

AGENDA
Orange Unified Transportation Board
August 21, 2013
7:00 p.m.

You can bring your laptops/tablets if you would like to use them.

Conference Room 004 (Lower Floor) Orange County West Campus
131 West Margaret Lane, Hillsborough

<u>Time</u>	<u>Item</u>	<u>Title</u>
7:00	1.	Call to Order and Roll Call
7:05	2.	Approval of Minutes Minutes from June 19, 2013
7:10	3.	Consideration of Additions to the Agenda
7:15	4.	Regular Agenda
	a.	State and MPO Project Prioritization
	i.	Review effect of changes to State and MPO project prioritization methodology on County projects; and
	ii.	Consider and recommend new projects in the Burlington-Graham Metropolitan Organization (BGMPO) planning area boundary for the 2016-2022 Transportation Improvement Program (TIP)
		OUTBoard Action: To receive the information from Orange County Planning staff and provide comments and recommendations for new projects in the BGMPO planning area for the 2016-2022 TIP.
8:15	5.	Staff Updates
	a.	OUTBoard Appointments and Reappointments
	b.	OCBRIP public outreach for bus planning
8:20	6.	OUTBoard Action: Receive updates
		Upcoming Agenda Items of Interest on Other Regional Transportation Related Board Agendas
		OUTBoard Action: Receive information as a handout
8:25	7.	Meeting Schedule – The OUTBoard’s next meeting will be September 18, 2013
	a.	Continuation of State and MPO Project Prioritization
	b.	Discussion with Dale McKeel, Bicycle & Pedestrian Coordinator, Department of Transportation, City of Durham/DCHC MPO regarding regional bicycle routes, and the designation of St. Mary’s Road as a regional bicycle route
		OUTBoard Action: Receive information
8:30	8.	Board Comments
		OUTBoard Action: Receive comments
8:35	9.	Adjournment

MINUTES
ORANGE UNIFIED TRANSPORTATION BOARD
JUNE 19, 2013

MEMBERS PRESENT: Paul Guthrie, Chapel Hill Township; Jeff Charles, Bicycle Advocate; Alex Castro, Bingham Township; Susie Enoch, Cheeks Township; Annette Jurgelski, Eno Township; Jeff Miles, Pedestrian Access & Safety Advocate; Andrea Rohrbacher, Planning Board Representative;

MEMBERS ABSENT: Sam Lasris, Cedar Grove Township; Ted Triebel, Little River Township; Amy Cole, Transit Advocate; Hillsborough Township - Vacant; Economic Development Commission - Vacant; CfE Representative- Vacant;

STAFF PRESENT: Craig Benedict, Planning Director; Abigaile Pittman, Transportation/Land Use Planner; Tina Love, Administrative Assistant II

OTHERS PRESENT: Erik Landfried, Triangle Transit; Darcy Zorio, Triangle Transit

AGENDA ITEM I: CALL TO ORDER AND ROLL CALL

**AGENDA ITEM II: APPROVAL OF MINUTES FOR APRIL 17, 2013
REVIEW OF MEETING NOTES FOR MAY 22, 2013**

The April 17, 2013 OUTBoard Minutes were approved by consensus.

AGENDA ITEM III: CONSIDERATIONS OF ADDITIONS TO THE AGENDA

AGENDA ITEM IV: REGULAR AGENDA

1. Update from John Tallmadge, Triangle Transit (TT) Director of Regional Services Development on the status of the Orange County Bus and Rail Investment Plan (OCBRIP) and its implementation.
2. Update from Craig Benedict, Orange County Planning Director on the Board of County Commissioners' (BOCC) Review of, and comment on TT's implementation plans for the OCBRIP

OUTBoard Action: To receive the updates from TT staff and Orange County Planning Director and provide feedback.

