



DRAFT 2015-2025 STIP

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Presentation to the Joint Legislative Transportation Oversight Committee

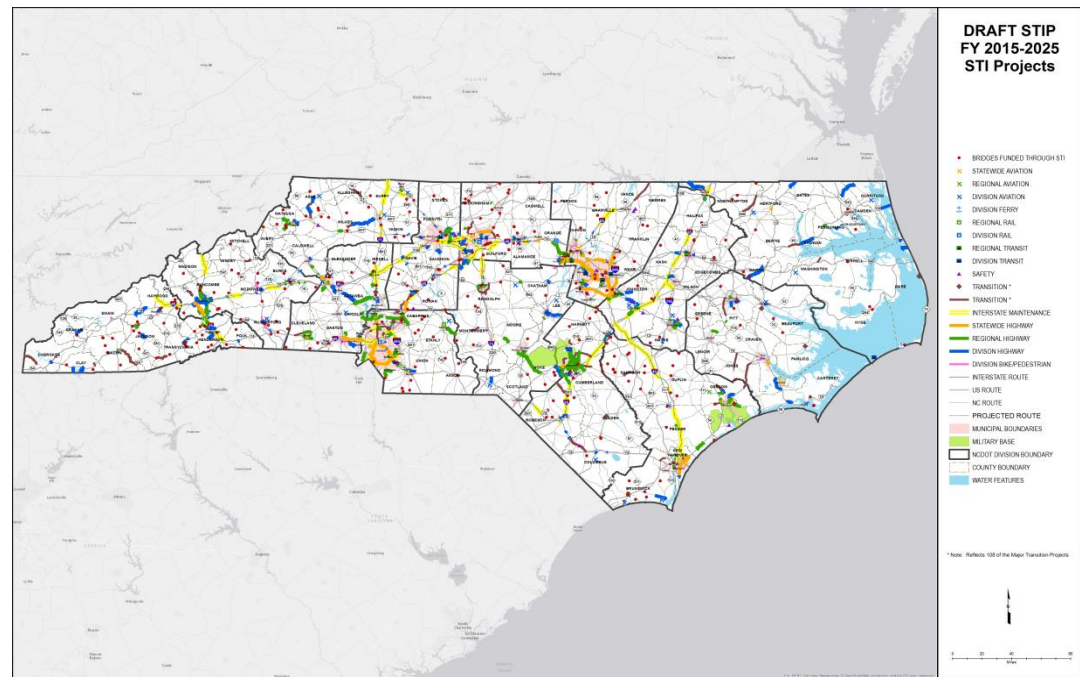
December 5, 2014

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

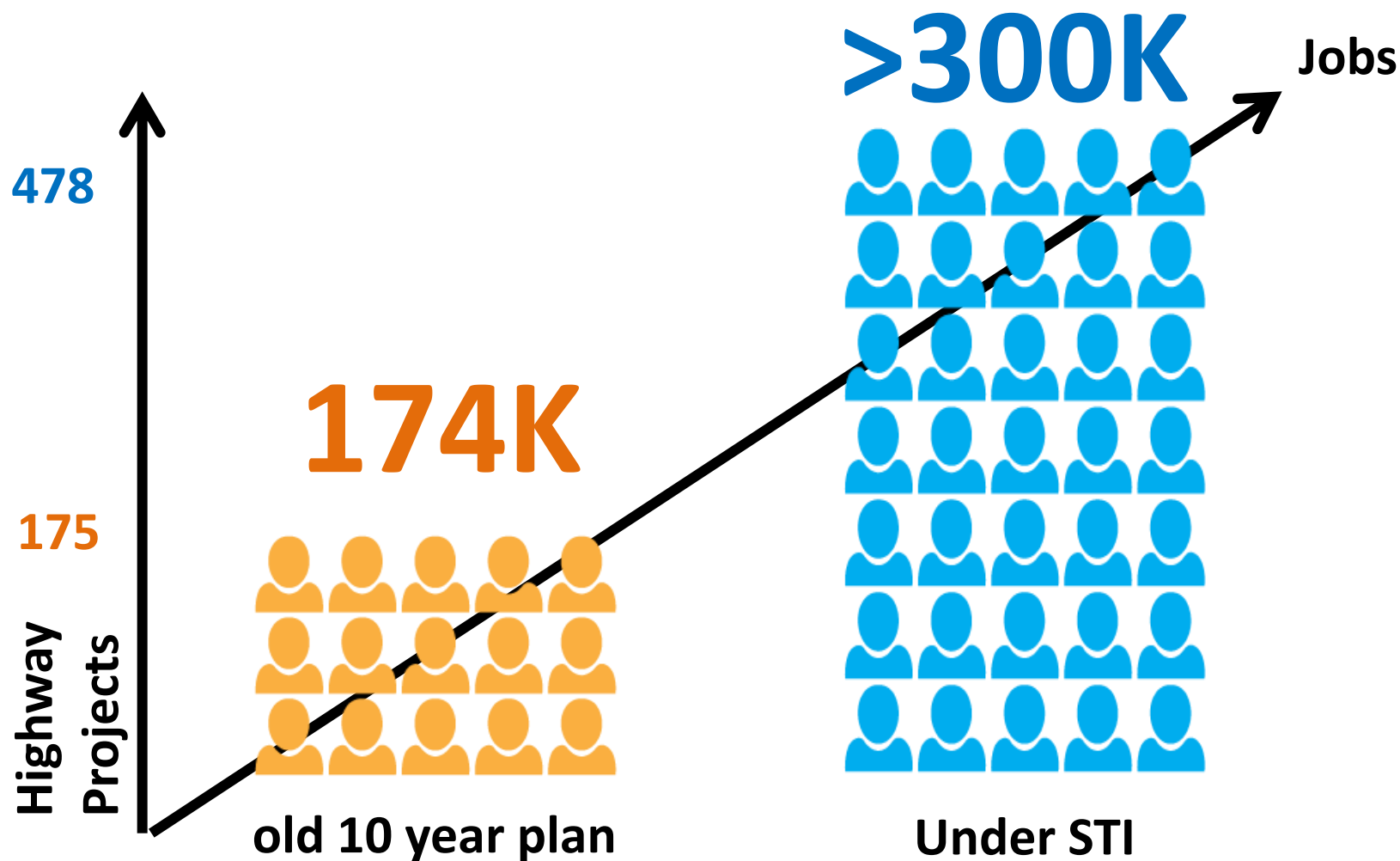
- **1st STIP produced under the new Strategic Transportation Investments (STI) legislation**
- **STI creates a new approach to programming that is data-driven to make the best use possible of our existing transportation revenue to create more jobs and better connect North Carolinians to work, life and play.**
- **Includes Capital Projects for 6 modes: Aviation, Bicycle and Pedestrian, Ferry, Highways, Rail, and Transit**
- **Includes over 1000 projects in all 100 Counties**

RESULTS – 1073 PROJECTS IN 100 COUNTIES

- 824 Highway Projects – 251 Bridge Replacement, 138 Interstate Maintenance, 418 Roadway Capacity Improvement, and 17 Safety
- 70 Bike/Pedestrian Projects
- 55 Aviation Projects
- 10 Public Transit Projects
- 5 Rail Projects
- 1 Ferry Boat Replacement

