



Legislation Text

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TITLE:

Update on Transportation Projects Anticipated to be Submitted by the DCHC MPO for Ranking in the Prioritization Process for SPOT 6.0

PURPOSE: The purpose of this agenda item is to provide the Board with an update on the status of Town transportation projects identified for submittal for SPOT 6.0, the current prioritization schedule, and NCDOT's recently adopted Complete Streets Implementation Guide.

DEPARTMENT: Planning

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INFORMATION: At the February 19, 2019 Board of Aldermen meeting, staff provided the Board with an update on the recently released draft 2020-2029 State Transportation Improvement Plan (STIP), and a list of potential projects to submit for consideration for the next round of prioritization-P6.0. (Agenda materials may be found at the following link <https://carrboro.legistar.com/MeetingDetail.aspx?ID=679784&GUID=7D469578-03C6-4BC6-A6F7-DA8A23CD41D9&Options=&Search=>>.) NCDOT uses the data-driven process for scoring projects based on specific criteria for the development of STIP. Projects submitted for P6.0 will be considered for inclusion in the 2023-2032 STIP.

The Town submitted eight projects for P5.0. Some projects were submitted both as bike-pedestrian and highway projects to improve the likelihood of being selected for funding. Only one project-the NC 54 Sidepath from James Street to Anderson Park--was programmed. Per the Board's direction in February, staff submitted all of the remaining seven projects to be evaluated as part of the technical committee's work to develop a list projects for the MPO Board to consider for formal submittal to NCDOT.

As part of this process, staff has been working with Orange County and Chapel Hill to identify possible projects of mutual interest. Orange County also submitted a number of intersections for initial evaluation by NCDOT as potential improvement projects, including the intersection at Calvander. Town staff submitted a bike-ped project and a highway modernization project for consideration in P5.0 to improve bicycle infrastructure along Old NC 86 from Farm House Road to Calvander and at the Calvander intersection. Based on the scoring criteria, however, both projects scored poorly. In response to the County's submittal for an intersection improvement at Calvander, however, NCDOT has identified a possible roundabout project that has received a relatively high initial score as a highway project to improve capacity. Staff will present these options at the meeting. Bike-ped improvements to Seawell School Road were likewise submitted with two design options-bike lanes and a sidewalk, or a shared-use path; the shared-use path scored notably higher.

An updated schedule for the P6.0 process is attached, and reflects the new timeline of updating the STIP every three years instead of every two years (*Attachment B*). The extended timeline provides an opportunity to present another update to the Board in February, once the technical committee's subcommittee has completed

its evaluation. The Board may wish to refer the matter to the Transportation Advisory Board for recommendation during this process.

Information relating to NCDOT's updated complete streets policy is also attached. This includes the *NCDOT Complete Streets Evaluation* document (*Attachment C*) and the recently adopted *Complete Streets Implementation Guide* (*Attachment D*). It is staff's understanding that the updated funding formulas will apply to projects submitted in P6.0. Bike-Ped projects would still be subject to a 20-percent local match, but bike-ped improvements to highway projects may be funded in full if such the improvements are identified in an adopted plan. Improvements not included in a plan, may be constructed as "betterments" subject to a local match. The new guide includes an updated formula that lowers the Town's match for betterments from 30 percent to 10 percent. Hanna Cockburn, NCDOT's Director of Bike/Pedestrian and Public Transportation Divisions is scheduled to make a presentation at the MPO Board meeting in November and will be able to respond and provide more information about the changes in the new policy.

FISCAL & STAFF IMPACT: Future fiscal impacts are dependent on the selection of projects during the P6.0 process. Based on the most recent cost estimates, if the two bike-ped projects (i.e. bike lanes from Farmhouse Road to Calvander and one of the Seawell School Road options) were to be funded and constructed as standalone projects, the total cost would be approximately \$5,414,690 and the local match would be \$1,082,938. Some of the local match could be subject to cost sharing with our neighboring jurisdictions, the Town of Chapel Hill and Orange County. Staff time would also be needed for project management. All bike-ped projects selected for funding would come before the Board for final approval and appropriation of required matching funds prior to contract execution and design.

RECOMMENDATION: Staff recommends that the Board receive the update and reaffirm the Town's interest in these projects (*Attachment A*).