Craig Benedict: Introduced Darcy Zorio and Erik Landfried. We are going to talk about the Orange County Bus and Rail Investment Plan (BRIP). I am going to present the PowerPoint information from last night. The BOCC meeting last night was a further staff update to a presentation done by Triangle Transit done on May 1, 2013. For the past month, we have addressed the monies from the half cent sales and the seven dollar tag fees which are some of the revenue sources for public transit in Orange County. Those will move forward to both project developments in the Light Rail System (LRT) and also for use in the Enhance Bus Services in Orange County. We transmitted comments from the May 21 meeting. One of the BOCCs recommendations last night was that comments/questions should be coordinated by the joint staffs and have those resolved before the meeting. Next, Triangle Transit's East West route options. We also suggested a public outreach schedule at the May 21 meeting. Triangle Transit suggested a series of workshops by January 1, 2014. The next item was better coordination between triangle staff and planning staff.

Jeff Charles: When will the \$30 to \$36 million dollars, when will they start spending the money?

56
57 Craig Benedict: From now until the end of this year, they will spend 5.8 million dollars for project development. Next
58 year, it is roughly \$13 to \$14 million dollars a year for two consecutive years for project development. Map 21 was
59 adopted last year so we are now under those "loose" guidelines.
60
61 Paul Guthrie: Does two years include the project analysis or does that include design and acquisition of right of way?
62
63 Darcy Zorio: It doesn't include that.
64
65 Craig Benedict: Mainly the environmental.
66
67 Paul Guthrie: You have to spend that money before you will win federal and state funding?
68
69 Darcy Zorio: That is right.
70
71 Paul Guthrie: I reviewed your staff comments and you brought the variation to the attention of Triangle Transit and
72 the BOCC with regard to C1 and C2, with C2 the preferred option and questioning the big \$3.6 million dollar
73 expenditure with the consultant - how did that get resolved?
74
75 Darcy Zorio: A lot of these issues have been resolved and we did address them, so if the board would like we could
76 distribute our responses we gave to the BOCC.
77
78 Craig Benedict: We have the responses. When the MPO passed the resolution, they said move both C1 and C2
79 forward. There is a preference for C2. The majority of our comments focused a lot on the bus service because that
80 is something we can do in the next year. The LRT will be in planning for eight years. (Resumed presentation.)
81
82 Paul Guthrie: The Legislature is probably going to increase the base of what is sales taxed. Does the 5% go against
83 the new definition base or against the one currently in place?
84
85 Craig Benedict: The definition currently in place.
86
87 Paul Guthrie: Will you be talking about the pending legislation about how they are redistributing the transportation
88 monies within North Carolina?
89
90 Craig Benedict: We had DOT at last night's meeting, talking about the Strategic Mobility Formula which is a new
91 initiative of the Governor to have different funding formulas. (Resumed presentation.)
92
93 Jeff Charles: In the area of governance, as I understand it, with the Strategic Mobility Formula, Orange County gets
94 lumped with Greensboro, and Durham gets lumped with Wake. If we are proposing Rail, does that mean it has to be
95 submitted for state funding through both divisions?
96
97 Craig Benedict: There will two divisions per region and they will get lumped together but it is true, there will there will
98 have to be requests for those two different regions for funding.
99
100 Paul Guthrie: That would require Wake to vote?
101
102 Craig Benedict: Not for their Commissioners but for the DOT.
103
104 Erik Landfried: I am the Transit Service Planning Supervisor for Triangle Transit Service Planning. We are in charge
105 of where the routes go, what the schedule is for the service, and where the stops are along the route. (Reviewed
106 presentation.)
107
108 Paul Guthrie: How far out are you planning?
109
110 Erik Landfried: We will be looking at a few more years. I will get to this a little later in my presentation.