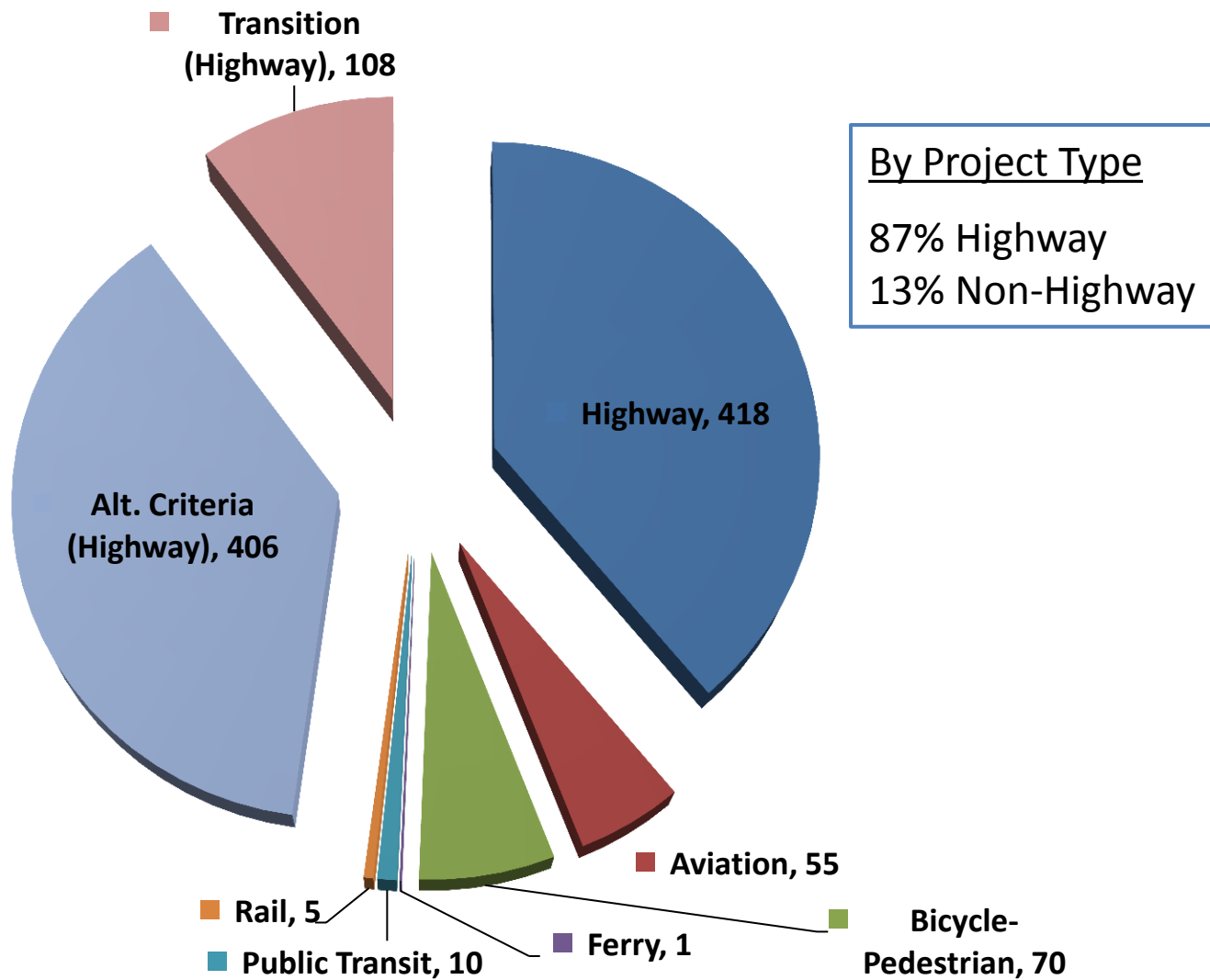


STI VS. PREVIOUS PLAN

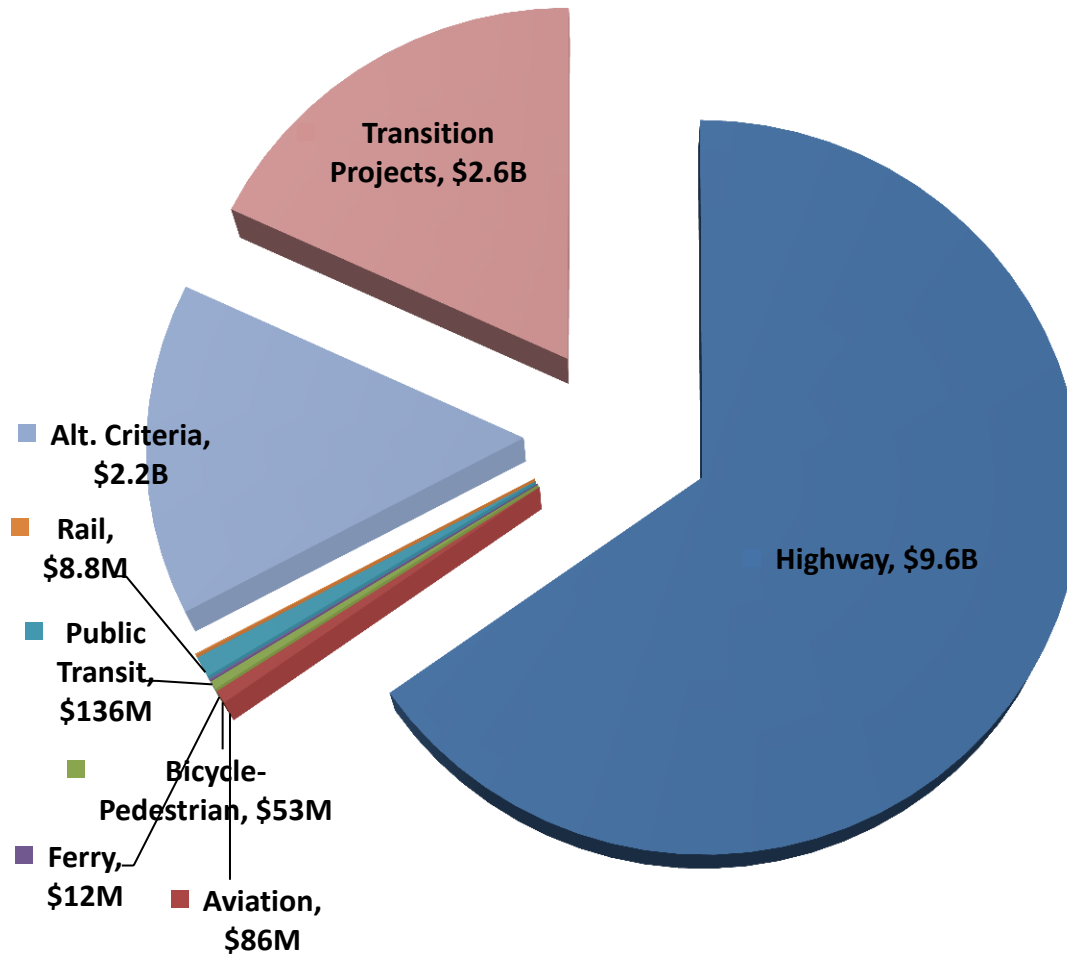


Note: based on highway projects with SPOT scores programmed in Draft STIP plus Transition; job forecast based on TREDIS.

