







## **Strategic Transportation Investment (STI)**

**House Bill 817 signed into Law June 26, 2013**

**Overwhelming support in both House and Senate**

**Most significant NC transportation legislation since 1989 Highway Trust Fund**

**Prioritization 3.0 Workgroup charged with providing recommendations to NCDOT on weights and criteria**



# How the STI Works

**40% of Funds = \$6B**      **30% of Funds = \$4.5B**      **30% of Funds = \$4.5B**

Estimated \$15B in Funds for SFY 2016-2025

## Statewide Mobility

### Significant Congestion and Bottlenecks

- 100% Data
- Includes:
  - Interstates
  - Future Interstates
  - National Highway System
  - Department of Defense Highway Network
  - Appalachian Development Highway System
  - Uncompleted Intrastate projects
  - Designated Toll Facilities



## Regional Impact

### Improve Connectivity within Regions

- 70% Data & 30% Local Input
- Other US and NC Routes
- 15% MPO/RPO
- 15% Division

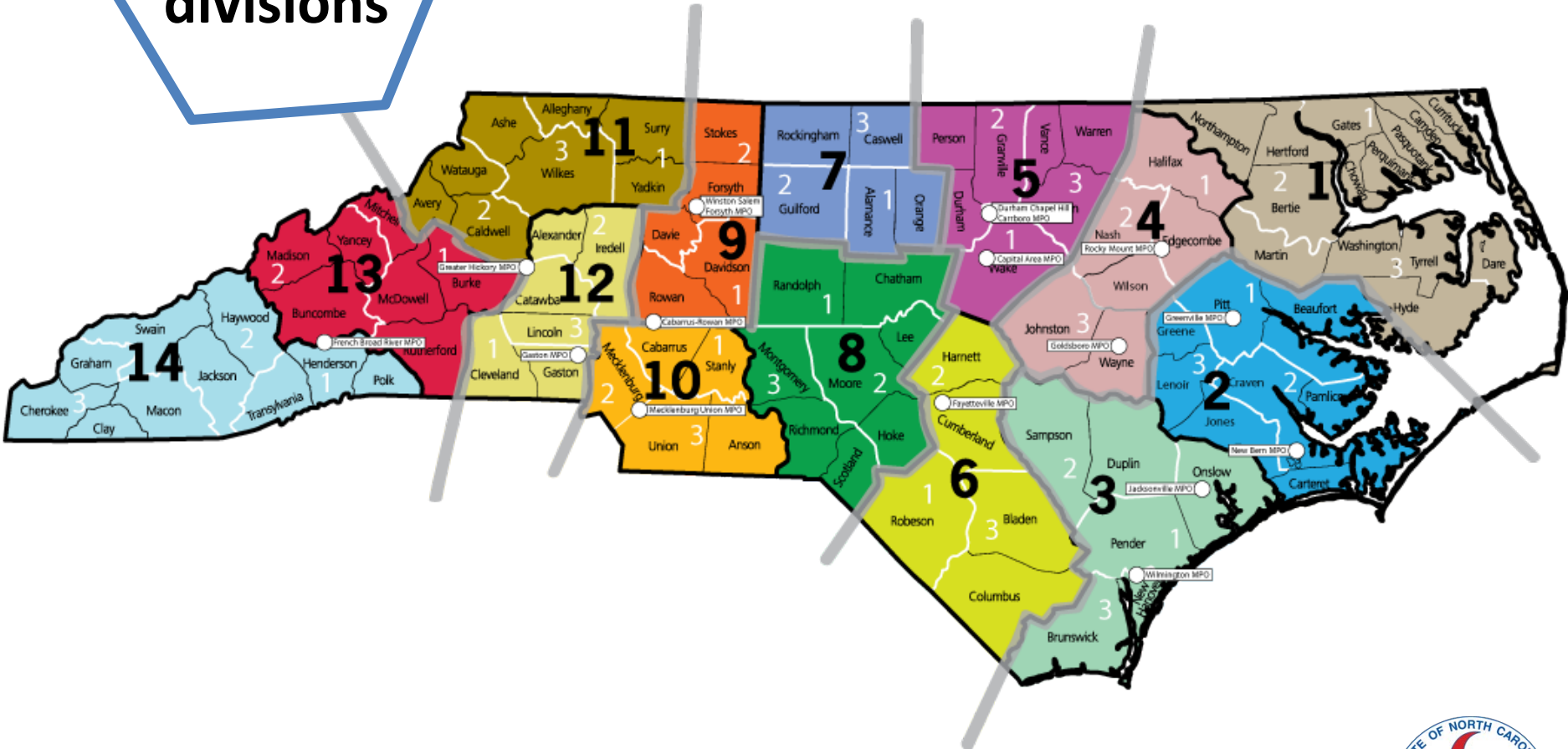


## Division Needs

### Address Local Needs Equal Share

- 50% Data & 50% Local Input
- All SR Routes
- 25% MPO/RPO
- 25% Division

# regions & divisions





## STI Legislation

All modes must compete for the same funds

Combines traditional Equity-eligible funds, Urban Loop funds, Mobility Funds, Powell Bill, and Secondary Roads paving

**What is NOT ELIGIBLE for the fund!**

Operations and Maintenance expenditures

Funds obligated for projects scheduled for construction by July 1, 2015

Bicycle-Pedestrian projects authorized for construction as of Oct. 1, 2013 are not included in limitation on State funding

**Projects (regardless of mode) will be scored on a 0-100 point scale**

**Project Cap – No more than 10% of Statewide Mobility funds over 5 years (~\$300M) may be assigned to a single project or contiguous projects in the same corridor in a single Division or adjoining Divisions**

**No more than 10% of Regional Impact funds shall be expenditure on Public Transportation projects**



## STI Legislation

**Funds included in the applicable category (Statewide, Regional, Division) but not subject to prioritization criteria:**

- Bridge Replacement
- Interstate Maintenance
- Highway Safety Improvements

**Funds included in the computation of Division equal share but will be evaluated through separate prioritization processes:**

- STP-DA (if funds used on Regional category eligible project, funds come from Regional)
