

Strategic Transportation Investments
HB 817 (Version 3)

Revenues Subject to Formula (G.S. 136-189.11(a)): Highway Trust Fund revenue and Federal-aid funds				
"OFF-THE-TOP" (G.S. 136-176 (b))	Administrative Costs, Bond Interest and Bond Redemption			
Exemptions from 40/40/20 Allocations (G.S. 136-189.11(b))	1 CMAQ (Equity Formula exemption authorized in 2000)			
	2 Competitive and discretionary federal grants (Equity Formula exemption authorized in 1999)			
	3 Pre-MAP 21 federal funds specifically designated for Appalachian Development Highway System projects (Equity Formula exemption authorized in 2010)			
	4 GARVEE debt service for Phase 1 of Yadkin River Bridge (Equity Formula exemption authorized in 2010)			
	5 Gap funds that support bonds for any toll road project (Equity Formula exemption authorized in 2002)			
	6 Hold-harmless funds for STIP projects scheduled for construction (letting stage) between FY2013 - FY2015			
	7 Toll collections and bond proceeds related to Turnpike projects (Equity Formula exemption authorized in 2002)			
Projects subject to different prioritizations. 40/40/20 tier depends on type of road system (G.S. 136-189.11(c))	<table border="1" style="width: 100%;"> <tr> <td>1. Federal bridge replacement</td> </tr> <tr> <td>2. Federal interstate maintenance</td> </tr> <tr> <td>3. Federal highway safety improvements</td> </tr> </table>	1. Federal bridge replacement	2. Federal interstate maintenance	3. Federal highway safety improvements
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Prioritization Process: Highway - G.S. 136-189.11(d)(1-3) Non-highway - G.S. 136-189.11 (d)(4)	
Modes	Criteria and Score
Highways	Criteria: Benefit-cost; Congestion; Economic competitiveness; Safety; Freight; Multi-modal; Pavement condition; Lane width; and Shoulder width (Accessibility/Connectivity included in Regional category). Scale totals 100 points.
Aviation	Non-highway prioritizations require a minimum of four quantitative criteria, to be determined by NCDOT Prioritization Office. Scale may not exceed 100 points. Some non-highway modes may require two prioritization processes.
Bike and pedestrian	
Ferry	
Public Transportation	
Rail	

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		Statewide Strategic Mobility Projects	Regional Impact Projects	Division Needs Projects
%		40%	40%	20%
Statutory Ref.		136-189.10(1)	136-189.10(2)	136-189.10(3)
Scoring		100% data	70% data/30% local	50% data/50% local
Distribution		Statewide	By Population in 7 Regions (G.S. 136-189.10(4))	By Equal Share to 14 Highway Divisions
Allowable Systems	1	Interstates	Included	Included
	2	NHS routes, excluding intermodal connectors	Included, plus all US and NC routes	All State-maintained highways
	3	STRAHNET (Military)	Included	Included
	4	Tolled routes	Included	Included
	5	Unfinished Intrastate projects	Included	Included
	6	ADHS routes	Included	Included
	7	Airports: 4 largest with international service (\$500,000 cap each)	All commercial service airports (\$300,000 cap each)	All airports (total funding cap of \$18.5m)
	8	Rail: Class I freight improvements	Included, plus rail lines spanning 2 or more counties	All rail lines
	9		Ferry: State maintained ferry system, excluding passenger vessel replacement	Included, plus passenger vessel replacement
	10		Public Transportation: Services that span 2 or more counties and not confined to a single municipal area	All public transportation services
	11			Multi-modal terminals and stations servicing passenger transit systems
	12			Bicycle and pedestrian routes

Projects subject to different prioritizations specific to 20% Division Needs tier (G.S. 136-189.11(d)(3)(b))	1. Federal STP-DA
	2. Federal Transportation Alternatives
	3. Federal Rail-highway crossings
	4. Economic dev projects (\$2m project cap; \$10m total funding cap)