



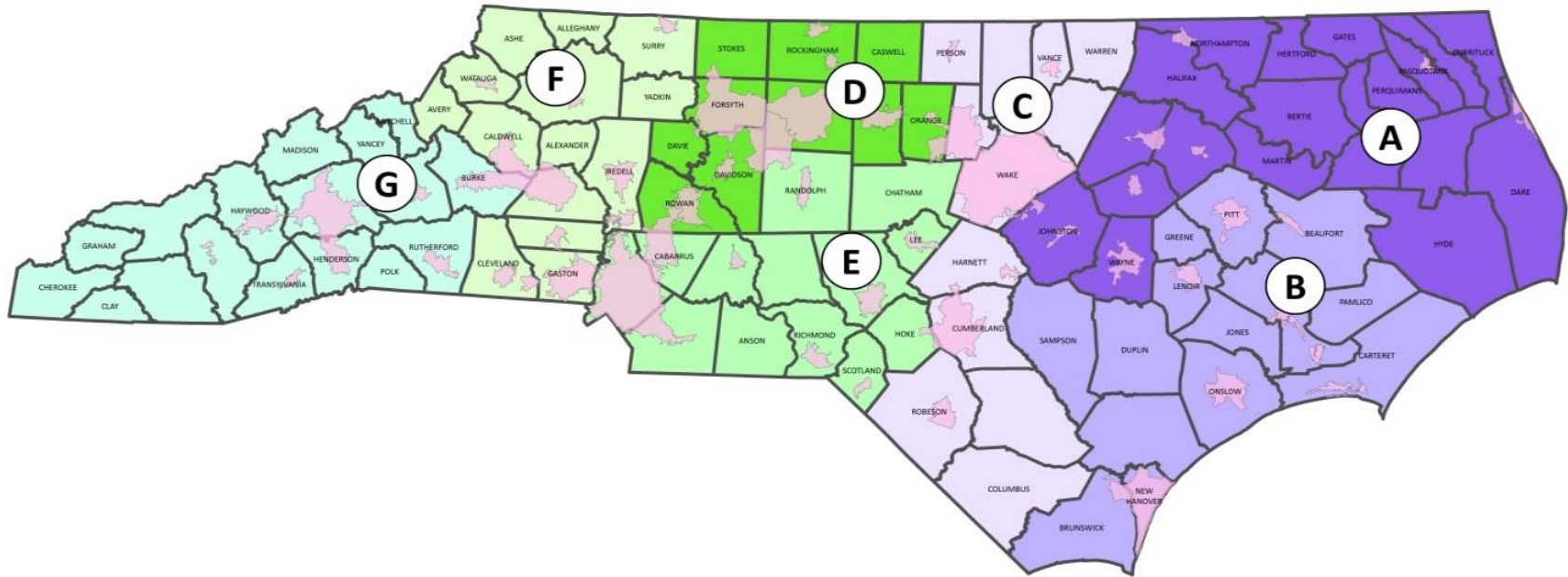
House Select Committee (January 4, 2016)

*Strategic Transportation  
Investments (STI)*

Calvin Leggett



# Strategic Transportation Investments



## Statewide

40% of Total Funds  
Distributed Statewide

Basis for Project Selection  
100% Data Driven

## Region

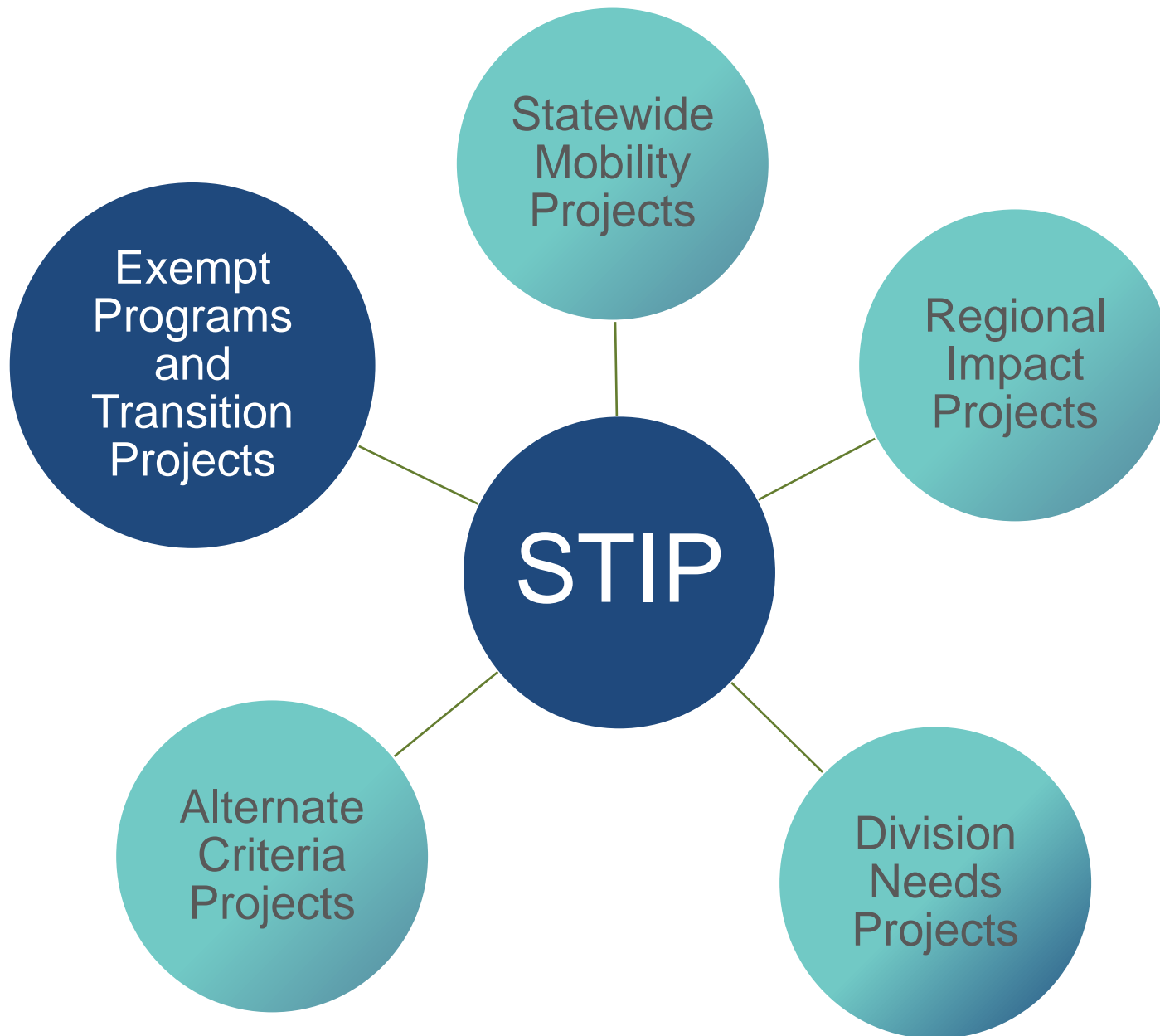
30% of Total Funds  
Distributed by population to paired  
Highway Divisions

