



# Strategic Transportation Investments

August 7, 2013



## **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**



## Prioritization 3.0 Work Group

Work Group members provide input & act as liaisons to respective organizations

### Representation:

- Local Partners - MPOs, RPOs
- Advocacy Groups – Metro Mayors Coalition, Assoc. of County Commissioners, NC League of Municipalities, NC Regional Councils of Gov't
- Internal NCDOT Staff – Transportation Planning Branch, Program Development, 5 Non-Hwy Modes, Ports Authority, 3 Division Engineers.
- FHWA (advisory)
- Legislative Research staff (advisory)



## 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

**Focus → Address Significant Congestion and Bottlenecks**

#### Eligible Projects

- Statewide type Projects (such as Interstates)
- Selection based on 100% Data
- Projects Programmed prior to Local Input Ranking

### Regional Impact

**Focus → Improve Connectivity within Regions**

#### Eligible Projects

- Projects Not Selected in Statewide Mobility Category
- Regional Projects
- Selection based on 70% Data & 30% Local Input
- Funding based on population within Region

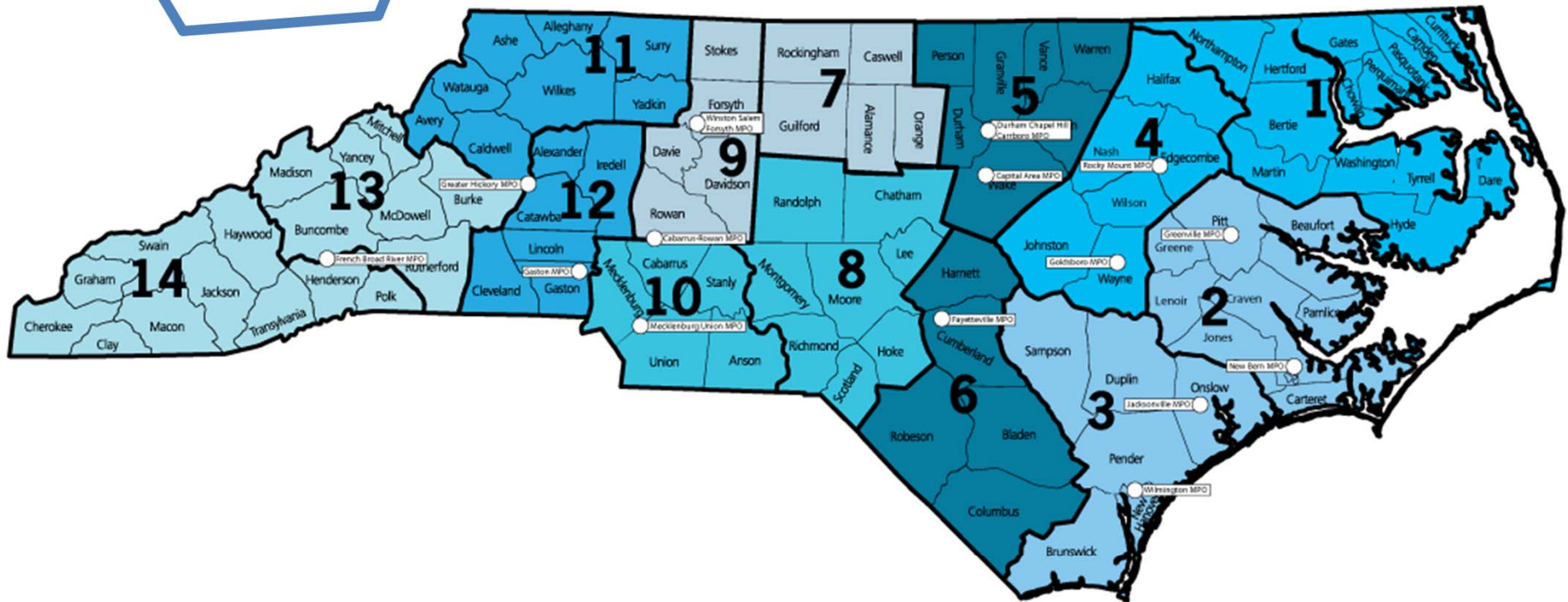
### Division Needs

**Focus → Address Local Needs**

#### Eligible Projects

- Projects Not Selected in Statewide or Regional Categories
- Division Projects
- Selection based on 50% Data & 50% Local Input
- Funding based on equal share for each Division = ~\$34M per yr

# regions & divisions





## **STI Legislation**

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

**Funds obligated for projects scheduled for construction by July 1, 2015 are not subject to formula**

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

**All capital expenditures, regardless of mode, will be funded from Highway Trust Fund. All modes must compete for the same funds**

