

A RESOLUTION ON THE DEVELOPMENT OF A LOCAL PRIORITY LIST FOR THE
2014-2020 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
Draft Resolution No. 101/2010-2011

WHEREAS, *Carrboro Vision 2020* states that the “safe and adequate flow of bus, auto, bicycle and pedestrian traffic within and around Carrboro is essential” (Objective 4.0); and

WHEREAS, the Town of Carrboro participates in regional transportation planning, including the adoption of long- and short-range transportation improvement programs, through the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC-MPO); and

WHEREAS, every two years, the North Carolina Department of Transportation develops a Statewide Transportation Improvement Program (STIP) to guide statewide transportation investments; and

WHEREAS, the DCHC-MPO is required to approve a Metropolitan Transportation Improvement Program (MTIP) for the metropolitan area that becomes a subset of the STIP;

NOW, THEREFORE BE IT RESOLVED by the Carrboro Board of Aldermen that the Board receives the staff update on the 2014-2020 Statewide Transportation Improvement Program.

BE IT FURTHER RESOLVED by the Carrboro Board of Aldermen that the Board:

1. Directs the Transportation Advisory Board to develop a draft Local Priority List for the 2014-2020 STIP after receiving input from the public via a community meeting or similar public input opportunity. The draft list should be developed by May 5, 2011.
2. Provides the following initial comments as guidance for staff and the TAB:
 - a. _____
 - b. _____
 - c. _____

This is the 5th day of April in the year 2011.



TOWN OF CARRBORO

NORTH CAROLINA

MEMORANDUM

DELIVERED VIA: ☒ HAND ☐ MAIL ☐ FAX ☐ EMAIL

DATE: April 1, 2010

TO: Steven Stewart, Town Manager
Mayor and Board of Aldermen

CC: Patricia McGuire, Planning Administrator

FROM: Jeff Brubaker, Transportation Planner

RE: 2014-2020 Transportation Improvement Program

This memo provides an overview of the 2014-2020 Statewide Transportation Improvement Program (STIP) and the process for the Town to submit a Local Priority List of transportation projects for prioritization in the 2014-2020 STIP.

Background

Every two years, NCDOT develops a Statewide Transportation Improvement Program (STIP) to guide transportation investments in North Carolina over a five- to ten-year period. The STIP becomes effective when it is approved by the Board of Transportation. NCDOT is beginning the process of developing the STIP for fiscal years 2014-2020. Because there are more transportation improvement needs than expected funding, the Department must prioritize projects. For the 2014-2020 STIP, this will be completed through a new process by the State's Strategic Planning Office on Transportation (SPOT). The process is being called "Prioritization 2.0". More information on this process is included in *Attachment C* of the agenda item.

The Metropolitan Transportation Improvement Program (MTIP) is a subset of the STIP containing transportation projects in the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC-MPO) planning area. Project inclusion in the MTIP is influenced by regional transportation priorities approved by the MPO.

Because the STIP must be updated every two years, and because the update takes time, it often turns out that the *next* STIP is still being finalized when the *following* STIP process begins. Therefore, the final Board of Transportation approval of the 2012-2018 STIP is expected in the fall of 2011. Until then, the *current* STIP – 2009-2015 – is still in effect.

STIP fiscal years	Status
2009-2015	Current
2012-2018*	Expected to go into effect in Fall 2011
2014-2020	Beginning of process

Table 1. Summary of STIP status. *Originally the 2011-2017 STIP, but pushed back one year.

Next STIP – 2012-2018

The MPO Transportation Advisory Committee (TAC) approved a Regional Priority List in February 2009 to input into the 2011-2017 STIP. This included top-priority highway, transit, bicycle, and pedestrian projects separated by highway division (Div. 7 for Carrboro). NCDOT then delayed the fiscal years to 2012-2018, revised its process for prioritizing all projects to be included in the STIP, and asked the MPO to submit revised priority lists. The new process was called the SPOT process. Instead of separating projects by highway division, the revised lists for highways and bike-ped projects were to be MPO-wide. The TAC approved its revised Top 25 highway priority list in October 2009 and its Top 10 bicycle and pedestrian priority list in January 2010.

The Regional Priority List prioritized projects in each member jurisdiction's Local Priority List. Carrboro's Local Priority List was approved by the Board of Aldermen on September 16, 2008. Table 2 shows the list. The third column shows how the projects fared when ranked on the MPO-wide priority lists via the MPO's approved ranking methodology. No Carrboro bike-ped projects were ranked in the Top 10 list; the table shows their old division-specific ranking. However, some projects funded via STP-DA funding are not listed here.

Priority #	Description	MPO-wide rank (type)	STIP Project status
1	Old Fayetteville Road - Add bike lanes and transit accommodations on both sides of the road and sidewalk on the east side from McDougale Middle School to NC 54.	Removed from list b/c already in progress	Completed (ARRA project)
2	Homestead Rd. – Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Seawell School Road to Old NC 86.	26 (highway)	Post-year
3	Transit Capital Projects – Fund transit capital projects as identified by Chapel Hill Transit and agreed to by the Transit Partner's Committee.	1 (transit)	Various
4	Estes Drive – Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Greensboro Street to Town limits, as well as a multi-use path from Williams Street to Estes Drive to provide an alternative bicycle-pedestrian connection.	13 (highway), Greensboro to NC-86 (CH-C combined project)	Post-year; Wilson Park MU Path in design phase using STP-DA funding
5	South Greensboro Street – Add sidewalks on the west sides of the road from Old Pittsboro road to Merritt Mill Road.	22 (Div. 7 bike-ped)	--
6	Old NC 86 - Add bike lanes and transit accommodations on both sides of the road, and sidewalk on the east side from Hillsborough Road to Homestead Road.	15 (Div. 7 bike-ped)	--

<i>Priority #</i>	<i>Description</i>	<i>MPO-wide rank (type)</i>	<i>STIP Project status</i>
7	Old NC 86 – Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Homestead Road to Eubanks Road.	18 (Div. 7 bike-ped)	--
8	Eubanks Rd – Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Old NC 86 to Rogers Road.	24 (Div. 7 bike-ped)	--
9	Franklin / Main / Merritt Mill / Brewer Intersection – Make changes to improve operation and safety for motorists, pedestrians, bicyclists, and transit.	15 (highway)	--
10	N. Greensboro corridor from Weaver Street to Shelton - bicycle and pedestrian improvements	11 (highway)	--
11	Seawell School Rd – Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Homestead Road to Estes Drive.	27 (highway)	Project deleted from STIP; bike-ped facilities a requirement of Carolina North development agreement
12	N. Greensboro/Estes Ext. intersection roundabout	21 (highway)	--
13	Fixed Guideway – Connection to Carolina North / Horace Williams property utilizing existing railroad right-of-way from University Power Plant to Carolina North	Transit	Programmed in STIP; Triangle Transit Alternatives Analysis underway (see below)
14	NC 54 from James St. to Anderson Park - side path on the northern side to accommodate two-direction bicycle transportation.	8 (Div. 7 bike-ped)	--

Table 2. Carrboro Local Priority List, approved by the Board of Aldermen on September 16, 2008.

Type of projects to be submitted

Highway projects

MPO staff recommends that local jurisdictions submit up to three *new* highway projects – i.e. projects not already listed on the current STIP or 2012-2018 Regional Priority List – plus a list of projects already listed. The projects should be in priority order.

Traditional highway projects (e.g. capacity improvements) will be considered mobility projects. The highway category also has another classification called modernization projects. Even though modernization projects are in the highway category, they can include on-road bicycle improvements over \$1 million. This is notable because some projects may be eligible for reclassification into the modernization category.

Bicycle and pedestrian projects

Local jurisdictions should submit six bicycle projects and six pedestrian projects – new or already on the STIP. Unlike for past submittals, the bicycle and pedestrian project lists should be separate. For this prioritization process, the MPO as a whole is limited to submitting 10 bicycle and 10 pedestrian projects.

NCDOT recommends that greenways projects (of any dollar amount) fall under the “Bike” category.

Public transit projects

More information from MPO staff on the process for submitting transit projects is pending.

Summary of projects already in the current (2009-15) STIP or submitted for the draft (2012-2018) STIP

Table 3 presents a summary of Carrboro projects either already in the current (2009-2015) STIP, included in the draft 2012-2018 STIP, or included in the MPO's 2012-2018 Regional Priority List.