- Transportation Alternatives
- Rail-highway crossing program



## Eligibility Definitions – Non Highways

	Statewide	Regional	Division
<b>Aviation</b>	Large Commercial Service Airports. Max. \$500K/year/airport	Other Commercial Service Airports Max. \$300K/year/airport	All Airports without Commercial Service. Max. \$18.5M/year/all airports.
<b>Bicycle-Pedestrian</b>	N/A	N/A	All routes
<b>Public Transportation</b>	N/A	2 plus Counties serving more than one municipality. Max. 10% of regional allocation.	Service not included on Regional. Multimodal terminals and stations serving passenger transit systems
<b>Ferry</b>	N/A	State Ferry routes, excluding replacement vessels	Replacement of vessels
<b>Rail</b>	Freight on CSX and Norfolk Southern	Rail service spanning 2 plus counties not included on Statewide	Rail service not included on Statewide or Regional





## Proposed Highway Project Scoring Overview

	Statewide Mobility	Regional Impact	Division Needs
<b>Eligible Projects:</b>	<ul style="list-style-type: none"> <li>• Statewide</li> </ul>	<ul style="list-style-type: none"> <li>• Statewide</li> <li>• Regional</li> </ul>	<ul style="list-style-type: none"> <li>• Statewide</li> <li>• Regional</li> <li>• Division</li> </ul>
<b>Overall Weights:</b>	100% Quantitative Data	70% Quantitative Data / 30% Local Input	50% Quantitative Data / 50% Local Input
<b>Quant. Criteria</b>	<ul style="list-style-type: none"> <li>• Benefit-Cost</li> <li>• Congestion</li> <li>• Economic Comp.</li> <li>• Safety</li> <li>• Freight</li> <li>• Multimodal</li> <li>• Pavement Condition</li> <li>• Lane Width</li> <li>• Shoulder Width</li> </ul>	<ul style="list-style-type: none"> <li>• Benefit-cost</li> <li>• Congestion</li> <li>• Safety</li> <li>• Freight</li> <li>• Multimodal</li> <li>• Pavement Condition</li> <li>• Lane Width</li> <li>• Shoulder Width</li> <li>• Accessibility/Connectivity</li> </ul>	<ul style="list-style-type: none"> <li>• Benefit-cost</li> <li>• Congestion</li> <li>• Safety</li> <li>• Freight</li> <li>• Multimodal</li> <li>• Pavement Condition</li> <li>• Lane Width</li> <li>• Shoulder Width</li> <li>• Accessibility/Connectivity</li> </ul>
<b>Notes:</b>	Projects selected prior to local input	Quant. criteria can be different for each region	Quant. criteria can be different for each Division