Basis for Project Selection  
70% Data; 30% Local Input Driven

## Division

30% of Total Funds  
Distributed by equal share  
to 14 Highway Divisions

Basis for Project Selection  
50% Data; 50% Local Input Driven

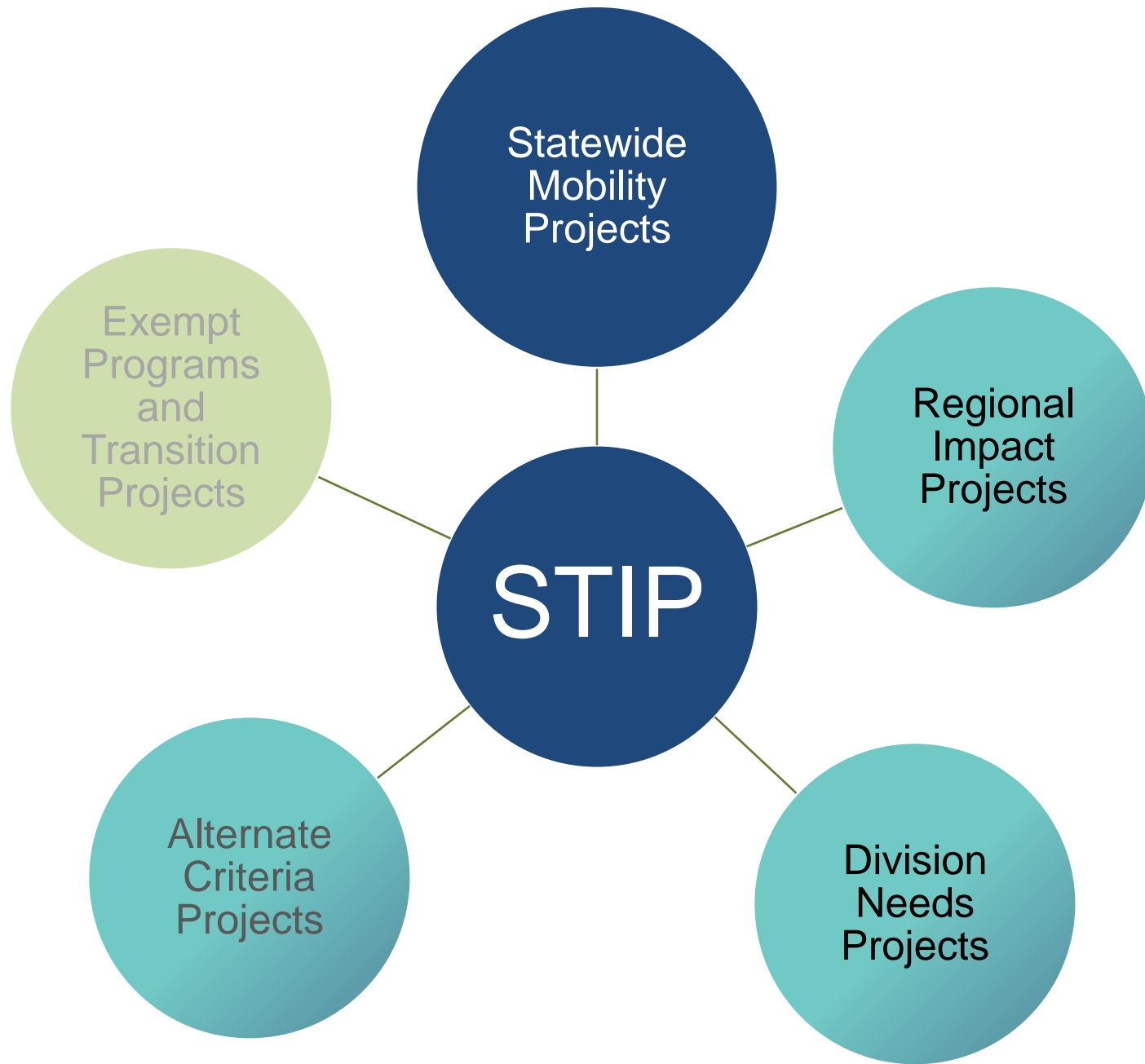


# *STI Legislation Created Various Categories of Projects*

State Highway Trust Funds and Federal-aid Funds used to develop the STIP are generally subject to the Law. There are a few specific exceptions.