Project	STIP Status	Cost/schedule
Smith Level Road improvements	2009-2015 Draft 2012-2018	\$7.45m (State, local); Constr. 2013
Jones Creek to Twin Creeks Connector trail	Draft 2012-2018	\$300,000 (CMAQ); Constr. 2015
Bolin Creek Greenway [Phase 1B – Homestead/Chapel Hill HS Connector]	2009-2015 Draft 2012-2018	\$737,500 (STP-DA); Constr. 2011
Morgan Creek Greenway [Phases 1 and 2]	2009-2015 Draft 2012-2018	\$535,000* (STP-DA); Constr. 2011
Estes Drive bike lanes, sidewalks	2009-2015 Draft 2012-2018	Post-year
Homestead Road (NC 86 to Old NC 86) – widen to include bicycle lanes, sidewalks, transit accommodations, and safety improvements (design may vary along length) [with Chapel Hill].	2009-2015 Draft 2012-2018	Unfunded; Post-year
Seawell School Road bike lanes, sidewalks, transit accommodations, intersection safety	2009-2015	*Project (was post-year) deleted from Draft 2012-2018 STIP
North Greensboro St. (Weaver to Shelton) paint, median, bicycle signal detection, etc.	2012-2018 Regional Priority List	\$200,000; scheduled for reprioritization
Franklin St/Merritt Mill Rd/Brewer Ln/E Main St intersection improvements.	2012-2018 Regional Priority List	\$1,000,000; scheduled for reprioritization
Estes/Greensboro roundabout	2012-2018 Regional Priority List	\$500,000; scheduled for reprioritization
NC 54 Sidepath (James Street to Anderson Park) multi-use path	2012-2018 Regional Priority List (bike-ped)	\$700,000; not in draft STIP
Old NC 86 (Hillsborough to Homestead) (design may vary along length) sidewalks and bicycle lanes	2012-2018 Regional Priority List (bike-ped)	\$1,320,000; not in draft STIP
Old NC 86 (Homestead to Eubanks) (design may vary along length) sidewalks and bicycle lanes	2012-2018 Regional Priority List (bike-ped)	\$4,233,000; not in draft STIP
S. Greensboro (Old Pittsboro to Merritt Mill) sidewalk on west side	2012-2018 Regional Priority List (bike-ped)	\$247,500; not in draft STIP
Eubanks (Old NC 86 to Rogers Rd) (design may vary along length) sidewalks and bicycle lanes	2012-2018 Regional Priority List (bike-ped)	\$1,992,000; not in draft STIP

Table 3. Carrboro STIP projects. "Post-year" indicates project is not scheduled to be funded within the 2011-2020 timeframe. STP-DA and CMAQ funding shown is total cost, including the 80% federal share and

20% local match. *Morgan Creek Greenway has not been reduced in funding. The smaller amount assumes some of the original \$600,000 has been spent on design.

MPO process

Once the MPO has received member jurisdictions' priority lists, it will first submit them to NCDOT. Then, both NCDOT and the MPO will rank the projects based on a new ranking methodology outlined in *Attachment C* of the abstract. The MPO can choose to simply rank projects, or distribute a certain number of points among projects. These rankings/point totals will influence a project's score in the statewide prioritization process.

Proposed schedule

NCDOT has asked for the MPO to submit new projects for the 2014-2020 STIP by July 2011. To accomplish this, the TAC needs to approve the projects by its June 8 meeting. Based on these deadlines, a proposed schedule is below:

- April 5 – Board of Aldermen receives introductory report, offers guidance and comments, and refers to TAB/staff
- April 21 or May 5 – TAB holds public forum to allow for community input
- April 26 – Public hearing (if option is chosen by the Board)
- May 5 – TAB recommends list of highway, bicycle, and pedestrian projects to Board of Aldermen
- May 10 or 17 – Board of Aldermen reviews recommended list and considers for adoption
- May 18 – list submitted to MPO staff
- May 25 – MPO Technical Coordinating Committee (TCC) recommends that TAC submit lists from member jurisdictions
- June 8 – TAC approves MPO project list
- July – MPO submits approved project list to NCDOT
- Fall – MPO and NCDOT evaluate projects using approved prioritization methodology.

Implementation timeline for prioritized projects

It is likely that any new projects that are selected for the 2014-2020 STIP would be funded in 2016 or later.



P2.0 Changes – Highway Projects

No ranking of infrastructure health and safety projects

- Projects can still be submitted
 - Safety projects → Mobility & Safety Division for consideration in existing programs
 - Infrastructure health projects → Divisions for consideration in existing programs

New “Modernization” category

New quantitative scoring criteria

- Mobility projects:
 - Benefit-cost
 - Economic Competitiveness
- Modernization projects:
 - Lane width
 - Shoulder width



P2.0 Changes – Highway Projects

Revised quantitative scoring %s

- Subregional tier mobility and modernization projects now scored

“Qualitative” ranking changed to “Local Input” ranking

Local Input ranking changed to Control Total

- Same approach for Divisions and MPOs/RPOs
- Can continue to rank top 25 projects (includes both mobility & modern.)
or
- Distribute 1300 total points amongst all mob. & mod. projects
- Can transfer points between areas (w/ agreement between all parties)
- Projects will continue to be ranked by TIP segment



TDC 5/25/2011 Attachment E



NC DOT – Prioritization 2.0

January 2011



Process

Workgroup guided development of P2.0 – agreed to all changes

Input from 4 Listening Sessions and Survey

Changes finalized on January 13th

- Presented to MPO Association on January 14th
- Presented to RPO Association on January 28th





Feedback From Survey and Listening Sessions for Highways

No strong consensus to overhaul any one particular area

Support and opposition to benefit/cost, local contribution and economic impact analysis factors

- Concern about penalizing rural areas
- Also support for each factor, especially for large and more urban projects

Support to have Safety & Infrastructure Health projects ranked by data (but desire some input on Safety projects)

Conflicting feedback for data-driven approach for CMAQ and Enhancement projects



Feedback From Survey and Listening Sessions for Highways

Support to keep rank by segment vs. by TIP limits

Concern about definitions and calculations of each scoring criteria - participants indicated more info needed

Survey results provide conflicting picture from Listening Sessions feedback

171 people took survey; not all respondents answered every question

4 listening sessions: Raleigh, Kinston, Greensboro, Morganton; ~150 participants



P2.0 Changes – Highway Projects

Tweaked multimodal scoring

Added direct connection to freight intermodal terminal and military base

Projects to evaluate include:

- Projects expected to be let for construction in 2018-2020 or later (years 8,9, and 10 in Draft Work Program)
- Unfunded projects submitted in P1.0
- New candidate projects (limited to 15 mobility/modernization projects for each MPO/RPO and Division)

No submittal of enhancement projects

Continue to submit CMAQ projects – evaluated by TPB



P2.0 Tentative Schedule

Now – June 2011: Develop Prioritization 2.0 System

March - April: Outreach/Education Meetings across State on Prioritization 2.0

April 2011: Launch Partner Connect

June 2011: MPOs, RPOs, Divisions, & Internal BUs submit new projects (1 month)

July – August 2011: SPOT QAs/QCs all projects and calculates quantitative scores.

September – October 2011: MPOs, RPOs, & Divisions rank projects (2 months)

- Note: Final 10 YR Work Program (2011-2020) is expected to be adopted in August

Late Fall 2011: Project Rankings Released

Winter 2011/2012: Investment Strategy Summits

Winter 2012: Develop Draft 10YR Work Program

Spring 2012: Release Draft 10YR Work Program





Scoring for Highway Mobility Projects

Tier	QUANTITATIVE	LOCAL INPUT	
	Data	Division Rank	MPO/RPO Rank
Statewide	Congestion = 20% Benefit/Cost = 20% Safety = 10% Pavement Condition = 10% <u>Economic Competitiveness = 10%</u> Total = 70%	20%	10%
Regional	Congestion = 20% Benefit/Cost = 15% Safety = 5% Pavement Condition = 5% <u>Economic Competitiveness = 5%</u> Total = 50%	25%	25%
Subregional	Congestion = 20% Safety = 5% <u>Pavement Condition = 5%</u> Total = 30%	30%	40%



HIGHWAY – Benefit/Cost

20% for Statewide Tier Mobility projects
 15% for Regional Tier Mobility projects

Benefits

- Based on travel time savings the project is expected to provide
- Travel time savings = difference between 2009 v/c and 2009 v/c with project
- Travel time savings multiplied by number of daily users (AADT) for 30 years

Cost

- Based on latest DOT cost estimate if available
- Where no DOT cost est. is available, use cost estimate spreadsheet
 - During QA/QC process (July – August) SPOT will verify with Divisions on reasonableness of estimate