2016-2025 DRAFT STIP - PROJECT SUMMARY



2016-2025 DRAFT STIP – PROGRAMMED AMOUNT SUMMARY

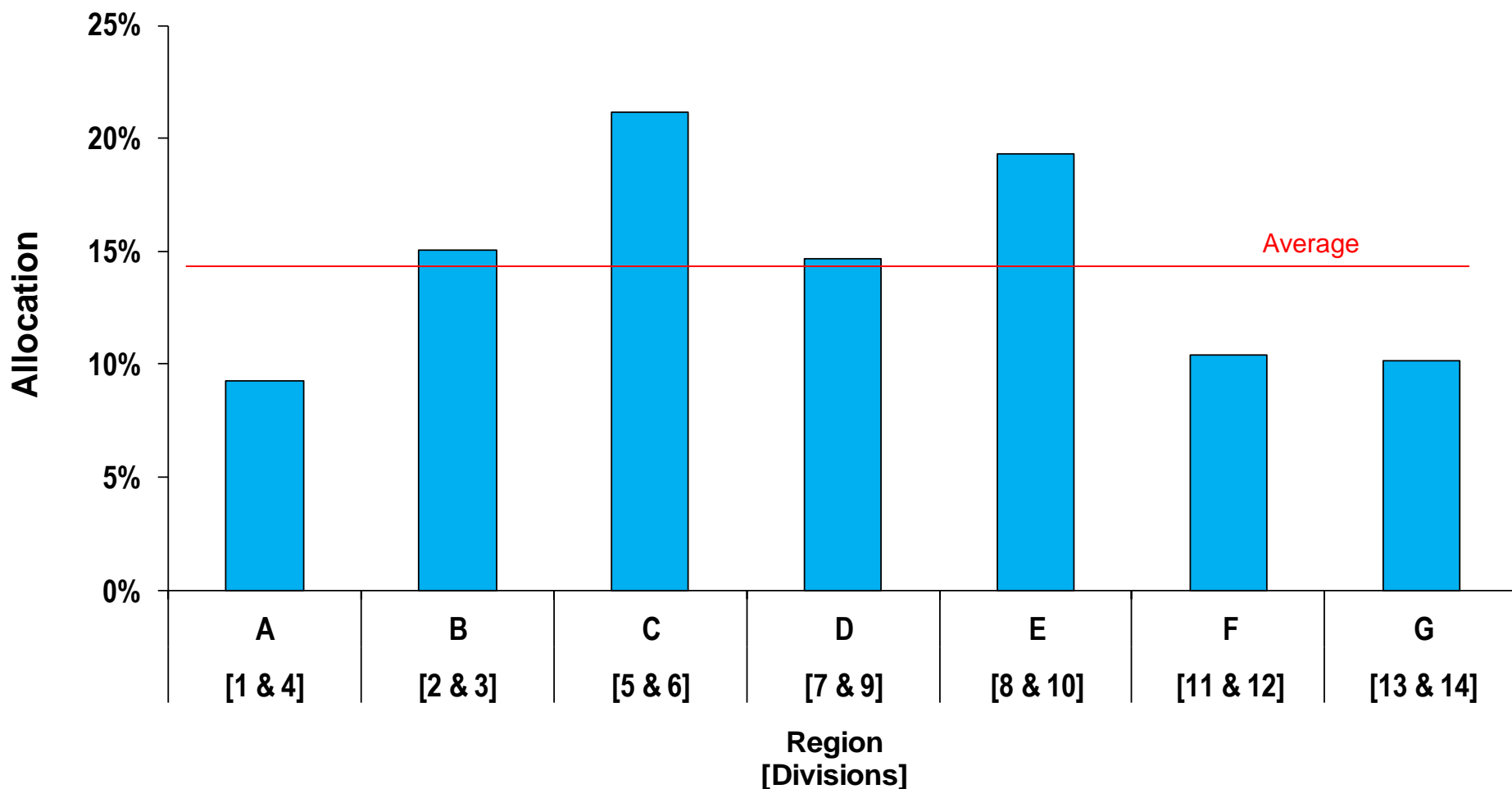


By Project Type

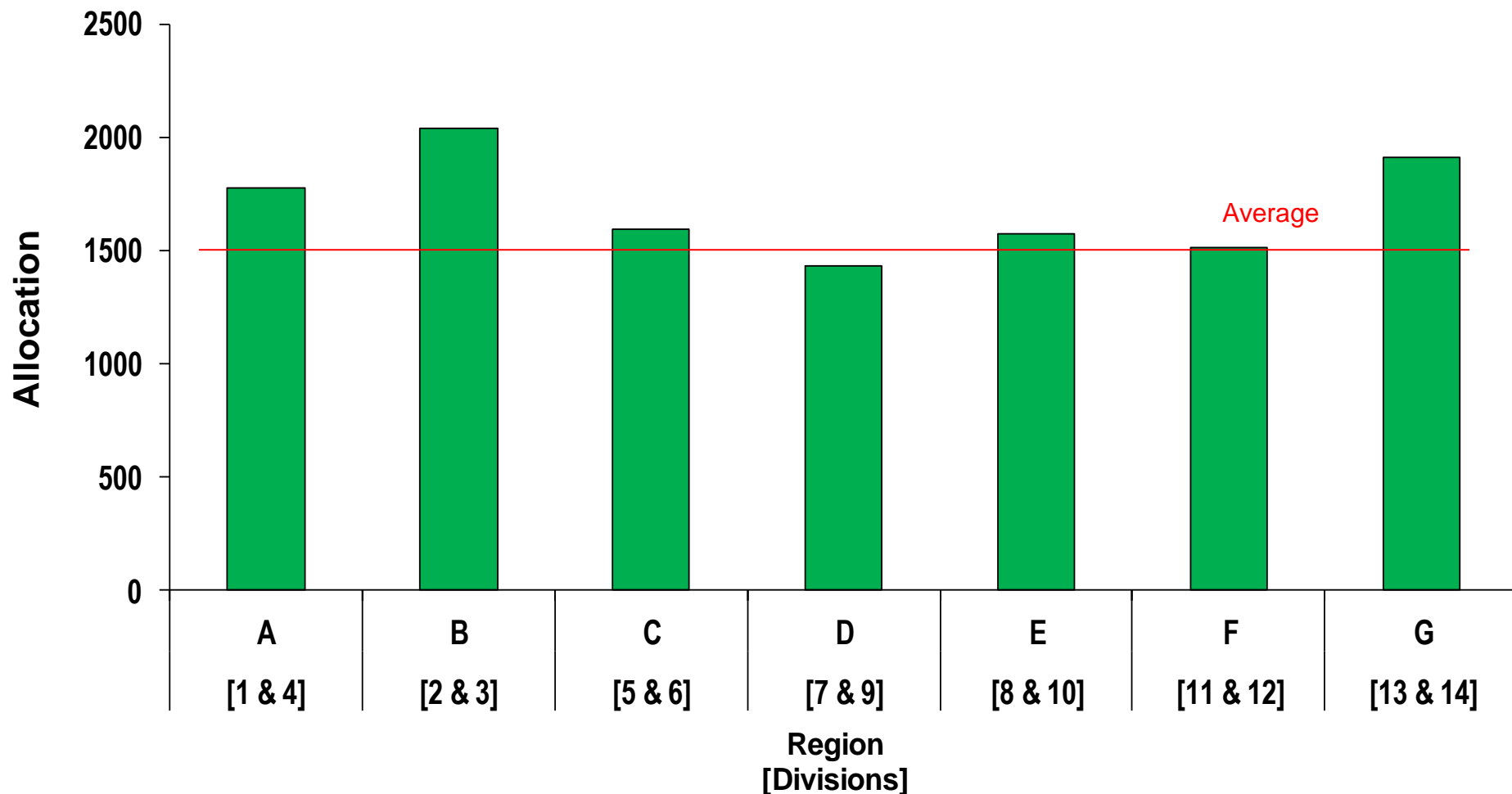
98% Highway

2% Non-Highway

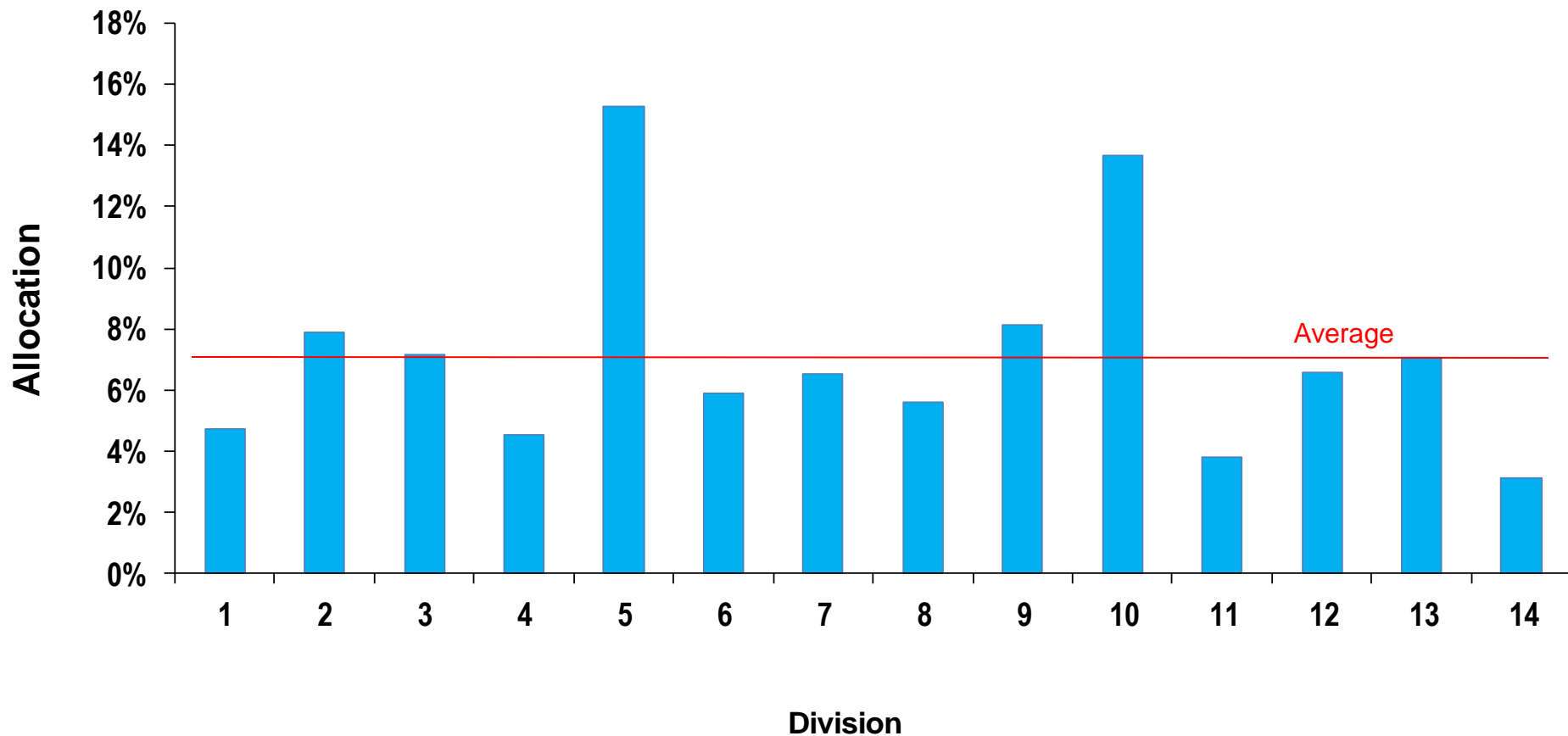
STI FUNDING ALLOCATIONS BY REGION DRAFT 2016-2025 (WITH TRANSITION PROJECTS)



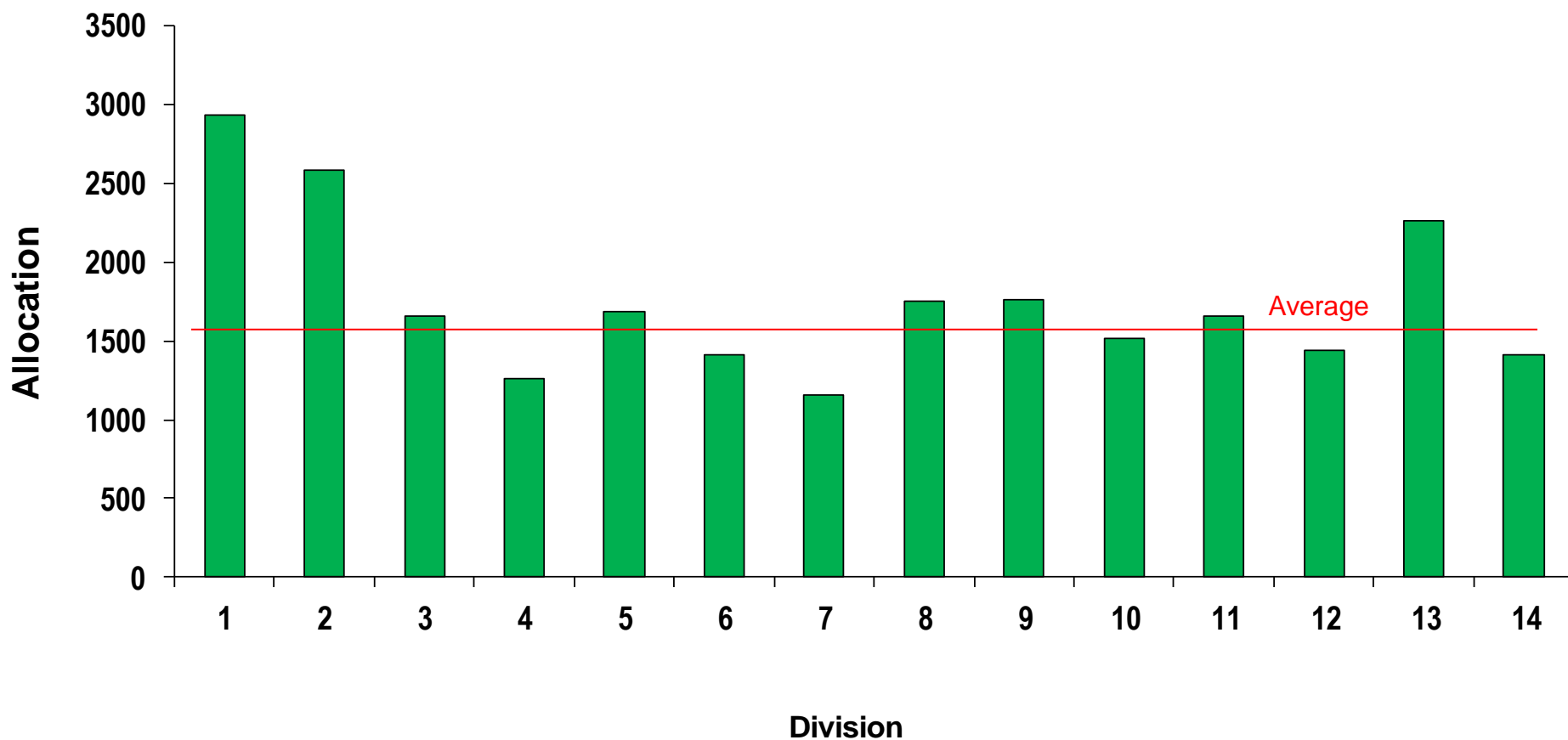
STI PER CAPITA FUNDING BY REGION DRAFT 2016-2025 (WITH TRANSITION PROJECTS)