111
112 Paul Guthrie: I took an old map and drew in what is currently visible as the initial investments from this operation. A
113 good planning process would include front end ones plus looking at potential long ones.
114
115 Erik Landfried: This process will try to identify, for those funds, the county services and rural services. The other part
116 is more detail on the east - west route.
117
118 Annette Jurgelski: Mebane is partly in Alamance County. Does this involve some cooperation with that county?
119
120 Erik Landfried: We will discuss it with them but the revenue source is all from Orange County. (Continued
121 presentation.)
122
123 Jeff Charles: We are going to spend all this money on the light rail system. Is part of your planning your doing going
124 to develop the routes that will feed into the light rail? To build ridership for this \$1.6 billion dollar project, what will we
125 do for that?
126
127 Erik Landfried: We are doing a separate planning effort next year on the 15-501 corridors to beef up the bus service.
128 We should have a meeting next year to discuss feeder service.
129
130 Alex Castro: I am involved with the aging population plan, one of the things I don't see there is the primary care
131 center being put into place by Duke and UNC. It would be nice if the transportation service providers could
132 coordinate with the health care service providers and have a coordinating mechanism where an individual scheduling
133 an appointment can get the transportation tied in with it.
134
135 Erik Landfried: What do you envision in terms of how that would work?
136
137 Alex Castro: You could have areas that people in the rural areas could get to easily which would connect to the
138 various activities. A combination of government and volunteers would work. The big issue is coordination.
139
140 Jeff Castro: There is another class which is bicycle riders. The buses need to have more facilities to carry more
141 bicycles.
142
143 Erik Landfried: Space on buses is limited. Triangle Transit just tried a three bicycle rack on the front and it did not
144 meet our safety requirements. It is important for the counties and municipalities to think about putting bike storage at
145 the major stops.
146
147 Jeff Charles: It would be important from a PR standpoint to fend off potential questions.
148
149 Jeff Miles: There is one audience that would be apt to ride transit but the convenience level isn't there for them. I
150 ride the CRX every day but I know that it is off the table; but I feel like there are lots of people who work in downtown
151 Raleigh.
152
153 Erik Landfried: Like frequent service or providing an evening service. Absolutely.
154
155 Craig Benedict: With this kind of goal setting, if we could give the public a checklist and tally to see the interest.
156
157 Erik Landfried: Are there specific locations/times of day? The goal is to get people who might need the service, how
158 do we reach those?
159
160 Annette Jurgelski: I do live in Efland. You have three churches on 70 that are together and then one in the White
161 Cross area. You could contact those three and suggest a meeting.
162
163 Erik Landfried: Time of day?
164
165 Annette Jurgelski: Early evening, 6:00 or 6:30.

166
167 Paul Guthrie: I'm not sure if you are capturing from I-40 to Hillsborough. The area right outside of Chapel Hill. There
168 are a couple of fire stations off Whitfield Road which is also a voting place.
169

170 Annette Jurgelski: You may be able to reach people through Meals on Wheels and Habitat for Humanity.
171

172 Erik Landfried: (Continued presentation.)
173
174

- 175 **AGENDA ITEM V: STAFF UPDATES**
- 176 a. Process for review of DCHC MPO's designation of St. Mary's Road as a regional
- 177 bicycle route.
- 178 b. Notes from May 9, 2013 Orange County meeting with NCDOT and discussion of idea
- 179 for annual NCDOT meeting with OUTBoard.
- 180 c. Locally Coordinated Human Services Transportation Plan adopted June 2013
- 181 d. NCDOT projects update.
- 182 **OUTBoard Action:** Receive updates
- 183

184 Abigaile Pittman: On handout #C "Locally Coordinated Human Service Transportation Plan" adopted in June 2013.
185 On handout "B" from the NCDOT luncheon. There has been mention of having Chuck Edwards visit the board. They
186 come and have a quarterly lunch so we should invite them once a year to talk through issues this board has. I will
187 contact Chuck Edwards to set this up.
188

189 Jeff Charles: We should give them a list of topics we will bring up. We should use the August meeting to come up
190 with a list of things and give it to them in September.
191

192 Abigaile Pittman: At that time, they may have a better idea. (Continued presentation.) In August I would like to invite
193 Dale McKeel here to discuss this item. There is no meeting in July so I our next meeting is August 21.
194
195

- 196 **AGENDA ITEM VI: UPCOMING AGENDA ITEMS OF INTEREST ON OTHER REGIONAL TRANSPORTATION RELATED**
- 197 **BOARD AGENDAS:**
- 198 **OUTBoard Action:** Receive information as handout.
- 199