HIGHWAY – Scoring P2.0

Total Score = Quantitative Data + Local Input + Multimodal Pts

Projects scored as either Mobility or Modernization

Quantitative Data varies for Mobility and Modernization projects

Local Input Ranking includes MPO/RPO Rank and Division rank

Multimodal Points based on multimodal characteristics included in project



HIGHWAY – Scoring P2.0

Total Score = Quantitative Data + Local Input + Multimodal Pts

Quantitative Data

- **Congestion** (Volume/Capacity Ratio + AADT)
- **Safety Score** (Critical Crash Rates, Crash Density, Severity)
- **Pavement Score** (Pavement Condition Rating)
- **Benefit/Cost** (Travel Time Savings / Project Cost)
- **Economic Competitiveness** (Economic Value Added in \$)
- **Lane Width** (Existing Width vs. Standard Width)
- **Shoulder Width** (Existing Width vs. Standard Width)

Mobility Modernization



Local Input Ranking

- MPO/RPO Rank (use local methodology)
- Division Rank (use knowledge of area)



Scoring for Highway Modernization Projects

Tier	QUANTITATIVE	LOCAL INPUT	
	Data	Division Rank	MPO/RPO Rank
Statewide	Lane Width = 20% Shoulder Width = 20% Safety = 10% Congestion = 10% Pavement Condition = 10% Total = 70%	20%	10%
Regional	Lane Width = 15% Shoulder Width = 15% Safety = 10% Congestion = 5% Pavement Condition = 5% Total = 50%	25%	25%
Subregional	Lane Width = 10% Shoulder Width = 10% Safety = 10% Total = 30%	30%	40%



Modernization Projects – Lane Width & Shoulder Width

Lane Width

- Comparison between existing vs. DOT design standard
- 1 ft difference = 25 pts
- 2 ft difference = 50 pts
- 3 ft difference = 75 pts
- 4+ ft difference = 100 pts

Shoulder Width

- Comparison between existing vs. DOT design standard
- Scoring the same as Lane Width



HIGHWAY – Economic Competitiveness

10% for Statewide Tier Mobility projects
5% for Regional Tier Mobility projects

Uses TREDIS

- Primary input is change in VHT (calculated from travel time savings)
- Output is value added based on % change in Division
 - Includes jobs created, wages increased, increased productivity
- Includes forecasted data (from Moody's)
 - Background baseline growth



Modernization Projects

Modernization projects

- Upgrade roadway
- Widen roadway lane and/or shoulder width
- Add turn lanes and resurface
- Upgrade to design standards (including interstate standards)
- On-road bicycle improvements (larger projects, > \$1M)
- No new travel lanes/through capacity

In P1.0 projects were categorized as Infrastructure Health

In P2.0

- Separate category with separate scoring
- Will include both quantitative score and local input rank
- Quantitative score based on lane width, shoulder width, congestion, safety, and pavement condition rating





Local Input Ranking – Control Total w/Equal Points per Area

Each MPO/RPO & Division receives equal # of pts → 1,300

Can choose between Top 25 project ranking (for easy explanation to TCC/TAC reps) or Control Total (no limit on # of project rankings)

Top 25	OR	Control Total
#1 = 100		Can rank as projects as desired
#2 = 96		Max 100 pts per project
#3 = 92		Min 4 pts per project
...		
#25 = 4		

Note: Person entering local rank into DOT system will enter as points

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Ranking Projects Outside Your Area

MPOs/RPOs & Divisions can transfer up to 100 points per project to another area if a project is a high priority

Regardless of scenario, project cannot score more than 100 pts

Must be agreement between giving and receiving organizations

- SPOT will make actual transfer in system

Example A	Example B
<ul style="list-style-type: none"> • Piedmont Triad RPO wishes to rank Project I-9000 in Greensboro MPO. • Greensboro MPO gives I-9000 30 pts. • Piedmont Triad RPO can transfer up to 70 pts if agreement w/ Greensboro MPO. 	<ul style="list-style-type: none"> • Kerr-Tar RPO wishes to rank new Project in CAMPO. • CAMPO does not give new Project any pts. • Kerr-Tar RPO can transfer up to 100 pts if agreement w/CAMPO.

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On-Road Bicycle Projects

Submitted/Evaluated as either a Bike & Ped project OR Modernization project

DOT will review all on-road projects and may shift projects between Bike & Ped and Modernization based on:

- Project scope (i.e., involves more than just adding bike lanes/stripping, such as horizontal or vertical roadway realignment)
- Cost (projects above \$1,000,000 will be considered Modernization)
- Any shifts will occur prior to MPO/RPO/Division ranking window

SPOT will provide examples/guidance prior to project submittal



Local Input Ranking – Options (formerly Qualitative Ranking)

In P1.0 → MPOs/RPOs and Divisions ranked top 25 projects

- Top 25 totaled 1,300 pts (100 + 96 + 92 ... + 4)

In P1.0 → Divisions and MPOs/RPOs ranked same # of projects, even though Divisions encompass multiple POs

To increase flexibility with local input ranking, Control Total options proposed

Proposed options for Local Input Ranking:

1. Control Total based on Equal Points per Area
2. Control Total based on Equal Share & Population
3. Continue to use Top 25 ranking

Note: Ranking will be used for all Highway projects (Mobility & Modernization)





Project Submittal

In P1.0

- No limit on new candidate projects (could rank up to 25)
- Over 300 new candidate projects (out of 1100 total highway projects)
- \$45B in highway needs vs. \$9B in revenue

In P2.0

- Limit new candidate Mobility and Modernization projects to 15 (total) per MPO/RPO and Division
- No limit on Infrastructure Health and Safety projects (projects will be submitted to respective NCDOT units)



CMAQ Projects

Still be submitted through Prioritization 2.0 Process

Will be option to identify as CMAQ Project

Local organization will still complete an application and attach it to SPOT template.

Department will score and rank CMAQ projects at Statewide and Regional level (DOT matched projects and projects which span more than one air quality area).



Multimodal Scoring (Mobility & Modernization Projects)

Bonus Points if the highway project includes one or more of the following new or additional multimodal components (select all that apply).

Multimodal Options → 8 points:

HOV / HOT, light rail, bus rapid transit, or bus-on-shoulder w/in the highway ROW

Multimodal Connections → 5 points:

Direct connection to a transportation terminal (airport, seaport, rail depot, ferry terminal, transit terminal, freight intermodal terminal, or military base)

Multimodal Design Features → 3 points:

Sidewalks, pedestrian crossings, striped bicycle lanes, wide outside shoulders (greater than or equal to two feet), bus pullouts, transit bypass lanes, transit signal prioritization, bus shelters

Multimodal Projects must be ranked and must be included in an adopted Comprehensive Transportation Plan, Long Range Transportation Plan, or a mode-specific plan to receive pts.



HIGHWAY - TIP Segments vs. Entire Project

Survey = 59% (out of 61 respondents) say rank by Segments

Listening Sessions = More support for Segments, but not all agreed

Continue to rank projects by TIP Segment

- Allows for areas to show priority
- Combined with use of Control Points, allows for areas to rank segments equally if desired





Bike and Pedestrian Prioritization 2.0

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Bicycle and Pedestrian Prioritization 2.0

Bicycle Improvements (on-road bike facilities and multi-use paths) & Pedestrian Improvements (separate category but similar criteria)

Right-of-Way Acquired – 10 points max. Self explanatory.

Connectivity – 10 points max. direct access to transit/school/CBD/high density residential or commercial area/park linked to a larger system of interconnected bicycle/multi-use facilities

Inclusion in an Adopted Plan – 10 points max. Recognition of a project in an adopted pedestrian plan illustrates that the project has been professionally evaluated and its value to the community established. Public involvement with plan development and local adoption also indicates community support.

Bicycle or Pedestrian Crashes – 1 point max. Crash data can be provided by the NCDOT Safety Planning Group. Projects that attempt to address a safety concern can receive additional points. 3 or more bicycle/vehicle crashes or pedestrian/vehicle crashes within last 5 yrs.

MPO/RPO Ranking – 25 points max. Rank Top 5 Projects. #1 = 25, #2 = 20, etc.



Enhancement Projects

No Change – no prioritization process

NCHRP is undertaking a research effort to determine if a prioritization process for enhancement program is feasible.

Will await results of NCHRP effort.

No call for enhancement projects is on the horizon.

