



# SPOT PRIORITIZATION 8.0 UPDATE

Town Council, March 4, 2025



TOWN OF CARRBORO • NC

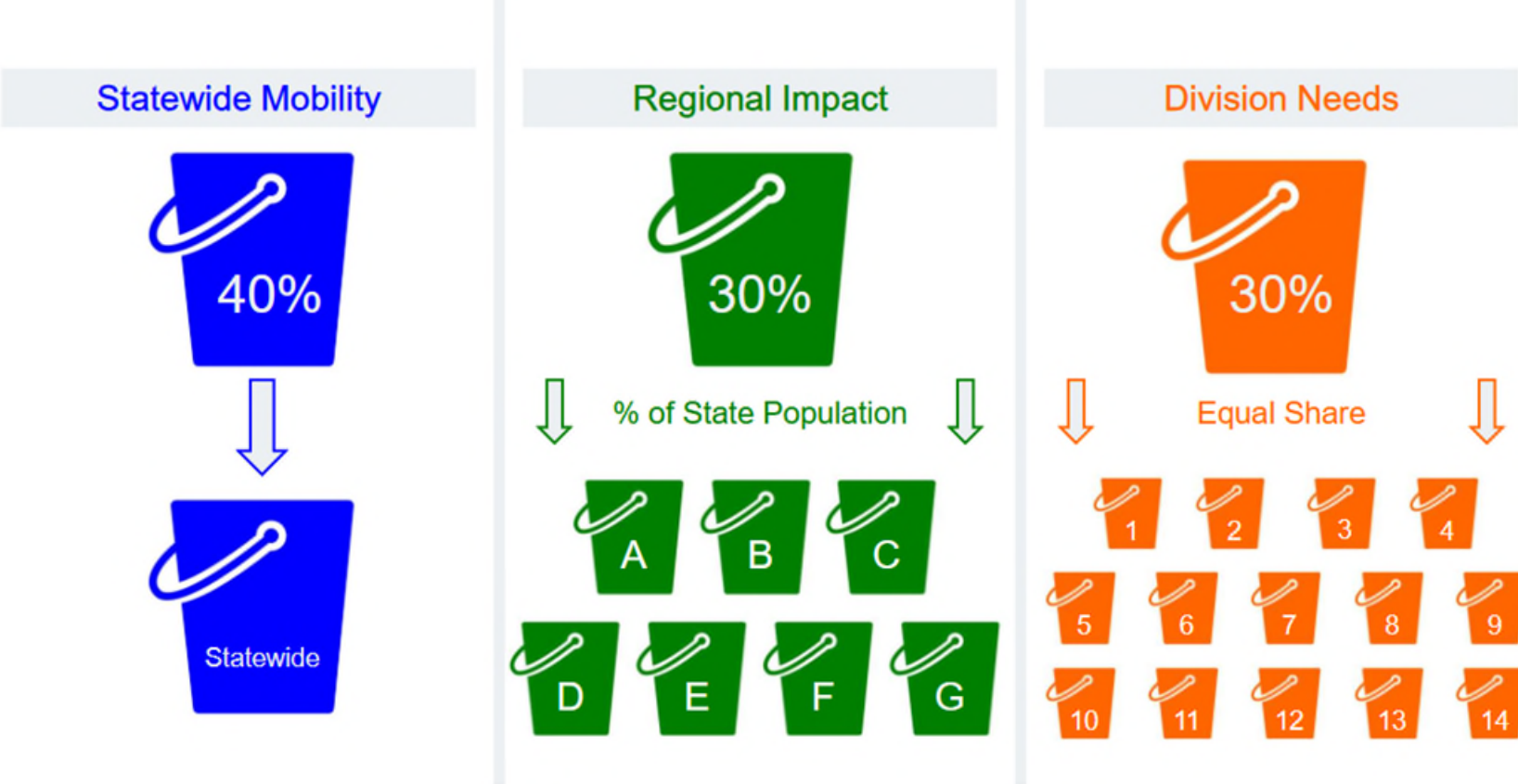
# WHAT IS SPOT?

