

Appendix D: Transportation Investment Categories

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Capital Maintenance – Roadways

- **Roadway Preservation** - Repairs and rehabilitation intended to extend the life of an existing roadway. This includes projects that necessitate significant capital expenditures such that the project would be included on the TIP. It could include resurfacing, shoulder stabilization, and other types of activities, but does not include everyday pothole patching or crack sealing types of operations that are typically funded with maintenance funds outside the TIP.
- **Roadway Reconstruction** - Reconstruction of existing roadways where the road is being rebuilt “down to the dirt”. This includes interchange reconstructions that rebuild deficient ramps but are not adding new movements. It includes activities and associated projects, such as wetland banking, which are directly related to a reconstruction project. Roadway Reconstruction would also include activities such as tunnel or retaining wall (re)construction that are related to maintaining operations on an existing roadway. It does not include projects that involve a combination of reconstruction and capacity expansion (adding through lanes). Roadway reconstruction projects are also an excellent opportunity to add accommodations for alternative modes of transportation such as public transportation, bicyclists, and pedestrians to existing roadways.

Capital Maintenance – Bridges

- **Bridge Preservation** - Repairs and rehabilitation intended to extend the life of an existing bridge. This includes activities such as expansion dam replacement, substructure repairs, deck restorations and overlays, beam repairs, painting, fatigue and fracture retrofits, and scour countermeasures. It does not include total reconstruction or replacement of a bridge, nor does it include maintenance operations that are typically funded with maintenance funds outside the TIP.
- **Bridge Reconstruction / Replacement** - Total reconstruction or replacement of an existing bridge. This includes bridges on new alignment provided that the old bridge is being taken out of service for automobile traffic. It would also include deck replacements on existing bridges and the addition of bicycle and pedestrian facilities where appropriate.

Capital Maintenance – Transit

- **Transit: Operations** - Operation of the public transit system including fuel, personnel, routine vehicle maintenance, routine facility maintenance, and materials and supplies.
- **Transit: Capital Maintenance, System Preservation and Modernization** - Maintenance and modernization of capital assets such as preservation and rehabilitation of fixed facilities (i.e. buildings, bridges, busways, LRT lines, etc.); preservation, replacement and rehabilitation of existing vehicles (i.e. buses, LRT vehicles, support vehicles); and, modernization/upgrades of existing facilities, services and vehicles.

Traffic Operations and Safety

- **Efficiency / Operations** - Projects that improve traffic flow, reduce congestion, and improve the operational characteristics of the existing transportation system. This includes traffic signal systems, Intelligent Transportation Systems (highway and transit), truck climbing lanes, and intersection improvements such as the addition of turning lanes. It does not include capacity expansion/roadway widening projects.
- **Travel Demand Management** - Projects such as carpooling, vanpooling, bicycling and walking, emergency ride home programs, telecommuting, commuter benefit strategies, parking incentives, park-n-ride lots, job access reverse commute programs, secure bicycle storage and other non-traditional types of projects that work to affect the demand side of transportation systems.
- **Safety** - These are stand-alone projects to address specific safety issues. This includes projects to eliminate sight distance problems at intersections, projects that improve at-grade highway-rail crossings, projects to improve bicycle and pedestrian safety, and other projects that address areas with high accident rates or crash clusters.

Other Modes

- **Intermodal / Freight** - Projects that address other modes of transportation such as waterways (locks and dams) or improvements to the rail freight or aviation networks. This also includes projects that improve the integration of modes such as intermodal terminals.
- **Pedestrian and Bicycle** - Bicycle lanes, sidewalks, and shared use pathways that improve accessibility and mobility for bicycles and pedestrians. This includes rail-trails and other pathways that provide non-motorized, active transportation links in the transportation network.
- **Other Transportation Enhancements** - Scenic beautification, wayfinding signage, welcome centers, transportation museums, historic preservation, streetscapes, and other projects that are not primarily pedestrian and bicycle projects.

New Capacity – Roadways and Bridges

- **Roadway and Bridge Widening / Capacity Upgrade** - Roadway expansion projects that involve the addition of Single Occupancy Vehicle Capacity (SOVCAP) (i.e., “through”) lanes to an existing roadway or bridge in order to increase the capacity of the facility. These projects often include some level of reconstruction of the existing facility as well. This does not include widening projects that only add a two-way center turn lane. New capacity projects are also opportunities to integrate multimodal accommodations into the system.
- **Interchange Completion** - Upgrades to existing interchanges where missing ramps are being added. This does not include projects which create new interchanges.
- **New Roadways / Interchanges / Bridges** - Construction of roadways, interchanges, or bridges on new alignment which results in additional mileage being added to the transportation network. This would include the extension of existing roadways and construction of HOV/HOT lanes. It also includes the construction of a new bridge when the old bridge is still being left in service.

New Capacity – Transit

- **Transit: New Capacity** - Expansion of the public transportation system to provide new services or to provide transit service to areas that are not currently served. This includes projects such as the construction of busways, extension of the light rail system, and other major new capital investments for service expansion or modification. It could also include transit-oriented development projects. It does not include the purchase of upgraded transit vehicles to replace vehicles on existing transit routes.

It is important to note that many projects do not fit rigidly into just one category. In fact, multimodal projects and projects that integrate solutions to address multiple needs in a given corridor or area are the norm rather than the exception. Nevertheless, this investment framework is a useful way to think about overall planning efforts.

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