Enhancement projects will not be accepted in P2.0



Highway Projects to be Prioritized in P2.0

Projects expected to be let for construction in 2018-2020 or later (years 8,9, and 10 in Draft Work Program)

Projects not funded/unprogrammed in P1.0

Limited number of projects that have slipped from years 1-7

New candidate Mobility and Modernization projects (up to 15 total)





Rail Division Prioritization Process 2.0

Passenger/Freight Rail: \$6 Million/year

Based on service frequency and capacity analysis the projects that advance High Speed Rail (HSR) & connections to HSR are ranked 1-25 by Rail Division*. Also, Rail Division may apply for CMAQ and TE funds if projects match funding windows. (Mobility Goal)

Highway Grade Crossing: \$6 Million/year

Based on the Investigative Index rail crossings are ranked 1-25 by Rail Division (Safety Goal).

Rail Industrial Access (\$1 Million/year) & Short Line Projects (\$2 Million/year)

Based on a prescribed funding formula and state funding, grants for rail industrial access and shortline railroads are awarded by the Division until the allocation is exhausted** (Infrastructure Health Goal).

* ranking subject to change based on federal grant criteria

**projects not included in STIP as they are analyzed when received in the Rail Division



Public Transit Prioritization 2.0

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Bicycle and Pedestrian Prioritization 2.0

Additional Consideration Factors (especially for equal scoring projects):

Demand – Persons per square mile within 0.5 miles of a pedestrian facility and/or 1.5 miles of a bicycle facility. Employment density will also be utilized depending on data availability. Equal demand scores will be ranked by MPO/RPO size.

Division Input- Highway Division and DBPT will review projects for identification of any constructability issues or other concerns.

* Also each MPO & RPO will be able to submit **additional projects** based on size and population

- Any additional projects will **not** received MPO/RPO points



Rail Prioritization 2.0

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Ferry Prioritization 2.0

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Ferry Division Prioritization 2.0

Vessel
Name

Engines
&
Equipment
20%

Steel
20%

Plumbing
20%

Age
20%

Electrical
10%

Transport
Capacity
10%



Public Transportation Prioritization 2.0

Increase in Service Hours Percent increase system-wide after project

Synchronized Connections Points for new connections, i.e. new park and ride, transit hub, etc

Investment in Technology Percent increase in dollars spent on info technology, i.e. vehicle tracking

Decrease in Average Age of Fleet and Facilities Percent improvement in life of equipment



Weighting - Growing Public Transportation solutions

TIER	GOALS	State	Local
STATEWIDE	All	75%	25%
REGIONAL	Mobility	25%	75%
	Infrastructure Health	10%	90%
	Safety & Security	25%	75%
SUBREGIONAL	Mobility	10%	90%
	Infrastructure Health	10%	90%
	Safety & Security	25%	75%





Infrastructure Evaluation System

Structure
Name:



Aviation Prioritization 2.0

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MVV Hyde			
Measured Component	Rating	Value	Weighted Score
Engine	3	20%	0.6
Steel	1	20%	0.2
Plumbing	1	20%	0.2
Age	1	20%	0.2
Electric	3	10%	0.3
Transport Capacity	5	10%	0.5
Weighted Score			1.8



Bridge, Ramp, Gantry, & Dolphin Evaluation System

Bridge, Ramp
Gantry,
& Dolphins

Structure
50%

Mechanical
50%





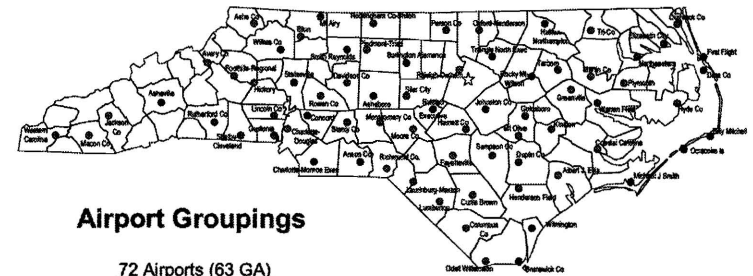
Airport Categories

NCDOT Goals	
SAFETY	Runway Approach
	Runway Safety Area (RSA)
	Runway Protection Zones
INFRASTRUCTURE HEALTH	Visual Navigational Aids
	Runway Edge Lighting
	Weather Reporting Capability
MOBILITY	Taxiway and Apron Edge Lighting
	Airfield Signage
	Ground Communication
	Approach Lighting
	Aircraft Rescue & Fire Fighting (ARFF) Equipment
	Perimeter Fencing
	Pavement Condition
	Airfield Maintenance Equipment & Storage Building
	Runway Length
	Pavement Strength
	Standard Instrument Approach Procedures (SIAP)
	Taxiway Requirements
	Aircraft Apron Requirements
	Terminal Building



Step 4 - TIP Prioritization

Finally, in the TIP Prioritization step, the master list of all GA airport project requests statewide in the Aviation Project Request database are sorted in priority order. A shortlist of projects are selected based on available funding and project merits.



Airport Groupings

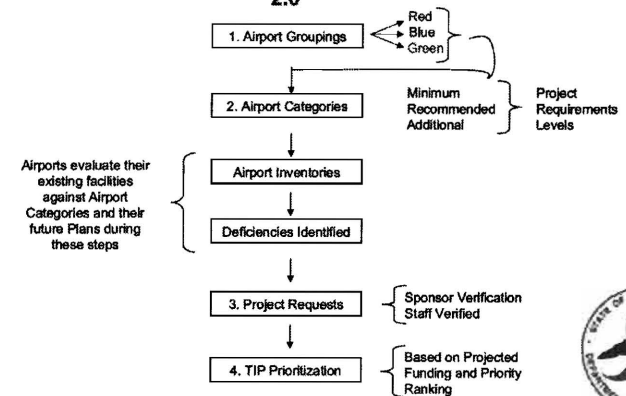
72 Airports (63 GA)

- RED – Regional/Business - 16
- BLUE – Community with Business Aircraft Capability - 27
- GREEN – Small Community - 17
- Commercial Service - 9
- National Parks Service - 3



Aviation Division Prioritization

2.0





P2.0 Tentative Schedule

Now – June 2011: Develop Prioritization 2.0 System

March 2011: Launch Partner Connect

March - April: Outreach Meetings across State on Prioritization 2.0

June 2011: MPOs, RPOs, Divisions, & Internal BUs submit new projects (1 month)

July – August 2011: SPOT QAs/QCs all projects and calculates quantitative scores.

September – October 2011: MPOs, RPOs, & Divisions rank projects (2 months)

- Note: Final 10 YR Work Program (2011-2020) is expected to be adopted in August

Late Fall 2011: Project Rankings Released

Winter 2011/2012: Investment Strategy Summits

Winter 2012: Develop Draft 10YR Work Program

Spring 2012: Release Draft 10YR Work Program



DCHC MPO – FY 2012-2018 Transportation Improvement Program Regional Priority List

The DCHC MPO has been asked to submit its Regional Priority List for the FY 2012-2018 TIP through the Strategic Planning Office of Transportation (SPOT). The MPO will be submitting the following lists:

- MPO-wide List of Highway Projects – page 1-4
- Bicycle and Pedestrian Projects – by Division – page 5-7
- Transit Projects – by Division – page 8-14
- Other Projects, Enhancement Projects – page 15
- MPO-wide List of Prioritized CMAQ Projects – page 15

MPO-wide List of Top 25 Highway Projects

MPO-wide Rank	Name (limits)	Multi-modal in LRTP	Jurisdiction	Miles	Funding Sources	Cost
1	U-0071 East End Connector (NC 147 to US 70) new highway facility Urban Loop project	Yes on local streets	D, DC	2.9	T, Highway Sources	\$161,792,000
2	Ephesus Church Road (US 15-501 to Farrington Road) bike lanes, sidewalks, and safety improvements	Yes	CH, DC	2.1	STP, CMAQ, State Highway Sources	\$600,000
3	Erwin Road (15-501 to NC 751) bike lanes, sidewalks, and safety improvements (design may vary along length)	Yes	CH, DC	5.6	STP, CMAQ, State Highway Sources	\$5,527,000
4	Jack Bennett Road [SR1717] (US 15-501 to Lystra Rd. [SR1721]) safety improvements	No	CC	3.2	Safety and Highway Sources	\$6,900,000
5	Fayetteville Rd. (Woodcroft Pkwy. To Riddle Rd.) widen to 4-lane divided, bike lanes, and sidewalks	Yes	D, DC	2.4	Highway Sources	\$21,100,000
6	Fordham Boulevard (Columbia St/US 15-501 South to Ephesus Church Road) sidewalks, wide-outside lanes, and transit accommodations	Yes	CH	4.0	STP, CMAQ, State Highway Sources	\$5,147,000
7	Lystra Road [SR 1721] (US 15-501 to Farrington Point Rd. [SR1008]) safety improvements	No	CC	4.6	Safety and Highway Sources	\$9,919,000
8	NC 54 (I-40 east to NC 55) widen to multi-lane divided with transit accommodations, bike lanes, and sidewalks	Yes	D, DC	5.3	Highway Sources	\$91,500,000
9	R-2825 South Churton Street Improvements (I-40 to the Eno River)	Yes	H, OC	2.5	Highway Sources	\$19,260,000

