

PROJECT PRIORITIZATION PROCESS #4

PROJECT PRIORITIZATION PROCESS



The process by which projects in six different modes (highway, ferry, rail, public transportation, bicycle & pedestrian, and aviation) are identified, prioritized, scored by NCDOT, assigned local input points, and programmed into the FY2018-2027 Transportation Improvement Program (TIP).

AKA

“Prioritization”

“SPOT”

“P”

SPOT 4.0 for FY2018-2027 MTIP



SPOT 4.0 process for the development of the FY2018-2027 MTIP has begun.

Key Definitions:

P4.0 Committed Projects

The project is programmed in the STIP for Right-of-Way or Construction by (end of) 2020.

P4.0 Holding Tank Projects

Projects that will be removed from the P4.0 database at a later date unless an MPO, RPO, or Division chose to re-submit a project as a “new” project for P4.0.

P4.0 Permanently Deleted Projects

Projects that will be deleted from the P4.0 database, primarily due to new project definitions or minimum requirements.

P4.0 New Projects

Projects from the Holding Tank that are revised and resubmitted as a new project. Eligible projects that were not submitted during P3.0.

P4.0 Existing Projects

1. The project is programmed in the STIP for Right-of-Way or Construction, but not already a committed project (i.e. programmed after 2020).
2. The project is a sibling of a programmed project (e.g. Section A is programmed, while Section B is post year).
3. The project has a completed NEPA document (Approved CE, EA/FONSI, Final EIS, ROD or state versions of these documents).
4. The project was actively being worked on as of December 2014, but was stopped due to release of the Draft FY2016-2025 STIP.
5. The project received any amount of local input points in P3.0.

AUGUST 12TH MPO BOARD MEETING ACTION



The MPO Technical Committee recommended that the MPO Board approve:

- Proposed modifications to existing projects (due Sept 1st)
- Deletions of existing projects (due Sept 1st)
- New intersection/interchange projects (preliminary list due Sept 1st)
- DCHC MPO's methodology for selecting new projects for submission to NCDOT SPOT office for P4.0 scoring

PROPOSED MODIFICATIONS TO EXISTING PROJECTS

| SPOT ID | 07/13/2015 SUBCOMMITTEE REC | MODE | PROJECT CATEGORY | TIP# | ROUTE / FACILITY NAME | FROM / CROSS STREET | To | DESCRIPTION | 07/13/2015 SUBCOMMITTEE MODIFICATION |
|-----------|-----------------------------------|---------|-----------------------|---------|--|--------------------------------------|-----------|---|---|
| H090010-A | modify | Highway | Statewide Mobility | I-3306A | I-40 | I-85 | US 15/501 | Add Additional Lanes. | Split project into segments. I-3306AA: I-40 from I-85 to NC 86 I-3306AB: I-40 from NC 86 to US 15-501 I-3306AC: I-40/NC 86 interchange improvements |
| H090200 | modify | Highway | Division Needs | U-5845 | SR-1009 South Churton Street | I-40 | Eno River | I-40 to Eno River. Widen to Multi-Lanes with Landscaped Median, Bicycle Lanes, and Sidewalks, Widen Bridge No. 240 Over Southern Railroad. | Modify description: "I-40 to Eno River. Widen to Multi-Lanes with Landscaped Median, Bicycle Lanes, and Sidewalks. Major improvements to SR 1009 & I-85 interchange and widen Bridge No. 240 over Southern Railroad." |
| H090647 | modify | Highway | Division Needs | U-5848 | SR-1006 New Route - Orange Grove Road | SR 1006 (Orange Grove Road) | US 70A | Orange Grove Road Extension (Orange Grove Road to US 70) with Sidewalks and Bicycle Lanes | Modify description: "Orange Grove Road Extension (Orange Grove Road to US 70) with Sidewalks and Bicycle Lanes. Construct grade separation (underpass) at intersection of Orange Grove Road Extension and North Carolina railroad." |