200 Alex Castro: I would like to give an update. The Master Aging Plan which I brought up with the Triangle Transit, the
201 Mobility Management position will be advertised.
202
203

- 204 **AGENDA ITEM VII: MEETING SCHEDULE – NO JULY MEETING**
- 205 **Next meeting will be August 21, 2013**
- 206
207

- 208 **AGENDA ITEM IX: BOARD COMMENTS**
- 209 **OUTBoard Action:** Receive comments
- 210
211

- 212 **AGENDA ITEM X: ADJOURNMENT**
- 213

214 The meeting was adjourned by consensus.
215

216 The BOCC made a new appointment, Gary Saunders. He is a representative from the Commission of Environment.
217
218
219

**ORANGE COUNTY
ORANGE UNIFIED TRANSPORTATION BOARD (OUTBOARD)**

REGULAR AGENDA ITEM ABSTRACT

Meeting Date: August 21, 2013

Action Agenda

Item No. 4

SUBJECT: Review effect of changes to State and MPO project prioritization methodology on County projects and consider and recommend new projects in the Burlington-Graham Metropolitan Organization (BGMPO) planning area boundary for the 2016-2022 TIP

DEPARTMENT: Planning and Inspections

PUBLIC HEARING: (Y/N)

No

ATTACHMENT(S):

1. Summary of final strategic mobility formula
2. Summary of significant project scoring changes and implications for County projects

Attachments to be distributed at meeting:

3. Reference list of transportation projects and respective statuses included in various transportation plans for the County
4. BGMPO new project priority list
5. Map of projects within BGMPO planning area

INFORMATION CONTACT:

Abigaile Pittman, Transportation /Land Use Planner 245-2567
Bret Martin, Transportation Planner, ; 245-2582

PURPOSE: The Board's objectives for this agenda item are:

- 1) To review the effects of changes to State and MPO project prioritization methodologies and policies on transportation projects within the County; and
- 2) Consider and recommend for approval a list of new project priorities within the Burlington-Graham Metropolitan Planning Organization (BGMPO) planning area boundary to be submitted for prioritization scoring and inclusion within BGMPO's Metropolitan Transportation Plan (MTP) and 2016-2022 Transportation Improvement Program (TIP).

BACKGROUND: At the OUTBoard's May 2013 meeting, Staff presented a preliminary summary of the proposed Strategic Mobility Formula (SMF) under consideration in the State legislature and highlighted some of the major changes regarding how transportation projects would be prioritized and funded throughout the state. Since the OUTBoard's May meeting, the final legislation regarding the SMF passed the State legislature and was signed into law by the Governor. Some changes to the final adopted SMF were instituted in legislative committee proceedings that occurred between the OUTBoard's May meeting and the passage of the SMF legislation, and an updated summary of the final SMF is provided in **Attachment 1**.

The new formula is accompanied by a revised/updated scoring methodology that institutes major changes to the inputs and weights used to rank projects for consideration and inclusion within North Carolina's Statewide Transportation Improvement Program (STIP). **Attachment 2** provides a summary of significant differences in the SMF's new scoring methodology versus

the scoring methodology implemented by the State for previous project ranking iterations and processes. It is important to note that these changes have significant implications for many of the projects Orange County has submitted and will likely be submitting in its next iteration of priorities. Some very general implications regarding these projects are provided in **Attachment 2**, and these general implications will be discussed by Staff with the OUTBoard at its August 21st meeting.

The new formula is scheduled to be fully implemented by July 1, 2015, at which time a STIP and 10-year project work program containing all projects programmed for implementation through 2025 is scheduled to be adopted by the State's Board of Transportation (BOT). Biennially, the BOT adopts a multi-year STIP containing funding and scheduling information for transportation projects throughout the state including highways, aviation facility improvements, public transportation improvements, rail improvements, and bicycle and pedestrian facilities. The STIP is the major tool for the implementation of locally and regionally adopted plans from which projects are conceived for programming consideration. Under the new legislation, projects funded for construction before July 1, 2015, will continue to proceed as scheduled. However, projects slated for construction after that date will be ranked and programmed using the State's new SMF process. This cutoff subjects all of Orange County's projects to the new process.