- **The prioritization method North Carolina uses to select new transportation projects for the State Transportation Improvement Plan (STIP).**
- **Intended to make programming more equitable.**
- **Strategic Transportation Improvements law passed in 2013. Seventh round is wrapping up; eighth round is about to begin.**
- **Mode Categories: Aviation, Highway, Rail, Transit, Bike/Ped, and Ferry.**

# SPOT 101: BASICS

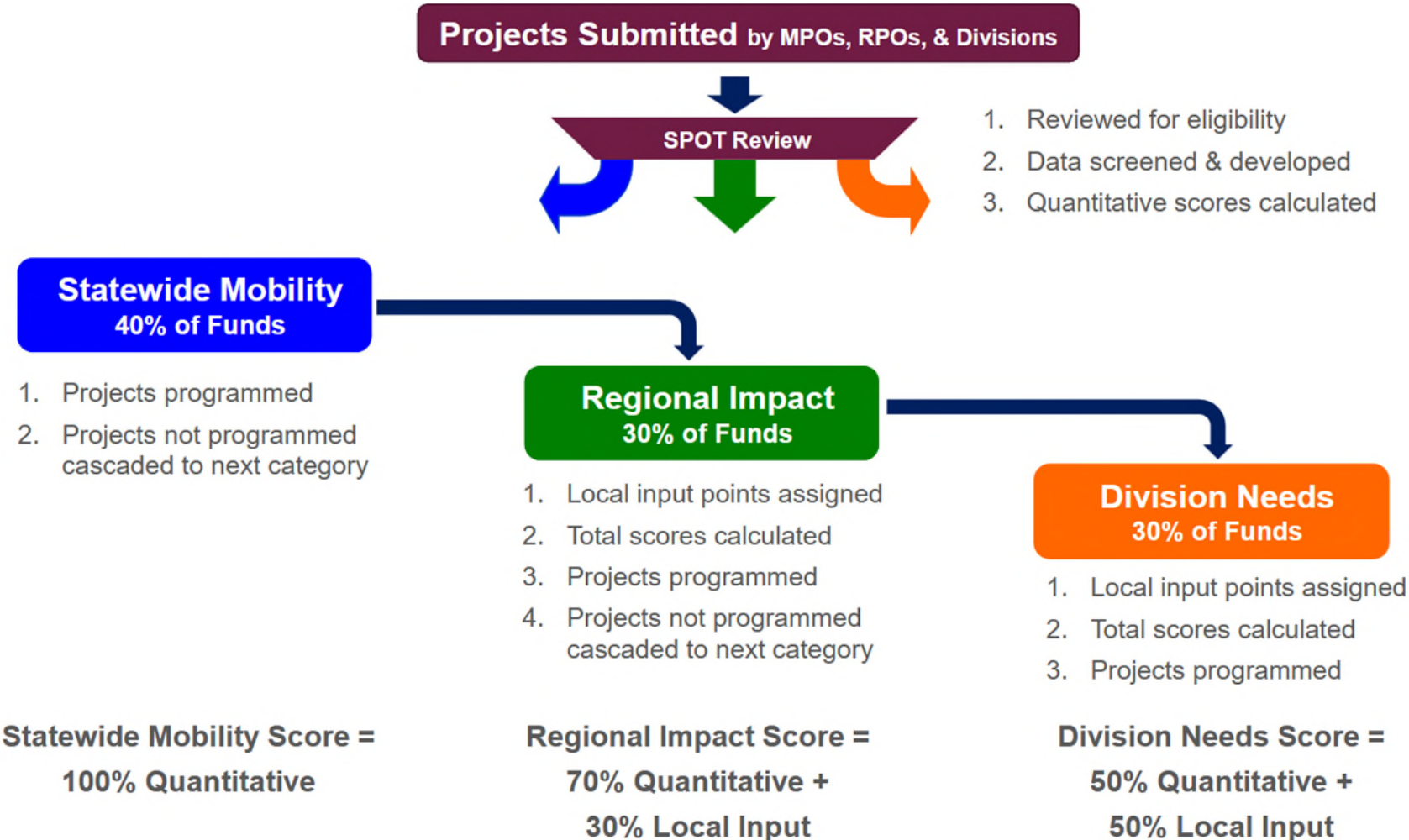
- Each Planning Organization (MPO/TPO/RPO) submits projects on behalf of their region for scoring, as do NCDOT Divisions.
- Each PO is given a set number of submittal slots in each mode; Triangle West Transportation Planning Organization (TWTPO; formerly DCHC MPO) received 24 slots for P7.
- Carryover Project: Project currently programmed for funding in the latter half of STIP; is subject to reevaluation. Does not require a submittal slot.
- Holding Tank Project: Project that was submitted in the previous round but was not programmed. Would require a submittal slot.

