



TOWN OF CARRBORO

NORTH CAROLINA

MEMORANDUM

DELIVERED VIA: *HAND* *MAIL* *FAX* *EMAIL*

DATE: September 1, 2015

TO: David Andrews, Town Manager
Mayor and Board of Aldermen

FROM: Bergen Watterson, Transportation Planner

RE: SPOT 4.0 Transportation Project Prioritization

Over the course of the past two months, Town staff has been working to prepare a list of projects for submittal to the Strategic Planning Office of Transportation (SPOT) Prioritization Process 4.0 (SPOT 4.0), for inclusion in the 2018-2027 State Transportation Improvement Program (STIP). Carrboro's list contains a combination of projects that were submitted for SPOT 3.0 and did not receive funding and brand new projects that are in a Town or regional plan.

The SPOT Process Overview

The North Carolina Department of Transportation uses a data-driven process to allocate funding to transportation projects throughout the state. Each MPO is allowed to submit fourteen new projects in each of the six funding categories – highway, transit, bike and pedestrian, rail, aviation, and ferry. The DCHC-MPO will only submit highway, transit, bike and pedestrian, and rail projects, since the other modes are not present within its boundaries. Each jurisdiction is allowed to submit four projects in each mode (with the exception of Durham City and County, which can submit eight each), and the MPO will apply a preliminary ranking to produce the top fourteen projects in each. NCDOT will then use its data-driven scoring process to assign a score to each project, analyzed according to the SPOT criteria matrices below.

All projects are submitted into one of three categories: Statewide Mobility, Regional Impact, or Division Needs. Statewide Mobility projects are those of statewide importance—generally interstates or large rail projects—and they receive 40% of the total state transportation funding. Regional Impact projects are those that are important to the region—smaller highways or transit projects—and they receive 30% of the state funding. Division Needs projects are those that serve localities primarily—local roads and bike and pedestrian projects—and also they receive 30% of the state funding. Statewide Mobility projects can also be analyzed separately in the Regional

Impact and Division Needs categories and can be funded under those categories if they are not funded in the Statewide Mobility category. Regional Impact projects can also cascade down to the Division Needs category.

Note: Carrboro only submitted projects in the highway and bike/ped categories

Highway

| Statewide Mobility | Regional Impact | Division Needs |
|------------------------------|----------------------------------|---------------------------------|
| Benefit/Cost = 20% | Benefit/Cost = 20% | Benefit/Cost = 20% |
| Congestion – 30% | Congestion = 20% | Congestion = 15% |
| Econ. Competitiveness = 10% | Safety = 10% | Safety = 10% |
| Safety = 15% | Accessibility/Connectivity = 10% | Freight [+Military] = 5% |
| Multimodal [+Military] = 15% | Freight [+Military] = 10% | Accessibility/Connectivity = 5% |
| Freight [+Military] = 15% | - | - |
| Total = 100% | Total = 70% | Total 50% |

Bike and Pedestrian

| Statewide Mobility | Regional Impact | Division Needs |
|---------------------------|------------------------|-------------------------|
| - | - | Cost Effectiveness = 5% |
| - | - | Connectivity = 10% |
| - | - | Safety = 15% |
| - | - | Access = 10% |
| - | - | Demand = 10% |
| - | - | Total 50% |

Depending on the funding category and the geographic scope of the project, the data-driven score will comprise a percentage of the total score (i.e. 50%, 70%, 100%). The MPO and the Division Office strategically assign local input points to projects to comprise the remaining percentage of the final score. Final scores are then ranked statewide for funding.

Carrboro Proposed Projects

Town of Carrboro staff submitted four highway projects and seven bike and pedestrian projects for preliminary scoring through the MPO. Due to the fact that several jurisdictions opted to submit less than their allotted bike and pedestrian projects, Town staff was able to submit three additional bike/ped projects. The projects are listed in the table below and are organized by mode. The project's total cost of construction, derived from a NCDOT cost estimator tool, is provided for the bike and pedestrian projects. All of the projects listed resulted from a review of local and regional plans, comments, and previously submitted projects.

| Mode | Route | From / To | Description | Total Cost | Local Match |
|-------------|--------------------|--------------------------|--|-------------------|--------------------|
| Highway | W. Main St | W. Weaver / Laurel | Construct roundabout | | |
| Highway | W. Main St. | Poplar / Hillsborough | Intersection improvements | | |
| Highway | E. Main St. | Rosemary / Sunset | Intersection improvements | | |
| Highway | Hwy 54 | Old Fayetteville | Intersection improvements | | |
| Bike/Ped | Hwy 54 | James / Anderson Park | Construct sidepath along north side | \$1,015,140 | \$203,028 |
| Bike/Ped | Estes Dr. | Greensboro / Town limits | Construct bike lanes and sidewalks | \$3,902,801 | \$780,560 |
| Bike/Ped | Seawell School Rd. | Estes / Homestead | Construct bike lanes and sidewalks | \$4,626,231 | \$925,246 |
| Bike/Ped | Eubanks Rd. | Old 86 / Millhouse | Construct bike lanes and sidewalks | \$6,394,661 | \$1,278,932 |
| Bike/Ped | Old NC 86 | Farmhouse/ Homestead | Construct bike lanes, and sidewalk along the east side | \$1,237,643 | \$247,528 |
| Bike/Ped | Jones Ferry | Davie / Main | Construct sidewalk along north side | \$502,419 | \$100,483 |
| Bike/Ped | Barnes | Jones Ferry / King | Construct sidewalk on one side | \$262,308 | \$52,461 |

The top fourteen projects in each mode will be submitted to NCDOT in October 2015. By the end of March 2016 NCDOT will release the quantitative scores and draft list of Statewide Mobility projects. The MPO then has until the end of June 2016 to assign local input points to Regional Impact projects; NCDOT will release the draft list of these projects by the end of July 2016. Starting on August 1, 2016, the MPO will have two months to assign local input points to the Division Needs projects, and the final SPOT 4.0 project scores will be released by October 1, 2016.