PE | 150 | DIV | PE | 150 | DIV | PE | 150 | DIV | PE | 150 | DIV | PE | 150 | DIV | | | | | | | | |
| | | | | | | | HSIP | PE | 150 | REG | PE | 150 | REG | PE | 150 | REG | PE | 150 | REG | PE | 150 | REG | PE | 150 | REG | PE | 150 | REG | PE | 150 | REG | PE | 150 | REG | | | | | |
| | | | | | | | HSIP | PE | 200 | SW | PE | 200 | SW | PE | 200 | SW | PE | 200 | SW | PE | 200 | SW | PE | 200 | SW | PE | 200 | SW | PE | 200 | SW | PE | 200 | SW | | | | | |
| | | | | | | | DIV | DIV | HIGHWAY SYSTEM DATA COLLECTION. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | REG | REG | HIGHWAY SYSTEM DATA COLLECTION. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | SW | SW | HIGHWAY SYSTEM DATA COLLECTION. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VARIOUS STATEWIDE | W-5716 | SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING. | | 55000 | | | HSIP | PE | 1650 | DIV | PE | 1650 | DIV | PE | 1650 | DIV | PE | 1650 | DIV | PE | 1650 | DIV | PE | 1650 | DIV | PE | 1650 | DIV | PE | 1650 | DIV | | | | | | | | |
| | | | | | | | HSIP | PE | 1650 | REG | PE | 1650 | REG | PE | 1650 | REG | PE | 1650 | REG | PE | 1650 | REG | PE | 1650 | REG | PE | 1650 | REG | PE | 1650 | REG | PE | 1650 | REG | | | | | |
| | | | | | | | HSIP | PE | 2200 | SW | PE | 2200 | SW | PE | 2200 | SW | PE | 2200 | SW | PE | 2200 | SW | PE | 2200 | SW | PE | 2200 | SW | PE | 2200 | SW | PE | 2200 | SW | | | | | |
| | | | | | | | DIV | DIV | SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | REG | REG | SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | SW | SW | SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VARIOUS STATEWIDE | W-5517 | SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING. | | 22101 | 22101 | | DIV | DIV | SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | REG | REG | SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | SW | SW | SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VARIOUS STATEWIDE | W-5700 | SIGNAL RETIMING TO IMPROVE SAFETY. | | 3500 | 3500 | | DIV | DIV | SIGNAL RETIMING TO IMPROVE SAFETY. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | REG | REG | SIGNAL RETIMING TO IMPROVE SAFETY. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | SW | SW | SIGNAL RETIMING TO IMPROVE SAFETY. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VARIOUS STATEWIDE | W-5601 | RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS. | | 149943 | 130343 | | HSIP | R | 420 | DIV | R | 420 | DIV | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | HSIP | C | 2520 | DIV | C | 2520 | DIV | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | HSIP | R | 420 | REG | R | 420 | REG | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | HSIP | C | 2520 | REG | C | 2520 | REG | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | HSIP | R | 560 | SW | R | 560 | SW | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | HSIP | C | 3360 | SW | C | 3360 | SW | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | DIV | DIV | RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS ON DIVISION CATEGORY. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | REG | REG | RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS ON REGIONAL CATEGORY. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | SW | SW | RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS ON STATEWIDE CATEGORY. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | |
|------------------------------|--------------------------|------------------------------|
| DIV - Division Category | EX - Exempt Category | SD - State Dollars (Non STI) |
| HF - State Dollars (Non STI) | REG - Regional Category | |
| SW - Statewide Category | TRN - Transition Project | |

COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO
SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE

STATEWIDE PROJECT HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

| ROUTE/CITY COUNTY | ID NUMBER | LOCATION / DESCRIPTION | LENGTH (Miles) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | FUNDS | DELIVERABLE PROGRAM | | | | | | DEVELOPMENTAL PROGRAM | | | | UNFUNDED | | |
|--------------------------------|--------------|------------------------------------|-------------------|---------------------------------|----------------------------------|-------|---------------------|---------|------------------------------------|---------|---------|---------|-----------------------|---------|---------|---------|--------------|-----|-----|
| | | | | | | | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | FUTURE YEARS | | |
| HIGHWAY SAFETY PROJECTS | | | | | | | | | | | | | | | | | | | |
| VARIOUS STATEWIDE | W-5715 | SIGNAL RETIMING TO IMPROVE SAFETY. | | 15000 | | | HSIP | C | 450 | DIV | C | 450 | DIV | C | 450 | DIV | C | 450 | DIV |
| | | | | | | | HSIP | C | 450 | REG | C | 450 | REG | C | 450 | REG | C | 450 | REG |
| | | | | | | | HSIP | C | 600 | SW | C | 600 | SW | C | 600 | SW | C | 600 | SW |
| | | | | | | | DIV | DIV | SIGNAL RETIMING TO IMPROVE SAFETY. | | | | | | | | | | |
| | | | | | | | REG | REG | SIGNAL RETIMING TO IMPROVE SAFETY. | | | | | | | | | | |
| | | | | | | | SW | SW | SIGNAL RETIMING TO IMPROVE SAFETY. | | | | | | | | | | |

CONGESTION MITIGATION PROJECTS

| | | | | | | | | | | | | | | | | | | | |
|----------------------|--------|--|--|-------|-------|--|------|----|------|--|--|--|--|--|--|--|--|--|--|
| VARIOUS STATEWIDE | C-5600 | STATEWIDE CMAQ PROJECTS TO IMPROVE AIR QUALITY WITHIN NONATTAINMENT AND MAINTENANCE AREAS. | | 51751 | 41540 | | CMAQ | PE | 817 | | | | | | | | | | |
| | | | | | | | S(M) | PE | 204 | | | | | | | | | | |
| | | | | | | | CMAQ | R | 817 | | | | | | | | | | |
| | | | | | | | S(M) | R | 204 | | | | | | | | | | |
| | | | | | | | CMAQ | C | 4901 | | | | | | | | | | |
| | | | | | | | S(M) | C | 1226 | | | | | | | | | | |
| | | | | | | | CMAQ | O | 817 | | | | | | | | | | |
| | | | | | | | S(M) | O | 204 | | | | | | | | | | |
| | | | | | | | CMAQ | I | 817 | | | | | | | | | | |
| | | | | | | | S(M) | I | 204 | | | | | | | | | | |

EX

| | | | | | | | | | | | | | | | | | | | |
|----------------------|--------|--|--|------|------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| VARIOUS STATEWIDE | C-3600 | DEPARTMENT OF MOTOR VEHICLES (DMV), VEHICLE EMISSION COMPLIANCE SYSTEM. UPGRADE NORTH CAROLINA'S MOTOR VEHICLE EMISSIONS INSPECTION AND MAINTENANCE (I/M) PROGRAM. | | 6702 | 6702 | | | | | | | | | | | | | | |
|----------------------|--------|--|--|------|------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|

EX

IN PROGRESS BY DEPARTMENT OF MOTOR VEHICLES

| | | | | | | | | | | | | | | | | | | | |
|----------------------|--------|---|--|------|--|--|------|----|-----|--|--|--|--|--|--|--|--|--|--|
| VARIOUS STATEWIDE | C-5601 | CMAQ PROJECTS TO IMPROVE AIR QUALITY ACROSS MULTIPLE NONATTAINMENT AND MAINTENANCE AREAS. | | 1468 | | | CMAQ | PE | 118 | | | | | | | | | | |
| | | | | | | | L | PE | 29 | | | | | | | | | | |
| | | | | | | | CMAQ | R | 118 | | | | | | | | | | |
| | | | | | | | L | R | 29 | | | | | | | | | | |
| | | | | | | | CMAQ | C | 704 | | | | | | | | | | |
| | | | | | | | L | C | 176 | | | | | | | | | | |
| | | | | | | | CMAQ | O | 118 | | | | | | | | | | |
| | | | | | | | L | O | 29 | | | | | | | | | | |
| | | | | | | | CMAQ | I | 118 | | | | | | | | | | |
| | | | | | | | L | I | 29 | | | | | | | | | | |

EX

| | | |
|-------------------------------------|---------------------------------|-------------------------------------|
| DIV - Division Category | EX - Exempt Category | SD - State Dollars (Non STI) |
| HF - State Dollars (Non STI) | REG - Regional Category | |
| SW - Statewide Category | TRN - Transition Project | |

STATEWIDE PROJECT HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

| ROUTE/CITY COUNTY | ID NUMBER | LOCATION / DESCRIPTION | LENGTH (Miles) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | FUNDS | DELIVERABLE PROGRAM | | | | | DEVELOPMENTAL PROGRAM | | | | UNFUNDED | | | | | | | | | | | | | | | | | | | | | |
|---|--------------|---|-------------------|---------------------------------|----------------------------------|-------|---|---------|---|---------|---------|-----------------------|---------|---------|---------|----------|--------------|----|-------|----|----|-----|----|----|-----|----|----|-----|----|----|-----|----|----|-----|--|--|--|
| | | | | | | | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | FUTURE YEARS | | | | | | | | | | | | | | | | | | | | |
| CONGESTION MITIGATION PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VARIOUS STATEWIDE | C-5702 | 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. | | 2994 | 2994 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | EX A | NORTH CAROLINA CLEAN ENERGY TECHNOLOGY CENTER. CONDUCT A CLEAN-FUEL ADVANCED TECHNOLOGY OUTREACH AND AWARENESS PROGRAM IN ALL CMAQ-ELIGIBLE COUNTIES. - IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | EX B | NORTH CAROLINA CLEAN ENERGY TECHNOLOGY CENTER. EMISSIONS-REDUCING SUB-AWARDS IN ALL CMAQ-ELIGIBLE COUNTIES. - IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | EX C | NORTH CAROLINA CLEAN ENERGY TECHNOLOGY CENTER. EMISSIONS-REDUCING SUB-AWARDS IN ALL CMAQ-ELIGIBLE COUNTIES. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| EX | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NORTH CAROLINA DEPARTMENT OF ENVIRONMENT AND NATURAL RESOURCES STATEWIDE | C-4903 | NORTH CAROLINA AIR AWARENESS OUTREACH PROGRAM TO PROVIDE EDUCATION AND PRODUCE DAILY AIR QUALITY FORECAST. | | 1500 | 1500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| EX | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IN PROGRESS BY NCDENR DIVISION OF AIR QUALITY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NORTH CAROLINA STATE UNIVERSITY STATEWIDE | C-4902 | 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. | | 4694 | 4694 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | EX A | PHASE 2 OF IMPLEMENTATION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| EX | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IN PROGRESS BY NORTH CAROLINA STATE UNIVERSITY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| STATEWIDE STATEWIDE | C-9999 | CONGESTION MITIGATION AIR QUALITY (CMAQ) PROGRAM BALANCE IN NON-ATTAINMENT AREAS. | | 300000 | | | C | C | 30000 | C | 30000 | C | 30000 | C | 30000 | C | 30000 | C | 30000 | | | | | | | | | | | | | | | | | | |
| EX | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ENHANCEMENT (ROADSIDE PROJECTS) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VARIOUS STATEWIDE | ER-5600 | VEGETATION MANAGEMENT - CLEAR ZONE IMPROVEMENT AND MANAGEMENT STATEWIDE. | | 43264 | 3264 | | BG | C | 4000 | C | 4000 | C | 4000 | C | 4000 | C | 4000 | C | 4000 | | | | | | | | | | | | | | | | | | |
| DIV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VARIOUS STATEWIDE | M-0451 | STATEWIDE LANDSCAPE PLANS FOR STIP CONSTRUCTION PROJECTS. | | 1412 | 712 | | T | PE | 21 | DIV | PE | 21 | DIV | PE | 21 | DIV | PE | 21 | DIV | PE | 21 | DIV | PE | 21 | DIV | PE | 21 | DIV | PE | 21 | DIV | PE | 21 | DIV | | | |
| | | | | | | | T | PE | 21 | REG | PE | 21 | REG | PE | 21 | REG | PE | 21 | REG | PE | 21 | REG | PE | 21 | REG | PE | 21 | REG | PE | 21 | REG | PE | 21 | REG | | | |
| | | | | | | | T | PE | 28 | SW | PE | 28 | SW | PE | 28 | SW | PE | 28 | SW | PE | 28 | SW | PE | 28 | SW | PE | 28 | SW | PE | 28 | SW | PE | 28 | SW | | | |
| | | | | | | | DIV | DIV | STATEWIDE LANDSCAPE PLANS FOR STIP CONSTRUCTION PROJECTS. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | REG | REG | STATEWIDE LANDSCAPE PLANS FOR STIP CONSTRUCTION PROJECTS. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | SW | SW | STATEWIDE LANDSCAPE PLANS FOR STIP CONSTRUCTION PROJECTS. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | |
|-------------------------------------|---------------------------------|-------------------------------------|
| DIV - Division Category | EX - Exempt Category | SD - State Dollars (Non STI) |
| HF - State Dollars (Non STI) | REG - Regional Category | |
| SW - Statewide Category | TRN - Transition Project | |

COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO
SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE

STATEWIDE PROJECT HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

| ROUTE/CITY COUNTY | ID NUMBER | LOCATION / DESCRIPTION | LENGTH (Miles) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | DELIVERABLE PROGRAM | | | | | | | | | | DEVELOPMENTAL PROGRAM | | | | UNFUNDED |
|--|--------------|---|-------------------|---------------------------------|----------------------------------|---------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|-----------------------|----|------|--|----------|
| | | | | | | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | FUTURE YEARS | | | | |
| SAFE ROUTES TO SCHOOLS PROJECTS | | | | | | | | | | | | | | | | | | | | |
| VARIOUS STATEWIDE | SR-5000 | SAFE ROUTES TO SCHOOL PROGRAM. EDUCATIONAL, TRAINING AND OTHER NON-INFRASTRUCTURE NEEDS. | | 6435 | 6435 | | | | | | | | | | | | | | | |
| DIV | | | | | | | | | | | | | | | | | | | | |
| IN PROGRESS | | | | | | | | | | | | | | | | | | | | |
| VARIOUS STATEWIDE | SR-5001 | SAFE ROUTES TO SCHOOL PROGRAM. PROJECTS TO IMPROVE SAFETY, REDUCE TRAFFIC, FUEL CONSUMPTION AND AIR POLLUTION IN VICINITY OF SCHOOLS. | | 16339 | 16339 | | | | | | | | | | | | | | | |
| DIV | | | | | | | | | | | | | | | | | | | | |
| IN PROGRESS - \$200,800 IN STPDA FUNDS ALLOCATED TO SR-5001C | | | | | | | | | | | | | | | | | | | | |
| BICYCLE AND PEDESTRIAN PROJECTS | | | | | | | | | | | | | | | | | | | | |
| VARIOUS STATEWIDE | E-4018 | NATIONAL RECREATIONAL TRAILS. | | 13845 | 1845 | TA | C | 1200 | C | 1200 | C | 1200 | C | 1200 | C | 1200 | C | 1200 | | |
| DIV | | | | | | | | | | | | | | | | | | | | |
| IN PROGRESS | | | | | | | | | | | | | | | | | | | | |
| VARIOUS STATEWIDE | EB-5542 | STATEWIDE BICYCLE-PEDESTRIAN PROGRAM. | | 11503 | 1503 | BG | PE | 1000 | PE | 1000 | PE | 1000 | PE | 1000 | PE | 1000 | PE | 1000 | | |
| DIV | | | | | | | | | | | | | | | | | | | | |
| VARIOUS STATEWIDE TRN | EB-3314 | STATEWIDE PEDESTRIAN FACILITIES PROGRAM. | | 6476 | 6476 | | | | | | | | | | | | | | | |
| DIV | | | | | | | | | | | | | | | | | | | | |
| UNDER CONSTRUCTION | | | | | | | | | | | | | | | | | | | | |
| VARIOUS STATEWIDE DIV | EB-6033 | SAFE ROUTES TO SCHOOL EDUCATION. | | | | | | | | | | | | | | | | | | |
| OTHER FUNDS REPRESENT MATCH BY LOCAL ENTITY. IN PROGRESS | | | | | | | | | | | | | | | | | | | | |
| VARIOUS STATEWIDE | EB-4411 | ROADWAY IMPROVEMENTS FOR BICYCLE SAFETY ON STATE AND LOCAL DESIGNATED BIKE ROUTES. | | | | | | | | | | | | | | | | | | |
| DIV | | | | | | | | | | | | | | | | | | | | |
| IN PROGRESS | | | | | | | | | | | | | | | | | | | | |

| | | |
|------------------------------|--------------------------|------------------------------|
| DIV - Division Category | EX - Exempt Category | SD - State Dollars (Non STI) |
| HF - State Dollars (Non STI) | REG - Regional Category | |
| SW - Statewide Category | TRN - Transition Project | |

STATEWIDE PROJECT NON-HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

| ROUTE/CITY COUNTY | ID NUMBER | LOCATION / DESCRIPTION | LENGTH (Miles) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | DELIVERABLE PROGRAM | | | | | DEVELOPMENTAL PROGRAM | | | | UNFUNDED |
|---|--------------|--|-------------------|---------------------------------|----------------------------------|---------------------|---------|---------|---------|---------|-----------------------|---------|---------|---------|----------|
| | | | | | | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 |
| BICYCLE AND PEDESTRIAN PROJECTS | | | | | | | | | | | | | | | |
| VARIOUS STATEWIDE | EB-6037 | RAILS TO TRAILS PROGRAM | | 38750 | | L | R | 3750 | | | | | | | |
| | | | | | | TALT5 | R | 15000 | | | | | | | |
| | | | | | | L | | | | | C | 20000 | | | |
| DIV | | | | | | | | | | | | | | | |
| LOCAL FUNDS REPRESENT LOCAL MATCH FOR RIGHT-OF-WAY AND CONSTRUCTION OF TRAILS BY LOCAL GOVERNMENTS. | | | | | | | | | | | | | | | |
| VARIOUS STATEWIDE TRN | ER-2971 | SIDEWALK PROGRAM IN ALL FOURTEEN HIGHWAY DIVISIONS. | | 25408 | 25408 | | | | | | | | | | |
| IN PROGRESS - \$182,000 IN STPDA FUNDS ALLOCATED TO ER-2971E | | | | | | | | | | | | | | | |
| PUBLIC TRANSPORTATION PROJECTS | | | | | | | | | | | | | | | |
| GREYHOUND LINES STATEWIDE | TI-6107 | INTERCITY BUS SERVICE FROM RALEIGH TO JACKSONVILLE ALONG US 70 AND US 17 WITH STOPS AT RALEIGH, SMITHFIELD, GOLDSBORO, KINSTON, AND NEW BERN | | 1910 | 1910 | FNU | | | | | | | | | |
| SD | | | | | | | | | | | | | | | |
| GREYHOUND LINES STATEWIDE | TI-6108 | INTERCITY BUS SERVICE FROM RALEIGH TO JACKSONVILLE VIA WILMINGTON ALONG US 70, US 117, AND US 17 AND FROM JACKSONVILLE TO MYRTLE BEACH VIA WILMINGTON ALONG US 17 | | 4081 | 4081 | FNU | | | | | | | | | |
| SD | | | | | | | | | | | | | | | |
| GREYHOUND LINES STATEWIDE | TI-6106 | INTERCITY BUS SERVICE FROM RALEIGH TO WILMINGTON ALONG US 70 AND US 117 WITH STOPS AT RALEIGH, SMITHFIELD, GOLDSBORO, WALLACE, AND WILMINGTON | | 1592 | 1592 | FNU | | | | | | | | | |
| SD | | | | | | | | | | | | | | | |
| GREYHOUND LINES STATEWIDE | TI-6105 | INTERCITY BUS SERVICE FROM RALEIGH TO NORFOLK ALONG US 64 AND US 258 WITH STOPS AT RALEIGH, ROCKY MOUNT, AHOSKIE, AND SUFFOLK | | 1402 | 1402 | FNF | | | | | | | | | |
| SD | | | | | | | | | | | | | | | |
| NCDOT FERRY DIVISION STATEWIDE SD | TA-6535 | CAPITAL | | 789 | 789 | FNF | | | | | | | | | |
| | | | | | | S | | | | | | | | | |

| |
|--|
| DIV - Division Category EX - Exempt Category SD - State Dollars (Non STI) HF - State Dollars (Non STI) REG - Regional Category SW - Statewide Category TRN - Transition Project |
|--|

COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO
SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE

STATEWIDE PROJECT NON-HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

| ROUTE/CITY COUNTY | ID NUMBER | LOCATION / DESCRIPTION | LENGTH (Miles) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | FUNDS | DELIVERABLE PROGRAM | | | | | | DEVELOPMENTAL PROGRAM | | | | UNFUNDED | |
|---|--------------|--|-------------------|---------------------------------|----------------------------------|-------|---------------------|---------|---------|---------|---------|---------|-----------------------|---------|---------|---------|--------------|------|
| | | | | | | | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | FUTURE YEARS | |
| PUBLIC TRANSPORTATION PROJECTS | | | | | | | | | | | | | | | | | | |
| REGIONAL COORDINATED AREA TRANSPORTION STATEWIDE | TP-4901 | PLANNING ASSISTANCE - RESEARCH SUPPORT ACTIVITIES | | 7769 | 7049 | FSPR | CP | 600 | | | | | | | | | | |
| | | | | | | S | CP | 120 | | | | | | | | | | |
| FUNDS AUTHORIZED IN PROGRESS | | | | | | | | | | | | | | | | | | |
| REGIONAL COORDINATED AREA TRANSPORTION STATEWIDE | TT-9702A | TECHNOLOGY - ADMINISTRATION (ITRE) | | 50 | 50 | UTCH | | | | | | | | | | | | |
| FUNDS AUTHORIZED IN PROGRESS | | | | | | | | | | | | | | | | | | |
| STATEWIDE STATEWIDE | TA-6520 | SECTION 5317 NEW FREEDOM CAPITAL FUNDING ASSISTANCE TO COMMUNITY TRANSPORTATION SYSTEMS AND NON- PROFIT AGENCIES ACROSS THE STATE | | 443 | 443 | ENF | | | | | | | | | | | | |
| FUNDS AUTHORIZED IN PROGRESS | | | | | | | | | | | | | | | | | | |
| STATEWIDE STATEWIDE | TA-6665 | 5311 CAPITAL PROJECTS FOR RURAL AREAS | | 90863 | 36053 | FNU | CP | 5468 | CP | 5469 | CP | 5470 | CP | 5471 | CP | 5490 | CP | 5490 |
| | | | | | | L | CP | 684 | CP | 684 | CP | 684 | CP | 685 | CP | 687 | CP | 687 |
| | | | | | | S | CP | 684 | CP | 684 | CP | 684 | CP | 685 | CP | 687 | CP | 687 |
| FUNDS AUTHORIZED IN PROGRESS | | | | | | | | | | | | | | | | | | |
| STATEWIDE STATEWIDE | TA-6666 | 5339 BUS AND BUS FACILITIES | | 60324 | 12355 | FBUS | CP | 4448 | CP | 4449 | CP | 4450 | CP | 5004 | CP | 5005 | CP | 5005 |
| | | | | | | L | CP | 556 | CP | 557 | CP | 557 | CP | 625 | CP | 626 | CP | 626 |
| | | | | | | S | CP | 556 | CP | 557 | CP | 557 | CP | 625 | CP | 626 | CP | 626 |
| FUNDS AUTHORIZED IN PROGRESS | | | | | | | | | | | | | | | | | | |
| STATEWIDE STATEWIDE | TA-6712 | REPLACEMENT OF TRANSIT VEHICLES MEETING USEFUL LIFE | | 7915 | 7915 | CMAQ | | | | | | | | | | | | |
| | | | | | | L | | | | | | | | | | | | |
| FUNDS AUTHORIZED IN PROGRESS | | | | | | | | | | | | | | | | | | |
| STATEWIDE STATEWIDE | TC-5004 | 5311 ADTAP | | 17751 | 7669 | ADTAP | CP | 1008 | CP | 1008 | CP | 1009 | CP | 1009 | CP | 1010 | CP | 1010 |
| | | | | | | L | CP | 115 | CP | 126 | CP | 127 | CP | 127 | CP | 127 | CP | 127 |
| | | | | | | S | CP | 115 | CP | 126 | CP | 127 | CP | 127 | CP | 127 | CP | 127 |
| FUNDS AUTHORIZED IN PROGRESS | | | | | | | | | | | | | | | | | | |

DIV - Division Category EX - Exempt Category SD - State Dollars (Non STI)
 HF - State Dollars (Non STI) REG - Regional Category
 SW - Statewide Category TRN - Transition Project

COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO
SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE

STATEWIDE PROJECT NON-HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

| ROUTE/CITY COUNTY | ID NUMBER | LOCATION / DESCRIPTION | LENGTH (Miles) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | FUNDS | DELIVERABLE PROGRAM | | | | | DEVELOPMENTAL PROGRAM | | | | UNFUNDED | | | | | | | | | | | |
|---------------------------------------|--------------|---|-------------------|---------------------------------|----------------------------------|-------|---------------------|---------|---------|---------|---------|-----------------------|---------|---------|---------|----------|--------------|-------|----|-------|----|-------|--|--|--|--|--|
| | | | | | | | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | FUTURE YEARS | | | | | | | | | | |
| PUBLIC TRANSPORTATION PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| STATEWIDE | TH-2000 | TRAVELER'S AID PROGRAM | | 126 | 126 | L | | | | | | | | | | | | | | | | | | | | | |
| STATEWIDE | | | | | | S | | | | | | | | | | | | | | | | | | | | | |
| SD | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FUNDS AUTHORIZED IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| STATEWIDE | TI-6109 | INTERCITY BUS SERVICE | | 9043 | 9043 | FNU | | | | | | | | | | | | | | | | | | | | | |
| STATEWIDE | | | | | | L | | | | | | | | | | | | | | | | | | | | | |
| STATEWIDE | | | | | | S | | | | | | | | | | | | | | | | | | | | | |
| SD | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FUNDS AUTHORIZED IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| STATEWIDE | TK-4902 | STATE ADMINISTRATION OF APPALACHIAN DEVELOPMENT TRANSPORTATION ASSISTANCE PROGRAM | | 1407 | 653 | ADTAP | AD | 92 | AD | 93 | AD | 93 | AD | 94 | AD | 94 | AD | 95 | AD | 96 | AD | 97 | | | | | |
| STATEWIDE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SD | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FUNDS AUTHORIZED IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| STATEWIDE | TK-6181 | 5311 ADMINISTRATIVE | | 204316 | 57488 | FNU | AD | 14681 | AD | 14681 | AD | 14682 | AD | 14682 | AD | 14683 | AD | 14683 | AD | 14684 | AD | 14684 | | | | | |
| STATEWIDE | | | | | | L | AD | 2753 | AD | 2753 | AD | 2753 | AD | 2753 | AD | 2753 | AD | 2753 | AD | 2753 | AD | 2753 | | | | | |
| STATEWIDE | | | | | | S | AD | 918 | AD | 918 | AD | 918 | AD | 918 | AD | 918 | AD | 918 | AD | 918 | AD | 918 | | | | | |
| SD | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FUNDS AUTHORIZED IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| STATEWIDE | TK-4900Z | 5311 STATE ADMINISTRATION AND 5311 STATE ADMINISTRATION | | 39850 | 16730 | FNU | AD | 2820 | AD | 2840 | AD | 2860 | AD | 2880 | AD | 2900 | AD | 2920 | AD | 2940 | AD | 2960 | | | | | |
| STATEWIDE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SD | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FUNDS AUTHORIZED IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| STATEWIDE | TM-6155 | OPERATING FUNDING FOR EXISTING PROJECTS STATEWIDE | | 350 | 350 | JARC | | | | | | | | | | | | | | | | | | | | | |
| STATEWIDE | | | | | | L | | | | | | | | | | | | | | | | | | | | | |
| SD | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FUNDS AUTHORIZED IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| STATEWIDE | TN-6125 | 5317 NEW FREEDOM | | 4756 | 484 | FEP | O | 410 | O | 420 | O | 430 | O | 440 | O | 450 | O | 460 | O | 470 | O | 480 | | | | | |
| STATEWIDE | | | | | | L | O | 82 | O | 84 | O | 86 | O | 88 | O | 90 | O | 92 | O | 94 | O | 96 | | | | | |
| SD | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| |
|--|
| DIV - Division Category EX - Exempt Category SD - State Dollars (Non STI) HF - State Dollars (Non STI) REG - Regional Category SW - Statewide Category TRN - Transition Project |
|--|

COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO
SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE

STATEWIDE PROJECT NON-HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

| ROUTE/CITY COUNTY | ID NUMBER | LOCATION / DESCRIPTION | LENGTH (Miles) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | FUNDS | DELIVERABLE PROGRAM | | | | | | DEVELOPMENTAL PROGRAM | | | | UNFUNDED |
|---------------------------------------|--------------|---|-------------------|---------------------------------|----------------------------------|-------|---------------------|---------|---------|---------|---------|---------|-----------------------|---------|---------|---------|--------------|
| | | | | | | | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | FUTURE YEARS |
| PUBLIC TRANSPORTATION PROJECTS | | | | | | | | | | | | | | | | | |
| STATEWIDE | TO-6135 | 5311 OPERATING PROJECTS FOR RURAL AREAS | | 4293 | 4293 | FNU | | | | | | | | | | | |
| STATEWIDE | | | | | | L | | | | | | | | | | | |
| SD | | | | | | | | | | | | | | | | | |
| FUNDS AUTHORIZED IN PROGRESS | | | | | | | | | | | | | | | | | |
| STATEWIDE | TO-6155 | 5311 OPERATING AND 5311 OPERATING F | | 173475 | 19155 | FNU | O | 12790 | O | 12810 | O | 12830 | O | 12850 | O | 12870 | |
| STATEWIDE | | | | | | L | O | 6395 | O | 6405 | O | 6415 | O | 6425 | O | 6435 | |
| | | | | | | | | | | | | | | | | | |
| SD | | | | | | | | | | | | | | | | | |
| STATEWIDE | TP-4902 | STATEWIDE SUPPORT TO UPDATE LOCAL COMMUNITY TRANSPORTATION SERVICE PLANS - 5311 | | 3710 | 3710 | FNU | | | | | | | | | | | |
| STATEWIDE | | | | | | | | | | | | | | | | | |
| SD | | | | | | | | | | | | | | | | | |
| FUNDS AUTHORIZED IN PROGRESS | | | | | | | | | | | | | | | | | |
| STATEWIDE | TP-5154 | 5304 PLANNING | | 5724 | 588 | FMPL | PL | 500 | PL | 510 | PL | 520 | PL | 530 | PL | 540 | |
| STATEWIDE | | | | | | L | PL | 100 | PL | 102 | PL | 104 | PL | 106 | PL | 108 | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| SD | | | | | | | | | | | | | | | | | |
| STATEWIDE | TQ-9038 | 5310 CAPITAL PROJECTS FOR RURAL AREAS AND SMALL URBAN AREAS | | 31363 | 11365 | FEPD | CP | 1998 | CP | 1998 | CP | 1999 | CP | 1999 | CP | 2000 | |
| STATEWIDE | | | | | | L | CP | 250 | CP | 250 | CP | 250 | CP | 250 | CP | 250 | |
| | | | | | | S | CP | 250 | CP | 250 | CP | 250 | CP | 250 | CP | 250 | |
| | | | | | | | | | | | | | | | | | |
| SD | | | | | | | | | | | | | | | | | |
| FUNDS AUTHORIZED IN PROGRESS | | | | | | | | | | | | | | | | | |
| STATEWIDE | TQ-6954 | 5310 OPERATING PROJECTS FOR RURAL AREAS | | 26692 | 11986 | FEPD | O | 918 | O | 918 | O | 919 | O | 919 | O | 919 | |
| STATEWIDE | | | | | | L | O | 918 | O | 918 | O | 919 | O | 919 | O | 920 | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| SD | | | | | | | | | | | | | | | | | |
| FUNDS AUTHORIZED IN PROGRESS | | | | | | | | | | | | | | | | | |
| STATEWIDE | TS-7001 | 5329 STATE SAFETY AND OVERSIGHT | | 5192 | 516 | FED | AD | 689 | AD | 689 | AD | 689 | AD | 345 | AD | 345 | |
| STATEWIDE | | | | | | L | | | | | | | | | | | |
| | | | | | | S | AD | 155 | AD | 155 | AD | 155 | AD | 69 | AD | 69 | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| SD | | | | | | | | | | | | | | | | | |
| STATEWIDE | TS-7000 | DEVELOP AMD IMPLEMENT AN ENHANCED STATE SAFETY OVERSIGHT PROGRAM | | 844 | 844 | SSO | | | | | | | | | | | |
| STATEWIDE | | | | | | | | | | | | | | | | | |
| SD | | | | | | | | | | | | | | | | | |

| | | |
|-------------------------------------|---------------------------------|-------------------------------------|
| DIV - Division Category | EX - Exempt Category | SD - State Dollars (Non STI) |
| HF - State Dollars (Non STI) | REG - Regional Category | |
| SW - Statewide Category | TRN - Transition Project | |

COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO
SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE

STATEWIDE PROJECT NON-HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

| ROUTE/CITY COUNTY | ID NUMBER | LOCATION / DESCRIPTION | LENGTH (Miles) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | DELIVERABLE PROGRAM | | | | | | | | | | DEVELOPMENTAL PROGRAM | | | | UNFUNDED | | | | | | | | | | |
|---------------------------------------|--------------|--|-------------------|---------------------------------|----------------------------------|---------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|-----------------------|--------------|------|----|----------|-----|------|-----|------|----|------|-----|------|-----|------|
| | | | | | | FUNDS | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | FUTURE YEARS | | | | | | | | | | | | | |
| PUBLIC TRANSPORTATION PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| STATEWIDE | TS-4900Z | STATEWIDE RTAP | | 6787 | 2707 | RTAP | AD | 440 | AD | 460 | AD | 480 | AD | 500 | AD | 520 | AD | 540 | AD | 560 | AD | 580 | | | | | | | | |
| STATEWIDE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FUNDS AUTHORIZED IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| STATEWIDE | TT-5205 | NCDOT FERRY DIVISION WILL PURCHASE AND INSTALL VISUALS, PAGING SYSTEMS ON BOARD FIVE CLASS FERRY VESSELS | | 66 | 66 | FNF | | | | | | | | | | | | | | | | | | | | | | | | |
| STATEWIDE | | | | | | S | | | | | | | | | | | | | | | | | | | | | | | | |
| SD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FUNDS AUTHORIZED IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SUB REGIONAL | TM-5301 | STATE ADMINISTRATION - JOB ACCESS NON-URBAN | | 5592 | 5092 | JARC | AD | 500 | | | | | | | | | | | | | | | | | | | | | | |
| STATEWIDE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FUNDS AUTHORIZED IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SUB REGIONAL | TN-5112 | STATE ADMINISTRATION - NEW FREEDOM - 5317 | | 4270 | 3920 | FNF | AD | 350 | | | | | | | | | | | | | | | | | | | | | | |
| STATEWIDE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FUNDS AUTHORIZED IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SUB REGIONAL | TV-4903 | 5310 STATE ADMIN | | 11315 | 6919 | FEPD | AD | 541 | AD | 545 | AD | 545 | AD | 545 | AD | 550 | AD | 550 | AD | 560 | AD | 560 | | | | | | | | |
| STATEWIDE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FUNDS AUTHORIZED IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PASSENGER RAIL PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VARIOUS | P-5602 | STATEWIDE RAIL PRELIMINARY ENGINEERING | | 14170 | 4170 | T | PE | 300 | DIV | PE | 300 | DIV | PE | 300 | DIV | PE | 300 | DIV | PE | 300 | DIV | PE | 300 | DIV | PE | 300 | DIV | PE | 300 | DIV |
| STATEWIDE | | | | | | T | PE | 300 | REG | PE | 300 | REG | PE | 300 | REG | PE | 300 | REG | PE | 300 | REG | PE | 300 | REG | PE | 300 | REG | PE | 300 | REG |
| | | | | | | T | PE | 400 | SW | PE | 400 | SW | PE | 400 | SW | PE | 400 | SW | PE | 400 | SW | PE | 400 | SW | PE | 400 | SW | PE | 400 | SW |
| | | | | | | | DIV | | | | DIV | | | | | | DIV | | | | | | DIV | | | | | | | |
| | | | | | | | REG | | | | REG | | | | | | REG | | | | | | REG | | | | | | | |
| | | | | | | | SW | | | | SW | | | | | | SW | | | | | | SW | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VARIOUS | Y-5500 | TRAFFIC SEPARATION STUDY IMPLEMENTATION AND CLOSURES. | | 31944 | 1944 | RR | R | 500 | R | 500 | R | 500 | R | 500 | R | 500 | R | 500 | R | 500 | R | 500 | R | 500 | R | 500 | R | 500 | R | 500 |
| STATEWIDE | | | | | | RR | C | 2500 | C | 2500 | C | 2500 | C | 2500 | C | 2500 | C | 2500 | C | 2500 | C | 2500 | C | 2500 | C | 2500 | C | 2500 | C | 2500 |
| SD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | |
|-------------------------------------|---------------------------------|-------------------------------------|
| DIV - Division Category | EX - Exempt Category | SD - State Dollars (Non STI) |
| HF - State Dollars (Non STI) | REG - Regional Category | |
| SW - Statewide Category | TRN - Transition Project | |

COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE

STATEWIDE PROJECT NON-HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

| ROUTE/CITY COUNTY | ID NUMBER | LOCATION / DESCRIPTION | LENGTH (Miles) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | DELIVERABLE PROGRAM | | | | | | | | | | DEVELOPMENTAL PROGRAM | | | | UNFUNDED | | | |
|---|--------------|--|-------------------|---------------------------------|----------------------------------|---------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|-----------------------|---|------|---|----------|--|--|--|
| | | | | | | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | FUTURE YEARS | | | | | | | |
| PASSENGER RAIL PROJECTS | | | | | | | | | | | | | | | | | | | | | | | |
| VARIOUS STATEWIDE | Z-9999 | HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS - UNPROGRAMMED BALANCE. | | 24500 | | RR | | | | | | | R | 500 | R | 500 | R | 500 | R | 500 | | | |
| | | | | | | RR | | | | | | | C | 3000 | C | 3000 | C | 3000 | C | 3000 | | | |
| DIV | | | | | | | | | | | | | | | | | | | | | | | |
| VARIOUS STATEWIDE | Z-5800 | HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS. | | 7000 | | RR | R | 500 | R | 500 | | | | | | | | | | | | | |
| | | | | | | RR | C | 3000 | C | 3000 | | | | | | | | | | | | | |
| DIV | | | | | | | | | | | | | | | | | | | | | | | |
| VARIOUS STATEWIDE | Z-5700 | HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS. | | 14847 | 14847 | | | | | | | | | | | | | | | | | | |
| DIV | | | | | | | | | | | | | | | | | | | | | | | |
| IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | |
| VARIOUS STATEWIDE | Z-5400 | HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS. | | 28841 | 28841 | | | | | | | | | | | | | | | | | | |
| DIV | | | | | | | | | | | | | | | | | | | | | | | |
| IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | |
| NORTH CAROLINA RAILROAD STATEWIDE | C-5571 | NCDOT PIEDMONT AND CAROLINIAN PASSENGER RAIL SERVICES. PUBLIC OUTREACH AND AWARENESS PROGRAM. | | 2456 | 2456 | | | | | | | | | | | | | | | | | | |
| EX | | | | | | | | | | | | | | | | | | | | | | | |
| IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | |

| | | |
|-------------------------------------|---------------------------------|-------------------------------------|
| DIV - Division Category | EX - Exempt Category | SD - State Dollars (Non STI) |
| HF - State Dollars (Non STI) | REG - Regional Category | |
| SW - Statewide Category | TRN - Transition Project | |

FY2020-2029

Transportation Improvement Program

APPENDIX C: LOCAL INPUT POINTS

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 MTIP. The Methodology is designed to address the federal requirement that the TIP be consistent with the projects and investment priorities of the MTP while being compatible with the State's STI process.

2. ALLOCATION OF LOCAL INPUT POINTS

The tables on the following pages of this appendix present the allocation of local input points to transportation projects in the DCHC MPO that resulted from the implementation of the DCHC MPO's Methodology for Ranking TIP Project Requests, which is located at the end of this appendix.

DCHC MPO Final Regional Impact Points Allocation for P5

| Mode | Route/Project | From | To | Description | Jurisdiction | SPOT | DCHC | Division | Final | Funded? |
|---------|---|---|--|--|---------------------|-------|-----------------|-----------------|-------|---------|
| | | | | | | Score | Points Assigned | Points Assigned | Score | |
| Transit | Durham-Orange Light Rail Transit | | | Construct a 17.7 mile light rail transit line from North Carolina Central University in Durham to UNC Hospitals in Chapel Hill. | Durham, Chapel Hill | 53.33 | 100 | 100 | 83.33 | N |
| Highway | NC 55 | I-40 | Meridian Drive | Add third SB lane on NC 55 from Meridian to I-40 EB on-ramp and improve ramp terminals. Also add bike/ped facilities. | Durham | 51.65 | 100 | 99 | 81.50 | Y |
| Rail | NS/NCRR H Line | | | Construction of grade separation at SR 1954 (W. Ellis Road) and closure of existing at-grade crossing (Crossing # 735 236Y) in Durham. | Durham | 49.33 | 100 | 100 | 79.33 | N |
| Highway | US 70 | SR 1959 (South Miami Blvd) / SR 1811 (Sherron Road) | Page Road Extension / New Leesville Road | Upgrade Roadway to Freeway. | Durham | 49.32 | 100 | 99 | 79.17 | N |
| Highway | US 15, US 501 | US 15-501 / NC 54 interchange (Raleigh Road) | SR 1742 (Ephesus Church Road) | Construct capacity improvements and add sidewalks, wide-outside lanes, and transit accommodations. | Chapel Hill | 47.70 | 100 | 100 | 77.70 | Y |
| Highway | US 501 (Roxboro Road) | US 501 Bypass (Duke Street) | Omega Road | Construct median, access management facilities, safety improvements, bicycle and pedestrian facilities, and transit stop improvements. | Durham | 47.45 | 100 | 89 | 75.80 | N |
| Highway | Division 5 Non-Municipal Divisionwide Signal System | | | Add cameras and fiber to signals in division 5 which are outside of municipal systems and upgrade software and add equipment to enable monitoring of signals by Division staff. Division wide project. Will provide the list of signals. | Division 5 | 46.86 | 14 | 92 | 75.66 | N |
| Highway | US 501 Business (Roxboro Road) | NC 55 (Avondale Drive) | SR 1004 (Old Oxford Road) | Construct median along section with potential turn lanes at Lavender Avenue, Bon Air Avenue, and Murray Avenue. Fill in sidewalk gaps and provide streetscape amenities. | Durham | 45.93 | 100 | 97 | 75.48 | N |
| Highway | NC 98 (Holloway Street) | SR 1838 (Junction Road) | SR 1919 (Lynn Road) | Construct safety improvements and widen to add median, bicycle lanes, sidewalks, transit stop improvements, and traffic signals where needed. | Durham | 45.76 | 100 | 89 | 74.11 | N |
| Highway | NC 54 | SR 1937/SR 1107 Old Fayetteville Road | | Improve intersection | Carrboro | 42.92 | 100 | 100 | 72.92 | N |
| Highway | US 15, US 501 | SR 1919 (Smith Level Rd) | US 64 Pittsboro Bypass | Convert remaining non-synchronized sections of US 15-501 to synchronized between the Orange County Line and the US 64 Pittsboro Bypass | Chatham County | 32.26 | 47 | 100 | 62.26 | Y |
| Highway | NC 54 | SR 1006 (Orange Grove Rd) | SR 1937 / SR 1107 (Old Fayetteville Rd) | Widen to a four-lane boulevard | Orange County | 46.80 | 0 | 100 | 61.80 | N |
| Transit | Commuter Rail from Durham to Garner | | | Construct commuter rail service and infrastructure. Project includes 4 locomotives and 8 coaches. | Durham, Wake | 46.67 | 32 | 0 | 61.37 | N |

| Mode | Route/Project | From | To | Description | Jurisdiction | SPOT Score | DCHC Points Assigned | Division Points Assigned | Final Score | Funded? |
|---------|---|-------------------------|-----------------------------|--|---------------|------------|----------------------|--------------------------|-------------|---------|
| Rail | NS/NCRR H Line | | | Construction of at-grade crossing improvements at Blackwell Street (Crossing # 735 229N), US 15 (Mangum Street) (Crossing # 735 231P), and SR 1118 (Fayetteville Street) (Crossing # 910 605Y) per Durham TSS in Durham. | Durham | 45.78 | 100 | 0 | 60.78 | N |
| Highway | US 501 Business (Roxboro Road) | SR 1443 (Horton Road) | | Install turn lanes on US 501 Business (Roxboro Road) at Horton Road. | Durham | 44.75 | 100 | 0 | 59.75 | N |
| Rail | NS/NCRR H Line | | | Construction of grade separation at SR 1317 (Neal Road) and closure of existing at-grade crossing (Crossing # 735 202E) in Durham. | Durham | 42.13 | 100 | 0 | 57.13 | N |
| Highway | NC 54 | NC 751 | SR 1118 (Fayetteville Road) | Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations | Durham | 40.30 | 100 | 0 | 55.30 | N |
| Highway | NC 147 (Durham Freeway) | Elba Street/Trent Drive | | Improve ramps by tying them into a roundabout with Elba Street and Trent Drive. | Durham | 37.94 | 100 | 0 | 52.94 | N |
| Highway | NC 86 | US 70 Bypass | North of NC 57 | Widen to four lanes with a median and Improve intersections at US 70 Bypass and NC 57. | Orange County | 36.02 | 100 | 0 | 51.02 | N |
| Highway | I-40 | NC 54 | NC 751 | Construct auxiliary lane between ramps | Durham | 47.78 | 0 | 0 | 47.78 | N |
| Highway | US 15, US 501 | NC 751 | Pickett Road Overpass | Widen section of 15-501 bypass between Tower and NC 751 to 6 lanes | Durham | 45.65 | 0 | 0 | 45.65 | N |
| Highway | NC 54 | US 15-501 | | Improve Interchange | Chapel Hill | 30.44 | 100 | 0 | 45.44 | N |
| Highway | I-40 | NC 147 | Wade Avenue | Construct Managed Lanes. | Durham | 45.37 | 0 | 0 | 45.37 | N |
| Highway | I-540 | I-40 | US 1 | Construct managed shoulders in both directions along I-540. Managed lanes are expected to be in operation for approx 3 hours during morning and evening peak periods (6 hours total). | Wake, Durham | 44.41 | 0 | 0 | 44.41 | N |
| Transit | Durham to Raleigh Commuter Rail Service | | | Construct infrastructure and service for commuter rail service from Durham to Raleigh. Project includes 4 locomotives and 8 coaches. | Durham, Wake | 43.89 | 0 | 0 | 43.89 | N |
| Highway | US 15, US 501 | I-40 | US 15/501 Business | I-40 to US 15/501 Bypass in Durham. Major Corridor Upgrade to Expressway | Durham | 43.41 | 0 | 0 | 43.41 | N |
| Highway | I-540 | I-40 | I-87 | Construct managed shoulders in both directions along I-540. Managed lanes are expected to be in operation for approx 3 hours during morning and evening peak periods (6 hours total). | Wake, Durham | 42.28 | 0 | 0 | 42.28 | N |
| Transit | Durham to Wake Forest Commuter Rail | | | Construct infrastructure and service for commuter rail service from Durham to Wake Forest. Project includes 6 locomotives and 12 coaches. | Durham, Wake | 40.19 | 0 | 0 | 40.19 | N |
| Highway | NC 54 | I-40 | NC 751 | Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations | Durham | 37.11 | 17 | 0 | 39.66 | N |

| Mode | Route/Project | From | To | Description | Jurisdiction | SPOT | DCHC | Division | Final | Funded? |
|---------|---|-----------------------------|------------------------------------|--|----------------------------------|-------|-----------------|-----------------|-------|---------|
| | | | | | | Score | Points Assigned | Points Assigned | Score | |
| Transit | Durham to Raleigh to Garner/Wake Forest commuter rail | | | Construct infrastructure and service for 8-2,8-2 service to Raleigh and 4-1,4-1 service to Wake Forest and Garner. Project includes 6 locomotives and 12 coaches. | Durham, Wake | 39.45 | 0 | 0 | 39.45 | N |
| Highway | US 70 | Page Road Extension | Alexander Drive in Wake County | Upgrade Roadway to Freeway | Durham, Raleigh | 38.25 | 0 | 0 | 38.25 | N |
| Highway | US 15, US 501 | NC 147 (Durham Freeway) | US 70 Business (Hillsborough Road) | Signalize collector-distributor ramp intersections to improve safety. | Durham | 37.85 | 0 | 0 | 37.85 | N |
| Transit | Commuter Rail Transit, West Durham to Garner | | | Construct commuter-rail transit service adjacent to and/or within the existing North Carolina Railroad Corridor extending from West Durham to Greenfield station in Garner via RTP, Cary, and Raleigh. Provide four trains each direction during the morning rush hour, four in the evening rush hour, and one train each direction in the off-peak AM and PM (a total of ten trains each direction). The peak services will operate at one-hour intervals (e.g. leave origin station at 6:00 am, 7:00 am, 8:00 am, etc.). | Durham, Wake | 34.63 | 0 | 0 | 34.63 | N |
| Rail | NS/NCRR H Line | | | Construction of second main track from East Durham Yard (MP 58.5) to Nelson (MP 63.5) in Durham. | Durham | 34.22 | 0 | 0 | 34.22 | N |
| Transit | GoTriangle ODX Route bus service expansion FY23 | | | Purchase one additional vehicle in FY23 to support headway reduction on the ODX route. | Hillsborough, Durham | 20.56 | 90 | 0 | 34.06 | N |
| Rail | NS/NCRR H Line | | | Construction of grade separation at Dimmocks Mill Road (Crossing # 735 154S) and closure of Bellvue Street existing at-grade crossing (Crossing # 735 152D) and West Hill Avenue existing at-grade crossing (Crossing # 735 151W). Project includes a pedestrian tunnel at Hill Avenue. | Hillsborough | 33.08 | 0 | 0 | 33.08 | N |
| Highway | NC 751 | SR 1740 (Lewter Shop Road) | O'Kelly Chapel Road | Widen road to 4 Lanes with bicycle lanes on existing location. | Chatham County | 32.77 | 0 | 0 | 32.77 | N |
| Highway | NC 54 | Neville Road | | Improve intersection | Orange County | 32.60 | 0 | 0 | 32.60 | N |
| Rail | NCRR/NS H line | | | Construction of curve radius improvements from MP H 44.5 to MP H 48 near Hillsborough. | Orange County | 31.97 | 0 | 0 | 31.97 | N |
| Highway | NC 54 | SR 1118 (Fayetteville Road) | SR 1106 (Barbee Road) | Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations | Durham | 31.65 | 0 | 0 | 31.65 | N |
| Transit | Mebane to Selma Commuter Rail Service | | | Construct infrastructure and service for commuter rail service from Mebane to Selma. Project includes 12 locomotives and 24 coaches. | Alamance, Durham, Wake, Johnston | 31.48 | 0 | 0 | 31.48 | N |
| Highway | NC 54 | SR 1106 (Barbee Road) | NC 55 | Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations | Durham | 31.05 | 0 | 0 | 31.05 | N |