# SPOT 101: FUNDING CATEGORIES



**Carrboro is in Region D. Carrboro is in Division 7.**

# SPOT 101: FUNDING CATEGORIES



# **SPOT 6.0/7.0 FUNDING ISSUES**

- **Multiple natural disasters and associated recovery costs (ex: Hurricane Florence P6; Hurricane Helene P7).**
- **Reduced automobile traffic during COVID lockdown=reduced gas tax revenue. Tax rate has not increased with inflation at federal level.**
- **MAP Act struck down as unconstitutional by NC Supreme Court in 2016; court mandated about \$250m in payouts to property owners.**
- **Severe inflation, especially in construction industry.**

# SPOT 6.0/7.0 FUNDING ISSUES

- SPOT 6.0 cancelled due to lack of funding for new projects; some projects were decommitted.
- Additional revenue source: state law passed 2022 gives 6% of sales tax revenue to NCDOT; helped partially (but not completely) fill \$8b hole for P7.
- Limited statewide priority funding for P7; some regional impact funding in Region D; no new division needs projects for Division 7. No additional bike/ped projects.

# CURRENTLY PROGRAMMED STIP PROJECTS

- Phase 1 Morgan Creek Greenway.
- Jones Creek Greenway.
- S Greensboro St Sidewalk.
- Estes Rd Bike/Ped Improvements.
- Bike Plan Bundle (Shelton St, Maple Ave, E Poplar Ave).
- Phase 2 Bolin Creek Greenway (Design only).
- Barnes St Sidewalk.
- Jones Ferry Rd Sidewalk.
- **NEW TO STIP:** Carrboro to Durham BRT (\$40m for planning/design; likely an upgrade of existing GoTriangle Route 405).
- **NEW TO STIP:** Chapel Hill Signal System (also includes Carrboro; will improve traffic signals, including for transit).