STI FUNDING ALLOCATION BY DIVISION DRAFT 2016-2025 (WITH TRANSITION PROJECTS)



STI PER CAPITA FUNDING BY DIVISION DRAFT 2016-2025 (WITH TRANSITION PROJECTS)

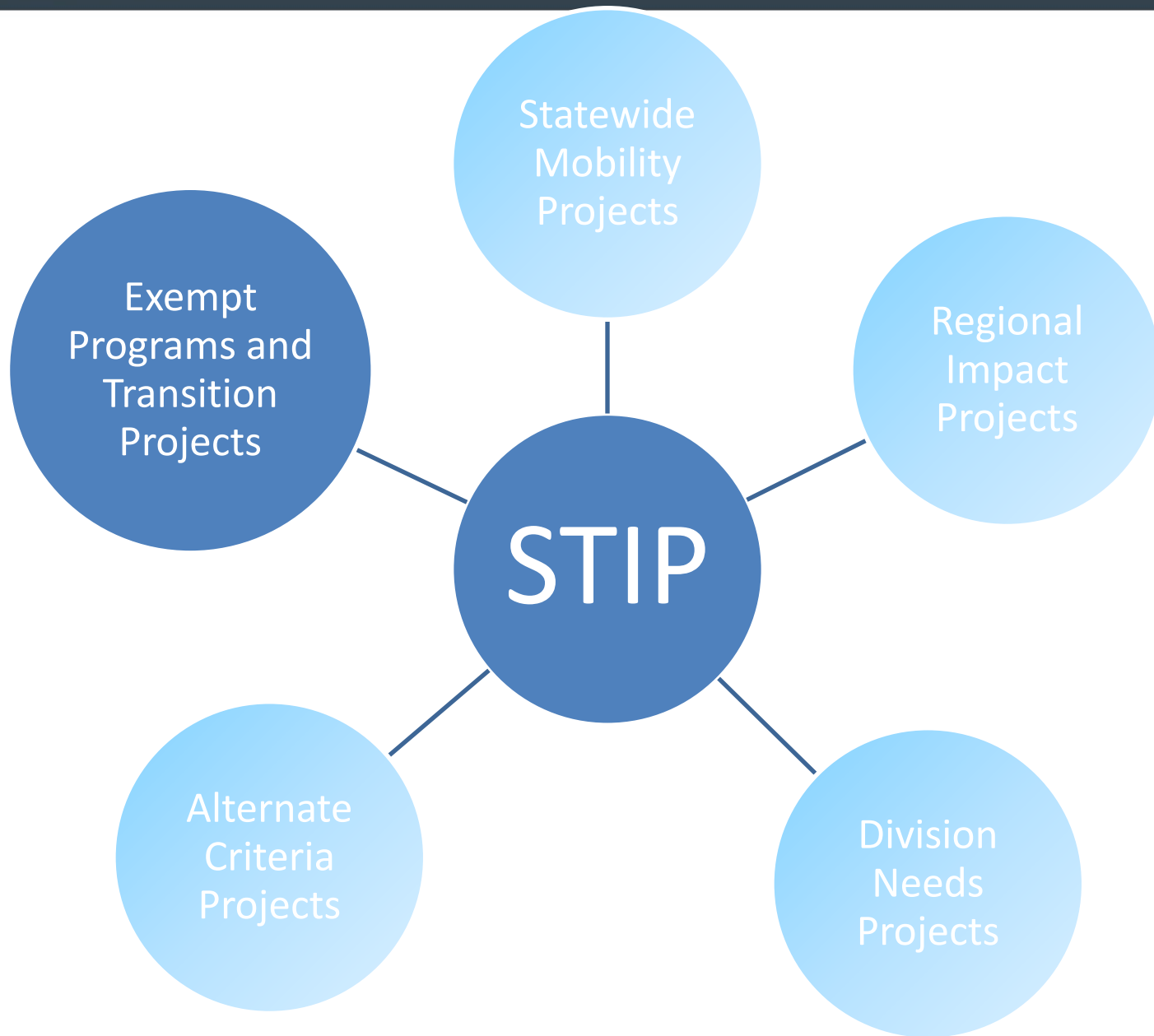


STI LEGISLATION CREATED VARIOUS CATEGORIES OF PROJECTS

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 \$270M available
- Federal competitive or discretionary grant funds
- Transition projects – those projects scheduled for letting by June, 2015 as of October, 2013



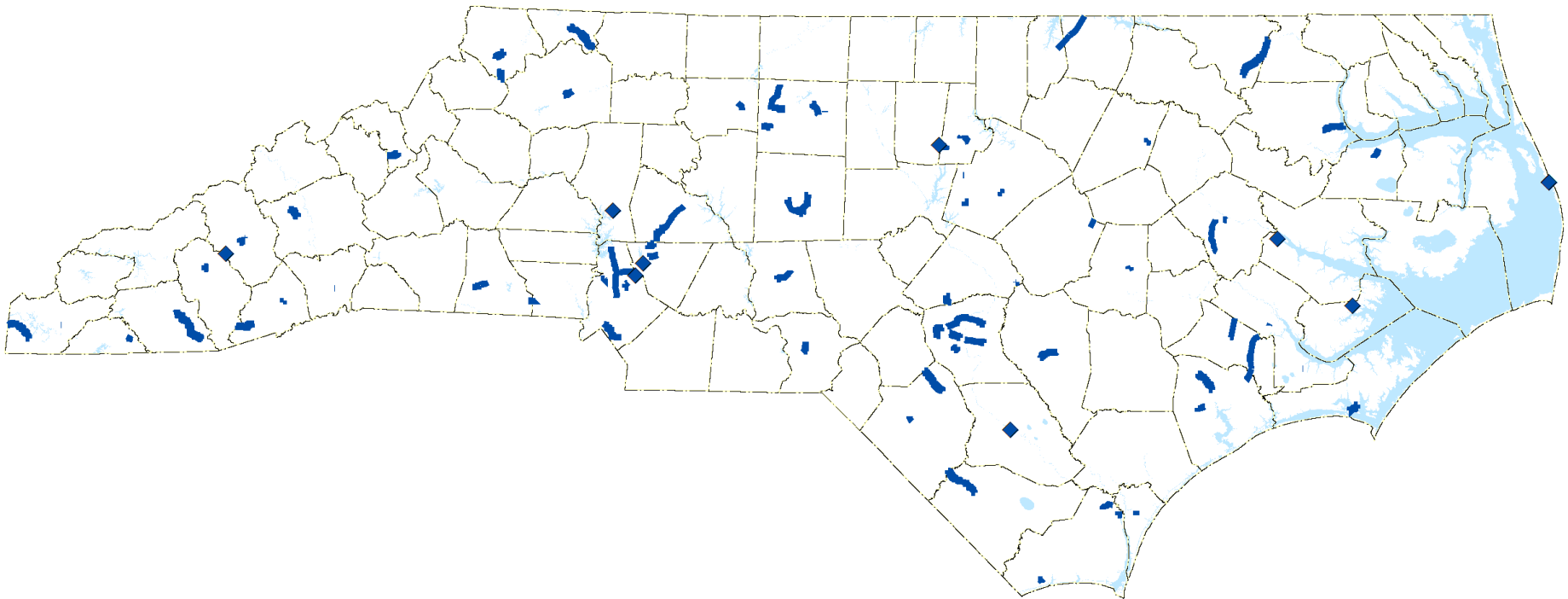
BUILDING THE NEW PROGRAM

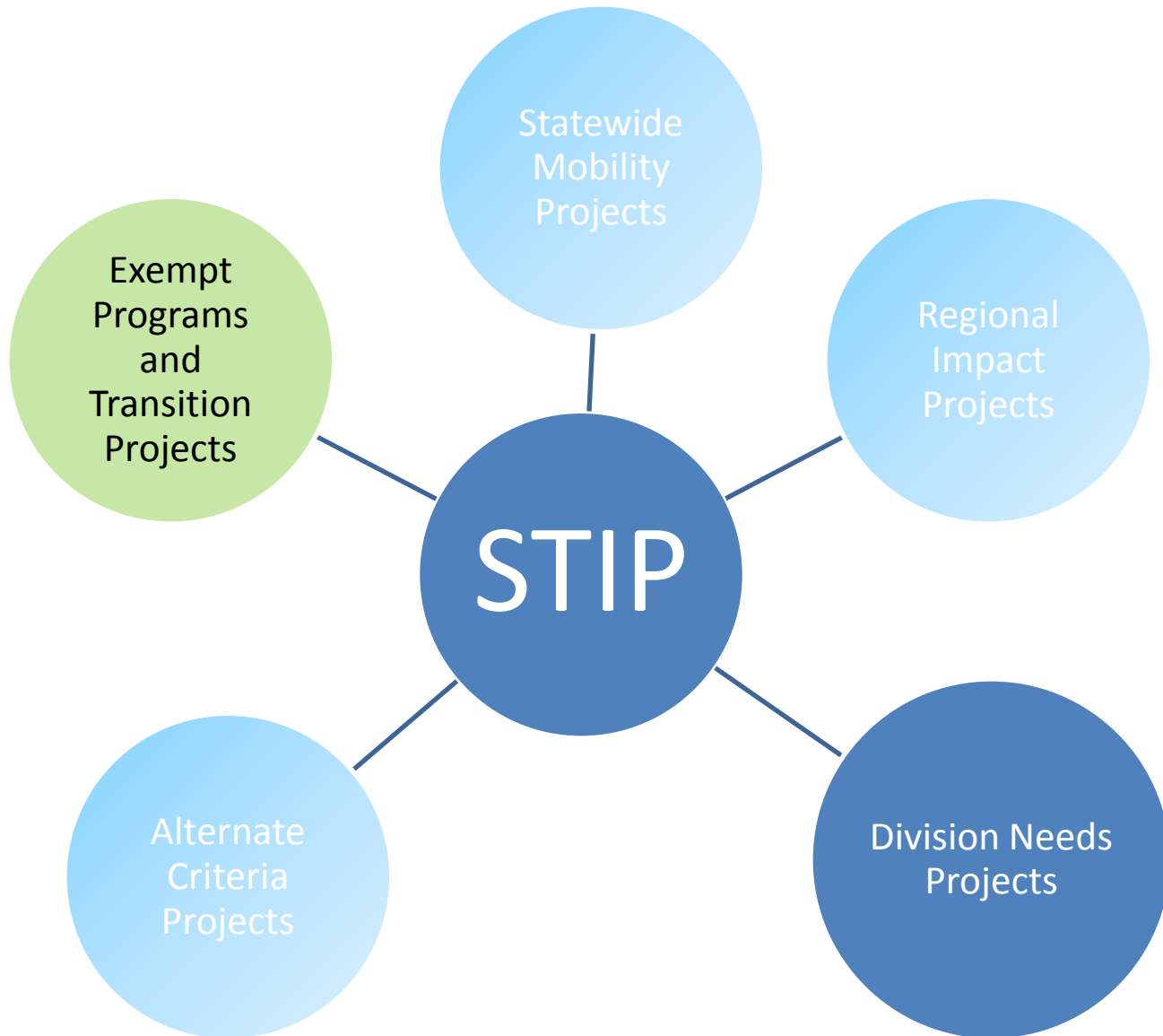
The Program was built in separate “blocks” reflecting the law structure