Exempt Programs - *projects that will be funded in the STIP but are not subject to the provisions of the STI law. Examples include:*

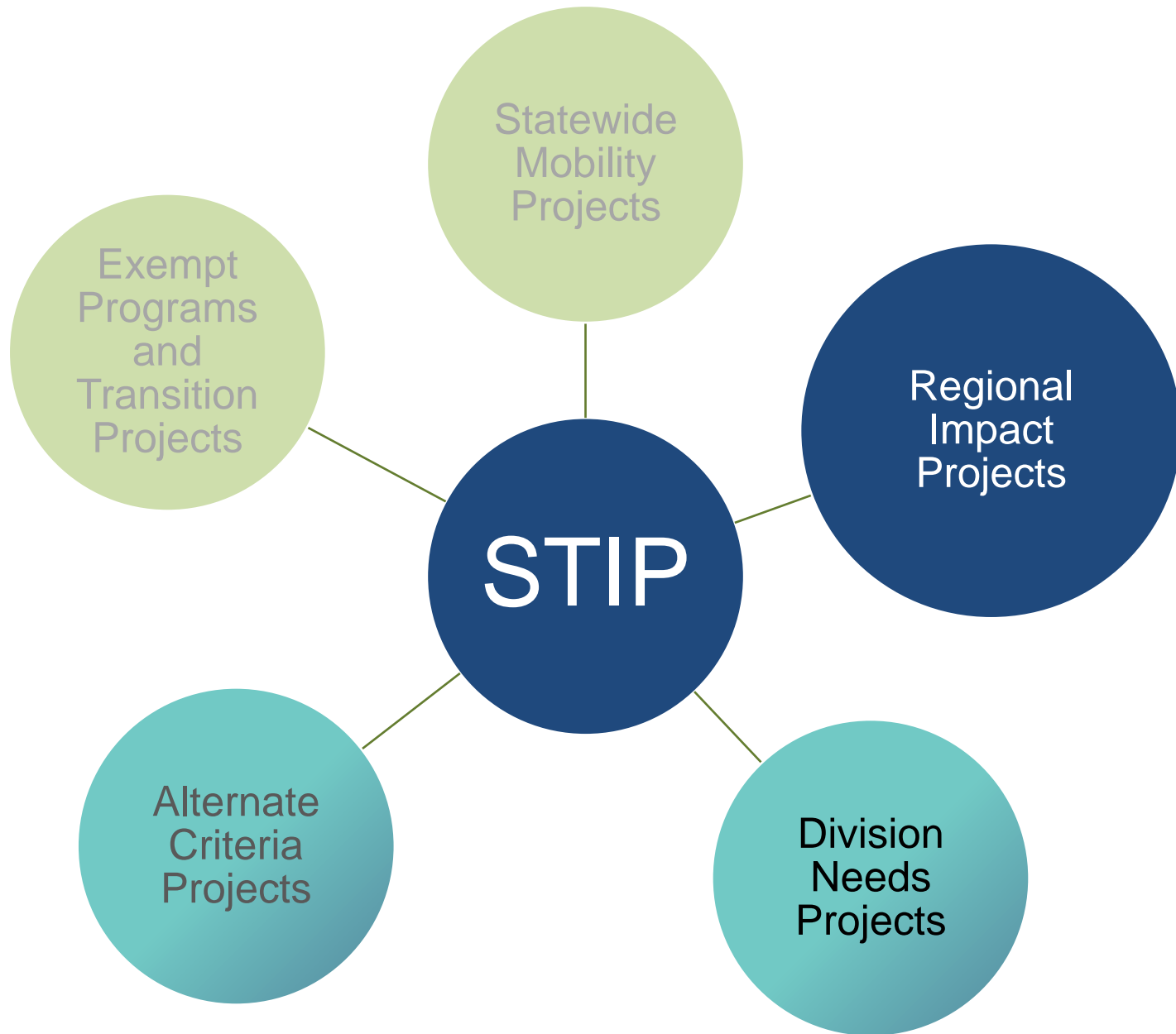
- Federal Congestion Mitigation and Air Quality projects (CMAQ) - funded at \$40 M annually
- Appalachian Development Highway funds – currently \$270 M available
- Federal competitive or discretionary grant funds
- Transition projects – those projects scheduled for letting by June, 2015 as of October, 2013