| Mode | Route/Project | From | To | Description | Jurisdiction | SPOT Score | DCHC Points Assigned | Division Points Assigned | Final Score | Funded? |
|--------------|--|-------------------------------------|-------------------------------------|--|---------------|------------|----------------------|--------------------------|-------------|---------|
| Transit | GoTriangle DRX Route bus service expansion FY 19 | | | Purchase 3 additional vehicles in FY 19 to support headway reduction on DRX route. | Durham, Wake | 29.63 | 0 | 0 | 29.63 | N |
| Highway | I-540 | I-40 | US 1 | Construct managed shoulders in both directions along I-540. Managed lanes are expected to be in operation for approx 3 hours during morning and evening peak periods (6 hours total). | Wake, Durham | 26.60 | 0 | 0 | 26.60 | N |
| Highway | NC 751 (Hope Valley Road) | South Roxboro Road | Woodcroft Parkway | Widen to four lanes with bike lanes and sidewalks. Improve the NC 751 & South Roxboro Road intersection. | Durham | 25.62 | 0 | 0 | 25.62 | N |
| Highway | NC 751 (Hope Valley Road) | NC 54 | Southpoint Auto Park Blvd | Widen to four lanes with a median with bicycle, pedestrian and transit facilities as appropriate. | Durham | 25.56 | 0 | 0 | 25.56 | N |
| Highway | US 70 Business | US 15-501 Business (Roxboro Street) | US 15/501 Business (Roxboro Street) | Convert the Downtown Loop from one-way to two-way traffic | Durham | 19.51 | 0 | 0 | 19.51 | N |
| Highway | US 15 Business (Roxboro Street) | Pettigrew Street | East Main Street | Improve the crossing at US 15/501 Business (Roxboro Street) in Downtown Durham. Make the bridge higher to reduce truck conflict, make the span wider to facilitate a future two-way of Roxboro Street, and make the bridge wider to be able to accommodate four tracks. Potentially create an intersection at Ramseur and Roxboro. | Durham | 19.07 | 0 | 0 | 19.07 | N |
| Rail | NCRR/NS H line | | | Construction of curve radius improvements from MP H 38 to MP H 40.4 near Efland. | Orange County | 18.90 | 0 | 0 | 18.90 | N |
| Highway | US 70 | US 70 Connector | | Reconstruct interchange to an at-grade intersection. | Orange County | 18.43 | 0 | 0 | 18.43 | N |
| Rail | NS/NCRR H Line | | | Construction of new railroad bridge, or other railroad approved method, over Exchange Park Lane (Crossing #735 158U) to accommodate pedestrian traffic within the structure. | Hillsborough | 16.56 | 0 | 0 | 16.56 | N |
| Rail | NS/NCRR H Line | | | Construction of second main track from Control Point Funston (MP 49.8) to East Durham Yard (MP 56) in Durham. | Durham | 8.21 | 0 | 0 | 8.21 | N |
| Rail | I-40 Rail Bridge in Durham County | | | Construct triple track bridge over I-40 in Durham County. | Durham | 4.91 | 0 | 0 | 4.91 | N |
| TOTAL | | | | | | | | 1800 | | |

DCHC MPO Final Division Needs Points Allocation for SPOT 5

| Mode | Route/ Project | From | To | Description | Jurisdiction | SPOT Score | DCHC Points Assigned | Division Points Assigned | Final Score | Funded? |
|---------|---|---------------------------------|-----------------------------------|--|----------------|------------|----------------------|--------------------------|-------------|---------|
| Highway | NC 98 (Holloway Street) | SR 1838 (Junction Road) | SR 1919 (Lynn Road) | Construct safety improvements and widen to add median, bicycle lanes, sidewalks, transit stop improvements, and traffic signals where needed. | Durham | 43.16 | 100 | 100 | 93.16 | Y |
| Transit | Fayetteville St Transit Corridor Improvements | N/A | N/A | Construct sidewalks, bus stop improvements (including shelters), and better access to stops along Fayetteville Street in Durham. This corridor includes GoDurham routes 5, 5K, 7, 14 and GoTriangle routes 800, 805. | Durham | 41.35 | 100 | 100 | 91.35 | N |
| Highway | US 501 Business (Roxboro Road) | SR 1443 (Horton Road) | | Install turn lanes on US 501 Business (Roxboro Road) at Horton Road. | Durham | 40.51 | 100 | 100 | 90.51 | N |
| Transit | Chatham Transit additional vehicles | N/A | N/A | Purchase three new ramp-equipped minivans | Chatham County | 33.52 | 9 | 90 | 81.02 | Y |
| Highway | Division 5 Non-Municipal Divisionwide Signal System | | | Add cameras and fiber to signals in division 5 which are outside of municipal systems and upgrade software and add equipment to enable monitoring of signals by Division staff. Division wide project. Will provide the list of signals. | Division 5 | 40.00 | 14 | 100 | 77.75 | N |
| Highway | US 15, US 501 | SR 1919 (Smith Level Rd) | US 64 Pittsboro Bypass | Convert remaining non-synchronized sections of US 15-501 to synchronized between the | Chatham County | 25.98 | 47 | 100 | 75.98 | Y |
| Transit | Orange Public Transit additional vehicles | N/A | N/A | Purchase two light transit vehicles | Orange County | 24.81 | 49 | 100 | 74.56 | N |
| BikePed | NC 54 | James Street | Anderson Park | Construct sidepath on the north side of the road to accommodate two-direction bicycle transportation. | Carrboro | 40.44 | 100 | 0 | 65.44 | Y |
| BikePed | American Tobacco Trail | US 70 Business (Ramseur Street) | American Tobacco Trail | Construct tunnel underneath NCR. Extend path to connect American Tobacco Trail to Downtown Durham and future Duke Belt Line Trail. | Durham | 40.24 | 100 | 0 | 65.24 | N |
| BikePed | Sandy Creek Trail | Pickett Rd | Al Buehler Trail at Cornwallis Rd | Construct a shared use trail. | Durham | 40.08 | 100 | 0 | 65.08 | N |
| BikePed | NC 54 | RTP Trail | American Tobacco Trail | Construct a shared use path along one side of the roadway and pedestrian intersection improvements and sidewalk connections to bus stops on both sides of the road. | Durham | 39.91 | 100 | 0 | 64.91 | N |
| BikePed | NC 55 (Apex Highway) | American Tobacco Trail Spur | Cornwallis Road | Construct shared use path on one side of roadway and make intersection improvements. | Durham | 39.82 | 100 | 0 | 64.82 | N |

| Mode | Route/ Project | From | To | Description | Jurisdiction | SPOT Score | DCHC Points Assigned | Division Points Assigned | Final Score | Funded? |
|---------|---|---|--|---|-----------------------|------------|----------------------|--------------------------|-------------|---------|
| BikePed | US 15/501 (Fordham Blvd) | Willow Drive | Old Durham Chapel Hill Road | Construct multi-use side paths paralleling US 15/501 (Fordham Blvd) on both sides from Willow Drive to Ephesus Church Road and just the east side from Ephesus Church Road to Old Durham Chapel Hill Road. Construct enhanced pedestrian and bicyclist crossing accommodations at intersections and crossing locations. | Chapel Hill | 35.78 | 100 | 0 | 60.78 | N |
| Highway | SR 1321 (Hillandale Road) | SR 1443 (Horton Road) | | Construct roundabout | Durham | 35.45 | 100 | 0 | 60.45 | N |
| Highway | New Route - Northern Durham Parkway | I-85 | SR 1004 (Old Oxford Road) | Construct multi-lane roadway on new location. | Durham | 33.85 | 100 | 0 | 58.85 | N |
| Highway | NC 54 | SR 1937/SR 1107 Old Fayetteville Road | | Improve intersection | Carrboro | 31.70 | 100 | 0 | 56.70 | N |
| BikePed | NC 86 (Martin Luther King, Jr. Parkway) | SR 1770 (Estes Drive) | SR 1777 (Homestead Road) | Construct bicycle lanes and upgrade sidewalks along NC 86. | Chapel Hill | 31.48 | 100 | 0 | 56.48 | N |
| Highway | NC 147 (Durham Freeway) | Elba Street/Trent Drive | | Improve ramps by tying them into a roundabout with Elba Street and Trent Drive. | Durham | 31.17 | 100 | 0 | 56.17 | N |
| Transit | Village Neighborhood Transit Center | N/A | N/A | Design and Construction of NTC: Village Neighborhood Transit Center. Serves GoDurham routes 2B, 3, 3B, 3C | Durham | 35.10 | 81 | 0 | 55.35 | N |
| BikePed | SR 1843 (Seawell School Road) | SR 1780 (Estes Drive Extension) | SR 1777 (Homestead Road) | Construct a sidepath along the entire corridor from Estes Drive to Homestead Road. | Chapel Hill, Carrboro | 29.19 | 100 | 0 | 54.19 | N |
| Highway | NC 86 | US 70 Bypass | North of NC 57 | Widen to four lanes with a median and improve intersections at US 70 Bypass and NC 57. | Hillsborough | 27.42 | 100 | 0 | 52.42 | N |
| Highway | US 501 Business (Roxboro Road) | NC 55 (Avondale Drive) | SR 1004 (Old Oxford Road) | Construct median along section with potential turn lanes at Lavender Avenue, Bon Air Avenue, and Murray Avenue. Fill in sidewalk gaps and provide streetscape amenities. | Durham | 42.71 | 0 | 0 | 42.71 | N |
| Highway | I-40 | NC 147 | Wade Avenue | Construct Managed Lanes. | Durham | 42.56 | 0 | 0 | 42.56 | N |
| Highway | US 501 (Roxboro Road) | US 501 Bypass (Duke Street) | Omega Road | Construct median, access management facilities, safety improvements, bicycle and pedestrian facilities, and transit stop improvements. | Durham | 40.61 | 0 | 0 | 40.61 | N |
| Highway | I-40 | NC 54 (exit 273) | NC 751 (exit 274) | Construct auxiliary lane between ramps | Durham | 39.49 | 0 | 0 | 39.49 | N |
| Highway | US 70 | SR 1959 (South Miami Blvd) / SR 1811 (Sherron Road) | Page Road Extension / New Leesville Road | Upgrade Roadway to Freeway. | Durham | 39.37 | 0 | 0 | 39.37 | N |
| BikePed | SR 1183 (University Drive) and Old Chapel Hill Road | SR 1116 (Garrett Road) | Martin Luther King Jr. Parkway | Construct shared use path along one side of the roadway. | Durham | 39.06 | 0 | 0 | 39.06 | N |
| BikePed | Horton Road | US 501 Business (Roxboro Road) | NC 157 (Guess Road) | Construct a sidewalk on one side of the road, sidepath on the other side. | Durham | 38.95 | 0 | 0 | 38.95 | N |