The Transition Period Project Block

- **Projects scheduled to be let over the 20 month period October 2013 to June 2015**
- **108 major projects totaling \$2.6 Billion**
- **76 Counties impacted**

TRANSITION Projects



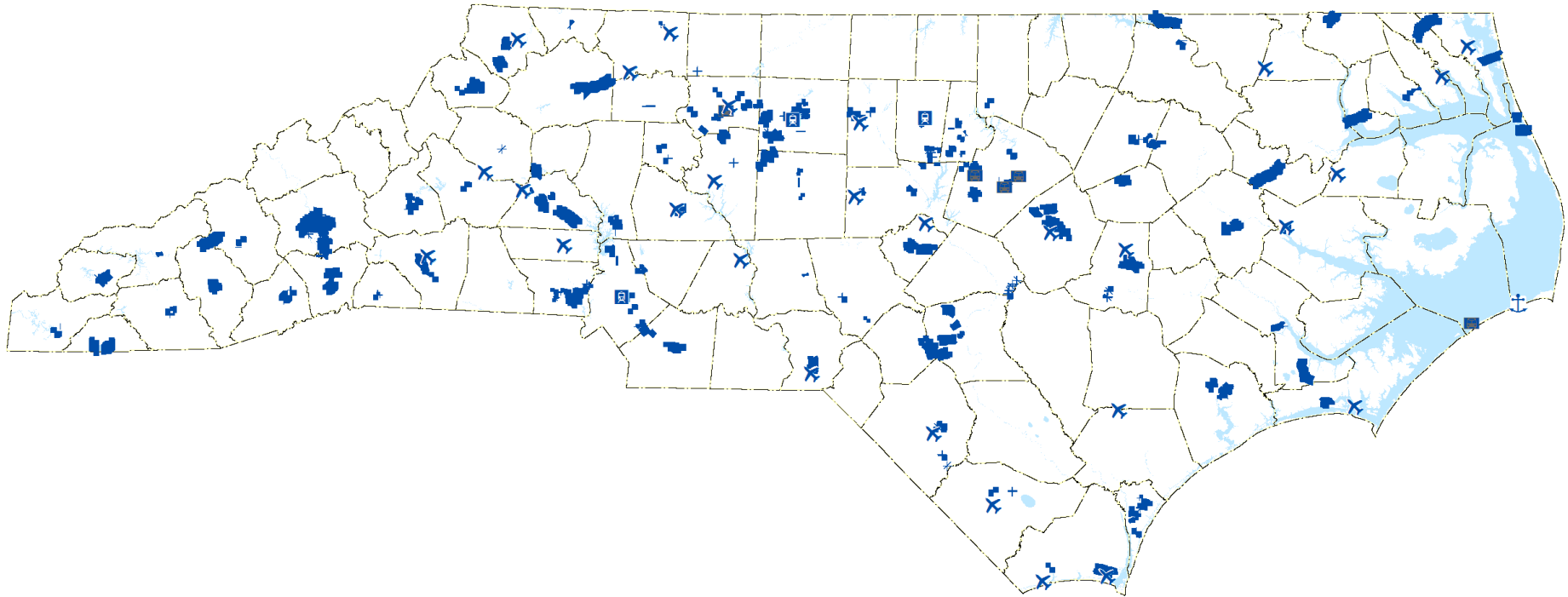


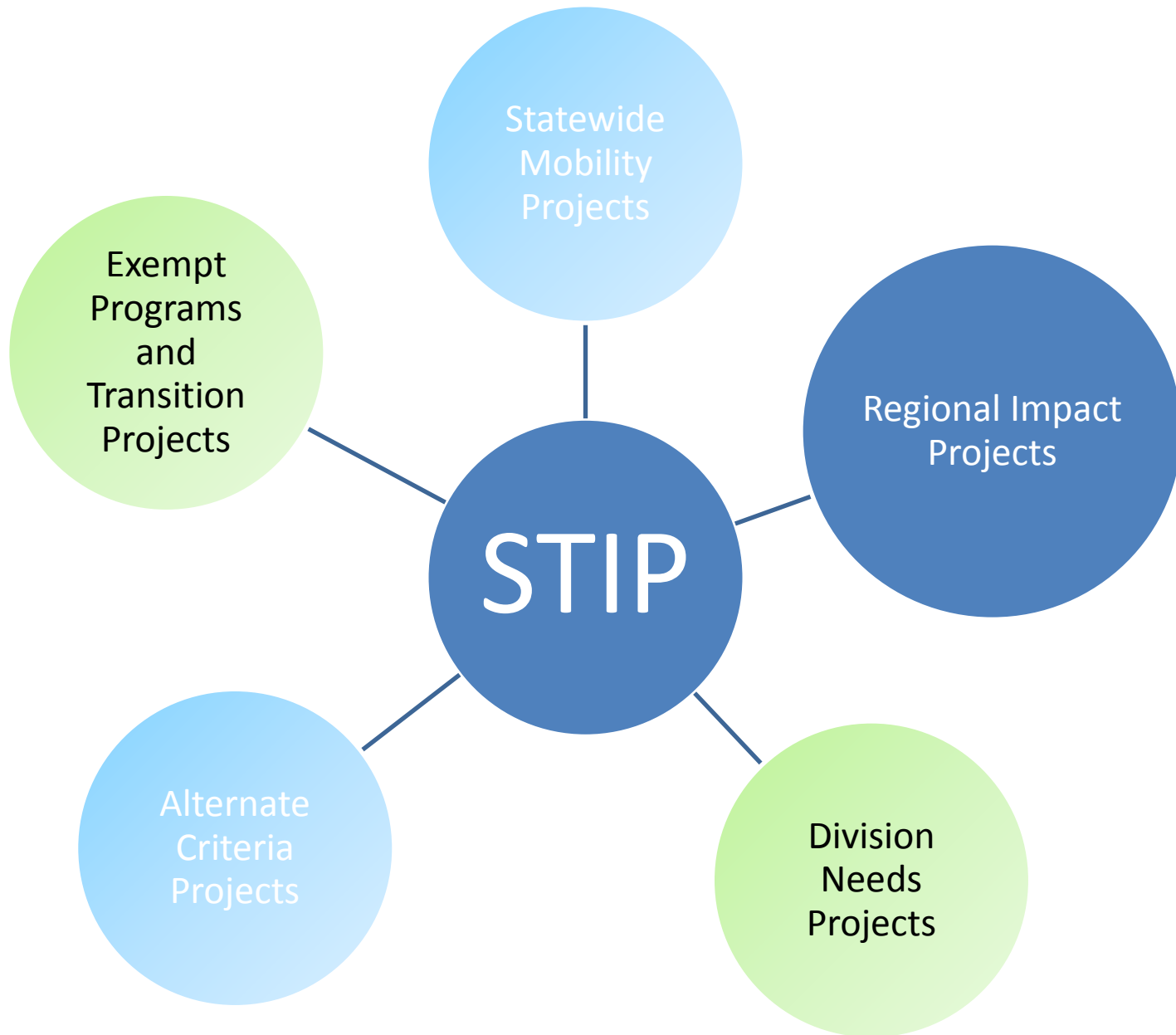
BUILDING THE NEW PROGRAM THROUGH PRIORITIZATION 3.0

The Division Need Program Block

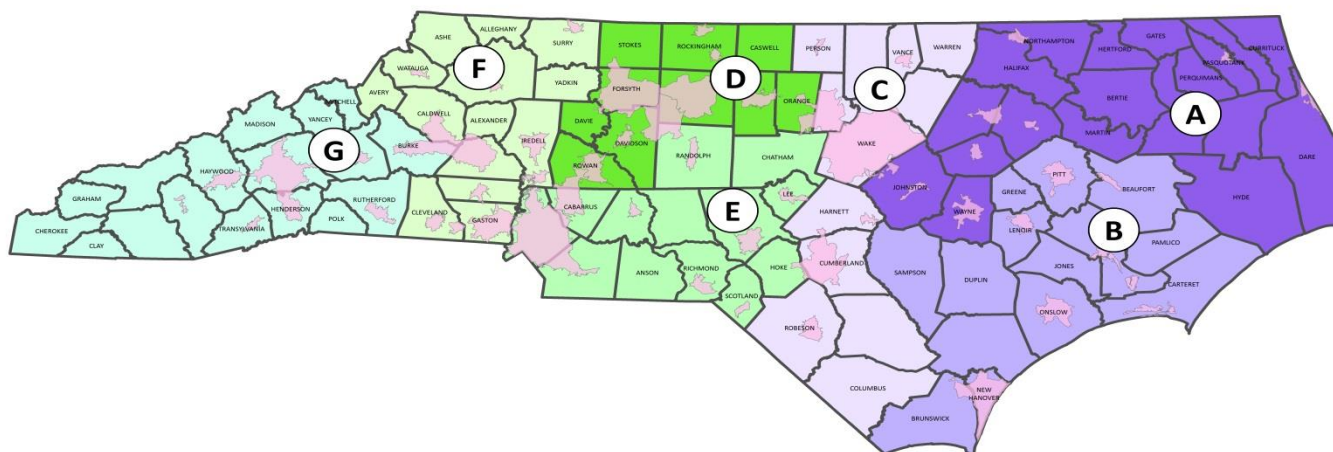
- *50% Technical Score; 50% Local Input*
- *Local Input Points submitted June – August 2014*
- **301 Projects – 184 Highway, 70 Bicycle/Pedestrian, 37 Aviation, 6 Public Transit, 3 Rail, and 1 Ferry**
- **\$255.2 Million allocated to each Highway Division over the 10 year period**
- **\$2.8 Billion programmed over the 10 year period**
\$1.1 Billion deducted for Alternate Criteria Programs including \$600 Million for DA Programs
- **82 Counties impacted**

DIVISION NEEDS Projects





REGIONAL FUNDING ALLOCATIONS