# *STI Legislation Created Various Categories of Projects*

## Statewide Strategic Mobility Projects

- Interstate routes adopted by USDOT – “I” numbered routes
- Other National Highway System Routes – most other US numbered routes
- Defense Strategic Highway Network Routes (STRAHNET)
- Approved toll roads
- The Appalachian Development Highway System
- Previously identified intrastate projects
- 4 commercial service airports - Charlotte, Greensboro, Raleigh & Wilmington
- Class 1 freight rail corridors



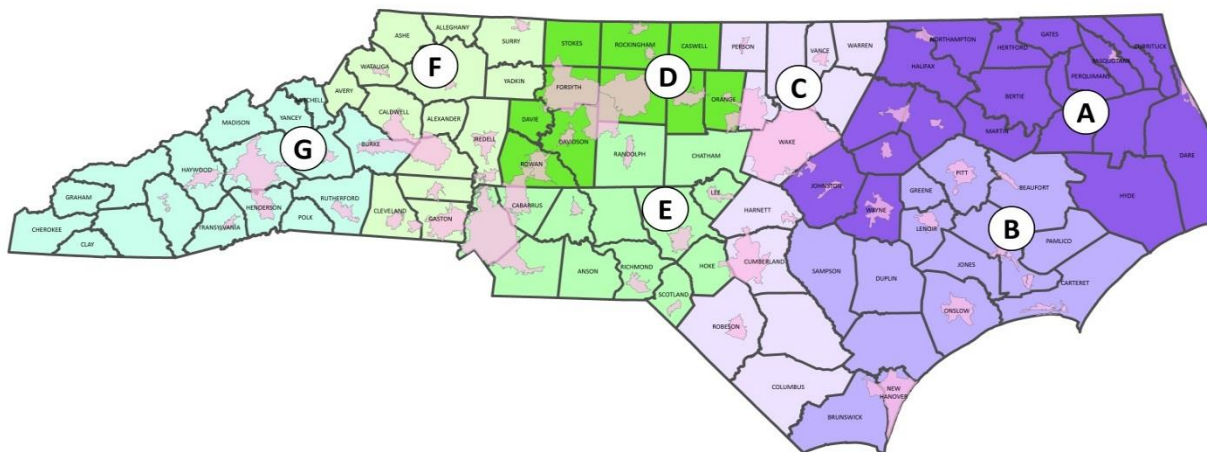
# *STI Legislation Created Various Categories of Projects*

## Regional Impact Projects

- Projects eligible for funding in the Statewide category
- Other US and NC Routes not eligible for funding in the Statewide category
- Other commercial service airports
- State owned Ferry System – *not including passenger vessel replacement*
- Rail lines that span 2 or more counties – *does not include short line railroads*
- Public transit service that spans 2 or more counties