ATTACHMENT D - 2

MPO-wide Rank	Name (limits)	Multi-modal in LRTP	Jurisdiction	Miles	Funding Sources	Cost
10	U-4716 Hopson Rd./Church St. grade separation at RR, close Church St. RR crossing	Yes	D, DC	0.3	Highway and Rail Sources	\$6,500,000
11	North Greensboro (Weaver to Shelton) paint, median, bicycle signal detection, etc. W project?	Yes	C	0.2	STP, CMAQ, Safety and State Highway Sources	\$200,000
12	Estes Drive (NC86 to Caswell Road) widen existing roadway to include two 12-foot travel lanes, four-foot bicycle lanes and sidewalks.	Yes	CH	0.7	STP, CMAQ, State Highway Sources	\$421,000
13	Estes Dr. Extension (Greensboro to NC 86) bike lanes, sidewalks, and transit accommodations and multi-use path to Williams Street	Yes	C, CH	2.6	STP, CMAQ, State Highway Sources	\$2,197,000
14	Piney Mountain (NC 86 to Riggsbee) turn lanes, sidewalks, bicycle lanes and transit accommodations	Yes	CH	1.0	STP, CMAQ, State Highway Sources	\$2,442,000
15	Franklin/Merritt Mill/Brewer/Main Intersection	Yes	C, CH	0.0	Highway Sources	\$1,000,000
16	Orange Grove Rd Extension to US 70 Business	Yes	H, OC	0.3	Highway Sources	\$30,000,000
17	Lystra Road [SR 1721] (Jack Bennett Rd. [SR1717] to west side of N. Chatham Elementary) increase length of turn lanes W project?	No	CC	0.4	Safety and Highway Sources	\$250,000
18	Jeremiah Drive [SR 1762] (Lystra Rd. [SR 1721] to End) elevate road for flood control W project?	No	CC	0.8	Safety and Highway Sources	\$100,000
19	Estes/Greensboro roundabout	Yes	C	0	Highway Sources	\$500,000
20	TIP # U-3436 Eno Mountain Road, Mayo Street & Orange Grove Road Realignment	Yes	H, OC	0.28	Highway Sources	\$2,350,000
21	U-2405 Martin Luther King Jr. Pkwy./NC 55 intersection extend to Cornwallis Rd. bridge over RR	Yes	D, DC	0	Highway Sources	\$30,000,000
22	NC 54 (I-40 west to Barbee Chapel Rd.) widen to 6-lane divided, sidewalks	Yes	D, DC	1.6	Highway Sources	\$39,100,000
23	Old Oxford Highway (Roxboro Rd. to Hamlin Rd.) expand capacity, bike lanes, and sidewalks	Yes	D, DC	1.5	T, Highway Sources	\$38,100,000
24	NC 751 (S. Roxboro Rd. to NC 54) widen to 4-lane, bike lanes, and sidewalks	Yes	D, DC	0.7	Highway Sources	\$7,200,000

MPO-wide Rank	Name (limits)	Multi-modal in LRTP	Jurisdiction	Miles	Funding Sources	Cost
25	Initiate a combined phased environmental study for: <ul style="list-style-type: none"> US 70 (Lynn Rd. to Wake County Line) convert to 6-lane freeway U-4721 Northern Durham Parkway (Roxboro Rd. to US 70) new facility Urban Loop project	Yes	D, DC	4.1, 16.3	T, Highway Sources	\$123,100,000 \$148,200,000
26	Homestead (NC 86 to Old NC 86) bicycle lanes, sidewalks, transit accommodations, and safety improvements (design may vary along length)	Yes	C, OC	4.7	STP, CMAQ, State Highway Sources	\$5,505,000
27	Seawell School (Homestead to Estes) bicycle lanes, sidewalks, transit accommodations, and intersection safety improvements (design may vary along length)	Yes	CH, C	3.8	STP, CMAQ, State Highway Sources	\$3,525,000

If the Urban Loop projects must be omitted from the above table, the Durham County projects will be shifted up to fill the place of the Urban Loop projects. This would result in:

- Fayetteville Road widening would shift from #5 to #1
- NC 54 widening would shift from #8 to #5
- U-4716 Hopson Road/Church St. would shift from #10 to #8

The Orange County and Chatham County projects below #10 would shift up one slot keeping the respective order shown in the table.

Bicycle and Pedestrian Projects

Division 5

Rank	Name (limits)	Jurisdiction	Miles	Funding Sources	Cost
1	Fayetteville Rd. (Cornwallis Rd. to Nelson) bike lanes and sidewalks Safe Routes to School Project	D, DC	1.1	STP, CMAQ, SRTS, State Highway Sources	\$356,000
2	Avondale Dr. (Roxboro Rd. to Geer St.) bike lanes and sidewalks Sidewalks are a STPDA Project	D, DC	1.1	STP, CMAQ, State Highway Sources	\$515,000
3	University Dr. (Garrett Rd. to Hope Valley Rd.) bike lanes and sidewalks Portion of the sidewalks are a ARRA STPDA Project	D, DC	2.9	STP, CMAQ, State Highway Sources	\$1,025,000

ATTACHMENT D - 4

Rank	Name (limits)	Jurisdiction	Miles	Funding Sources	Cost
4	Fayetteville Rd. (Cornwallis Rd. to NC 147) sidewalks	D	2.2	STP, CMAQ, State Highway Sources	\$683,000
5	Holloway St. (Miami Blvd. to US 70) sidewalk and wide outside lanes To be built as part of U-0071 East End Connector	D, DC	0.4	STP, CMAQ, State Highway Sources	\$257,000
6	Hillandale Rd. (I-85 to NC 147) bike lanes and sidewalks STPDA Project	D, DC	0.9	STP, CMAQ, State Highway Sources	\$1,320,000
7	Club Blvd. (Ruffin St. to Geer St.) bike lanes and sidewalks	D, DC	3.5	STP, CMAQ, State Highway Sources	\$2,978,000
8	West Chapel Hill Street (Kent St. to Buchanan Blvd.) sidewalks	D	0.2	STP, CMAQ, State Highway Sources	\$62,000
9	Cheek Rd. (Geer St. to Hardee St.) sidewalks STPDA Project	D, DC	0.5	STP, CMAQ, State Highway Sources	\$695,000
10	Dearborn Dr. (E. Club Blvd. to Old Oxford Rd.) bike lanes and sidewalks Sidewalks are a ARRA STPDA Project	D, DC	1.5	STP, CMAQ, State Highway Sources	\$2,389,000
11	Hope Valley Rd. (S. Roxboro Rd. to US 15-501 Bus) sidewalks and bicycle lanes Portion is CMAQ Project	D, DC	3.4	STP, CMAQ, State Highway Sources	\$4,916,000
12	East Main Street (Hood St. to Alston Ave.) sidewalks	D	0.4	STP, CMAQ, State Highway Sources	\$124,000
13	Cornwallis Rd. (Erwin Rd. to Chapel Hill Rd.)	D, DC	2.6	STP, CMAQ, State Highway Sources	\$3,204,000
14	Angier-Driver Intersection sidewalks	D	0.2	STP, CMAQ, State Highway Sources	\$62,000
15	North Mangum-Corporation Intersection sidewalks	D	0.2	STP, CMAQ, State Highway Sources	\$62,000
16	Alston Ave. (Campus Hills to Riddle Road and Carpenter Fletcher Rd. to Sedwick Rd.) bike lanes and sidewalks CMAQ Project	D, DC	1.4	STP, CMAQ, State Highway Sources	\$2,069,000
17	Barbee Chapel Rd. (NC 54 to Stagecoach Rd.) (design may vary along length) bike lanes and sidewalks	D, DC	2.2	STP, CMAQ, State Highway Sources	\$1,759,000
18	Pope Rd. (Old Durham-Chapel Hill Rd. to Ephesus Church Rd.) bike lanes and sidewalks	D, DC	1.1	STP, CMAQ, State Highway Sources	\$1,470,000
19	Holloway St. (Junction Rd. to Lynn Rd.) sidewalk and wide outside lanes	D, DC	0.7	STP, CMAQ, State Highway Sources	\$736,000
20	Sedwick Rd. (Grandale Dr. to Alston Ave.) bike lanes and sidewalks	D, DC	1.8	STP, CMAQ, State Highway Sources	\$2,187,000
21	E. Main St. (YE Smith Elementary to Driver) sidewalks	D			