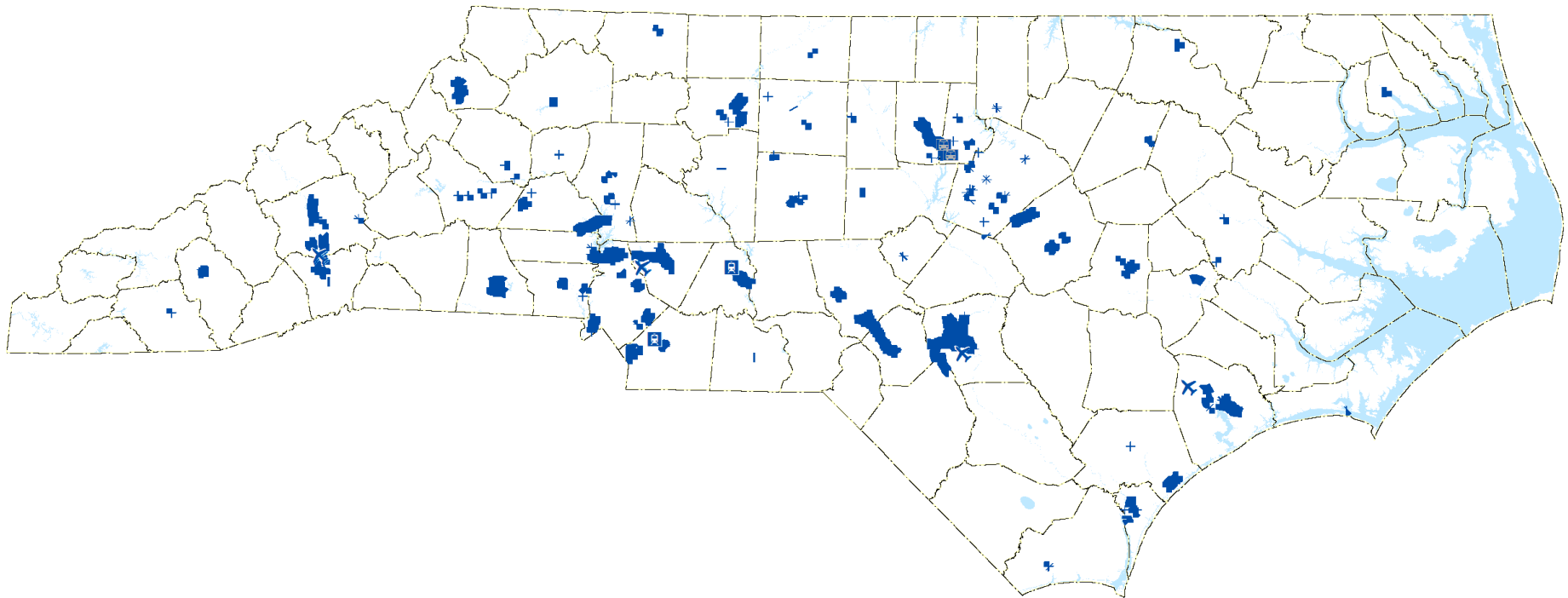
Distribution Regions	Population	% of State Population	10-Year Allocation (In Thou)
A (Divs. 1&4)	850,821	8.63%	\$307,715
B (Divs. 2&3)	1,202,495	12.19%	\$434,905
C (Divs. 5&6)	2,158,804	21.89%	\$780,772
D (Divs. 7&9)	1,667,951	16.91%	\$603,246
E (Divs. 8&10)	1,998,959	20.27%	\$722,961
F (Divs. 11&12)	1,117,339	11.33%	\$404,107
G (Divs. 13&14)	865,583	8.78%	\$313,054
	9,861,952		\$3,566,760

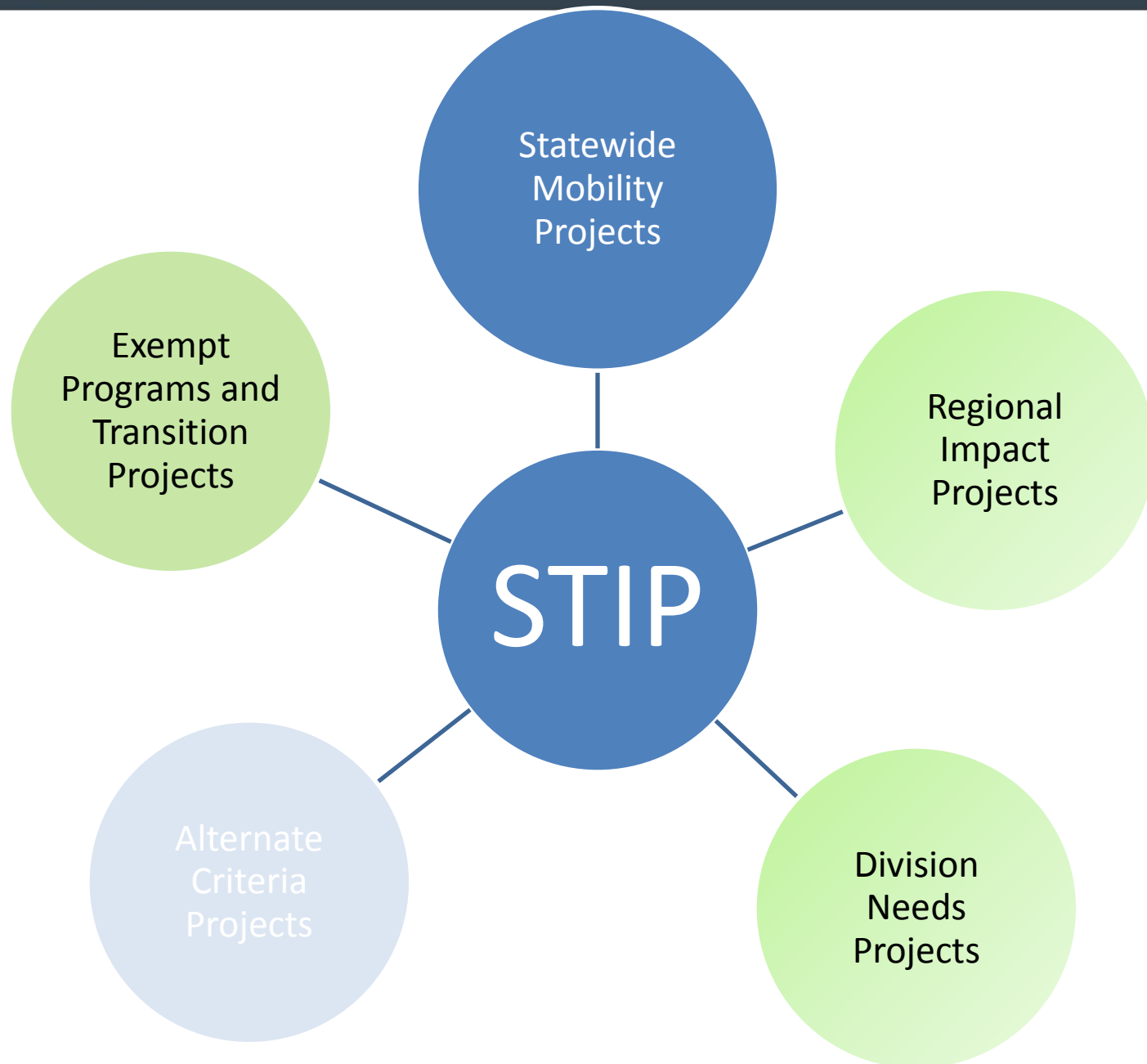
BUILDING THE NEW PROGRAM THROUGH PRIORITIZATION 3.0

The Regional Impact Program Block

- *70% Technical Score; 30% Local Input*
- *Local Input Points submitted June – August 2014*
- **162 Projects – 149 Highway, 7 Aviation, 4 Public Transit, and 2 Rail**
- **Funding allocated based on Regional Population**
- **\$3.3 Billion programmed over the 10 year period**
\$375 Million deducted for Alternate Criteria Programs
- **48 Counties represented**

