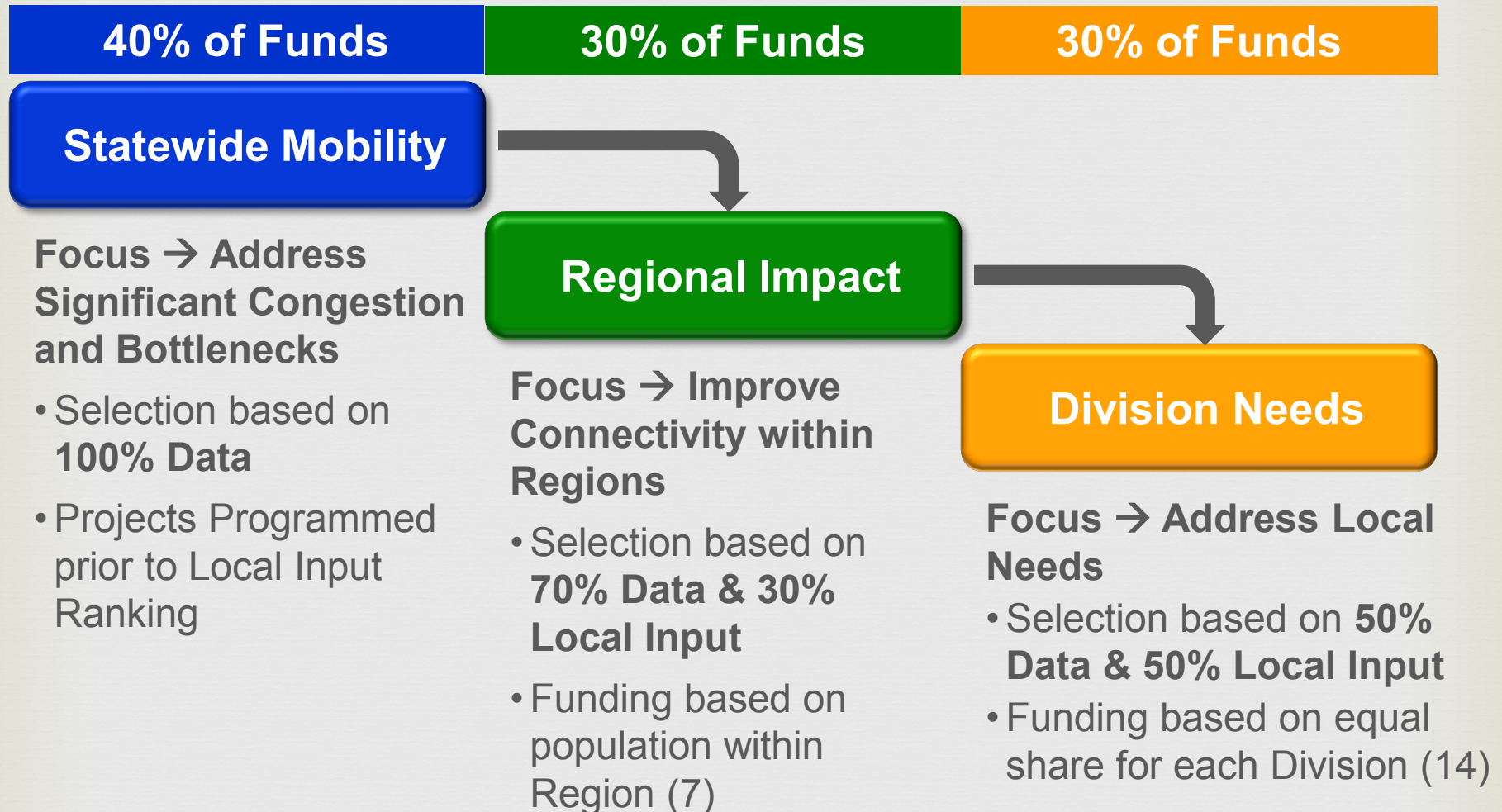


SPOT 6 Update

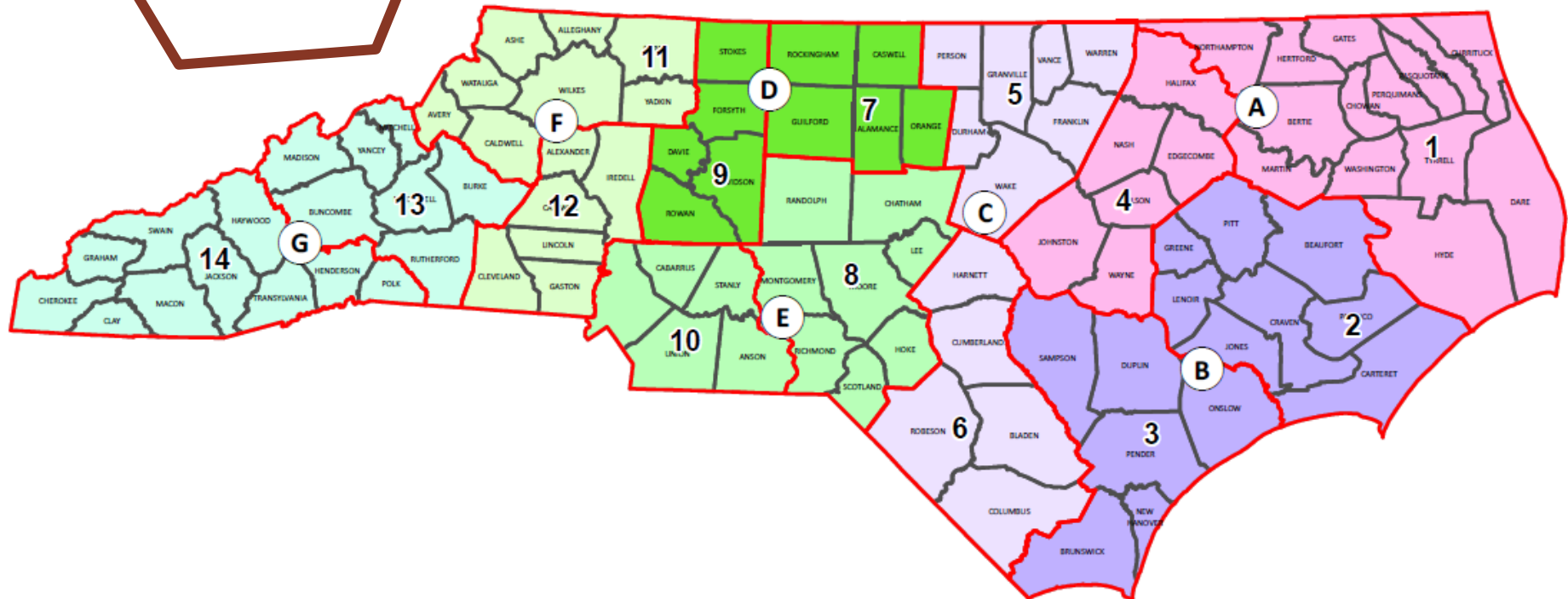


June 12, 2019

How STI Works



regions & divisions



STI Law Eligibility Definitions

Mode	Statewide Mobility	Regional Impact	Division Needs
Highway	<ul style="list-style-type: none"> • Interstates (existing & future) • NHS routes (July 1, 2012) • STRAHNET • ADHS Routes • Uncompleted Intrastate projects • Designated Toll Facilities 	Other US and NC Routes	All County (SR) Routes
Aviation	Large Commercial Service Airports	Other Commercial Service Airports not in Statewide	All Airports without Commercial Service
Bicycle-Pedestrian	N/A	N/A	All projects
Public Transportation	N/A	Service spanning two or more counties	All other service, including terminals and stations
Ferry	N/A	Ferry expansion	Replacement vessels
Rail	Freight Capacity Service on Class I Railroad Corridors	Rail service spanning two or more counties not Statewide	Rail service not included on Statewide or Regional

Submittal Criteria



- ❧ DCHC can submit 24 projects per mode
 - ❧ Up from 23 for SPOT 5
- ❧ DCHC gets 1800 points at the Regional Impact and Division Needs levels
 - ❧ No points for Statewide Mobility – 100% data driven

Changes from SPOT 5



- ❧ New Modernization criteria
- ❧ Combining Access and Connectivity for Bike-Ped
- ❧ Division Needs non-highway projects only compete within the Division
- ❧ Six-year committed window for upcoming STIP
- ❧ Local points flexing

Modernization Criteria



- ❧ Modernization projects include
 - ❧ Upgrade to Interstate standards
 - ❧ Shoulder and/or lane widening