In preparation for the State's new ranking and programming process leading to the adoption of the new STIP, Orange County will be asked to submit a priority list of projects and their respective rankings to the Durham-Chapel Hill-Carrboro (DCHC) MPO, BGMPPO, and the Triangle Area Regional Planning Organization (TARPO) for proposed projects contained within each organization's respective planning area. **Attachment 3**, which will be distributed at the OUTBoard's August 21st meeting, contains a listing of all transportation projects proposed/recommended in each organization's planning area by their respective transportation plans and their current status regarding inclusion in each organization's transportation improvement program (TIP) or regional priority list. **Attachment 3** also contains those projects submitted for Orange County's priority list to each organization for the previous draft STIP process in 2011 and the ranking, programming and implementation status of each, if available.

TIMELINE AND OUTBOARD ACTION: The schedule for submitting projects to each organization differ based on each organization's regular meeting frequencies. Based on the State's timeline for the adoption of its final 2016-2022 STIP, Staff foresees that Orange County's project prioritization list will need to be submitted to both TARPO and the DCHC MPO by late November 2013, and the OUTBoard will need to have provided a recommended priority list to the Orange County Board of County Commissioners (BOCC) for these two organizations before the BOCC's October 15th meeting. As such, the OUTBoard is scheduled to consider and recommend to the BOCC a priority list for both DCHC MPO and TARPO at its September 18th meeting. For the OUTBoard's September 18th meeting, Staff will be drafting an analysis of potential projects for Orange County and a list of recommendations for the OUTBoard to consider and recommend for endorsement to the BOCC for these two organizations.

BGMPPO's schedule for submission of priority projects is such that Orange County projects in its planning area will need to be submitted in September 2013, and the OUTBoard must make a recommendation to the BOCC at its August 21st meeting for the BOCC to consider and endorse a priority list for BGMPPO at its September 17th meeting. Staff requests that the

OUTBoard take action to consider and approve for recommendation to the BOCC the priority list for the BGMPO planning area at its August 21st meeting. This is the first time Orange County will submit a priority list of projects to the BGMPO. As such, the projects to be considered by the OUTBoard are completely new projects with no history of prioritization scoring and ranking. **Attachment 4**, which will be distributed at the OUTBoard's August 21st meeting, is a draft list of new projects to submit to the BGMPO for scoring and potential inclusion in BGMPO's Metropolitan Transportation Plan (MTP) and TIP. **Attachment 5**, which will also be distributed at the OUTBoard's August 21st meeting, depicts the locations of these projects within the BGMPO planning area.

RECOMMENDATION(S): Staff recommends the Board:

1. Review the changes to the State's transportation funding formula/project scoring methodology and its implications for all Orange County projects to prepare for considering and prioritizing recommended projects for the BOCC's endorsement; and
2. Consider and approve the list of new priority projects in the BGMPO planning area for the BOCC's endorsement.

Attachment 1: Summary of Final Strategic Mobility Formula

FACT SHEET

Strategic Mobility Formula

Governor McCrory and the N.C. Department of Transportation are committed to improving the quality of life for citizens in North Carolina. Together, we want to find more efficient ways to better connect all North Carolinians to jobs, health care, education and recreational experiences. The Strategic Mobility Formula, will help make that possible by better leveraging existing funds to enhance the state's infrastructure, providing greater opportunity for economic growth.

What is it?

The Strategic Mobility Formula is a new way to fund and prioritize transportation projects to ensure they provide the maximum benefit to our state. It allows NCDOT to use its existing revenues more efficiently to fund more investments that improve North Carolina's transportation infrastructure, create jobs and help boost the economy.

Why do we need it?

North Carolina is the fourth fastest-growing state in the country. However, at the same time that our state's population is increasing, NCDOT's revenue stream is decreasing. The state gas tax, the Highway Use Tax and DMV fees no longer provide enough funding to make all the transportation improvements North Carolina needs to attract new industry, connect people to greater opportunities and reduce congestion.