| Mode | Route/ Project | From | To | Description | Jurisdiction | SPOT Score | DCHC | Division | Final | Funded? |
|---------|---|--------------------------------|---|--|-----------------|------------|--------|----------|-------|---------|
| | | | | | | | Points | Points | | |
| BikePed | US 15/501 Business (University Drive) | Woodridge Drive | US 15/501 Business Lakewood Avenue | Construct sidewalks along entire length and bicycle lanes where needed. | Durham | 38.80 | 0 | 0 | 38.80 | N |
| BikePed | SR 1669 (Club Boulevard) | SR 1332 (Broad Street) | Washington Street/Ellerbe Creek Trail | Construct bicycle lanes on both sides of the street and improve intersections for bicycle and pedestrian crossings. | Durham | 38.75 | 0 | 0 | 38.75 | N |
| BikePed | Cook Rd | American Tobacco Trail | Martin Luther king Jr Parkway | Construct buffered bike lanes and sidewalks on both sides of the road. | Durham | 38.75 | 0 | 0 | 38.75 | N |
| BikePed | US 501 (Roxboro Road) | SR 1456 (Milton Road) | Fairfield Road | Construct sidewalks on both sides of the road. | Durham | 38.42 | 0 | 0 | 38.42 | N |
| BikePed | SR 1959 (Miami Boulevard) | SR 1954 (Ellis Road) | Cornwallis Road | Construct a multi-use pathway along east side of Miami Boulevard. | Durham | 38.23 | 0 | 0 | 38.23 | N |
| BikePed | Warren Creek Trail Phase II | Warren Creek Trail/Horton Road | US 501 | Construct a shared use trail through and outside the boundary of West Point on the Eno Park. | Durham | 38.01 | 0 | 0 | 38.01 | N |
| BikePed | NC 55 (Apex Highway) | NC 54 | Carpenter Fletcher Road | Construct pedestrian facilities on both sides of the road. | Durham | 37.97 | 0 | 0 | 37.97 | N |
| BikePed | US 15/501 Business (Durham-Chapel Hill Boulevard) | Nation Avenue | US 15/501 Business (University Drive) | Construct sidewalks, improve bicycle lanes, and install intersection improvements. | Durham | 37.68 | 0 | 0 | 37.68 | N |
| Highway | US 15, US 501 | I-40 | US 15/501 Business | I-40 to US 15/501 Bypass in Durham. Major Corridor Upgrade to Expressway | Durham | 36.68 | 0 | 0 | 36.68 | N |
| Highway | NC 54 | SR 1006 (Orange Grove Rd) | SR 1937 / SR 1107 (Old Fayetteville Rd) | Widen to a four-lane boulevard | Orange County | 36.58 | 0 | 0 | 36.58 | N |
| BikePed | NC 98 (Holloway Street) | US-70 Bypass | Ganyard Farm Way | Construct sidewalks on both sides of the road and include intersection improvements. | Durham | 35.97 | 0 | 0 | 35.97 | N |
| Highway | NC 54 | NC 751 | SR 1118 (Fayetteville Road) | Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations | Durham | 35.72 | 0 | 0 | 35.72 | N |
| BikePed | Briar Creek Loop Trail & Connector | Briar Creek Parkway/Lumley Rd | Little Briar Creek | Construct 10' multi-use path along Little Briar Creek to connect to the Briarcreek Loop Trail | Raleigh, Durham | 35.03 | 0 | 0 | 35.03 | N |
| Rail | NS/NCRR H Line | N/A | N/A | Construction of grade separation at SR 1954 (W. Ellis Road) and closure of existing at-grade crossing (Crossing # 735 236Y) in Durham. | Durham | 34.80 | 0 | 0 | 34.80 | N |
| BikePed | NC 751 (Academy Road), Cornwallis Road | Duke University Rd | Chapel Hill Rd | Construct on road bicycle lanes and sidewalks for the entire length of the route. | Durham | 34.80 | 0 | 0 | 34.80 | N |
| Highway | NC 54 | SR 1106 (Barbee Road) | NC 55 | Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations | Durham | 34.65 | 0 | 0 | 34.65 | N |
| Highway | US 15, US 501 | NC 751 | Pickett Road Overpass | Widen section of 15-501 bypass between Tower and NC 751 to 6 lanes | Durham | 34.22 | 0 | 0 | 34.22 | N |
| Highway | US 15, US 501 | NC 147 (Durham Freeway) | US 70 Business (Hillsborough Road) | Signalize collector-distributor ramp intersections to improve safety. | Durham | 34.08 | 0 | 0 | 34.08 | N |
| Highway | SR 1116 (Garrett Road) | NC 751 (Hope Valley Road) | SR 2220 (Old Chapel Hill Road) | Upgrade roadway corridor to increase capacity and construct bicycle and pedestrian facilities and transit stop improvements. | Durham | 33.37 | 0 | 0 | 33.37 | N |

| Mode | Route/ Project | From | To | Description | Jurisdiction | SPOT Score | DCHC Points Assigned | Division Points Assigned | Final Score | Funded? |
|---------|---|---|---|--|-----------------------|------------|----------------------|--------------------------|-------------|---------|
| Rail | NS/NCRR H Line | N/A | N/A | Construction of at-grade crossing improvements at Blackwell Street (Crossing # 735 229N), US 15 (Mangum Street) (Crossing # 735 231P), and SR 1118 (Fayetteville Street) (Crossing # 910 605Y) per Durham TSS in Durham. | Durham | 32.96 | 0 | 0 | 32.96 | N |
| Transit | Commuter Rail from Durham to Garner | N/A | N/A | Construct commuter rail service and infrastructure. Project includes 4 locomotives and 8 coaches. | Durham, Wake | 32.59 | 0 | 0 | 32.59 | N |
| Transit | GoTriangle Rougemont Park & Ride and service | N/A | N/A | Construct park-and-ride and additional vehicle to provide new service between Rougemont and central Durham. | Durham | 32.59 | 0 | 0 | 32.59 | N |
| BikePed | Old Durham-Chapel Hill Road | SR 1113 (Pope Road) | Mount Moriah Road | Construct a bicycle and pedestrian bridge along Old Durham-Chapel Hill Road across I-40. Facility may not be required to be the full length of the road segment. | Durham | 31.84 | 0 | 0 | 31.84 | N |
| Highway | US 70 | Page Road Extension / New Leesville Road in Durham County | Alexander Drive in Wake County | Upgrade Roadway to Freeway | Durham, Wake | 31.65 | 0 | 0 | 31.65 | N |
| Highway | SR 1171 (Riddle Road) | SR 2100 (South Alston Avenue) | | Construct roundabout | Durham | 31.25 | 0 | 0 | 31.25 | N |
| BikePed | US 15-501 (Fordham Boulevard) | Legion Road (future) | Service Road | Construct a bicycle/pedestrian bridge over US 15-501 (Fordham Boulevard) in Chapel Hill from where the future Legion Road extension will be on the east side of Fordham Boulevard to the service road on the west side. | Chapel Hill | 31.15 | 0 | 0 | 31.15 | N |
| Highway | I-540 | I-40 | US 1 | Construct managed shoulders in both directions along I-540. Managed lanes are expected to be in operation for approx 3 hours during morning and evening peak periods (6 hours total). | Wake, Durham | 30.75 | 0 | 0 | 30.75 | N |
| Transit | Durham to Raleigh Commuter Rail Service | N/A | N/A | Construct infrastructure and service for commuter rail service from Durham to Raleigh. Project includes 4 locomotives and 8 coaches. | Wake, Durham | 30.74 | 0 | 0 | 30.74 | N |
| BikePed | NC 54, Alston Avenue | Cornwallis Road | RTP Trail | Construct bicycle lanes and sidewalks. | Durham | 30.53 | 0 | 0 | 30.53 | N |
| BikePed | Campus to Campus Connector/Tanyard Branch Extension | Broad Street | Village Drive and Tanyard Branch Greenway | Construct an off-road multi-use path providing bicycle and pedestrian safety. | Chapel Hill | 30.44 | 0 | 0 | 30.44 | N |
| BikePed | Hardee St/SR 1800 (Cheek Road) | NC 98 (Holloway St) | SR 1800 (Cheek Rd/Sherwood Park) | Construct sidewalks and bike lanes on Hardee Street, construct sidewalks on Cheek Road. | Durham | 30.21 | 0 | 0 | 30.21 | N |
| BikePed | SR 1010 (West Franklin Street) | SR 1010 (East Main Street) | Merritt Mill Street/Brewer Lane | Construct pedestrian improvements, such as crosswalks, improved signage, and pedestrian signals, at the West Franklin/East Main/Merritt Mill/Brewer intersection on the border of Chapel Hill and Carrboro. | Chapel Hill, Carrboro | 29.47 | 0 | 0 | 29.47 | N |

| Mode | Route/ Project | From | To | Description | Jurisdiction | SPOT Score | DCHC Points Assigned | Division Points Assigned | Final Score | Funded? |
|---------|---|---------------------------------|--------------------------|---|-----------------------|------------|----------------------|--------------------------|-------------|---------|
| Rail | NS/NCRR H Line | N/A | N/A | Construction of grade separation at SR 1317 (Neal Road) and closure of existing at-grade crossing (Crossing # 735 202E) in Durham. | Durham | 29.26 | 0 | 0 | 29.26 | N |
| Highway | NC 751 | SR 1740 (Lewter Shop Road) | O'Kelly Chapel Road | Widen road to 4 Lanes with bicycle lanes on existing location. | Chatham County | 29.17 | 0 | 0 | 29.17 | N |
| BikePed | Finley Golf Course Road | US 15-501/NC 54 | NC 54 | Construct sidepath on one side or bicycle lanes. | Chapel Hill | 28.62 | 0 | 0 | 28.62 | N |
| Highway | NC 54 | SR 1118 (Fayetteville Road) | SR 1106 (Barbee Road) | Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations | Durham | 28.51 | 0 | 0 | 28.51 | N |
| Highway | NC 751 (Hope Valley Road) | South Roxboro Road | Woodcroft Parkway | Widen to four lanes with bike lanes and sidewalks. Improve the NC 751 & South Roxboro Road intersection. | Durham | 27.47 | 0 | 0 | 27.47 | N |
| Transit | Durham to Wake Forest Commuter Rail | N/A | N/A | Construct infrastructure and service for commuter rail service from Durham to Wake Forest. Project includes 6 locomotives and 12 coaches. | Wake, Durham | 27.41 | 0 | 0 | 27.41 | N |
| Transit | Durham to Raleigh to Garner/Wake Forest commuter rail | N/A | N/A | Construct infrastructure and service for 8-2,8-2 service to Raleigh and 4-1,4-1 service to Wake Forest and Garner. Project includes 6 locomotives and 12 coaches. | Wake, Durham | 27.04 | 0 | 0 | 27.04 | N |
| Highway | NC 54 | I-40 | NC 751 | Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations | Durham | 25.78 | 0 | 0 | 25.78 | N |
| BikePed | American Tobacco Trail | American Tobacco Trail | American Tobacco Trail | Construct a tunnel or bridge across O'Kelly Chapel Road. | Chatham County | 25.65 | 0 | 0 | 25.65 | N |
| Transit | Regional Transit Center | N/A | N/A | An improved location to increase the efficiency of the overall regional system. The project includes 10 bus bays and 150 parking spaces in a structured facility. | Durham | 25.58 | 0 | 0 | 25.58 | N |
| Highway | NC 54 | Neville Road | | Improve intersection | Orange County | 25.22 | 0 | 0 | 25.22 | N |
| Highway | I-540 | I-40 | I-87 | Construct managed shoulders in both directions along I-540. Managed lanes are expected to be in operation for approx 3 hours during morning and evening peak periods (6 hours total). | Wake, Durham | 25.14 | 0 | 0 | 25.14 | N |
| BikePed | SR 1669 (Club Boulevard) | Ambridge St | SR 1666 (Dearborn Dr) | Construct on road bicycle lanes and sidewalks for the entire length of the route. | Durham | 24.81 | 0 | 0 | 24.81 | N |
| Highway | New Route - Northern Durham Parkway | US 70 | SR 1811 (Sherron Road) | Construct roadway on new location. | Durham | 24.65 | 0 | 0 | 24.65 | N |
| BikePed | SR 1843 (Seawell School Road) | SR 1780 (Estes Drive Extension) | SR 1777 (Homestead Road) | Improve bicycle and pedestrian facilities along the entire corridor from Estes Drive to Homestead Road. Construct bike lanes and sidewalks to fill-in gaps. | Chapel Hill, Carrboro | 24.56 | 0 | 0 | 24.56 | N |