- ❧ Separate criteria for modernization vs. mobility
 - ❧ Pavement condition
 - ❧ Lane width
 - ❧ Shoulder width
- ❧ Make modernization projects more competitive
 - ❧ Rural highways better compete for modernization over bike-ped

Combining Access and Connectivity

- ☞ Accessibility and Connectivity will be one criteria in SPOT 6
 - ☞ 15% of total score

Points of Interest + Connections + Route = A/C Score

Non-highway within Division

- ❧ In SPOT 5, half of non-highway funding competed at the state level, half within the Division
- ❧ All funds in SPOT 6 will compete within the Division
- ❧ Need to work with NCDOT STIP Unit regarding large non-highway Division Needs projects
 - ❧ Possible that one large project could use all Division Needs non-highway funding in SPOT 6

Six-Year Committed Window

- ❧ Projects will be committed (not have to go through reprioritization) if they are in the first six years of the STIP rather than the first five
 - ❧ Starts with FY2020-2029 STIP
 - ❧ More projects will be committed
 - ❧ Less money available for redistribution in SPOT 6

Flexing of Local Input Points



- ❧ In SPOT 6, up to 500 points can be moved from Regional Impact to Division Needs and vice versa
- ❧ In SPOT 5, DCHC had 1800 points for both Regional Impact and Division Needs, 500 of those can now be flexed
- ❧ Not likely to be used by DCHC
 - ❧ Already more points than projects that can be funded

No Changes to Transit or Rail



5/10/2019



SPOT 6 Initial Project List



- ❧ Review Initial Project List
- ❧ Provide comment to MPO staff by July 31