Over the next ten years our state expects to see a population of increase of 1.3 million and a \$1.7 billion decrease in transportation revenue.

The Strategic Mobility Formula will allow us to use our existing resources more efficiently and effectively and help us move forward more quickly with important projects that will enhance mobility and revitalize communities. It will benefit metro areas that need projects focused on easing congestion and enhancing safety, while allowing small towns to invest in projects that help improve access to medical services, economic centers, education and recreation.

How does it work?

The Strategic Mobility Formula is driven by data and local input. All modes compete for funding. The proposed formula breaks down projects into three categories: statewide, regional and division level.

Statewide Level

- Projects of statewide significance will receive 40% of the available revenue, totaling \$6 billion over 10 years.
- The project selection process will be 100% data-driven, meaning the department will base its decisions on hard facts such as crash statistics and traffic volumes. Factors such as economic competitiveness and freight movement will be taken into consideration to help support and enhance logistics and economic development opportunities throughout the state.

Regional Level

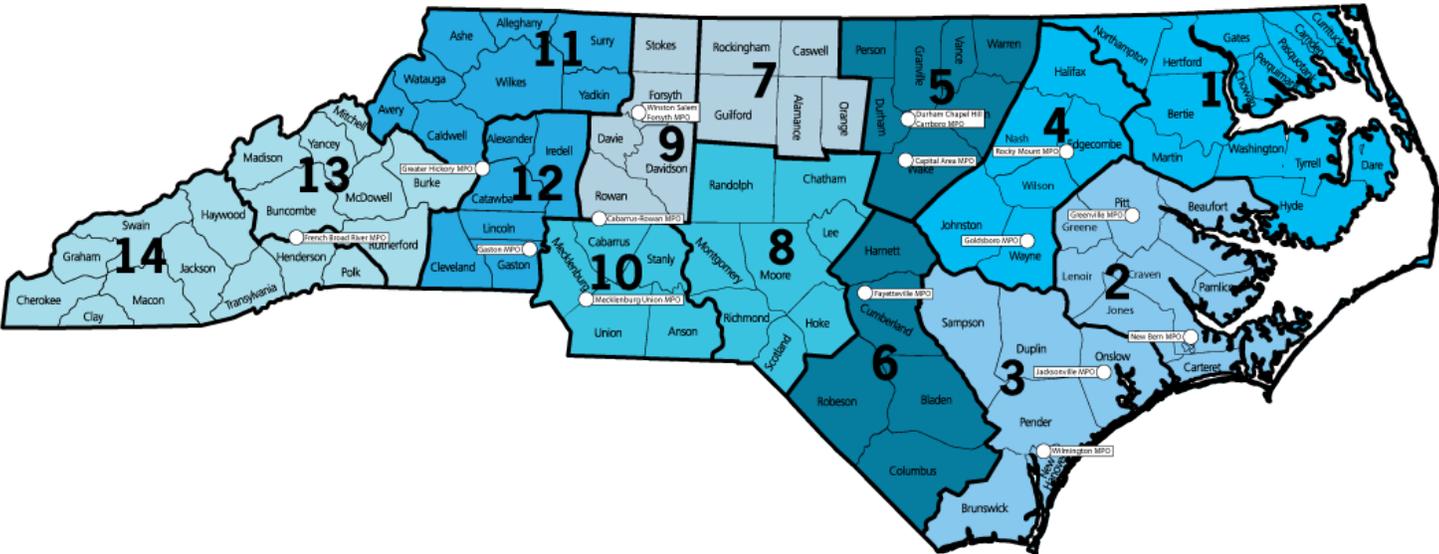
- Projects of regional significance will receive 30% of the available revenue, equaling \$4.5 billion over a decade based on regional population. Projects on this level compete within specific

regions made up of two NCDOT Transportation Divisions. This map shows these regions. For example, Divisions 1 and 4 are paired together to form a single region.