Division 7

Rank	Name (limits)	Jurisdiction	Miles	Funding Sources	Cost
1	Martin Luther King Jr. Boulevard/NC 86 Corridor (I-40 to North Street) sidewalks and bike lanes Portion is a CMAQ Project	CH	2.5	STP, CMAQ, State Highway Sources	\$3,945,000
2	NC 54 (Fordham Boulevard to Barbee Chapel Road) sidewalks and bike lanes	CH	1.2	STP, CMAQ, State Highway Sources	\$1,550,000
3	18 Chapel Hill Intersections - bicycle and pedestrian improvements	CH	0.0	STP, CMAQ, State Highway Sources	\$1,542,000
4	Pedestrian and Bicycle Overpass/Underpass Across Fordham Boulevard between Manning Drive and Old Mason Farm Road	CH	0.0	STP, CMAQ, State Highway Sources	\$2,261,000
5	Bolin Creek Greenway (Martin Luther King Jr. Blvd. to Umstead Park.) multi-use path Portion is a STPDA Project	CH	0.8	STP, CMAQ, State Highway Sources	\$1,500,000
6	Nash Street (Faucette Mill to Dimmocks Mill) sidewalks STPDA and ARRA STPDA Project	H	1.8	STP, CMAQ, State Highway Sources	\$679,000
7	Morgan Creek Phase II (from the end of Phase I to Carrboro Town line.) multi-use path STPDA Project	CH	1.0	STP, CMAQ, State Highway Sources	\$3,500,000
8	NC 54 Sidepath (James Street to Anderson Park) multi-use path	C	0.8	STP, CMAQ, State Highway Sources	\$700,000
9	Fordham Boulevard (Ephesus Church Road to Elliott Road) sidewalks	CH	0.3	STP, CMAQ, State Highway Sources	\$175,000
10	Culbreth Road (Adam Way to Smith Level) sidewalks	CH	0.5	STP, CMAQ, State Highway Sources	\$165,000
11	Bolin Creek Phase IV (Umstead Park to Carolina North, follow Umstead Drive to Estes Drive, then along Estes Drive to Carolina North) multi-use path	CH	1.3	STP, CMAQ, State Highway Sources	\$2,500,000
12	Bolin Creek/Little Creek Greenway (Chapel Hill Community Center to Pinehurst Drive.) multi-use path	CH	1.3	STP, CMAQ, State Highway Sources	\$943,000
13	Orange Grove Rd. Pedestrian Bridge	H, OC	0.0	STP, CMAQ, State Highway Sources	\$1,000,000
14	Old NC 86 (Hillsborough to Homestead) (design may vary along length) sidewalks and bicycle lanes	OC, C	1.1	STP, CMAQ, State Highway Sources	\$1,320,000
15	Mount Carmel Church Road (US 15-501 to Bennett) sidewalks and bicycle lanes	OC, CH	0.4	STP, CMAQ, State Highway Sources	\$275,000
16	Old Mason Farm/Finley Golf Course Road sidewalks and bicycle lanes	CH	1.4	STP, CMAQ, State Highway Sources	\$1,800,000

ATTACHMENT D - 6

Rank	Name (limits)	Jurisdiction	Miles	Funding Sources	Cost
17	Old NC 86 (Homestead to Eubanks) (design may vary along length) sidewalks and bicycle lanes	OC, C	3.4	STP, CMAQ, State Highway Sources	\$4,233,000
18	Eubanks Road (Rogers Rd to NC 86) bicycle lanes	OC	1.7	STP, CMAQ, State Highway Sources	\$824,000
19	Horace Williams Trail (Homestead Road and Carolina North to the Town Operations Center, adjacent to the Norfolk Southern rail line. (formerly Southern Railroad Greenway))	CH	1.7	STP, CMAQ, State Highway Sources	\$370,000
20	NC 86 (US 70A to I-40) wide outside lanes Portion may get 2' shoulders as possible ARRA project	H, OC	7.1	STP, CMAQ, State Highway Sources	\$933,340
21	S Greensboro (Old Pittsboro to Merritt Mill) sidewalk on west side	C	0.5	STP, CMAQ, State Highway Sources	\$247,500
22	Cleland Drive/Burning Tree Drive (Cleland Drive and Burning Tree Drive.) sidewalks	OC, H	1.5	STP, CMAQ, State Highway Sources	\$233,000
23	Eubanks (Old NC 86 to Rogers Rd) (design may vary along length) sidewalks and bicycle lanes	OC, C	1.6	STP, CMAQ, State Highway Sources	\$1,992,000
24	Mount Carmel Church Road (Bennett to Chatham County Line) bicycle lanes	OC, CH	2.5	STP, CMAQ, State Highway Sources	\$940,000
25	Old NC 86 (I-40 to Homestead Road) wide outside lanes	OC	5.0	STP, CMAQ, State Highway Sources	\$1,598,000

Division 8 – none

Public Transportation Projects

Since the TIP has been delayed by one year, LPA Staff and the transit agencies may make adjustments to the approved transit priority lists displayed below to shift some projects from FY 2011 to FY 2012, if appropriate, and to add projects in FY 2018 to the lists.

Division 5 – DATA and Triangle Transit

Rank	Name (limits)	Jurisdiction	Funding Sources	Cost
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Rank	Name (limits)	Jurisdiction	Funding Sources	Cost
1	2011 Transit Projects <ul style="list-style-type: none"> • Preventative maintenance and routine capital items <ul style="list-style-type: none"> ○ Triangle Transit - \$7,000,000 ○ DATA - \$3,500,000 • Replacement buses <ul style="list-style-type: none"> ○ Triangle Transit – 28 buses - \$8,900,000 • Replacement vans <ul style="list-style-type: none"> ○ Triangle Transit – 58 vanpool vans - \$1,300,000 ○ Triangle Transit – 6 paratransit vans - \$320,000 ○ DATA – 15 ADA vans - \$570,000 • Service vehicles <ul style="list-style-type: none"> ○ DATA - 6 replacement service vehicles - \$180,000 • Expansion service <ul style="list-style-type: none"> ○ Light Rail Service - Durham - Chapel Hill - alternatives analysis and preliminary engineering and design - \$5,600,000 (FY 2011-2015) ○ Light Rail Service – Raleigh-RTP-Durham – alternatives analysis and preliminary engineering and design - \$4,000,000 (FY 2011-2015) ○ Triangle Transit – 23 expansion buses - \$9,100,000 ○ Triangle Transit – 80 vanpool vans - \$1,700,000 ○ Triangle Transit – Planning Assistance - \$7,000,000 ○ Triangle Transit – 9 paratransit vans - \$357,000 ○ DATA – 8 40' expansion buses - \$5,760,000 ○ DATA – passenger amenities (30 shelters +100 benches) - \$500,000 	D, TT	STP, CMAQ, Public Transit Sources	\$55,787,000

Rank	Name (limits)	Jurisdiction	Funding Sources	Cost
2	2012 Transit Projects <ul style="list-style-type: none"> Preventative maintenance and routine capital items <ul style="list-style-type: none"> DATA - \$3,850,000 Service vehicles <ul style="list-style-type: none"> DATA - 4 replacement service vehicles - \$140,000 Expansion service <ul style="list-style-type: none"> Light Rail Service - Durham - Chapel Hill - alternatives analysis and preliminary engineering and design - \$5,600,000 (FY 2011-2015) Light Rail Service – Raleigh-RTP-Durham – alternatives analysis and preliminary engineering and design - \$4,000,000 (FY 2011-2015) NCRR and Light Rail Service – Raleigh-RTP-Durham – NCRR grade separations and track realignments in Durham County - \$80,340,000 (FY 2011-2018) Will also be submitted as a Rail Project DATA - 18 40' hybrid expansion buses - \$13,500,000 	D, TT	STP, CMAQ, Public Transit Sources	\$107,430,000
3	FY 2013 Transit Projects <ul style="list-style-type: none"> Preventative maintenance and routine capital items <ul style="list-style-type: none"> DATA - \$4,250,000 Replacement vehicles <ul style="list-style-type: none"> DATA – 30 40' hybrid buses - \$24,000,000 Expansion service <ul style="list-style-type: none"> Light Rail Service - Durham - Chapel Hill - alternatives analysis and preliminary engineering and design - \$5,600,000 (FY 2011-2015) Light Rail Service – Raleigh-RTP-Durham – alternatives analysis and preliminary engineering and design - \$4,000,000 (FY 2011-2015) NCRR and Light Rail Service – Raleigh-RTP-Durham – NCRR grade separations and track realignments in Durham County - \$80,340,000 (FY 2011-2018) Will also be submitted as a Rail Project DATA – 4 40' hybrid buses - \$3,400,000 DATA – passenger amenities (15 shelters +90 benches) - \$380,000 DATA – land acquisition for 2 100 space park-n-ride lots (Treyburn and Githens Middle School areas) - \$2,200,000 	D, TT	STP, CMAQ, Public Transit Sources	\$124,170,000

