



TOWN OF CARRBORO

NORTH CAROLINA

MEMORANDUM

DELIVERED VIA: ☐ HAND ☐ MAIL ☐ FAX ☒ EMAIL

DATE: March 31, 2017

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

FROM: Tina Moon, Planning Administrator/Transportation Planner

RE: SPOT 5.0 Transportation Project Prioritization

At the September 1, 2015 Board of Aldermen meeting, the Board was asked to consider projects for the Strategic Transportation Prioritization (SPOT) Process 4.0. The fourth iteration of the quantitative process for distributing transportation funds, P4.0 identified projects for funding in the FY2018-2027 STIP. P5.0 is now underway for the FY2020-2029 STIP. The North Carolina Department of Transportation (NCDOT) uses the data-driven process to allocate funding to transportation projects throughout the state. Each MPO may submit projects for 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; the other modes are not present within its boundaries. Each member jurisdiction is allowed to submit new projects in each mode to the MPO for preliminary ranking. Top projects are submitted to NCDOT for the formal scoring process.

The draft FY 2018-2027 STIP was released in December 2016 and is scheduled for approval in June 2017. Projects submitted for P4.0 were grouped into three categories: committed, carryover, and holding tank. Committed projects were selected to receive funding during the first five years of the funding period (2018-2022). Carryover projects, or developmental projects, were programmed to receive funding in 2023 or later, the second five years of the ten-year STIP period. As their name suggests, these projects automatically carry over from P4.0 to prioritization during P5.0. Projects placed in the holding tank were not selected for funding and must be resubmitted to be eligible for consideration in future cycles. Jurisdictions may remove a project from the carryover category and receive a new submittal as long as there is agreement between the Division and the MPO, a practice referred to as “one-in/one-out.”

SPOT Process Overview

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.

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

Staff submitted eleven projects to the DCHC-MPO subcommittee for consideration during the SPOT P4.0 process. Of those, seven were submitted to NCDOT for formal scoring: one highway project and six bike-ped projects. Three of the bike-ped projects were identified for funding (committed): a joint project with Chapel Hill for bike-ped improvements along Estes Drive, a section of sidewalk along Jones Ferry Road and a sidewalk along the one side of Barnes Street. The highway project, a proposed intersection improvement project at NC 54 and Old Fayetteville Road was identified as a possible “sibling” project to other intersection improvements along the NC 54 corridor and as such was considered a carryover project. The remaining three projects, a sidepath along NC 54 from James Street to Anderson Park, bike-ped improvements on NC Old 86

from Farm House Road to Homestead Road and bike-ped improvements along Seawell School Road were placed in the holding tank and must be resubmitted for consideration in P5.0.

Staff has identified two new projects for P5.0 consideration as well: intersection improvements at the junction of West Main Street and James Street with a focus on bike-ped enhancements, and a highway project to enlarge a section of NC 54 from West Main to Old Fayetteville to a superstreet cross section, also known as a synchronized street. The carryover, holding tank and new projects are shown on the table below grouped by their status in the P5.0 process. The total cost of construction, derived from a NCDOT cost estimator tool, is provided for the bike and pedestrian projects.

Carryover Projects					
Mode	Route	From / To	Description	Total Cost	Local Match
Highway	Hwy 54	Old Fayetteville	Intersection improvements		
Holding Tank Projects					
Mode	Route	From / To	Description	Total Cost	Local Match
Bike/Ped	Hwy 54	James / Anderson Park	Construct sidepath along north NC 54 side	\$1,015,140	\$203,028
Bike/Ped	Seawell School Rd.	Estes / Homestead	Construct bike lanes and sidewalks	\$4,626,231	\$925,246
Bike/Ped	Old NC 86	Farmhouse / Homestead	Construct bike lanes, and sidewalk along the east side	\$1,237,643	\$247,528
Proposed New Projects					
Mode	Route	From / To	Description	Total Cost	Local Match
Highway	Hwy 54	West Main St/Old Fayetteville	Improve to Superstreet		
Bike/Ped	West Main St	James Street	Intersection Improvement		

Costs relating to the intersection improvements are more difficult to estimate. Based on NCDOT's previous placeholder estimates, intersection improvements are priced at approximately \$775,000. Staff is working with NCDOT representatives to determine if the NC 54/Old Fayetteville intersection improvement, which would likely cost significantly more than

\$775,000 will be considered as a “sibling” or related to the other intersection improvement projects identified for NC 54, as an alternative to widening, and as such could be funded and managed by NCDOT. It is possible that the two new projects could likewise be included as part of a single project extending from West Main and James Street to Old Fayetteville Road. Costs for bike-ped improvements, such as the sidepath would be subject to the local 20-percent match. Staff will continue to explore these options with NCDOT.

Staff is also reaching out to the Town of Chapel Hill to consider bike-ped improvements on Eubanks Road and Homestead Road. Carrboro staff included Eubanks Road in its list of projects for P4.0 to the MPO subcommittee. It was not submitted to NCDOT for formal ranking, and therefore staff is not recommending it for resubmittal during this cycle. (The estimated costs for bike lanes and sidewalks along Eubanks Road from NC Old 86 to Millhouse Road was \$6,394,661 total cost and \$1,278,932 local match.) Chapel Hill submitted Homestead Road as a project; it was submitted to NCDOT for scoring but was placed in the holding tank.