REGIONAL IMPACT Projects





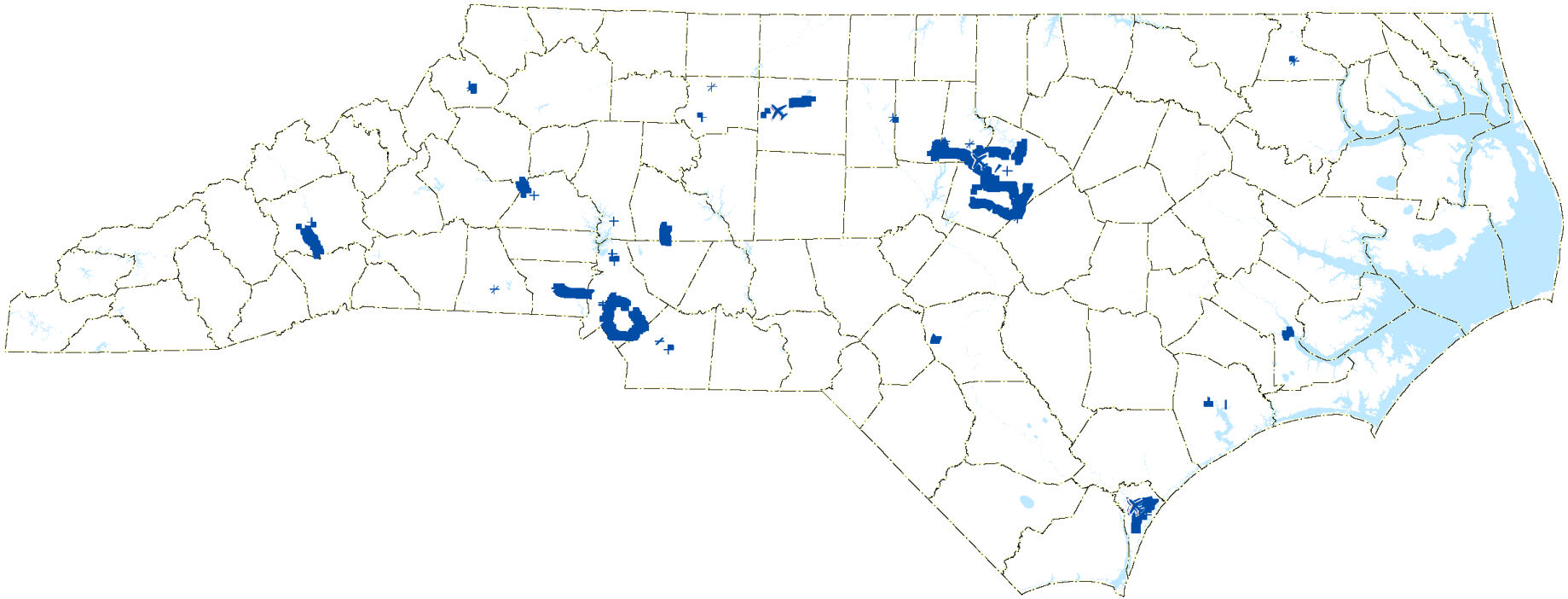
BUILDING THE NEW PROGRAM THROUGH PRIORITIZATION 3.0

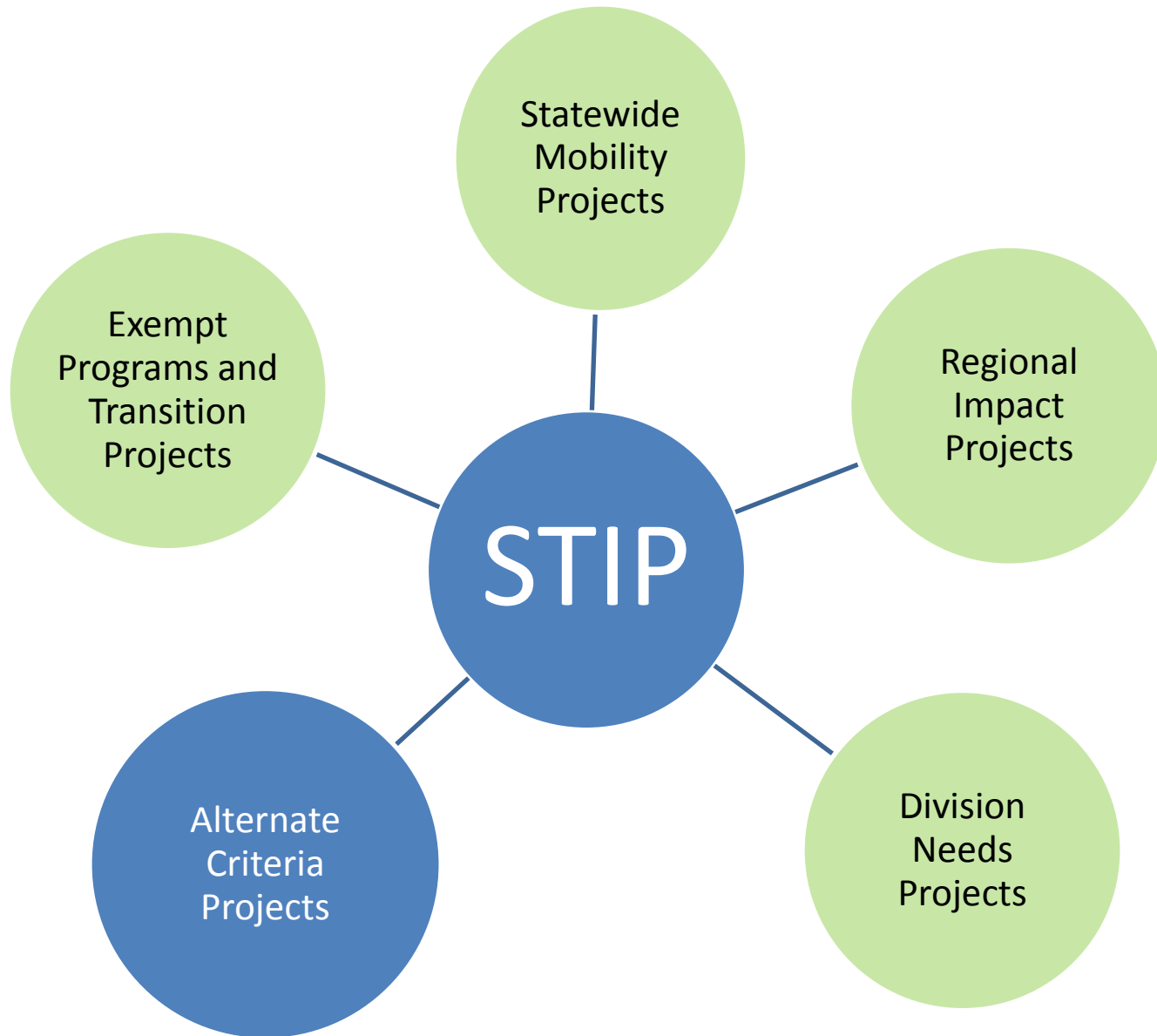
The Statewide Mobility Program Block

This project list was released in May – 100% data driven scores

- **96 Projects – 85 Highway and 11 Aviation**
- **No geographical funding distribution**
- **\$3.8 Billion programmed over the 10 year period**
\$1.3 Billion deducted for Alternate Criteria Programs
- **21 Counties impacted**

STATEWIDE MOBILITY Projects



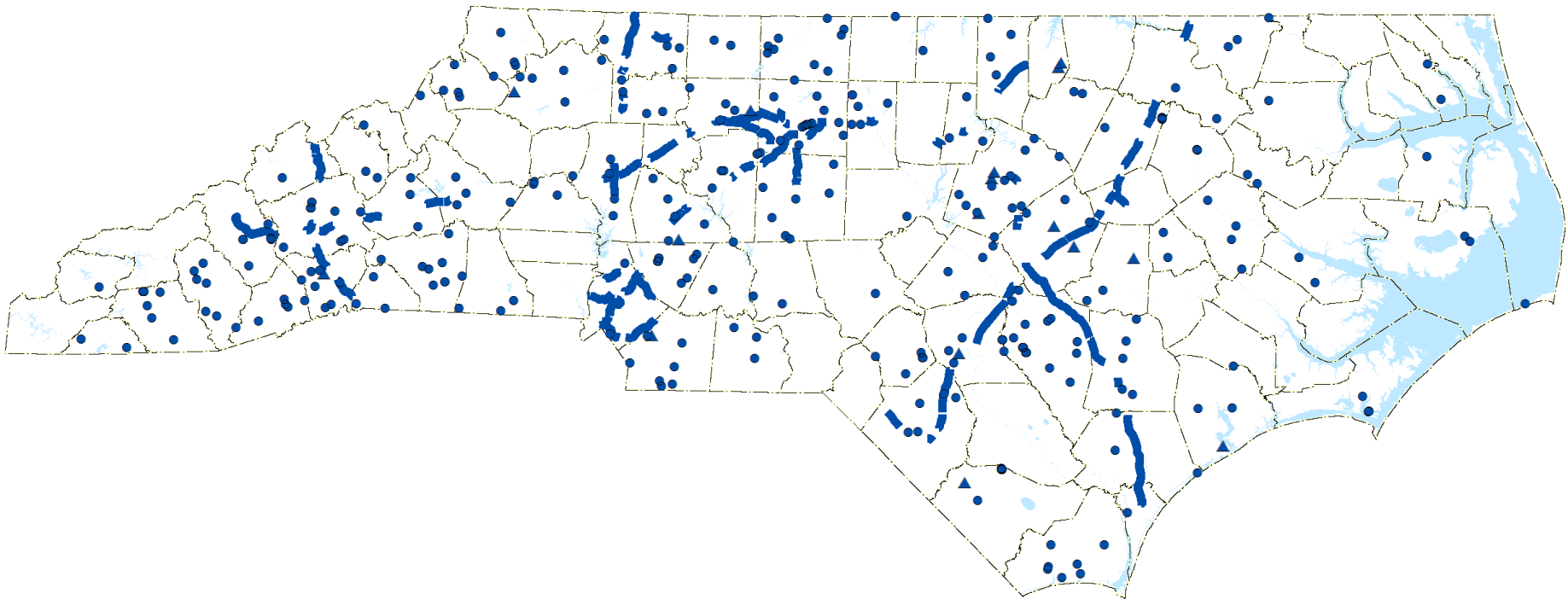


BUILDING THE NEW PROGRAM

The Alternate Criteria Programs Block

- **159 Statewide Category Projects – 138 Interstate Maintenance, 16 Bridge, and 5 Safety**
- **28 Regional Category Projects – 22 Bridge and 6 Safety**
- **219 Division Category Projects – 213 Bridge and 6 Safety**
- **\$2.2 Billion programmed (not including STP-DA) over the 10 year period**
- **All 100 counties receive projects**