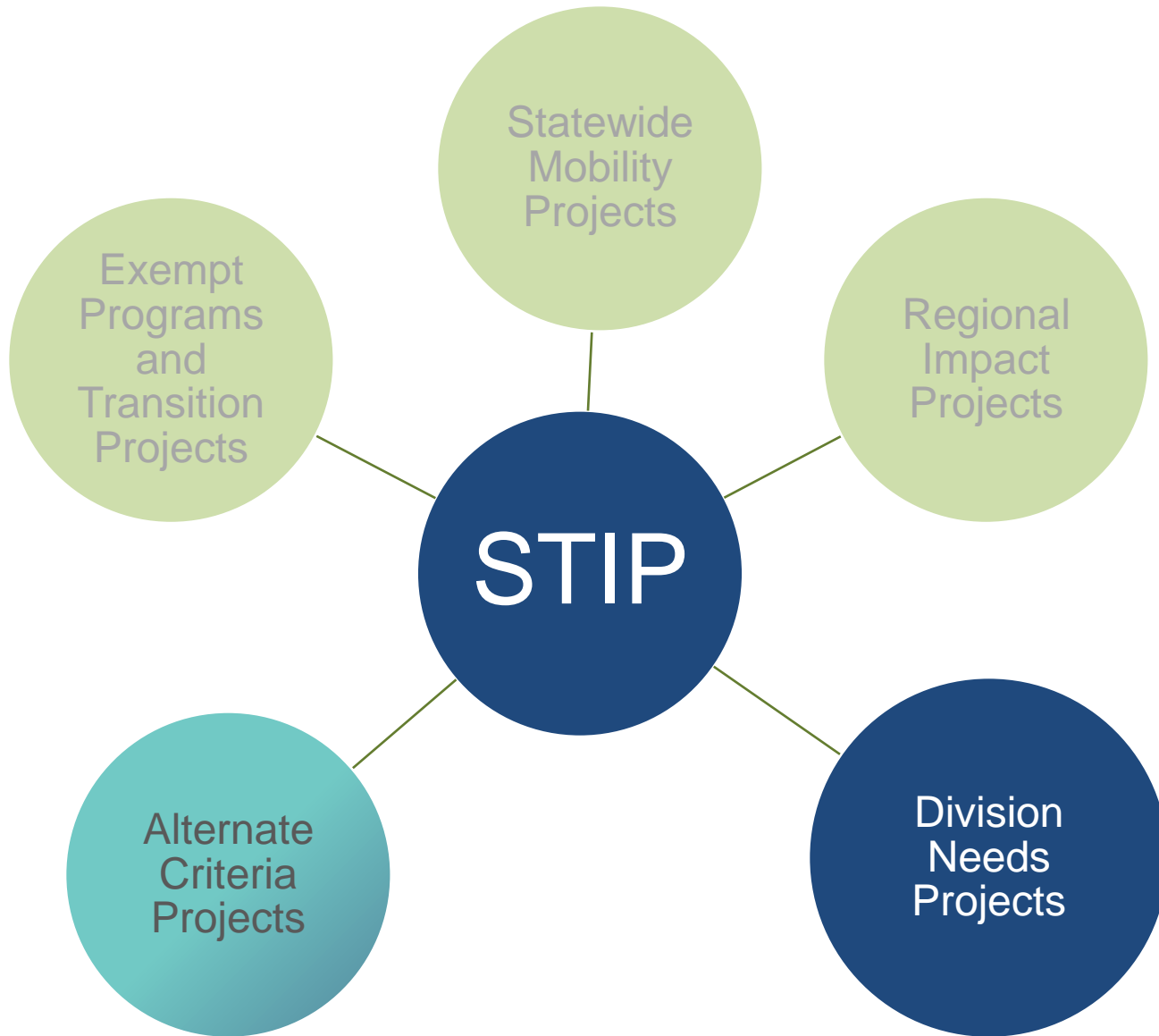
# Regional Funding Allocations



Distribution Regions	Population	% of State Population	Original 10-Year Allocation (In thousands)	Regional 10-Year Allocation* (in thousands)
A (Divs. 1&4)	850,821	8.63%	\$307,715	\$364,016
B (Divs. 2&3)	1,202,495	12.19%	\$434,905	\$514,477
C (Divs. 5&6)	2,158,804	21.89%	\$780,772	\$923,625
D (Divs. 7&9)	1,667,951	16.91%	\$603,246	\$713,618
E (Divs. 8&10)	1,998,959	20.27%	\$722,961	\$855,237
F (Divs. 11&12)	1,117,339	11.33%	\$404,107	\$478,044
G (Divs. 13&14)	865,583	8.78%	\$313,054	\$370,332
	<b>9,861,952</b>		<b>\$3,566,760</b>	<b>\$4,219,350</b>