- NCDOT will select applicable projects for funding using two weighted factors. Data will comprise 70% of the decision-making process and local rankings by area planning organizations and the NCDOT Transportation Divisions will round out the remaining 30% at this level.

Division Level

- Projects that address local concerns such as safety, congestion and connectivity will receive 30% of the available revenue, or \$4.5 billion, shared equally over NCDOT’s 14 Transportation Divisions.
- The department will choose projects based 50% on data and 50% on local rankings.



Benefits

There are many benefits to implementing the Strategic Mobility Formula.

NCDOT’s current 10-year plan includes 175 projects and creates 174,000 jobs. The new formula will fund at least 260 projects and creates more than 240,000 jobs over the next 10 years.

Overall, the Strategic Mobility Formula will create more jobs and allow us to complete more projects to better connect North Carolinians to job centers, healthcare centers, education centers, and recreation no matter where they live.

When will it take effect?

The new formula is scheduled to be fully implemented by July 1, 2015. Projects funded for construction before then will proceed as scheduled; projects slated for after that time will be ranked and programmed according to the new formula.



Previous Prioritization 2.0 Highway Scoring Methodology – Mobility Projects

Funding Category/Tier	State Quantitative Scoring Data		Local Input	
			Division Rank	MPO/RPO Rank
Statewide	Congestion	20%	20%	10%
	Benefit/Cost (Travel Time)	20%		
	Safety	10%		
	Pavement Condition	10%		
	Economic Competitiveness	10%		
Regional	Congestion	20%	25%	25%
	Benefit/Cost	15%		
	Safety	5%		
	Pavement Condition	5%		
	Economic Competitiveness	5%		
Subregional	Congestion	20%	30%	40%
	Safety	5%		
	Pavement Condition	5%		

Adopted Prioritization 3.0 Highway Scoring Methodology – All Projects

Funding Category/Tier	State Quantitative Scoring Data		Local Input	
			Division Rank	MPO/RPO Rank
Statewide	Congestion	30%	0%	0%
	Benefit/Cost (Travel Time)	30%		
	Safety	10%		
	Multimodal (&Freight and Military)	20%		
	Economic Competitiveness	10%		
Regional	Congestion	30%	15%	15%
	Benefit/Cost	30%		
	Safety	10%		
Division	Congestion	20%	25%	25%
	Safety	10%		
	Benefit Cost	20%		

Previous Prioritization 2.0 Highway Scoring Methodology – Modernization Projects

Funding Category/Tier	State Quantitative Scoring Data		Local Input	
			Division Rank	MPO/RPO Rank
Statewide	Lane Width	20%	20%	10%
	Shoulder Width	20%		
	Safety	10%		
	Congestion	10%		
	Pavement Condition	10%		
Regional	Lane Width	15%	25%	25%
	Shoulder Width	15%		
	Safety	10%		
	Congestion	5%		
	Pavement Condition	5%		
Subregional	Lane Width	10%	30%	40%
	Shoulder Width	10%		
	Safety	10%		



Summary of Changes From Prioritization 2.0 to 3.0

- 1) Under the new law and State scoring/ranking methodology, highway modernization projects go away. Essentially, all projects will be scored as if they are highway mobility projects.
- 2) Orange County bikeway projects previously submitted as modernization projects (Old NC 86 from Hillsborough Road to I-40, Homestead Road from Old NC 86 to NC 86, Eubanks Road from Old NC 86 to NC 86) can only be submitted as either mobility projects (which will likely not score high enough to be funded) or bicycle projects (those that are independent of roadway projects) that require a 20% local match to be funded. The factors of lane width, shoulder width, and pavement condition that allowed bikeway projects to score high enough for funding as modernization projects are no longer factors in the scoring methodology for any projects. Pedestrian projects also require a 20% local match.
- 3) The new scoring methodology puts more emphasis on Congestion and Benefit/Cost, resulting in some existing mobility projects likely scoring/ranking higher and some scoring/ranking lower. Pavement condition is no longer a factor.
- 4) Some MPO/RPO internal scoring methods will need to change to adjust to modernization criteria no longer being factors (e.g., DCHC MPO).
- 5) The overall influence of local input will be diluted; however, the new law has left it open for DOT regions and divisions to develop their own quantitative scoring methodology for regional and division projects. The opportunity for regions and divisions to do this before the next iteration of scoring has passed; however, it is expected that regions and divisions will be provided an opportunity to develop this before subsequent project scoring iterations.