PROPOSED MODIFICATIONS TO EXISTING PROJECTS

| SPOT ID | 07/13/2015 SUBCOMMITTEE REC | MODE | PROJECT CATEGORY | TIP# | ROUTE / FACILITY NAME | FROM / CROSS STREET | To | DESCRIPTION | 07/13/2015 SUBCOMMITTEE MODIFICATION |
|-----------|-----------------------------------|---------|-----------------------|---------|--|---|--|--|--|
| H111143-A | modify | Highway | Statewide Mobility | U-5304A | US-15 Fordham Boulevard, US-501 | SR 1742 (Ephesus Church Road) | NC 86 (Columbia Street) | Capacity improvements and possible interchange at Manning Drive, with Sidewalks, Wide-Outside Lanes, and Transit Accommodations. | Modify description: Capacity improvements and interchange at Manning Drive, with Sidewalks, Wide- Outside Lanes, and Dedicated Transit Lanes. |
| H129638-B | modify | Highway | Statewide Mobility | U-5720C | US-70 | SR 1959 (South Miami Blvd) / SR 1811 (Sherron Road) | SR 1906 (Leesville Road) | Upgrade Roadway to Freeway. | Modify existing (S. Miami Blvd to Leesville Rd) termini to be from S. Miami Blvd to Page Road Ext/New Leesville Road. |
| H140374 | modify | Highway | Regional Impact | | NC-54 | SR 1006 (Orange Grove Rd) | SR 1937/1107 (Old Fayetteville Rd) | Widen to a four- lane boulevard | Modify description: "Operational improvements along corridor with bicycle and pedestrian accommodations." Remove "widening" from description to create interim project. |

PROPOSED MODIFICATIONS TO EXISTING PROJECTS

| SPOT ID | 07/13/2015 SUBCOMMITTEE REC | MODE | PROJECT CATEGORY | TIP# | ROUTE / FACILITY NAME | FROM / CROSS STREET | To | DESCRIPTION | 07/13/2015 SUBCOMMITTEE MODIFICATION |
|---------|-----------------------------------|---------|-----------------------|---------|-----------------------------|----------------------------|----|------------------------|--|
| H141545 | modify | Highway | Statewide Mobility | U-5304D | US-15, US- 501 | NC 54 (Raleigh Road) | | Improve Interchange | <p>U-5304D is programmed for right-of-way in 2023 and construction in 2024.</p> <p>Delete this project break if the major US 15/501 and NC 54 interchange improvements listed for U-5774A can be programmed earlier if/when U-5774A is submitted as a new projects in SPOT 4.0.</p> <p>Currently, U-5774A is in the unfunded future years of the STIP. This interchange was not submitted during SPOT 3.0 and would need to be submitted in SPOT 4.0 The interchange needs major improvements and the preference is to only have construction occur once. The preference is not to have minor improvements constructed in 2024 and then several years later have "ultimate interchange improvements" constructed. The preference is to have the "ultimate interchange improvements" constructed in 2024, if the project scores well in SPOT 4.0.</p> |