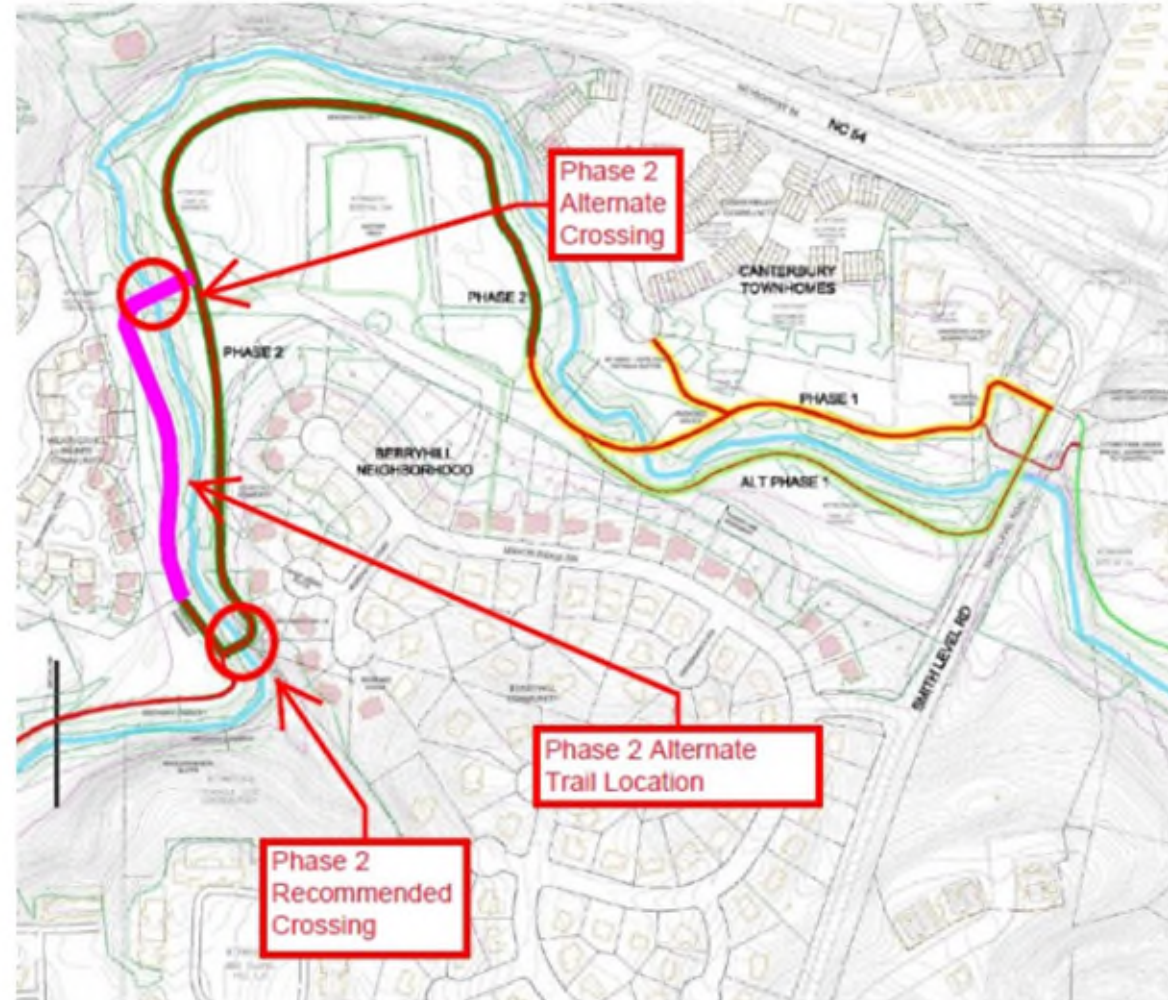
# NC 54 SIDEPATH



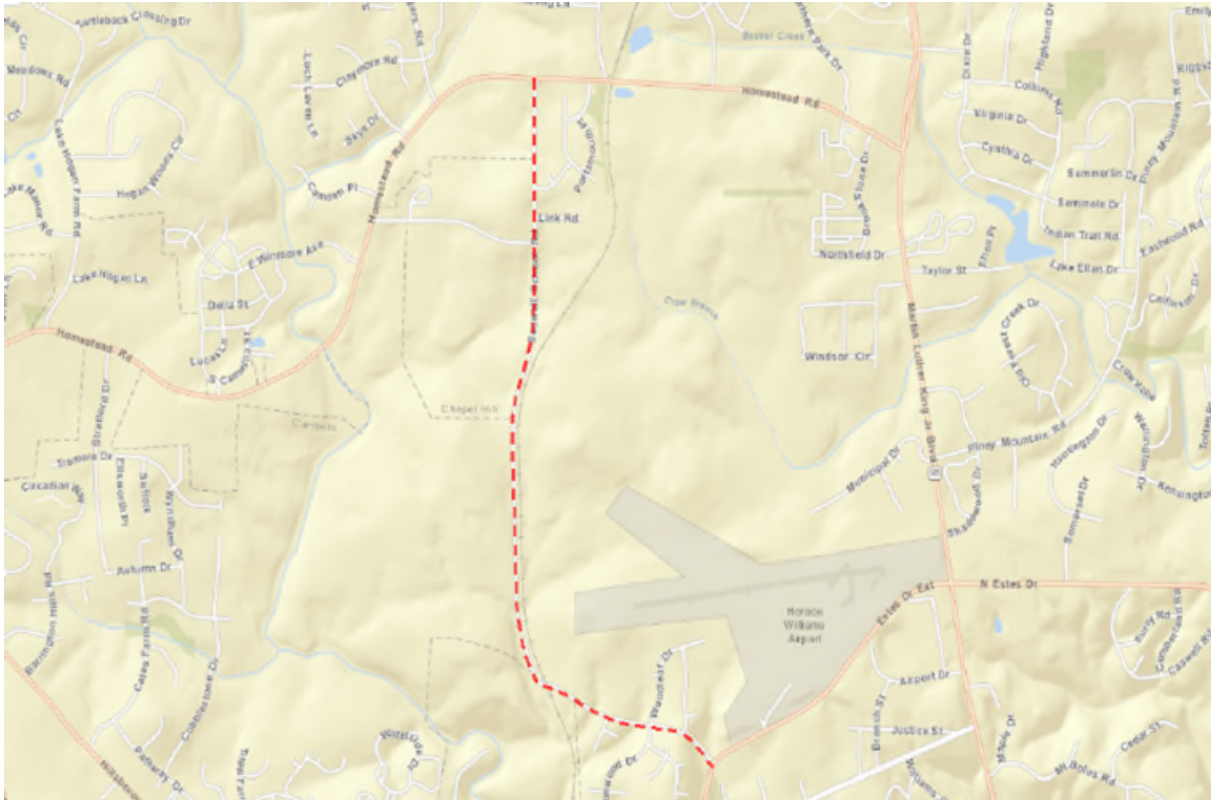
- Multi-use path along highway from Anderson Park to James St.
- Originally programmed for design only in P5.
- Lost design funding in P7 and is no longer on STIP.
- Will need be submitted as a new project for P8.

# MORGAN CREEK GREENWAY (PHASE 2)

- Holding tank project for P8.
- Would extend from terminus of Phase 1 to vicinity of Chapel Hill Tennis Club.
- Informal pathways continue towards University Lake.
- Additional phases will take the Greenway to the lake.



# SEAWELL SCHOOL RD SIDEPATH



- Holding tank project for P8.
- Partially in Chapel Hill.
- Was originally submitted both as a sidepath and as a bike lanes/sidewalk combo.
- Sidepath scored better; bike lanes combo dropped.
- Possible effects of potential new UNC basketball arena at Carolina North on bike/ped projects in vicinity (Estes Dr, Seawell School Rd, Bolin Creek Greenway) remains to be seen.