\* Due to HB 97

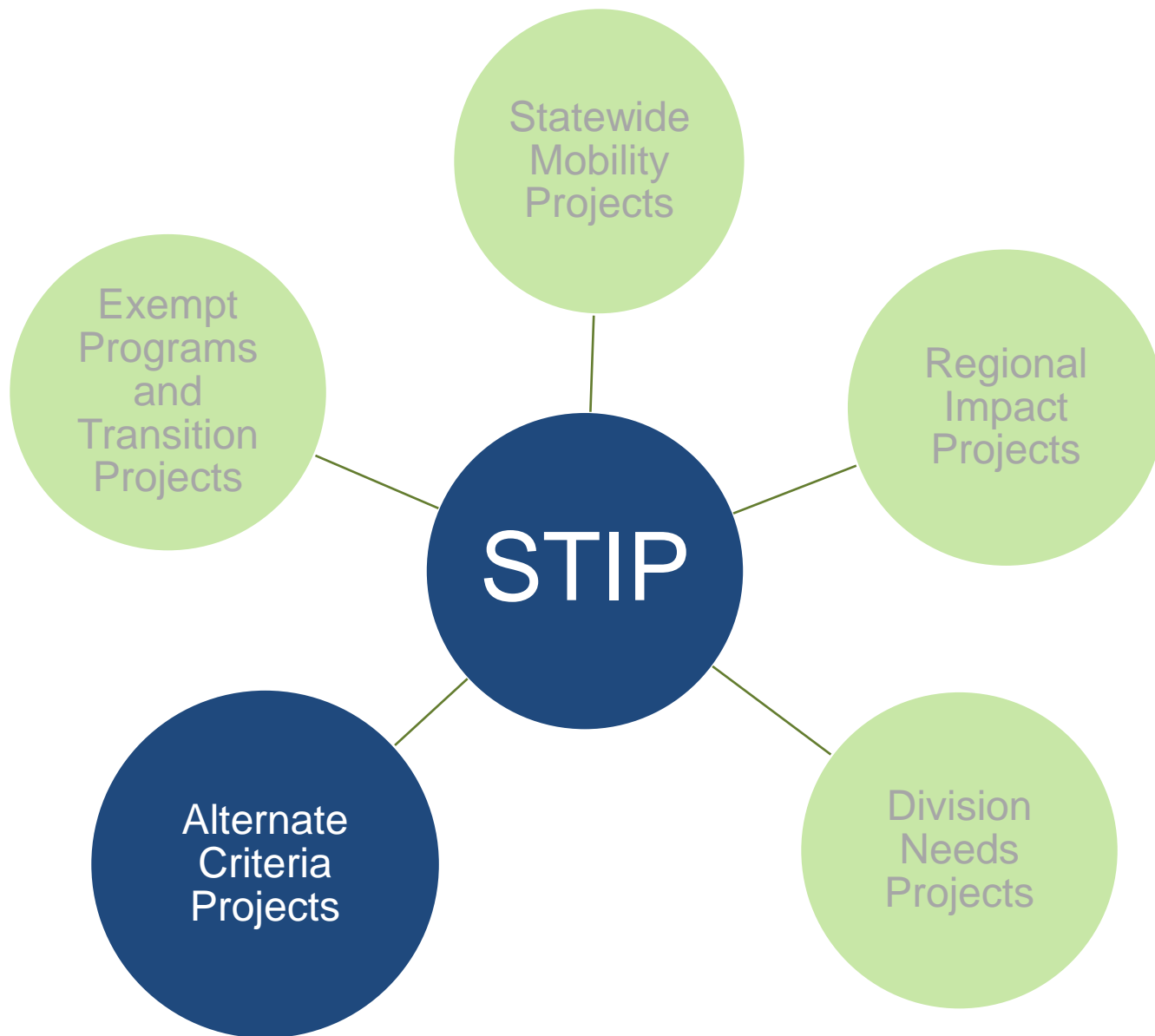




# *STI Legislation Created Various Categories of Projects*

## Division Needs Projects

- Projects that are eligible for funding in the Statewide or Regional category
- Other state highway routes – SR routes
- Other public airports
- Other rail lines – *except short lines*
- Other public transit service
- Multimodal terminals or stations
- Federally funded independent bicycle and pedestrian facilities – *no state funds are eligible*
- Federal funds for municipal road projects
- Ferry vessel replacements



# *STI Legislation Created Various Categories of Projects*

## Alternate Criteria Projects

*Programs with selection criteria different than what is cited in legislation. Examples include:*

- Bridge replacements
- Interstate maintenance
- Highway safety improvements
- Emergency reconstruction
- Economic development
- Federal Surface Transportation Direct Attributable Funds (STP-DA)\*
- Federal Transportation Alternative Program (TAP)\*

*\*Titles of these programs are changing under FAST Act*

# *STI Legislation Created Various Funding Caps and Restrictions*

## Caps which Impact Programming:

- The Statewide Program Corridor Cap – *impacted projects on the I-26 corridor in Buncombe and Henderson Counties; I-77 corridor in Mecklenburg and Iredell Counties; and the Southern Wake Expressway and I-40 Corridors in Wake, Durham, Orange and Johnston Counties*
- Annual funding limits on airport projects in the Statewide, Regional, and Division categories
- Funding limits on Regional transit projects
- Funding limit on light rail projects
- Prohibition on using state funds to match federal-aid for independent bicycle and pedestrian projects

## *Other Program Considerations*

- Normalization – *highway vs. non-highway budget allocations*
- Bonus Allocations for toll bond revenue and local participation
- Toll project cap
- Budget distribution tests
- Cascade effect

# *Normalization*

## For Prioritization 3.0 and 4.0

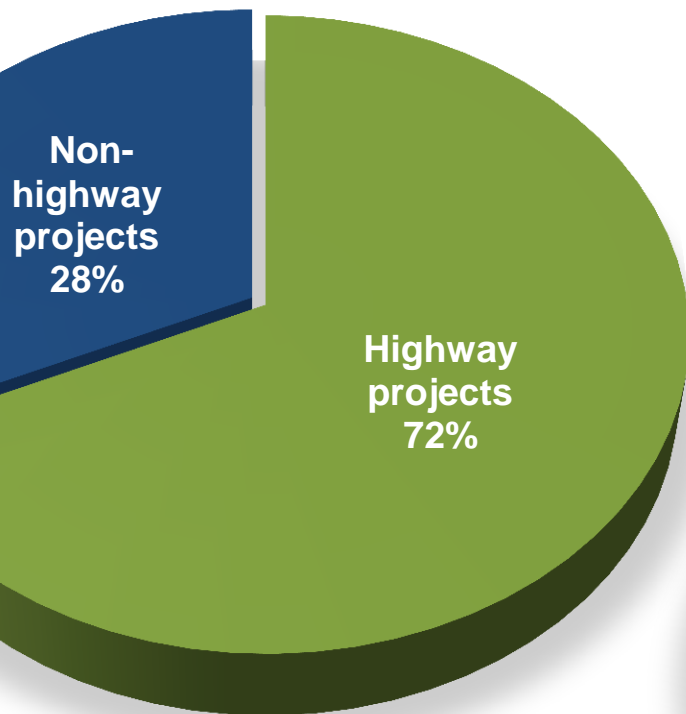
- Statewide Mobility (only) – No normalization, scores are stand-alone for comparison (highway, aviation, freight rail)
- Regional Impact & Division Needs – Allocate funds to highway and non-highway modes based on minimum floor or %

Mode	Workgroup Recommendation	Historical Budgeted	Historical Expenditures
Highway	90% (min.)	93%	96%
Non-Highway	4% (min.)	7%	4%