ALTERNATE CRITERIA Projects (Interstate Maintenance, Bridge, & Safety)



STI LEGISLATION CREATED VARIOUS FUNDING CAPS AND RESTRICTIONS

Primary 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 I-40 Corridor 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**
- **Prohibition on using state funds to match federal-aid for independent bicycle and pedestrian projects**

OTHER PROGRAM CONSIDERATIONS

- **Bonus Allocations for Toll Bond Revenue and Local Participation**
- **Toll Project Cap**
- **Project Delivery Schedules**
- **Normalization – *Highway vs. Non-Highway Budget Allocations***
- **Budget Distribution Tests**

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 County or Counties for other highway projects
- Draft program identified ***\$625 Million*** in Bonus Allocation funds:
 - 11 Budgeted Amounts – 6 toll bond revenue and 5 direct contributions
 - 7 Counties eligible for allocations
 - \$447 Million budgeted in 10 year (2016 – 2025) window, and \$178 Million shown post years

TOLL CAP

- **Current law, G. S. 136-89.183, caps the number of projects the Turnpike Authority can develop at 9**
- **Based on the results of the SPOT 3.0 Prioritization process 11 Turnpike Projects would be developed – 5 existing projects and 6 new ones**
- **The Draft 2015 – 2025 STIP is showing the 6 new projects; for all of these projects to be shown in the final document, this law will need to be amended**

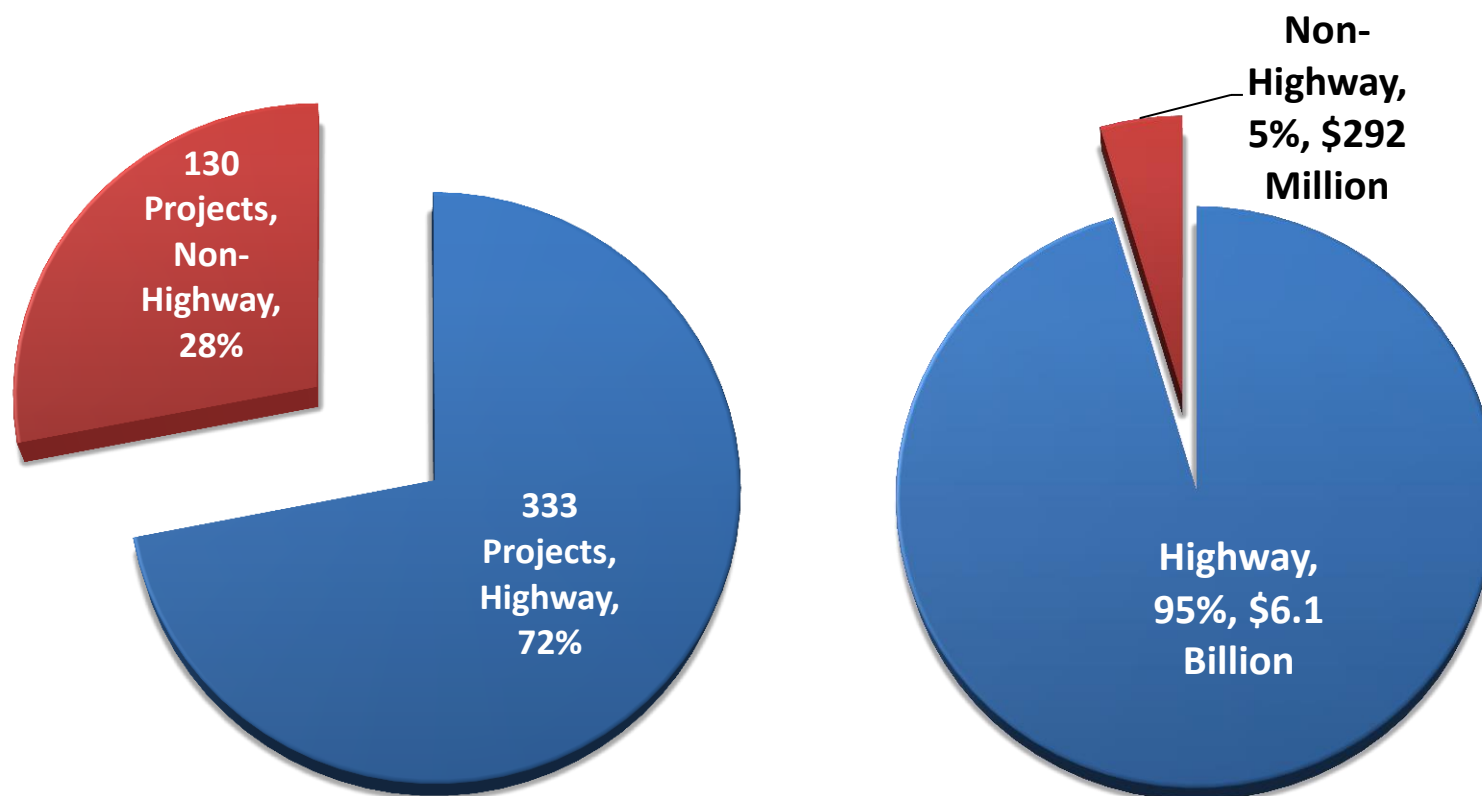
NORMALIZATION

For Prioritization 3.0 Only

- **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



NORMALIZATION AND MODAL PROJECT SELECTION

Projects in the Regional and Division Categories were selected using a “*most restrictive funds first*” model.

Each budget assignment was split evenly between the Region and Division categories:

- **First assignment was the 4% Non-Highway only**
- **Second was the 90% Highway only**
- **Third was the 6% assigned to the highest ranking projects in any mode**

CASCADE EFFECT

STI Law Allows for a Cascade Effect – *projects eligible in the Statewide Mobility category are also eligible in the Regional and Division categories; and projects eligible in the Regional category are also eligible in the Division category*

- **53 Statewide Projects funded in the Regional Category**
- **32 Statewide Projects funded in the Division Category**
- **43 Regional Projects funded in the Division Category**




BUDGET TESTS

The STI Law sets 5 year budget targets for the distribution of funds by Category, Regions, and Divisions

- **Category Targets are 40% of budget to Statewide Mobility, 30% of budget to Regional Impact, and 30% of budget to Division Needs**
- **Regional Targets are established based on relative population**
- **Division Targets are established based on 14 equal shares**

ANNUAL BUDGET TESTS


(+/-10% Variance Tests)

Year	2016	2017	2018	2019	2020	Total
Statewide						Test
Regional						Test
Division						Test
Annual Budgets	Test	Test	Test	Test	Test	Test

LESSONS LEARNED

- We feel that the STI process has allowed us to assign our limited revenues to a high quality mix of projects
- The Work Group seems to be an effective way to bring consensus to the prioritization models
- Partnerships and cooperation between the Department and Local Officials was improved and strengthened
- Due to process transparency, Divisions, MPO's and RPO's seemed to figure out quickly how to maximize the impact of their local input points
- Many of the corridor and modal caps played an important role
- Cascade capability gave local interests a vehicle to achieve local priorities
- Many good projects fell outside budget limits

<http://www.ncdot.gov/strategictransportationinvestments/>



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Strategic Transportation Investments







The  [Strategic Transportation Investments \(STI\) Law](#) (House Bill 817) allows NCDOT to maximize North Carolina's existing transportation funding to enhance the state's infrastructure and support economic growth, job creation and high quality of life. STI establishes the Strategic Mobility Formula, a new way of allocating available revenues based on data-driven scoring and local input.

STI Implementation Update

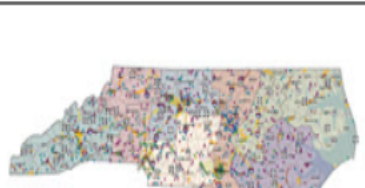
On Dec. 4, NCDOT released its Draft 10-year State Transportation Improvement Program (STIP), which schedules the projects proposed for full or partial funding across the state in the 2016-2025 STIP. This is one of the final steps toward implementing the new Strategic Transportation Investments (STI) Law.

The draft document demonstrates that the law is working as intended. It includes a total of **nearly 1,100 projects**, touching every transportation mode and in every county across the state. It is this one of our most comprehensive programs ever and will help dramatically improve connectivity, reduce congestion issues, enhance safety and strengthen our highways.

News Release & Documents

-  [News Release - 09/24/2014](#)
-  [News Release - 05/14/2014](#)
-  [News Release - 03/31/2014](#)
-  [News Release - 08/07/2013](#)
-  [Recommended Scoring Criteria](#)
-  [Ratified House Bill 817 - Strategic Mobility Formula](#)

STI Overview Map



NEXT STEPS

- *Draft STIP Was Released Yesterday for Public Comment*
- STI site on NCDOT.gov
<http://www.ncdot.gov/strategictransportationinvestments/>
- “Book” is organized by Division – 14 separate, searchable PDFs
 - Each Division sorted by highway and non-highway
 - “SW” or “REG” or “DIV” will indicate which STI category the project is funded from
- Interactive Map - <http://ncdot.maps.arcgis.com/home/>
- Public Input Sessions – Spring 2015
- Final STIP anticipated approval – June 2015

QUESTIONS?