| Mode | Route/ Project | From | To | Description | Jurisdiction | SPOT Score | DCHC Points Assigned | Division Points Assigned | Final Score | Funded? |
|---------|--|-------------------------------------|-------------------------------------|---|--------------------------------|------------|----------------------|--------------------------|-------------|---------|
| Transit | Commuter Rail Transit, West Durham to Garner | N/A | N/A | Construct commuter-rail transit service adjacent to and/or within the existing NCRR corridor extending from West Durham to Greenfield station in Garner via RTP, Cary, and Raleigh. Provide 4 trains each direction during the morning rush hour, 4 in the evening rush hour, and 1 train each direction in the off-peak AM and PM (a total of 10 trains each direction). The peak services will operate at one-hour intervals. | Wake, Durham | 24.45 | 0 | 0 | 24.45 | N |
| Highway | SR 1978 (Hopson Road) | NC 54 | Distribution Drive | Widen to a four lane divided roadway with bicycle and pedestrian facilities. | Durham | 24.40 | 0 | 0 | 24.40 | N |
| Highway | SR 1008 (Farrington Point Road), SR 1726 (Old Farrington Point Road), SR 1109 (Farrington Mill Road) | SR 1110 (Farrington Road) | SR 1717 (Lystra Road) | Modernize roadway to current standards. | Chatham County | 23.99 | 0 | 0 | 23.99 | N |
| Highway | NC 54 (Raleigh Road) | US 15-501 | | Improve Interchange | Chapel Hill | 23.51 | 0 | 0 | 23.51 | N |
| BikePed | SR 1008 (Mt. Carmel Church Road) | US 15/501 | SR 1913 (Bennett Road) | Construct a multi-use path on one side of Mt. Carmel Church Road. | Chapel Hill | 23.03 | 0 | 0 | 23.03 | N |
| Highway | US 70 Business (Morgan Street, Ramseur Street), NC 98 (Morgan Street) | US 15-501 Business (Roxboro Street) | US 15/501 Business (Roxboro Street) | Convert the Downtown Loop from one-way to two-way traffic | Durham | 22.92 | 0 | 0 | 22.92 | N |
| Rail | NS/NCRH Line | N/A | N/A | Construction of grade separation at Dimmocks Mill Road (Crossing # 735 154S) and closure of Bellvue Street existing at-grade crossing (Crossing # 735 152D) and West Hill Avenue existing at-grade crossing (Crossing # 735 151W). Project includes a pedestrian tunnel at Hill Avenue. | Hillsborough | 22.86 | 0 | 0 | 22.86 | N |
| Transit | GoTriangle DRX Route bus service expansion FY 19 | N/A | N/A | Purchase 3 additional vehicles in FY 19 to support headway reduction on DRX route. | Durham, Raleigh | 22.59 | 0 | 0 | 22.59 | N |
| Highway | SR 1005 (Old Greensboro Road) | SR 1942 (Jones Ferry Rd) | NC 87 in Alamance County | Modernize and add 4-foot Paved Shoulders | Orange County, Alamance County | 22.36 | 0 | 0 | 22.36 | N |
| Highway | NC 751 (Hope Valley Road) | NC 54 | Southpoint Auto Park Blvd | Widen to four lanes with a median with bicycle, pedestrian and transit facilities as appropriate. | Durham | 22.30 | 0 | 0 | 22.30 | N |
| Rail | NCRH/NS H line | N/A | N/A | Construction of curve radius improvements from MP H 44.5 to MP H 48 near Hillsborough. | Orange County | 21.97 | 0 | 0 | 21.97 | N |

| Mode | Route/ Project | From | To | Description | Jurisdiction | SPOT Score | DCHC Points Assigned | Division Points Assigned | Final Score | Funded? |
|---------|--|-------------------------------|---------------------------------|--|--|------------|----------------------|--------------------------|-------------|---------|
| Highway | US 15 Business (Roxboro Street) | Pettigrew Street | East Main Street | Improve the crossing at US 15/501 Business (Roxboro Street) in Downtown Durham. Make the bridge higher to reduce truck conflict, make the span wider to facilitate a future two-way of Roxboro Street, and make the bridge wider to be able to accommodate four tracks. Potentially create an intersection at Ramseur and Roxboro. | Durham | 21.88 | 0 | 0 | 21.88 | N |
| Rail | NS/NCRR H Line | N/A | N/A | Construction of second main track from East Durham Yard (MP 58.5) to Nelson (MP 63.5) in Durham. | Durham | 21.70 | 0 | 0 | 21.70 | N |
| Highway | SR 1731 (O'Kelly-Chapel Road) | NC 751 | Yates Store Road | Widen existing road to four lanes and include bicycle accommodations. | Chatham County | 20.88 | 0 | 0 | 20.88 | N |
| Highway | SR 1009 (Old NC 86) | SR 1777 (Homestead Road) | SR 1107 (Old Fayetteville Road) | Upgrade roadway corridor and intersection with Homestead Road to improve the safety of users. Construct two-lane improvements on Old NC 86 with left turn lanes at appropriate locations, such as John's Woods Road, and on-road bicycle facilities and sidewalks. Improve intersection at Calvander (Old NC 86/Homestead/Dairyland) for all modes. Intersection improvement could include a roundabout. Design of roadway and facilities may vary along the corridor. | Orange County, Carrboro | 19.99 | 0 | 0 | 19.99 | N |
| Transit | Mebane to Selma Commuter Rail Service | N/A | N/A | Construct infrastructure and service for commuter rail service from Mebane to Selma. Project includes 12 locomotives and 24 coaches. | Alamance, Orange, Durham, Wake, Johnston | 19.26 | 0 | 0 | 19.26 | N |
| BikePed | Old NC 86 - Hillsborough Road | SR 1777 (Homestead Road) | Farm House Road | Construct bicycle lanes on both sides of roadway | Orange County, Carrboro | 19.22 | 0 | 0 | 19.22 | N |
| Rail | NCRR/NS H line | N/A | N/A | Construction of curve radius improvements from MP H 38 to MP H 40.4 near Efland. | Orange County | 17.16 | 0 | 0 | 17.16 | N |
| Transit | GoTriangle ODX Route bus service expansion FY23 | N/A | N/A | Purchase one additional vehicle in FY23 to support headway reduction on the ODX route. | Orange County, Durham | 15.93 | 0 | 0 | 15.93 | N |
| Highway | Elliott Road | US 15-501 (Fordham Boulevard) | Ephesus Church Road | Construct extension of existing roadway (Elliott Rd) on new location between Ephesus Church Rd and US 15/501. | Chapel Hill | 15.44 | 0 | 0 | 15.44 | N |
| Highway | SR 1148 (Eno Mountain Road), SR 1192 (Mayo Street) | SR 1006 (Orange Grove Road) | | Construct new section of SR 1192 (Mayo Street) to align with SR 1148 (Eno Mountain Road) and install signal. | Hillsborough | 14.36 | 0 | 0 | 14.36 | N |
| Highway | US 70 | US 70 Connector | | Reconstruct interchange to an at-grade intersection. | Orange County | 13.03 | 0 | 0 | 13.03 | N |
| Rail | NS/NCRR H Line | N/A | N/A | Construction of new railroad bridge, or other railroad approved method, over Exchange Park Lane (Crossing #735 158U) to accommodate pedestrian traffic within the structure. | Hillsborough | 12.46 | 0 | 0 | 12.46 | N |



| <u>Mode</u> | <u>Route/ Project</u> | <u>From</u> | <u>To</u> | <u>Description</u> | <u>Jurisdiction</u> | <u>SPOT Score</u> | <u>DCHC Points Assigned</u> | <u>Division Points Assigned</u> | <u>Final Score</u> | <u>Funded?</u> | |
|-------------|-----------------------------------|-------------|-----------|---|---------------------|-------------------|-----------------------------|---------------------------------|--------------------|----------------|--|
| Rail | NS/NCRR H Line | N/A | N/A | Construction of second main track from Control Point Funston (MP 49.8) to East Durham Yard (MP 56) in Durham. | Durham | 10.73 | 0 | 0 | 10.73 | N | |
| Rail | I-40 Rail Bridge in Durham County | N/A | N/A | Construct triple track bridge over I-40 in Durham County. | Durham | 7.36 | 0 | 0 | 7.36 | N | |
| | | | | | | | 1800 | | | | |

FY2020-2029

Transportation Improvement Program

APPENDIX D: PUBLIC INVOLVEMENT

1. INTRODUCTION

Public involvement for the FY2020-2029 MTIP 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 MTIP and to ensure a variety of local perspectives containing essential insight were appropriately obtained and documented in the MTIP. Various mediums and resources were constructed so that all residents and stakeholders in DCHC MPO area had the opportunity to review the draft FY2020-2029 MTIP and provide input.

2. DCHC MPO'S PUBLIC INVOLVEMENT POLICY

2.1 Introduction

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

The 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 FAST Act, 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 broad crosssection of the public into the public policy and transportation planning decision-making process.
2. Maintain public involvement from the early stages of the planning process through detailed project development.
3. Use different combinations of public involvement techniques to meet the diverse needs of the general public.
4. Determine the public's knowledge of the metropolitan transportation system and the public's values and attitudes concerning transportation.
5. Educate citizens and elected officials in order to increase general understanding of transportation issues.
6. Make technical and other information available to the public using the MPO web site and other electronically accessible formats and means as practicable.
7. Employ visualization techniques to MPO metropolitan transportation plans, MTIPs, and other project planning activities.
8. Consult with federal and State agencies responsible for land management, natural resources, environmental protection, conservation, historic preservation and economic development in the creation of MTPs, MTIPs, and project planning.
9. Establish a channel for an effective feedback process.
10. Evaluate the public involvement process and procedures to assess their success at meeting requirements specified in the FAST Act, NEPA, and the Interim FTA/FHWA Guidance on Public Participation.

2.4 General Policy Framework

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

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

The MTIP is the document that describes the funding and scheduling of transportation improvement projects (highway, bicycle, pedestrian, and transit capital and operating assistance) using state and federal funds. The MTIP serves as the project selection document for transportation projects and is therefore the implementation mechanism by which the objectives of the Metropolitan Transportation Plan (MTP) are reached. The FAST Act, and the DCHC MPO

PIP, mandate an opportunity for public review of the draft MTIP. The following is the public involvement procedure for the DCHC MPO MTIP.

3.1 Introduction

DCHC MPO will prepare an MTIP, which is consistent with the requirements of the FAST Act, and any implementing federal regulations. The MTIP 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 MTIP from the approved Regional Priority List and from revenue estimates provided by the North Carolina Department of Transportation. The TC will forward the draft MTIP to the MPO Board. The MPO Board will publish the draft MTIP for public review and comment.

4. Copies of a draft MTIP will be distributed to MPO Board members and the transportation-related committees of MPO member jurisdictions. Each jurisdiction will also have copies available for public review.
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 MTIP. The public hearing will be held at a location which is accessible to persons with disabilities and which is located on a transit route. Public comments will be addressed and considered in the adoption of the MTIP.
6. The DCHC MPO, as a maintenance area for air quality, will provide additional opportunity for public comment on the revision of the draft MTIP (if the final MTIP is significantly different and/or raises new material issues).
7. The process for updating and approving the MTIP will follow the sequence and procedure as described in Appendix E of this MTIP.
8. Amendments to MTIP will be available for public review and comment if the amendment makes a substantial change to the MTIP. A substantial change is classified as the addition or deletion of a project with an implementation cost exceeding \$1 million. Public comment on project additions or deletions of less than \$1 million may be sought at the discretion of the MPO Board by majority vote. As long as a project's description, scope, or expected environmental impact have not materially changed, the MPO Board may approve changes to project funding without a separate public meeting. More information on the MTIP amendment or modification process is available in Appendix E of this MTIP document.
9. Written public comments and their responses will be published as part of this appendix when the final MTIP document is adopted.

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

General Comments



FY2020-2029

Transportation Improvement Program

APPENDIX E: MTIP AMENDMENT & MODIFICATION PROCESS

1. INTRODUCTION

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

2. DCHC MPO PUBLIC INVOLVEMENT POLICY

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

2.1 Amendments

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

Actions Steps Required for an Amendment to the MTIP:

1. MPO 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 Section IV.D of 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 MTIP occurs when a minor change is made and implementation costs do not exceed \$1 million.