Rank	Name (limits)	Jurisdiction	Funding Sources	Cost
4	FY 2014 Transit Projects <ul style="list-style-type: none"> • Preventative maintenance and routine capital items <ul style="list-style-type: none"> ○ DATA - \$4,660,000 • Expansion service <ul style="list-style-type: none"> ○ Light Rail Service - Durham - Chapel Hill - alternatives analysis and preliminary engineering and design - \$5,600,000 (FY 2011-2015) ○ Light Rail Service – Raleigh-RTP-Durham – alternatives analysis and preliminary engineering and design - \$4,000,000 (FY 2011-2015) ○ Light Rail Service – Raleigh-RTP-Durham – right-of-way - \$42,400,000 (FY 2014-2016) ○ NCRR and Light Rail Service – Raleigh-RTP-Durham – NCRR grade separations and track realignments in Durham County - \$80,340,000 (FY 2011-2018) Will also be submitted as a Rail Project ○ DATA – 2 40' hybrid buses - \$1,800,000 	D, TT	STP, CMAQ, Public Transit Sources	\$138,800,000
5	FY 2015 Transit Projects <ul style="list-style-type: none"> • Preventative maintenance and routine capital items <ul style="list-style-type: none"> ○ DATA - \$5,120,000 • Expansion service <ul style="list-style-type: none"> ○ Light Rail Service - Durham - Chapel Hill - alternatives analysis and preliminary engineering and design - \$5,600,000 (FY 2011-2015) ○ Light Rail Service – Raleigh-RTP-Durham – alternatives analysis and preliminary engineering and design - \$4,000,000 (FY 2011-2015) ○ Light Rail Service – Raleigh-RTP-Durham – right-of-way - \$42,400,000 (FY 2014-2016) ○ NCRR and Light Rail Service – Raleigh-RTP-Durham – NCRR grade separations and track realignments in Durham County - \$80,340,000 (FY 2011-2018) Will also be submitted as a Rail Project ○ DATA – 2 40' hybrid buses - \$1,800,000 	D, TT	STP, CMAQ, Public Transit Sources	\$139,260,000

Rank	Name (limits)	Jurisdiction	Funding Sources	Cost
6	FY 2016 Transit Projects <ul style="list-style-type: none"> Preventative maintenance and routine capital items <ul style="list-style-type: none"> DATA - \$5,640,000 Replacement vehicles <ul style="list-style-type: none"> DATA – 18 ADA vans - \$900,000 Expansion service <ul style="list-style-type: none"> Light Rail Service - Durham - Chapel Hill – right-of-way - \$72,400,000 (FY 2016-2019) Light Rail Service – Raleigh-RTP-Durham – right-of-way - \$42,400,000 (FY 2014-2016) NCRR and Light Rail Service – Raleigh-RTP-Durham – NCRR grade separations and track realignments in Durham County - \$80,340,000 (FY 2011-2018) Will also be submitted as a Rail Project 	D, TT	STP, CMAQ, Public Transit Sources	\$201,680,000
7	FY 2017 Transit Projects <ul style="list-style-type: none"> Preventative maintenance and routine capital items <ul style="list-style-type: none"> DATA - \$6,200,000 Replacement vehicles <ul style="list-style-type: none"> DATA – 7 40' hybrid buses - \$8,400,000 Expansion service <ul style="list-style-type: none"> Light Rail Service - Durham - Chapel Hill – right-of-way - \$72,400,000 (FY 2016-2019) Light Rail Service – Raleigh-RTP-Durham – construction - \$286,800,000 (FY 2017-2019) NCRR and Light Rail Service – Raleigh-RTP-Durham – NCRR grade separations and track realignments in Durham County - \$80,340,000 (FY 2011-2018) Will also be submitted as a Rail Project DATA – passenger amenities (25 shelters +115 benches) - \$675,000 	D, TT	STP, CMAQ, Public Transit Sources	\$454,815,000
8	FY 2018 Transit Projects <ul style="list-style-type: none"> Expansion service <ul style="list-style-type: none"> Light Rail Service - Durham - Chapel Hill – right-of-way - \$72,400,000 (FY 2016-2019) Light Rail Service – Raleigh-RTP-Durham – construction - \$286,800,000 (FY 2017-2019) NCRR and Light Rail Service – Raleigh-RTP-Durham – NCRR grade separations and track realignments in Durham County - \$80,340,000 (FY 2011-2018) Will also be submitted as a Rail Project 	D, TT	STP, CMAQ, Public Transit Sources	\$439,540,000

Division 7 – Chapel Hill Transit and Triangle Transit

Rank	Name (limits)	Jurisdiction	Funding Sources	Cost
1	FY 2011 Transit Projects <ul style="list-style-type: none"> • Preventative maintenance and routine capital items <ul style="list-style-type: none"> ○ Triangle Transit - \$7,000,000 ○ Chapel Hill Transit - \$2,982,000 • Replacement buses <ul style="list-style-type: none"> ○ Triangle Transit – 28 buses - \$8,900,000 ○ Chapel Hill Transit – 8 buses - \$2,800,000 • Replacement vans <ul style="list-style-type: none"> ○ Triangle Transit – 58 vanpool vans - \$1,300,000 ○ Triangle Transit – 6 paratransit vans - \$320,000 ○ Chapel Hill Transit – 5 EZ-rider vans - \$384,000 ○ Chapel Hill Transit – 7 Safe-Ride vans - \$210,000 • Service vehicles <ul style="list-style-type: none"> ○ Chapel Hill Transit – 8 - \$240,000 • Expansion service <ul style="list-style-type: none"> ○ Light Rail Service - Durham - Chapel Hill - alternatives analysis and preliminary engineering and design - \$5,600,000 (FY 2011-2015) ○ Chapel Hill Transit - Park & Ride Lot Expansion - Land Acquisition and Design - 1000 spaces - \$2,000,000 ○ Triangle Transit – 23 expansion buses - \$9,100,000 ○ Triangle Transit – 80 vanpool vans - \$1,700,000 ○ Triangle Transit – Planning Assistance - \$7,000,000 ○ Triangle Transit – 9 paratransit vans - \$357,000 ○ Chapel Hill Transit – 5 buses - \$1,800,000 ○ Hillsborough In Town Transit Circulator - \$198,000 ○ Hillsborough Train Station/Multi-modal Center - \$1,500,000 Will also be submitted as a Rail Project 	CH, C, H, OC, TT	STP, CMAQ, Public Transit Sources	\$53,391,000

Rank	Name (limits)	Jurisdiction	Funding Sources	Cost
2	FY 2012 Transit Projects <ul style="list-style-type: none"> Preventative maintenance and routine capital items <ul style="list-style-type: none"> Chapel Hill Transit - \$3,190,000 Replacement buses <ul style="list-style-type: none"> Chapel Hill Transit – 9 buses - \$3,250,000 Expansion service <ul style="list-style-type: none"> Chapel Hill Transit - Park & Ride Lot Expansion - Construction - 1000 spaces - \$5,000,000 Chapel Hill Transit – 5 buses - \$1,800,000 	CH, C, TT	STP, CMAQ, Public Transit Sources	\$13,240,000
3	FY 2013 Transit Projects <ul style="list-style-type: none"> Preventative maintenance and routine capital items <ul style="list-style-type: none"> Chapel Hill Transit - \$3,400,000 Replacement buses <ul style="list-style-type: none"> Chapel Hill Transit – 17 buses - \$6,300,000 Replacement vans <ul style="list-style-type: none"> Chapel Hill Transit – 5 EZ-rider vans - \$423,000 Expansion service <ul style="list-style-type: none"> Light Rail Service - Durham - Chapel Hill - alternatives analysis and preliminary engineering and design - \$5,600,000 (FY 2011-2015) 	CH, C, TT	STP, CMAQ, Public Transit Sources	\$15,723,000
4	FY 2014 Transit Projects <ul style="list-style-type: none"> Preventative maintenance and routine capital items <ul style="list-style-type: none"> Chapel Hill Transit - \$3,007,000 Replacement buses <ul style="list-style-type: none"> Chapel Hill Transit – 10 buses - \$3,900,000 Replacement vans <ul style="list-style-type: none"> Chapel Hill Transit – 5 EZ-rider vans - \$444,000 Expansion service <ul style="list-style-type: none"> Light Rail Service - Durham - Chapel Hill - alternatives analysis and preliminary engineering and design - \$5,600,000 (FY 2011-2015) 	CH, C, TT	STP, CMAQ, Public Transit Sources	\$12,951,000