PROPOSED MODIFICATIONS TO EXISTING PROJECTS

| SPOT ID | 07/13/2015 SUBCOMMITTEE REC | MODE | PROJECT CATEGORY | TIP# | ROUTE / FACILITY NAME | FROM / CROSS STREET | To | DESCRIPTION | 07/13/2015 SUBCOMMITTEE MODIFICATION |
|---------|-----------------------------------|---------|-----------------------|---------|--|--|--------------------------|---|--|
| H141550 | modify | Highway | Regional Impact | U-5774B | NC-54 Raleigh Road | Burning Tree Drive | Barbee Chapel Road | Improve NC 54 to a Superstreet design and construct interchange at Barbee Chapel Road | Modify description: "Construct possible interchange at Barbee Chapel Road, operational improvements, and include bicycle and pedestrian accommodations." |
| H141779 | modify | Highway | Regional Impact | | Durham Citywide Signal System | | | Upgrade the City of Durham Signal System (inc. central servers, signal controller upgrades for FYA and transit priority, CCTV network, fiber optic communications network, etc.). | Modify description: "Upgrade the City of Durham Signal System (inc. ethernet upgrade, expand fiber/ wireless communications infrastructure, controllers, monitors, ethernet switches, etc.)." Estimated cost: \$5,600,000. |
| H141884 | modify | Highway | Statewide Mobility | U-5304E | US-501 Fordham Blvd | NC 54, NC 86 (S. Columbia Street) | | Construct additional lane for northbound to eastbound entry movement. | Modify description: "Interchange improvements to entire interchange. Construct loop and interim ramp improvements." |

PROPOSED MODIFICATIONS TO EXISTING PROJECTS

| SPOT ID | 07/13/2015 SUBCOMMITTEE REC | MODE | PROJECT CATEGORY | TIP# | ROUTE / FACILITY NAME | FROM / CROSS STREET | To | DESCRIPTION | 07/13/2015 SUBCOMMITTEE MODIFICATION |
|---------|-----------------------------------|---------|-----------------------|---------|-----------------------------|---|---|---|--|
| H142251 | modify | Highway | Statewide Mobility | U-5774A | US-15 , US- 501 | NC 54 (Raleigh Road) | | Ultimate Interchange Improvements | <p>Submit U-5774A as a new project in SPOT 4.0 and if it scores well, it may be programmed earlier in the STIP so that U-5304D can be deleted.</p> <p>Currently, break U-5774A is in the unfunded future years of the STIP and needs to be submitted as a new project in SPOT 4.0.. This interchange needs major improvements and the preference is to have one project to do the major improvements and not have two projects that result in the interchange being under construction twice. The first project (U-5304D) is for only minor improvements and the second project (U-5774A) is to do the major improvements.</p> |
| H142252 | modify | Highway | Statewide Mobility | U-5720D | US-70 | SR 1906 (Leesville Road) in Durham County | Alexander Drive in Wake County | Upgrade Roadway to Freeway | Modify existing (Leesville Road to Alexander Dr) termini to be from Page Road Ext/New Leesville Road to Alexander Drive in Wake County. |

PROPOSED MODIFICATIONS TO EXISTING PROJECTS

| SPOT ID | 07/13/2015 SUBCOMMITTEE REC | MODE | PROJECT CATEGORY | TIP# | ROUTE / FACILITY NAME | FROM / CROSS STREET | To | DESCRIPTION | 07/13/2015 SUBCOMMITTEE MODIFICATION |
|---------|-----------------------------------|------------|-----------------------|---------|--|---------------------------|----------------|---|---|
| R141797 | modify | Rail | Statewide Mobility | | NS H line | 58.8 | 62.7 | Construct extension of East Durham Siding. Includes a combination of grade separations and closure at three crossings: Ellis Road - south end (734737A), Glover Road (734735L), and Wrenn Road (734736T). | Submit this project as two projects. One project that includes the extension of East Durham Siding and a second project that does not include the construction of the East Durham Siding extension. |
| R140012 | delete | Rail | Statewide Mobility | | NS H line | 55.09 | N/A | Grade separations at Blackwell St crossing (735229N) and Mangum St crossing (735231P) in Durham | |
| B140627 | modify | BikeandPed | Division Needs | EL-4828 | Morgan Creek Greenway Trail Phase 2 (Carrboro) | University Lake | End of Phase 1 | Construct multi-use path from University Lake to the western terminus of Phase 1 and construct a multi-use path spur to BPW Club Rd. | Reclassify this project as Committed. STP-DA funds are funding this project. |