Previous Prioritization 2.0 Bicycle and Pedestrian Scoring Methodology*

Criterion		Points**
Right-of-way Acquired		18 points maximum
Connectivity	Direct access to transit/school/CBD/high density	10 points maximum
	Linkage to a larger system on interconnected facilities	5 points maximum
Inclusion in Adopted Plan		18 points maximum
Demand/Density		12 points maximum
Bicycle or Pedestrian Crashes		2 points maximum
MPO/RPO Ranking		35 points maximum (points allocated to top five projects)

*This prioritization method/process did not include bikeway/ped projects submitted as highway modernization projects.

**Points assigned were a hybrid of MPO/RPO ranking and the state criteria provided in the table.

Summary of Changes from Prioritization 2.0 to 3.0

- 1) Bike/ped projects require a 20% local match and can only be funded at the NCDOT Division level.
- 2) Projects will need to be administered and maintained by the local government providing the match and being awarded the project.
- 3) Right-of-way will not be an included project cost to NCDOT.
- 4) Plan adoption including the improvement will be used as an included project screening question.
- 5) Emphasis is shifting to safety (Bike/ped crashes and unsafe speed limits) and providing short-distance access and connectivity among more densely situated origins and destinations (access, demand density, and benefit/cost factors). As such, projects for utilitarian purposes in more dense environments as opposed to those for recreational purposes in less dense environments will be favored.

Adopted Prioritization 3.0 Bicycle and Pedestrian Scoring Methodology

Funding Category/Tier	State Quantitative Scoring Data		Local Input	
			Division Rank	MPO/RPO Rank
Division	Access	10%	25%	25%
	Constructability	5%		
	Safety	15%		
	Demand Density	10%		
	Benefit/Cost	10%		

Unknowns, Other Points and General County Project Implications

Unknowns

- 1) The number of projects (existing and new) that can be submitted for each MPO/RPO organization. Existing projects that were submitted in previous iterations will be scored automatically.
- 2) DCHC MPO's internal process for selection of Transportation Alternatives Program (TAP) bikeway and pedestrian projects using the MPO's automatic allocation from the state.
- 3) How the County will deal with providing a local match for bike/ped projects, if at all.
- 4) If and when our region and division will be able to modify their quantitative scoring methodology and whether there is a consensus interest in doing so.
- 5) MPO/RPO internal methodologies and processes for ranking/scoring regional and division projects.

Other Points

- 1) Projects that are eligible for Statewide tier funding will also be automatically eligible for the regional and division allocations and will be factored into project selection for all three tiers.
- 2) Only I-40 and I-85 are eligible projects for the Statewide tier in Orange County's planning jurisdiction.
- 3) Only projects on U.S. and NC numbered highways in Orange County (NC 54, NC 86, NC 57, NC 157, U.S. 70 and U.S. 15-501) are eligible for the regional tier of funding.
- 4) Although prioritization 3.0 has been approved by the State's BOT, it still must be approved by a legislative oversight committee.

General County Project Implications

- 1) Orange County's Subregional Mobility projects (South Churton and Orange Grove Road improvements) will likely rank lower with new scoring methodology.
- 2) Orange County's Regional Mobility project (US 70/I-85 Connector) will likely rank higher with the new scoring methodology.
- 3) For Orange County's Statewide Mobility projects, the I-40 widening and I-85 widening projects will likely rank higher while the NC 86 widening project will likely rank lower.
- 4) Modernization projects at every tier will likely rank lower since the previous scoring factors that made such projects lucrative for funding are going away.
- 5) The County will likely not have any bikeway or pedestrian projects funded unless the County is willing and able to provide a 20% local match and manage the project.