Rank	Name (limits)	Jurisdiction	Funding Sources	Cost
5	FY 2015 Transit Projects <ul style="list-style-type: none"> Preventative maintenance and routine capital items <ul style="list-style-type: none"> Chapel Hill Transit - \$3,900,000 Replacement vans <ul style="list-style-type: none"> Chapel Hill Transit – 5 EZ-rider vans - \$467,000 Chapel Hill Transit – 7 Safe-Ride vans - \$217,000 Service vehicles <ul style="list-style-type: none"> Chapel Hill Transit – 4 - \$196,000 Expansion service <ul style="list-style-type: none"> Light Rail Service - Durham - Chapel Hill - alternatives analysis and preliminary engineering and design - \$5,600,000 (FY 2011-2015) Chapel Hill Transit – 5 buses - \$1,971,000 	CH, C, TT	STP, CMAQ, Public Transit Sources	\$12,351,000
6	FY 2016 Transit Projects <ul style="list-style-type: none"> Preventative maintenance and routine capital items <ul style="list-style-type: none"> Chapel Hill Transit - \$4,200,000 Expansion service <ul style="list-style-type: none"> Light Rail Service - Durham - Chapel Hill – right-of-way - \$72,400,000 (FY 2016-2019) 	CH, C, TT	STP, CMAQ, Public Transit Sources	\$76,600,000
7	FY 2017 Transit Projects <ul style="list-style-type: none"> Preventative maintenance and routine capital items <ul style="list-style-type: none"> Chapel Hill Transit - \$4,500,000 Replacement vans <ul style="list-style-type: none"> Chapel Hill Transit – 5 EZ-rider vans - \$515,000 Expansion service <ul style="list-style-type: none"> Light Rail Service - Durham - Chapel Hill – right-of-way - \$72,400,000 (FY 2016-2019) 	CH, C, TT	STP, CMAQ, Public Transit Sources	\$77,415,000
8	FY 2018 Transit Projects <ul style="list-style-type: none"> Expansion service <ul style="list-style-type: none"> Light Rail Service - Durham - Chapel Hill – right-of-way - \$72,400,000 (FY 2016-2019) 	CH, C, TT	STP, CMAQ, Public Transit Sources	\$72,400,000

Division 8

Rank	Name (limits)	Jurisdiction	Funding Source	Cost
1	CHT to Establish Bus Route from Pittsboro to Chapel Hill-Park & Ride Lot on US 15-501	CC	STP, CMAQ, Public Transit Sources	\$352,712 (annual operating cost)

Other Projects

Rank	Name (limits)	Jurisdiction	Funding Sources	Cost
1	C-5102 Transportation Demand Management CMAQ Project	MPO-wide	CMAQ, O, STP	\$17,000,000
2	Intelligent Transportation System Improvements <ul style="list-style-type: none"> Triangle Transit – Real Time Passenger Information - \$700,000 Additional projects will be determined during the ITS Strategic Deployment Plan Update. 	MPO-wide	Highway and Public Transit Sources	Total cost TBD by study
3	Area Plan in Cooperation with Cary (North of US 64, East of Jordan Lake)	CC	STP, Highway Sources	\$100,000

Enhancement Projects

Name (limits)	Jurisdiction	Miles	Funding Sources	Cost
Angier-Driver Intersection streetscape	D	0.2	Enhancements	\$6,753,000
North Mangum-Corporation intersection streetscape	D	0.2	Enhancements	\$6,022,000
East Main Street corridor (Hood St. to Alston Ave.) streetscape	D	0.4	Enhancements	\$5,276,000
Fayetteville Rd. (Cornwallis Rd. to NC 147) corridor streetscape	D	2.2	Enhancements	\$32,751,000
West Chapel Hill Street corridor (Kent St. to Buchanan Blvd.) streetscape	D	0.2	Enhancements	\$4,686,000

CMAQ Projects will be submitted as approved by the TAC on August 12, 2009

Catherine Wilson

From: Beckmann, Ellen <Ellen.Beckmann@durhamnc.gov>
Sent: Wednesday, March 30, 2011 11:45 AM
To: McKeel, Dale; Melissa.guilbeau@chathamnc.org; Ahrendsen, Mark; mscully@co.durham.nc.us; David Bonk; Jeff Brubaker; Karen Lincoln; kneppalli@townofchapelhill.org; Margaret A. Hauth (E-mail); tom.king@hillsboroughnc.org; Venable, Ed; Ryan Mickles
Cc: Joey Hopkins; Nwoko, Felix
Subject: FW: DCHC MPO TIP and LRTP Subcommittee Meetings - 3/29
Attachments: TCC TIP subcommittee agenda - 2011-03-29 - with notes.docx; MPO-wide 12-18 TIP Regional Priority List - for SPOT - 2009-10-14 - approved.docx; FINAL SPOT bike-ped spreadsheet - DCHC MPO.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

A full report of the TIP subcommittee meeting will be provided at the April TCC meeting. However, there is a deadline that I want to make sure all of the MPO's member jurisdictions are aware of. The agenda with notes from the subcommittee meeting is attached.

In summary local jurisdictions need to provide the MPO a highway, bicycle, and pedestrian local priority list by **May 18** (if possible).

For the highway list, you can provide a list that includes projects carried over from the last TIP prioritization process plus up to three new projects – or you can just provide a list of up to three new projects. The projects carried over from the last TIP will automatically be included in the SPOT database and will be scored. Include a priority order for your new projects. The highway list should include both mobility and modernization projects. Several of the bicycle and pedestrian projects carried over from last time will now be considered modernization projects and should be moved into the modernization category by SPOT and won't count as new projects.

Please provide separate bicycle and pedestrian lists. Based on information from the Bike/Ped Division, LPA staff asks that you please limit your lists to 6 bicycle and 6 pedestrian projects since the MPO will be limited to submitting 10 bicycle and 10 pedestrian projects (includes both any projects carried over from last time and any new projects).

I don't have instructions for the public transit list yet, but will share it when I know more.

Also attached is the list of projects that were submitted last time. The Word document includes all of the highway, bicycle and pedestrian, and transit project submitted. The pdf is the list of our top ten ranked bicycle and pedestrian projects that we had to submit in the second round. Keep in mind that on-road bicycle projects over \$1,000,000 would now be considered modernization projects.

If you have any questions about this, please call or email me.

Thanks,

Ellen

From: Beckmann, Ellen
Sent: Friday, March 25, 2011 1:47 PM

Town of Carrboro
Transportation Improvement Program 2011-2017
Local Priority List : approved September 16, 2008

<i>Priority #</i>	<i>Description</i>
1	Old Fayetteville Road - Add bike lanes and transit accommodations on both sides of the road and sidewalk on the east side from McDougle Middle School to NC 54.
2	Homestead Rd. – Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Seawell School Road to Old NC 86.
3	Transit Capital Projects – Fund transit capital projects as identified by Chapel Hill Transit and agreed to by the Transit Partner’s Committee.
4	Estes Drive – Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Greensboro Street to Town limits, as well as a multi-use path from Williams Street to Estes Drive to provide an alternative bicycle-pedestrian connection.
5	South Greensboro Street – Add sidewalks on the west sides of the road from Old Pittsboro roadto Merritt Mill Road.
6	Old NC 86 - Add bike lanes and transit accommodations on both sides of the road, and sidewalk on the east side from Hillsborough Road to Homestead Road.
7	Old NC 86 – Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Homestead Road to Eubanks Road.
8	Eubanks Rd – Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Old NC 86 to Rogers Road.
9	Franklin / Main / Merritt Mill / Brewer Intersection – Make changes to improve operation and safety for motorists, pedestrians, bicyclists, and transit.
10	N. Greensboro corridor from Weaver Street to Shelton - bicycle and pedestrian improvements
11	Seawell School Rd – Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Homestead Road to Estes Drive.
12	N. Greensboro/Estes Ext. intersection roundabout
13	Fixed Guideway – Connection to Carolina North / Horace Williams property utilizing existing railroad right-of-way from University Power Plant to Carolina North
14	NC 54 from James St. to Anderson Park - side path on the nothern side to accompdte two-direction bicycle transportation.