# Highway Scoring Criteria and Weights

Funding Category	<u>QUANTITATIVE</u>	<u>LOCAL INPUT</u>	
	Data	Division Rank	MPO/RPO Rank
<b>Statewide Mobility</b>	[Travel Time] Benefit/Cost = 30% Congestion = 30% Economic Competitiveness = 10% Safety = 10% <u>Multimodal [&amp; Freight + Military] = 20%</u> <b>Total = 100%</b>	--	--
<b>Regional Impact</b>	[Travel Time] Benefit/Cost = 30% Congestion = 30% <u>Safety = 10%</u> <b>Total = 70%</b>	<b>15%</b>	<b>15%</b>
<b>Division Needs</b>	Benefit/Cost = 20% Congestion = 20% <u>Safety = 10%</u> <b>Total = 50%</b>	<b>25%</b>	<b>25%</b>



# Local Highway Scoring Criteria and Weights

**Funding  
Category**

## QUANTITATIVE

**Data**

### Region B

### Region A

**Regional  
Impact**

[Travel Time] Benefit/Cost = 20%  
Multimodal [& Freight + Military] = 25%  
Safety = 25%

[Travel Time] Benefit/Cost = 20%  
Congestion = 15%  
Safety = 15%  
Lane Width = 10%  
Shoulder Width = 10%

### Division 2

### Division 4

**Division  
Needs**

Congestion = 20%  
Multimodal [& Freight + Military] = 10%  
Safety = 20%

[Travel Time] Benefit/Cost = 10%  
Congestion = 10%  
Safety = 10%  
Lane Width = 10%  
Shoulder Width = 10%



## Normalization Approach

**Definition – Methodology for comparing quantitative scores across all modes together**

**For Prioritization 3.0 Only (Initial Implementation of STI)**

- 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 %s

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



## **New Project Submittals (Maximum #)**

**Highway = minimum of 10; plus 1 additional for 100K in population, Max. 20 new submittals.**

- Option to swap up to 5 existing projects in the Prioritization system for 5 new highway projects (in addition to the maximum of new projects)