PROPOSED MODIFICATIONS TO EXISTING PROJECTS



| SPOT ID | 07/13/2015 SUBCOMMITTEE REC | MODE | PROJECT CATEGORY | TIP# | ROUTE / FACILITY NAME | FROM / CROSS STREET | To | DESCRIPTION | 07/13/2015 SUBCOMMITTEE MODIFICATION |
|---------|-----------------------------------|------------|---------------------|--------------|-------------------------------------|---------------------------|-------|-------------------------------------|---|
| B141116 | modify | BikeandPed | Division Needs | U-4726 Dx | SR 1919 (S Greensboro Street) | Old Pittsboro Rd | NC 54 | Construct sidewalk on west side. | Reclassify this project as Committed. STP-DA funds are funding this project. |

PROPOSED NEW INTERSECTIONS/INTERCHANGES

| SPOTID (FROM P3.0 IF KNOWN) | SPECIFIC IMPROVEMENT TYPE | ROUTE | FROM / CROSS- STREET | To | COUNTY | DESCRIPTION | EXISTING INTERCHANGE/ INTERSECTION CONFIGURATION | PROPOSED INTERCHANGE/ INTERSECTION CONFIGURATION | TURNING MOVEMENT COUNT AVAILABLE (2013 OR LATER)? |
|--------------------------------------|--|-------------------------|----------------------------|------------------|--------|---|---|--|---|
| H090408 | 10 - Improve Intersection | SR 1006-Orange Grove Rd | SR-1148 Eno Mountain Road | SR-1192, Mayo St | Orange | Construct new section of Eno Mountain Rd to align with Mayo Street and install signal | At-Grade Intersection | Request the Congestion Management Team recommend an appropriate concept based on their expertise | Yes |
| H090006-A | 8 - Improve Interchange | I-85 | SR-1009 | | Orange | Construct new interchange to accommodate increased traffic & widened SR-1009 | Tight Urban Diamond | Request the Congestion Management Team recommend an appropriate concept based on their expertise | |
| H090006-A | 8 - Improve Interchange | I-85 | NC 86 | | Orange | Construct new interchange to accommodate increased traffic & widened NC 86 | Diamond | Diamond with 2 loops | |
| H111036 | 22 - Construct Auxiliary Lanes or Other Operational Improvements | NC-86 | US 70 Bypass | North of NC 57 | Orange | Widen Roadway to Four Lanes with a Median and Improve intersections at US 70 Bypass and NC 57 . | At-Grade Intersection | Request the Congestion Management Team recommend an appropriate concept based on their expertise | |

PROPOSED NEW INTERSECTIONS/INTERCHANGES

| SPOTID (FROM P3.0 IF KNOWN) | SPECIFIC IMPROVEMENT TYPE | ROUTE | FROM / CROSS- STREET | TO | COUNTY | DESCRIPTION | EXISTING INTERCHANGE/ INTERSECTION CONFIGURATION | PROPOSED INTERCHANGE/ INTERSECTION CONFIGURATION | TURNING MOVEMENT COUNT AVAILABLE (2013 OR LATER)? |
|--------------------------------------|---|-----------------------------------|----------------------------|--------------------|--------|---|---|--|---|
| H090558 | 8 - Improve Interchange | I-85/US 70 Connector, US 70 | US 70 | | Orange | Reconstruct interchange to allow for full movements (install ramp from eastbound US 70 to Connector and from the Connector to westbound US 70) | | Request the Congestion Management Team recommend an appropriate concept based on their expertise | No |
| | 8 - Improve Interchange | I-40 | NC 147 | | Durham | Increase capacity for southbound to eastbound movement. Possible additional loop in southwest quadrant or widening flyover ramp. | Directional - 1 Flyover Ramp and 3 Loops | Request the Congestion Management Team recommend an appropriate concept based on their expertise | |
| | 10 - Improve Intersection | West Main St. | West Weaver St. | Laurel Avenue | Orange | Construct roundabout | At-Grade Intersection | 1 Lane Roundabout | No |
| | 21 - Realign Multiple Intersections | West Main St. | Poplar Ave. | Hillsborough Rd | Orange | Intersection improvements | At-Grade Intersection | Request the Congestion Management Team recommend an appropriate concept based on their expertise | No |