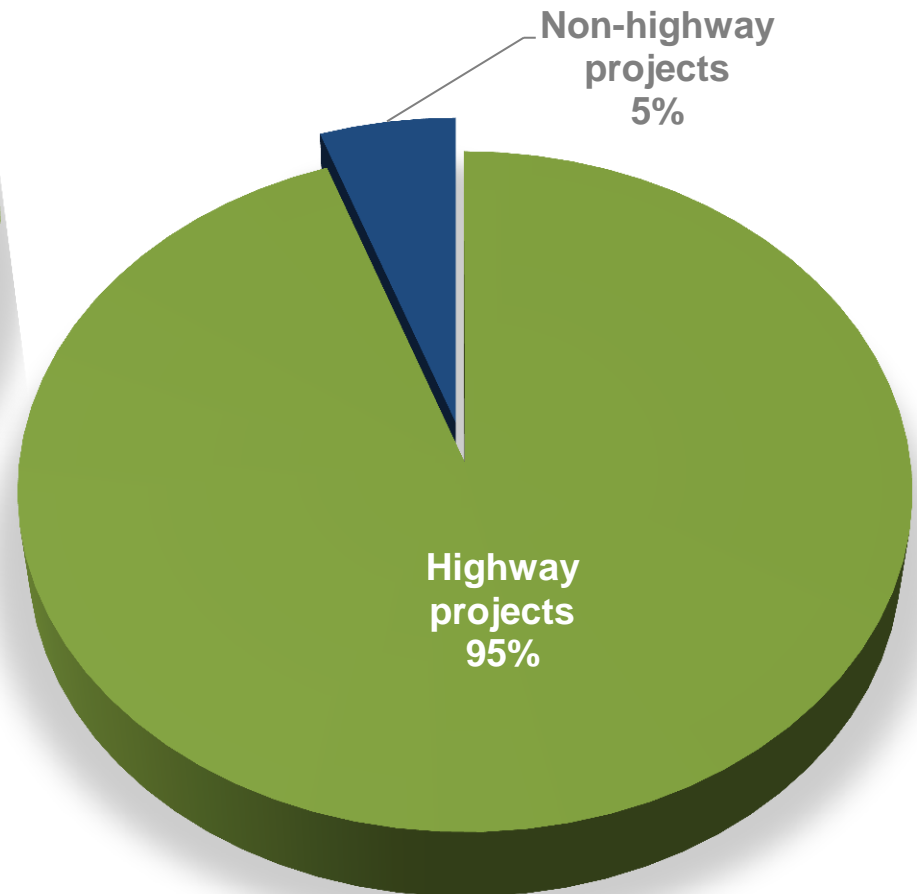
# *Regional and Division Normalization Results*

## *Highway vs Non-highway Projects*



Number of projects

Dollars programmed



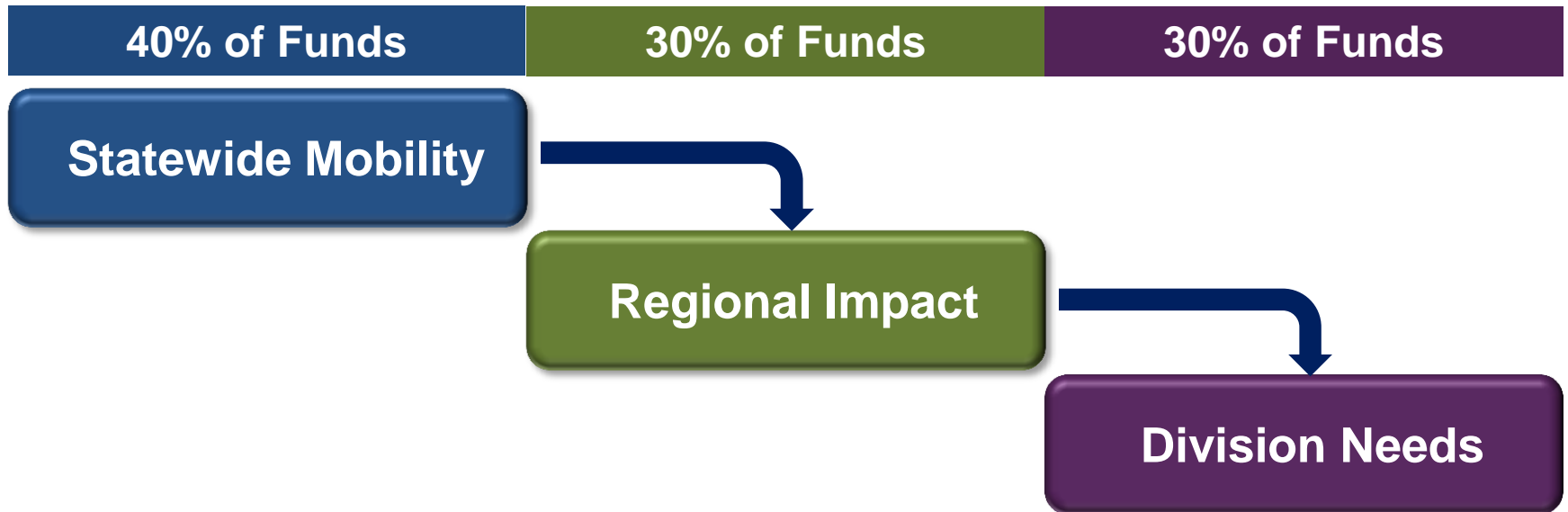
## *Bonus Allocation*

- STI Law provides for Bonus Allocations to local jurisdictions for providing a portion of the construction cost of a project
- 50% of the direct participation amount, or 50% of the amount of toll revenue bonds (up to the caps) go back to the local jurisdictions for other highway projects