**Bicycle & Pedestrian = 20 Max. ( existing projects in system removed)**

- Combined total of both bicycle and pedestrian projects

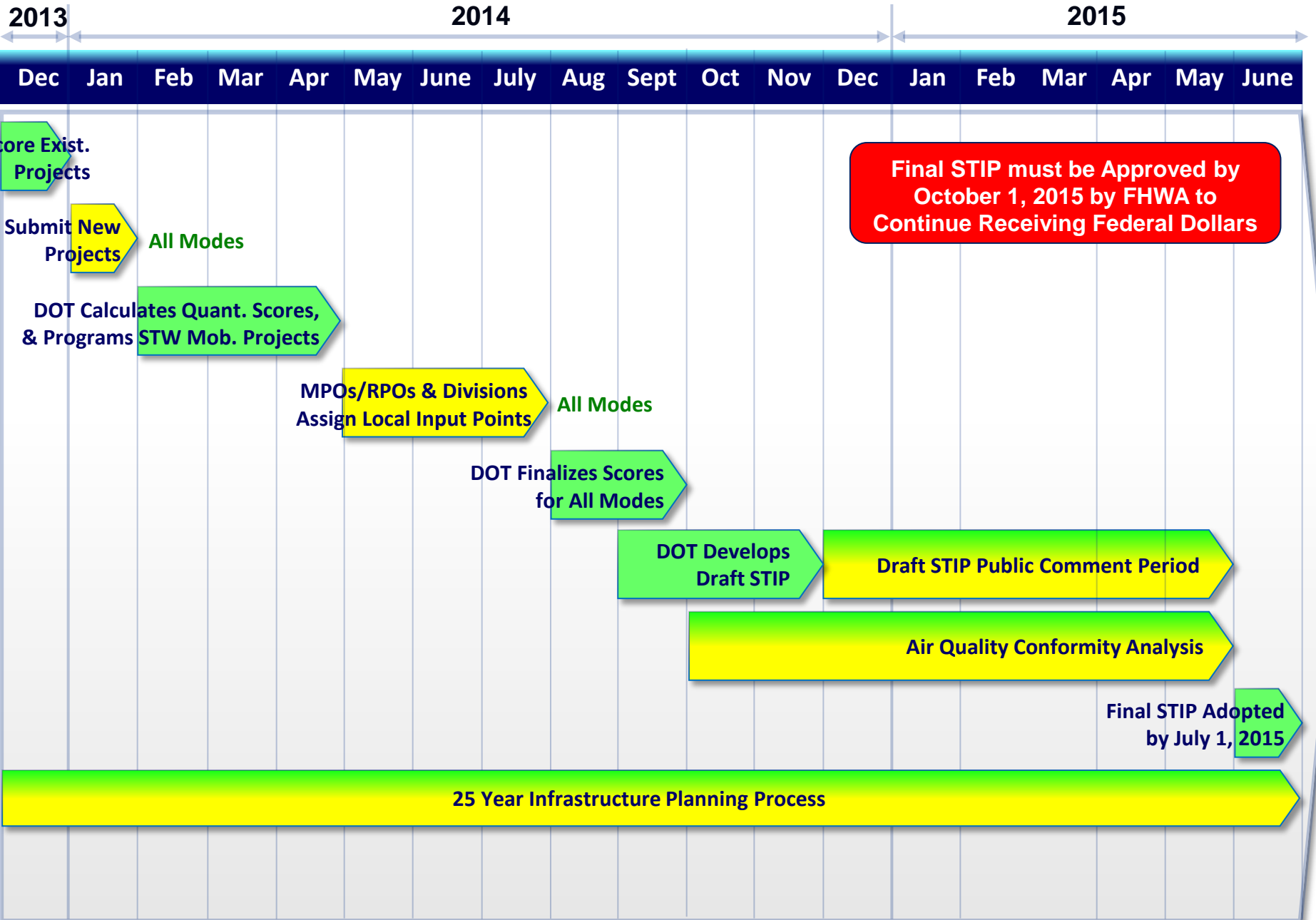
**Aviation = No limit**

**Ferry = 10**

**Public Trans. = No limit (all existing projects in system removed)**

**Rail = 5**

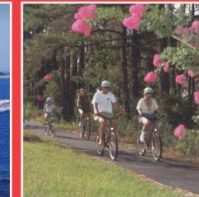
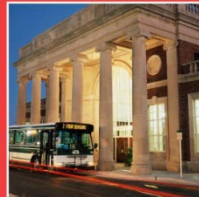
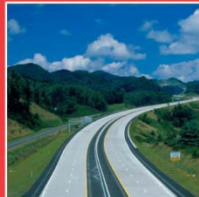
# Prioritization 3.0 Schedule





## Key Dates

- **Submit New Projects** **January 31, 2014**
- **Submit Local Prioritization Methodology** **May 30, 2014**
- **Assign Local Input Points For All Modes** **July 31, 2014**
- **Draft STIP Public Comment Period** **Dec. 2014–May 2015**



Questions?