PROPOSED NEW INTERSECTIONS/INTERCHANGES

| SPOTID (FROM P3.0 IF KNOWN) | SPECIFIC IMPROVEMENT TYPE | ROUTE | FROM / CROSS- STREET | To | COUNTY | DESCRIPTION | EXISTING INTERCHANGE/ INTERSECTION CONFIGURATION | PROPOSED INTERCHANGE/ INTERSECTION CONFIGURATION | TURNING MOVEMENT COUNT AVAILABLE (2013 OR LATER)? |
|--------------------------------------|---------------------------------|----------------------------|----------------------------|------------|---------|---------------------------|---|--|---|
| | 10 - Improve Intersection | East Main St. | Rosemary St. | Sunset Dr. | Orange | Intersection improvements | At-Grade Intersection | Request the Congestion Management Team recommend an appropriate concept based on their expertise | Yes |
| | 10 - Improve Intersection | West Main St. | NC Hwy 54 | James St. | Orange | Intersection improvements | At-Grade Intersection | Request the Congestion Management Team recommend an appropriate concept based on their expertise | No |
| | 10 - Improve Intersection | SR 1717 - Jack Bennett Rd. | SR 1721 - Lystra Rd. | | Chatham | Intersection improvements | At-Grade Intersection | Request the Congestion Management Team recommend an appropriate concept based on their expertise | |

PROPOSED NEW INTERSECTIONS/INTERCHANGES

| SPOTID (FROM P3.0 IF KNOWN) | SPECIFIC IMPROVEMENT TYPE | ROUTE | FROM / CROSS- STREET | To | COUNTY | DESCRIPTION | EXISTING INTERCHANGE/ INTERSECTION CONFIGURATION | PROPOSED INTERCHANGE/ INTERSECTION CONFIGURATION | TURNING MOVEMENT COUNT AVAILABLE (2013 OR LATER)? |
|--------------------------------------|---------------------------------|--------------------------------|------------------------------|----|---------|---------------------------|---|--|---|
| | 10 - Improve Intersection | SR 1008 - Farrington Point Rd. | SR 1726 - Old Farrington Rd. | | Chatham | Intersection improvements | At-Grade Intersection | Request the Congestion Management Team recommend an appropriate concept based on their expertise | |
| | 10 - Improve Intersection | SR 1726 - Old Farrington Rd. | | | Chatham | Intersection improvements | At-Grade Intersection | Request the Congestion Management Team recommend an appropriate concept based on their expertise | |
| | 10 - Improve Intersection | NC 751 | SR 1731 - O Kelly Chapel Rd. | | Chatham | Intersection improvements | At-Grade Intersection | Request the Congestion Management Team recommend an appropriate concept based on their expertise | |

PROPOSED SPOT 4.0 PROJECT SELECTION PROCESS



Development of DCHC MPO's process for selecting new projects for submission to NCDOT's SPOT office for P4.0.

Proposed process:

1. P3.0 Holding Tank projects are revised to be more competitive for P4.0
2. New bike & ped and transit projects from each jurisdiction/agency that were not scored during P3.0
3. Jurisdictions/agencies provide any data necessary to do Step #4
4. Generate preliminary anticipated P4.0 score
5. Submit top 14 projects in each mode to SPOT office (unless top 14 projects don't demonstrate geographic equity)

PROPOSED SPOT 4.0 PROJECT SELECTION PROCESS



New Highway Projects

- Includes road and intersection/interchange projects
- New road projects are selected from P3.0 list of Holding Tank projects
- New intersection projects may be submitted from Holding Tank or may be a new project
- Each jurisdiction may submit four (4) new projects (City of Durham and Durham County may submit eight), from the Holding Tank
- Jurisdictions may negotiate with each other to swap allotment of projects (for same or different modes) at August 17th subcommittee meeting
- Holding Tank projects are modified to be more competitive for P.40
- Preliminary anticipated P4.0 score generated
- MPO TC and Board review results and approve projects