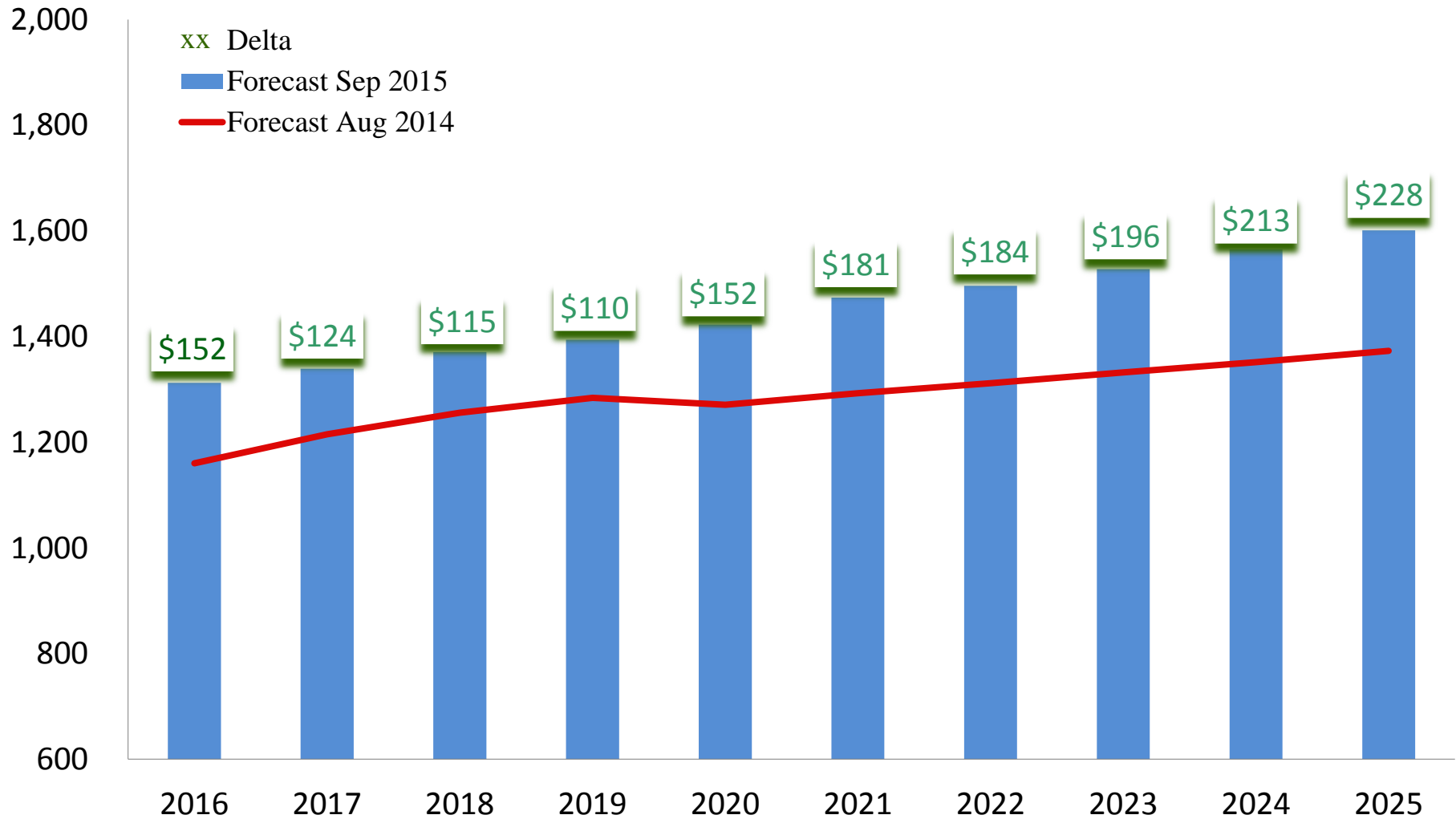
## *Toll Cap*

- There is now no limit on how many projects the Turnpike Authority can study, but no more than 11 can be designed & constructed
- Based on the results of the SPOT 3.0 Prioritization process 11 Turnpike Projects were programmed – 5 existing projects and 6 new ones

## *Cascade Effect*



# State STIP Budget Availability Comparison (\$ in Millions)



## *Updated STIP – Impacts of HB 97*

On January 7, the Board of Transportation is expected to approve the STIP project additions and accelerations due to House Bill 97. <http://www.ncdot.gov/about/board/bot/>

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- **Highways – 90 accelerations & 92 additional projects**
- **Bridges – 33 accelerations/additional projects**
  - **37 Hwy Fund Bridges accelerated too**
- **Interstate Maintenance projects – 4 accelerations**
- **Non-highway projects – 17 accelerations & 49 additional**

## *Key Dates*

- **November 20, 2015** – SPOT Online window for entering projects ended
- 
- **End of March 2016** – Quantitative scores and draft list of programmed Statewide Mobility Projects released
  - **April 1, 2016** – Window opens for Regional Impact local input points; deadline for approval of local input point assignment methodologies
  - **End of July 2016** – Draft list of programmed Regional Impact Projects released
  - **August 1, 2016** – Window opens for Division Needs local input points
  - **October 2016** – Final P4.0 scores released
  - **December 2016** – 2017-2027 Draft STIP released