Actions Steps Required for an Administrative Modification to the MTIP:

1. MPO 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.

FY2020-2029

Transportation Improvement Program

APPENDIX F: GLOSSARY OF ACRONYMS & TERMS



Appendix F Contents

1. DEFINITIONS OF COMMONLY USED ACRONYMS F-1

2. OVERVIEW & GUIDANCE FOR FUNDING SOURCES F-4

1. DEFINITIONS OF COMMONLY USED ACRONYMS

| | |
|-----------------|--|
| ADT | Average Daily Traffic |
| AADT | Annual Average Daily Traffic |
| AM/FM | Automated Mapping/Facilities Management |
| AASHTO | American Association of State Highway and Transportation Officials |
| ADA | Americans with Disabilities Act (1990) |
| AFV | Alternate Fuel Vehicle |
| AMPO | Association of Metropolitan Planning Organizations |
| APTA | American Public Transportation Association |
| BG MPO | Burlington-Graham Metropolitan Planning Organization |
| BOT | Board of Transportation (NCDOT) |
| CAA | Clean Air Act (1970) |
| CAAA | Clean Air Act Amendments of 1990 (United States) |
| CAD | Computer Aided Design |
| CAMPO | Capital Area Metropolitan Planning Organization |
| CATS | Capital Area Transit System |
| 3-C | Continuing, Cooperative, Comprehensive |
| CFR | Code of Federal Regulations |
| CHT | Chapel Hill Transit |
| CIP | Capital Improvement Program |
| CMAQ | Congestion Mitigation/Air Quality grant program |
| CO | Carbon Monoxide |
| CO ₂ | Carbon Dioxide |
| C-O CRC | Chatham-Orange Community Resource Connection |
| CTN | Chatham Transit Network |
| CTP | Comprehensive Transportation Plan |
| CTSP | Community Transportation Service Plan |
| CTRAN | Cary Transit System |

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

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

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

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

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

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

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

2. OVERVIEW & GUIDANCE FOR FUNDING SOURCES

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

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

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

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

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

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

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

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

| Fund Source Initials | Fund Source Title | Description | General Fund Ratio (Federal/State/Local) There may be exceptions to the ratio. | Website or Reference |
|----------------------|---|---|---|---|
| NRS | NATIONAL AND REGIONAL SIGNIFICANT PROJECTS | Discretionary funding for high cost projects of national and regional importance. An eligible project is any surface transportation project eligible for assistance under 23 USC, including a freight railroad project eligible under that title, that has a total eligible cost greater than or equal to the lesser of (1) \$500,000,000 or (2) 50 percent of the amount of Federal highway funds apportioned to the State in which the project is located for the most recently completed fiscal year. | 80/20/0 | http://www.fhwa.dot.gov/safetealu/factsheets/natlregl.htm |
| O | OTHER | “Other” or “O” funding generally means something “Other” than Federal, or State, or Local. For example, “O” might be private sector funds. It can also be used when local funds may be used, but the local jurisdiction has not submitted correspondence confirming the use of local funds. In some cases, “O” can refer to local funds being used to match federal and/or state funds. | no equation or ratio related to “O” | |
| PL | Metropolitan Planning Funds | PL funds are available for MPOs to carry out the metropolitan transportation planning process required by 23 U.S.C. 134, including development of metropolitan area transportation plans and transportation improvement programs. Eligible activities include conducting inventories of existing routes to determine their physical condition and capacity, determining the types and volumes of vehicles using these routes, predicting the level and location of future population, employment, and economic growth, and using such information to determine current and future transportation needs. | 80/0/20 | pages 112-113 of the 'Guide to Federal-Aid Programs and Projects' by FHWA |
| PLH | Public Lands Highways | Discretionary funding to improve access to and within the Federal lands of the nation. Under the provisions of pre-MAP-21 23 U.S.C. 202(b)(1), public lands highways (PLHD and FH) funds shall be used to pay the cost of: <ul style="list-style-type: none"> • Transportation planning, research, and engineering and construction of, highways, roads, parkways, and transit facilities located on public lands, national parks, and Indian reservations; and • Operation and maintenance of transit facilities located on public lands, national parks, and Indian reservations. | 100/0/0 | pages 138-139 of the 'Guide to Federal-Aid Programs and Projects' by FHWA |
| RHGC | Rail-Highway Grade Crossings | The funds are set-aside from the Highway Safety Improvement Program (HSIP) apportionment. Federal Formula funds for safety improvements to reduce the number of fatalities injuries, and crashes at public grade crossings. | 90/0/10 | |
| RR | Railway-Highway Crossing Hazard Elimination | These funds may be used for the elimination of hazards at both public and private railway-highway crossings along 11 Federally designated high-speed rail corridors. | 80/20/0 | pages 147-148 of the 'Guide to Federal-Aid Programs and Projects' by FHWA |
| S | State Match or State Share | State match or share requirement for a project. | equation or ratio varies | |

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

| Fund Source Initials | Fund Source Title | Description | General Fund Ratio (Federal/State/Local) There may be exceptions to the ratio. | Website or Reference |
|----------------------|---|---|---|---|
| SRTS | SAFE ROUTES TO SCHOOL | This program is to enable and encourage children, including those with disabilities, to walk and bicycle to school; to make walking and bicycling to school safe and more appealing; and to facilitate the planning, development and implementation of projects that will improve safety, and reduce traffic, fuel consumption and air pollution in the vicinity of schools. The state prioritizes and programs projects for funding. | 100/0/0 | pages 155-156 of the 'Guide to Federal-Aid Programs and Projects' by FHWA |
| RTP | Recreation Trails Program or also found as National Recreational Trails | Federal-aid assistance program of the FHWA to help the States provide and maintain recreational trails for both motorized and nonmotorized trail use. The purpose of the program is to provide funds in support of a wide variety of trail activities and related facilities, as well as environmental education and safety programs. | 80/20/0 | pages 151-152 of the 'Guide to Federal-Aid Programs and Projects' by FHWA |
| STBG | Surface Transportation Block Grant | This program provides flexible funding that may be used by NCDOT and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road. Formerly Surface Transportation Program (STP); renamed in the FAST Act. | 80/20/0 | http://www.fhwa.dot.gov/safetealu/factsheets/stp.htm |
| STBGDA | Surface Transportation Program - Direct Attributable | Formula urban surface transportation funds that are allocated to the MPO. The DCHC MPO's policy is to primarily use these funds (and TAP funds) on non-highway projects. Formerly Surface Transportation Block Grant - Direct Attributable (STP-DA); renamed in the FAST Act. | 80/0/20 | http://www.dot.il.gov/opp/itep.html |
| STP-EB | Surface Transportation Program, Enhancements (Bike) | Formula surface transportation funds for NCDOT bike/ped projects. | 80/20/0 | http://www.fhwa.dot.gov/safetealu/factsheets/stp.htm |
| STP-ON | Surface Transportation Program Bridge (On System Bridge) | Formula rural surface transportation funds that are allocated to NCDOT. | 80/20/0 | http://www.fhwa.dot.gov/safetealu/factsheets/stp.htm |
| STP-OFF | Surface Transportation Program (Off System Bridge) | Formula urban surface transportation funds that are allocated to NCDOT. | 80/20/0 | http://www.fhwa.dot.gov/safetealu/factsheets/stp.htm |
| T | State Highway Trust Funds | State Highway Trust Fund is a transportation fund which receives money from state fuel taxes and related excise taxes. | 0/100/0 | |

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

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

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

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

| | | | | | |
|----------------|------|-------------------------------------|---|---------|---|
| 5303 | 5303 | Metropolitan & Statewide Planning | "These programs provide funding to support cooperative, continuous, and comprehensive planning for making transportation investment decisions in metropolitan areas and statewide. Eligible Recipients include State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs). " | 80/0/20 | http://www.fta.dot.gov/grants/13093_3563.html |
| 5307 | FUZ | FTA URBAN FORMULA | Formula funding for capital and operating assistance in urbanized areas. | 80/0/20 | http://www.fta.dot.gov/grants/13093_3561.html |
| 5309 | FBUS | FTA NEW STARTS | Discretionary funding for new fixed guideway systems, new and replacement buses and facilities, modernization of existing rail systems. | 80/0/20 | http://www.fta.dot.gov/documents/Map-21_Fact_Sheet_-_Fixed_Guideway_Capital_Investment_Grants.pdf |
| 5309 | FBUS | FTA Section 5309 (m) (1) (A) (Rail) | Formula funding for Rail service. | 80/0/20 | http://www.fta.dot.gov/grants/13093_3558.html |
| 5309 | FBUS | FTA BUS DISCRETIONARY FUNDS | Formula funding for capital and operating assistance for bus service. capital projects include the purchasing of buses for fleet and service expansion, bus maintenance and administrative facilities, transfer facilities, bus malls, transportation centers, intermodal terminals, park-and-ride stations, acquisition of replacement vehicles, bus rebuilds, bus preventive maintenance, passenger amenities such as passenger shelters and bus stop signs, accessory and miscellaneous equipment such as mobile radio units, supervisory vehicles, fare boxes, computers and shop and garage equipment. | 80/0/20 | http://fta.dot.gov/grants/13094_3557.html |
| 5309 | FNS | FTA Core Capacity NEW STARTS | Discretionary funding for core capacity fixed guideway systems, replacement buses, and facilities. | 80/0/20 | http://www.fta.dot.gov/12304.html |
| 5310 | FEPD | FTA ELDERLY/HANDICAPPED | Formula funding for capital and operating expenses to meet needs of persons 65 and over of with a disability. | 80/0/20 | http://fta.dot.gov/grants/13093_3556.html |
| 5310-Operating | FEPD | FTA ELDERLY/HANDICAPPED | Formula funding for capital and operating expenses to meet needs of persons 65 and over of with a disability. | 50/0/50 | http://fta.dot.gov/grants/13093_3556.html |

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

| Fund Source # | Fund Source Initials | Fund Source Title | Description | General Fund Ratio (Federal/ State/ Local) There may be exceptions to the ratio. | Website or Reference |
|-----------------|----------------------|------------------------------------|--|---|---|
| 5310-Capital | FEPD | FTA ELDERLY/HANDICAPPED | Formula funding for capital and operating expenses to meet needs of persons 65 and over of with a disability. | 80/0/20 | http://fta.dot.gov/grants/13093_3556.html |
| 5310- Admin | FEPD | FTA ELDERLY/HANDICAPPED | Formula funding for capital and operating expenses to meet needs of persons 65 and over of with a disability. | 100/0/0 | http://fta.dot.gov/grants/13093_3556.html |
| 5311 | FNU | Non-Urbanized Area Formula Program | An eligible recipient may use the funding for capital, operating, and administrative expenses for public transportation projects that meet the needs of rural communities. | 80/0/20 | |
| 5311- Operating | FNU | Non-Urbanized Area Formula Program | An eligible recipient may use the funding for capital, operating, and administrative expenses for public transportation projects that meet the needs of rural communities. | 50/0/50 | http://www.fta.dot.gov/grants/13093_3555.html |
| 5311- Capital | FNU | Non-Urbanized Area Formula Program | An eligible recipient may use the funding for capital, operating, and administrative expenses for public transportation projects that meet the needs of rural communities. | 80/0/20 | http://www.fta.dot.gov/grants/13093_3555.html |
| 5311- Admin | FNU | Non-Urbanized Area Formula Program | An eligible recipient may use the funding for capital, operating, and administrative expenses for public transportation projects that meet the needs of rural communities. | 100/0/0 | http://www.fta.dot.gov/grants/13093_3555.html |
| 5316 | JARC | Job Access and Reverse Commute | Provide funding for transportation services designed to transport low income individuals to and from jobs and reverse commute projects. | 80/0/20 | http://www.rtachicago.com/jarc-nf/jarc-nf.html |
| 5316- Operating | JARC | Job Access and Reverse Commute | Provide funding for transportation services designed to transport low income individuals to and from jobs and reverse commute projects. | 50/0/50 | http://www.rtachicago.com/jarc-nf/jarc-nf.html |
| 5316-Capital | JARC | Job Access and Reverse Commute | Provide funding for transportation services designed to transport low income individuals to and from jobs and reverse commute projects. | 80/0/20 | http://www.rtachicago.com/jarc-nf/jarc-nf.html |
| 5317- Admin | FNF | New Freedom Program | Capital and operating expenses for new public transportation services and new public transportation alternatives beyond those required by the American with Disabilities Act of 1990 (ADA), that are designed to assist individuals with disabilities. | 100/0/0 | http://www.fta.dot.gov/grants/13093_3549.html |

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

| Fund Source # | Fund Source Initials | Fund Source Title | Description | General Fund Ratio (Federal/ State/ Local) There may be exceptions to the ratio. | Website or Reference |
|---------------|----------------------|-----------------------|--|---|---|
| 5337 | 5337 | State of Good Repair | Formula funding for repairing and upgrading transit systems. Capital projects to maintain a system in a state of good repair, including projects to replace and rehabilitate: rolling stock; track; line equipment and structures; signals and communications; power equipment and substations; passenger stations and terminals; security equipment and systems; maintenance facilities and equipment; and operational support equipment, including computer hardware and software. Transit Asset Management Plan development and implementation. | 80/0/20 | http://www.fta.dot.gov/documents/MAP-21_Fact_Sheet_-_State_of_Good_Repair_Grants.pdf |
| 5339 | 5339 | Alternatives Analysis | Funds may be used to assist State and local governmental authorities in conducting alternatives analyses when at least one of the alternatives is a new new fixed guideway systems or an extensions to an existing fixed guideway system. | 80/0/20 | http://fta.dot.gov/grants/13094_7395.html |

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

PAGE INTENTIONALLY LEFT BLANK FOR PRINTING