PROPOSED SPOT 4.0 PROJECT SELECTION PROCESS



New Transit Projects

- New projects may selected from P3.0 list of Holding Tank projects
- Each agency may submit 10 new projects (Orange Public Transit may submit five), Holding Tank or may be a new project
- Minimum total project cost of \$40K required
- Projects can be grouped by corridor
- Each agency responsible for prioritizing their own projects for submission to DCHC MPO
- Preliminary anticipated P4.0 score generated
- MPO TC and Board review results and approve projects

DRAFT SPOT 4.0 PROJECT SELECTION PROCESS



New Bicycle and Pedestrian Projects

- Each jurisdiction may submit four (4) new projects (City of Durham and Durham County may submit eight), from the Holding Tank or may be a new project
- Jurisdictions may negotiate with each other to swap allotment of projects (for same or different modes) at August 17th subcommittee meeting
- Preliminary anticipated P4.0 score generated
- MPO TC and Board review results and approve projects

New Rail Projects

The DCHC MPO is working with the NCDOT Rail Division on the submission of rail projects.

COMPARING SPOT 4.0 TO SPOT 3.0

Highway Criteria Comparison

| SPOT 3.0 OR SPOT 4.0 ? | STATEWIDE MOBILITY | REGIONAL IMPACT | DIVISION NEEDS |
|------------------------|---|----------------------------------|---------------------------------|
| SPOT 3.0 | Benefit/Cost = 30% | Benefit/Cost = 30% | Benefit/Cost = 20% |
| | Congestion = 30% | Congestion = 30% | Congestion = 20% |
| | Economic Competitiveness = 10% | Safety = 10% | Safety = 10% |
| | Safety = 10% | Total = 70% | Total = 50% |
| | Multimodal [& Freight + Military] = 20% | | |
| | Total = 100% | | |
| SPOT 4.0 | Benefit/Cost = 25% | Benefit/Cost = 20% | Benefit/Cost = 15% |
| | Congestion = 30% | Congestion = 20% | Congestion = 15% |
| | Economic Competitiveness = 10% | Safety = 10% | Safety = 10% |
| | Safety = 15% | Accessibility/Connectivity = 10% | Freight [+ Military] = 5% |
| | Multimodal [+ Military] = 5% | Freight [+ Military] = 10% | Accessibility/Connectivity = 5% |
| | Freight [+ Military] = 15% | Total = 70% | Total = 50% |
| | Total = 100% | | |

SPOT 4.0 COMPARISON TO SPOT 3.0

Bicycle & Pedestrian Criteria Comparison

| SPOT 3.0 OR SPOT 4.0 ? | DIVISION NEEDS |
|------------------------|-------------------------|
| SPOT 3.0 | Benefit/Cost = 10% |
| | Constructability = 5% |
| | Safety = 15% |
| | Access = 10% |
| | Density = 10% |
| | Total = 50% |
| | |
| SPOT 4.0 | Cost Effectiveness = 5% |
| | Connectivity = 10% |
| | Safety = 15% |
| | Access = 10% |
| | Demand = 10% |
| | Total = 50% |