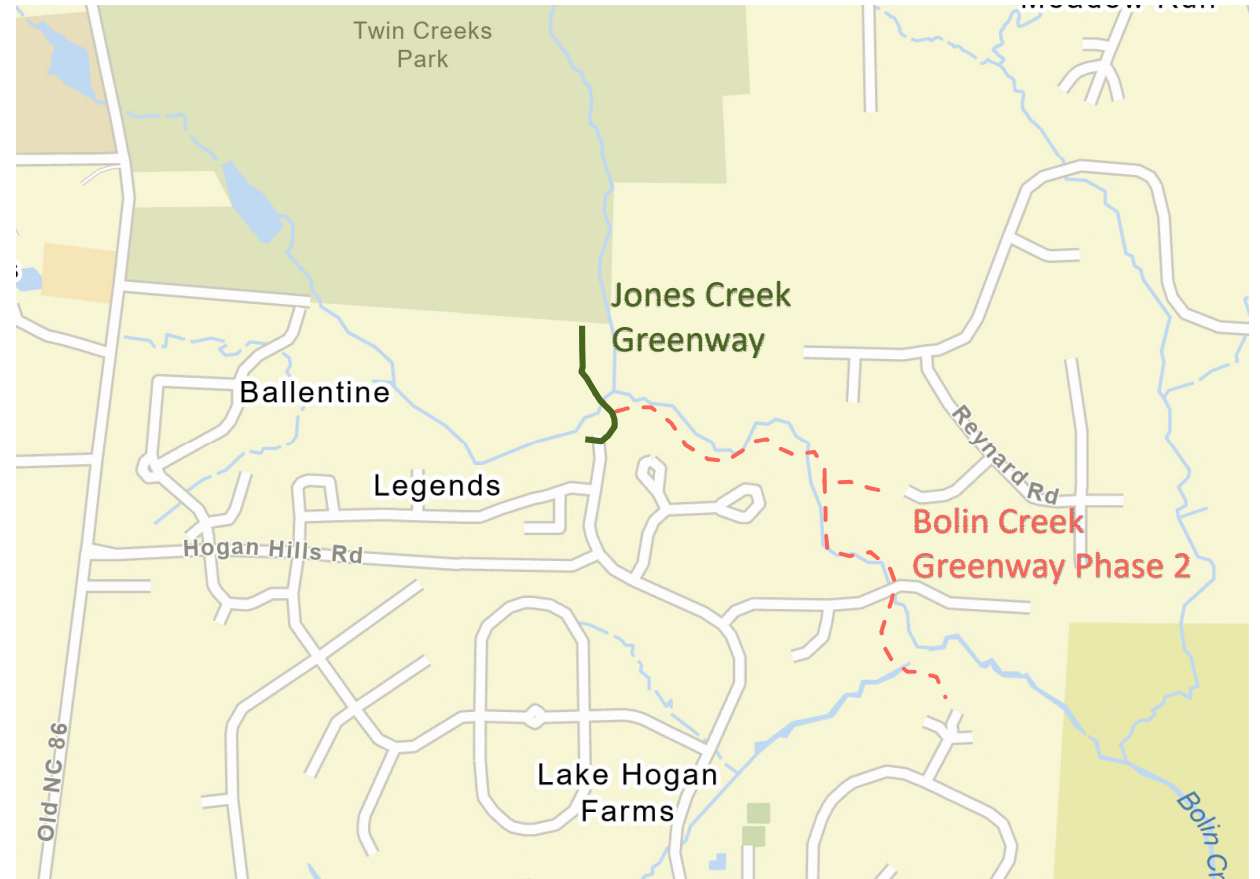
# OLD NC 86 BIKE/PEDESTRIAN IMPROVEMENTS

- Holding tank project for P8.
- Improvements in this corridor have been submitted both as bike/ped and highway projects.
- Historically has not scored well, likely due to recreational cycling versus commuter cycling use; scoring rubric.
- May need an alternative funding source other than STIP with Carrboro maintaining the improvements.



# BOLIN CREEK GREENWAY (PHASE 2)

- Connects Jones Creek Greenway (90% design) and Lake Hogan Farms.
- Funded through Regional Flexible Fund (RFF) 2025–programmed for FY27.
- Funding only for design, not construction.



# BOLIN CREEK GREENWAY (PHASES 3 & 4)

- Creekside alignment was selected as preferred alternative after community engagement in 2023.
- Connects to completed Phases 1a and 1b.
- It could be submitted as one project or divided into phases with logical terminus points.



# PROJECTED COSTS – STIP/SPOT 8.0 PROJECTS

- **Cost of committed projects for STIP:**
  - **Federal Share\*:** \$21,497,387
  - **Local Match:** \$5,911,944
  - **Total:** \$27,412,332
- **Cost of Potential SPOT 8.0 Projects:**
  - **Federal Share:** \$16,250,850
  - **Local Match:** \$4,062,713
  - **Total:** \$20,313,563
- **Cost of committed STIP + Potential SPOT 8.0 Projects:**
  - **Federal Share:** \$37,748,237
  - **Local Match:** \$9,974,657
  - **Total:** \$47,725,895

\* Federal bike/ped funding requires municipality to pay all costs up front and be reimbursed for 80% federal share.

# QUESTIONS? DISCUSSION.