SPOT 4.0 COMPARISON TO SPOT 3.0

Transit Criteria Comparison: Expansion (Vehicles)

| SPOT 3.0 OR SPOT 4.0 ? | REGIONAL IMPACT | DIVISION NEEDS |
|------------------------|-------------------------------------|-------------------------------------|
| SPOT 3.0 | Benefit/Cost = 45% | Benefit/Cost = 25% |
| | Vehicle Utilization Data = 5% | Vehicle Utilization Data = 5% |
| | System Safety = 5% | System Safety = 5% |
| | Connectivity = 5% | Connectivity = 5% |
| | System Operational Efficiency = 10% | System Operational Efficiency = 10% |
| | Total = 70% | Total = 50% |
| | | |
| SPOT 4.0 | Access = 10% | Access = 5% |
| | System Safety = 10% | System Safety = 10% |
| | Impact = 20% | Impact = 15% |
| | Cost Effectiveness = 20% | Cost Effectiveness = 15% |
| | Market Share = 10% | Market Share = 5% |
| | Total = 70% | Total = 50% |

SPOT 4.0 COMPARISON TO SPOT 3.0

Transit Criteria Comparison: Facilities (Passenger)

| SPOT 3.0 OR SPOT 4.0 ? | REGIONAL IMPACT | DIVISION NEEDS |
|------------------------|--|--|
| SPOT 3.0 | Age of Facility, Facility Demand, Park & Ride, Bus Shelter = 40% | Age of Facility, Facility Demand, Park & Ride, Bus Shelter = 30% |
| | Benefit-Cost = 5% | Benefit-Cost = 5% |
| | System Operational Efficiency = 5% | System Operational Efficiency = 5% |
| | Facility Capacity = 20% | Facility Capacity = 10% |
| | Total = 70% | Total = 50% |
| SPOT 4.0 | Impact OR Age* = 20% | Impact OR Age* = 15% |
| | Cost Effectiveness = 20% | Cost Effectiveness = 15% |
| | Market Share = 15% | Market Share = 10% |
| | Ridership Growth = 15% | Ridership Growth = 10% |
| | Total = 70% | Total = 50% |

*Impact percentage is for expansion projects only. Age percentage is for non-expansion projects.

SPOT 4.0 COMPARISON TO SPOT 3.0

Transit Criteria Comparison: Facilities (Admin/Maintenance/Operations)

| SPOT 3.0 OR SPOT 4.0 ? | REGIONAL IMPACT | DIVISION NEEDS |
|------------------------|--|--|
| SPOT 3.0 | | |
| | N/A did not exist in SPOT 3.0 as separate category | N/A did not exist in SPOT 3.0 as separate category |
| | | |
| | | |
| SPOT 4.0 | Impact OR Age* = 20% | Impact OR Age* = 15% |
| | Cost Effectiveness = 20% | Cost Effectiveness = 15% |
| | Market Share = 15% | Market Share = 10% |
| | Ridership Growth = 15% | Ridership Growth = 10% |
| | Total = 70% | Total = 50% |

*Impact percentage is for expansion projects only. Age percentage is for non-expansion projects.

SPOT 4.0 COMPARISON TO SPOT 3.0

Transit Criteria Comparison: Fixed Guideway

| SPOT 3.0 OR SPOT 4.0 ? | REGIONAL IMPACT* | DIVISION NEEDS* |
|------------------------|----------------------------|----------------------------|
| SPOT 3.0 | Mobility = 20% | Mobility = 15% |
| | Cost Effectiveness = 15% | Cost Effectiveness = 15% |
| | Economic Development = 20% | Economic Development = 10% |
| | Congestion Relief = 15% | Congestion Relief = 10% |
| | Total = 70% | Total = 50% |
| SPOT 4.0 | Mobility = 20% | Mobility = 15% |
| | Cost Effectiveness = 15% | Cost Effectiveness = 15% |
| | Economic Development = 20% | Economic Development = 10% |
| | Congestion Relief = 15% | Congestion Relief = 10% |
| | Total = 70% | Total = 50% |

*No changes from SPOT 3.0 to SPOT 4.0

SPOT 4.0 COMPARISON TO SPOT 3.0

SPOT 3.0 Rail Criteria Comparison: Track & Structures

Rail Scoring (Track and Structures)

| Funding Category | Quantitative Data | | |
|---|-----------------------|-------------|------------|
| | | Freight | Passenger |
| Statewide Mobility (Class I Freight Only) | Benefit/Cost = | 20% | |
| | Econ. Comp. = | 10% | |
| | Capacity/Congestion = | 15% | |
| | Safety = | 15% | |
| | Accessibility = | 10% | -- |
| | Connectivity = | 10% | |
| | Mobility = | 20% | |
| | Total = | 100% | |
| Regional Impact (Freight & Passenger) | Benefit/Cost = | 10% | 10% |
| | Capacity/Congestion = | 15% | 25% |
| | Safety = | 15% | 15% |
| | Accessibility = | 10% | -- |
| | Connectivity = | 5% | -- |
| | Mobility = | 15% | 20% |
| | Total = | 70% | 70% |
| | | | |
| Division Needs (Freight & Passenger) | Benefit/Cost = | 10% | 10% |
| | Capacity/Congestion = | 10% | 15% |
| | Safety = | 10% | 10% |
| | Accessibility = | 5% | -- |
| | Connectivity = | 5% | -- |
| | Mobility = | 10% | 15% |
| | Total = | 50% | 50% |
| | | | |

SPOT 4.0 COMPARISON TO SPOT 3.0

SPOT 3.0:

Rail Criteria Comparison: Freight Intermodal Facilities/Intercity
Passenger Service & Stations

| Funding Category | Quantitative Data | | |
|---|---|---|---|
| | | Freight | Passenger |
| Regional Impact (Intercity Passenger Service Only) | Benefit/Cost = Capacity/Congestion = Connectivity = Mobility = | -- -- -- -- | 15% 25% 10% <u>20%</u> Total = 70% |
| Division Needs (Facilities/ Intercity Passenger Service & Stations) | Benefit/Cost = Capacity/Congestion = Connectivity = Mobility = | 10% 15% 10% <u>15%</u> Total = 50% | 10% 15% 10% <u>15%</u> Total = 50% |

SPOT 4.0 COMPARISON TO SPOT 3.0

SPOT 4.0 Rail Scoring Weighted Criteria

| SPOT 3.0 OR SPOT 4.0 ? | STATEWIDE MOBILITY (CLASS I FREIGHT ONLY) | REGIONAL IMPACT (PASSENGER RAIL) | DIVISION NEEDS (PASSENGER RAIL) |
|------------------------|--|-------------------------------------|------------------------------------|
| SPOT 4.0 | Cost Effectiveness = 35% | Cost Effectiveness = 25% | Cost Effectiveness = 20% |
| | System Health = 35% | System Health = 20% | System Health = 10% |
| | Safety and Suitability = 20% | Safety and Suitability = 15% | Safety and Suitability = 10% |
| | Project Support = 10% | Project Support = 10% | Project Support = 10% |
| | Total = 100% | Total = 70% | Total = 50% |

AUGUST 12TH MPO BOARD MEETING ACTION



Approval of:

- Proposed modifications to existing projects (due Sept 1st)
- Deletions of existing projects (due Sept 1st)
- New intersection/interchange projects (preliminary list due Sept 1st)
- DCHC MPO's methodology for prioritizing top 14 new projects per mode

SPOT 4.0 NEXT STEPS



- Proposed modifications to existing projects submitted to NCDOT by September 1st.
- Deletions of existing projects submitted to NCDOT by September 1st.
- New intersection/interchange projects submitted to NCDOT by September 1st.
- Utilize DCHC MPO's methodology for prioritizing new projects for submission to NCDOT SPOT office for P4.0 scoring
- MPO subcommittee meeting to discuss new projects: August 17th
- MPO TC meeting to review recommendations from subcommittee: August 26th
- MPO Board meeting to review recommendations from MPO TC: September 9th
- New projects prioritized by MPO staff: August through mid-September
- MPO subcommittee meeting to review results of MPO prioritization: date in September TBD