**Local Input will be part of the scoring criteria for all Regional Impact and Division Needs projects**



## **STI Legislation**

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

**Incentive For Local funding (highway projects only)**

- 50% of local commitment of non-State/Federal funds will be returned to local area for other high scoring projects in that area

**Operations and Maintenance expenditures will be funded from Highway Fund**

**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

**Projects funded from these categories will be excluded and will be evaluated through separate prioritization processes**

- Congestion Mitigation and Air Quality (CMAQ)
- Competitive/Discretionary grants
- Appalachian Development Highway System projects

**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 - Highways

	Statewide	Regional	Division
<b>Highway</b>	<ul style="list-style-type: none"> <li>• Interstates and Future Interstates</li> <li>• Routes on the NHS as of July 1, 2012</li> <li>• Routes on Department of Defense Strategic Highway Network (STRAHNET)</li> <li>• Appalachian Development Highway System Routes</li> <li>• Uncompleted Intrastate projects</li> <li>• Designated Toll Facilities</li> </ul>	<ul style="list-style-type: none"> <li>• Other US and NC Routes</li> </ul>	<ul style="list-style-type: none"> <li>• All SR Routes</li> </ul>



## Eligibility Definitions – Non Highways

	Statewide	Regional	Division
<b>Aviation</b>	Large Commercial Service Airports. Funding not to exceed \$500K per airport project per year	Other Commercial Service Airports not in Statewide. Funding not to exceed \$300K per airport project per year	All Airports without Commercial Service. Funding not to exceed \$18.5M for airports within this category
<b>Bicycle-Pedestrian</b>	N/A	N/A	All routes
<b>Public Transportation</b>	N/A	Service spanning two or more counties and serving more than one municipality. Funding amounts not to exceed 10% of regional allocation.	Service not included on Regional. Multimodal terminals and stations serving passenger transit systems
<b>Ferry</b>	N/A	State maintained routes, excluding replacement vessels	Replacement of vessels
<b>Rail</b>	Freight Capacity Service on Class I Railroad Corridors	Rail service spanning two or more counties not included on Statewide	Rail service not included on Statewide or Regional



## 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 and connectivity to employment centers, tourist destinations, or military installations</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 and connectivity to employment centers, tourist destinations, or military installations</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>



## Highway Scoring Criteria and Weights – Div 1 & 4

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 = 20% Congestion = 15% Safety = 15% Lane Width = 10% <u>Shoulder Width = 10%</u> <b>Total = 70%</b>	15%	15%
<b>Division Needs</b>	[Travel Time] Benefit/Cost = 10% Congestion = 10% Safety = 10% Lane Width = 10% <u>Shoulder Width = 10%</u> <b>Total = 50%</b>	25%	25%



## Highway Scoring Criteria and Weights – Div 2 & 3

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



## **STI – Non-Highway Criteria**

### **Strategic Statewide, Regional Impact and Division Needs Category's**

#### **Separate prioritization processes for each mode**

- **Must have minimum of 4 quantitative criteria (no menu of criteria like highways)**
- **Local input is from Division's, MPO's and RPO's**
- **Criteria based on 100 point scale with no bonus points and not favoring any particular mode of transportation**



## Normalization – Workgroup Discussion

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



### Challenges:

- Different criteria and weights used for evaluating projects in each mode
- No easy solution → conducted review of methodologies across country
- No other state has successfully implemented such a comparison
- Evaluated several potential options including:
  - Qualitative value judgment
  - Weighted benefit/cost
  - Statistical analysis



## Normalization Approach

### 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%

- Continue research with national experts
- Conduct a statistical analysis of scores by an outside agency after all quantitative scores are completed in 2014. Request a recommendation on how to normalize.
- Incorporate research and analysis findings into Prioritization 4.0



## Local Input Points

**Use in Regional Impact and Division Needs categories only**

**# of Points = 1000 points + additional points based on population**

**Separate Allocation of Points for Regional Impact Category and Division Needs Category**

- Point allocation is the same for each

**100 point cap for any one project; points can also be donated across Regions/Divisions**

**MPOs/RPOs need to have a NCDOT approved process for assigning local input points based on combination of quantitative and qualitative data (per S.L. 2012-84)**

- Needs to be finalized by May 1, 2014



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

**Highway = minimum of 10; areas receives additional submittal for every 100,000 in population, up to a maximum up 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 (all existing projects in system removed)**

- Combined total of both bicycle and pedestrian projects

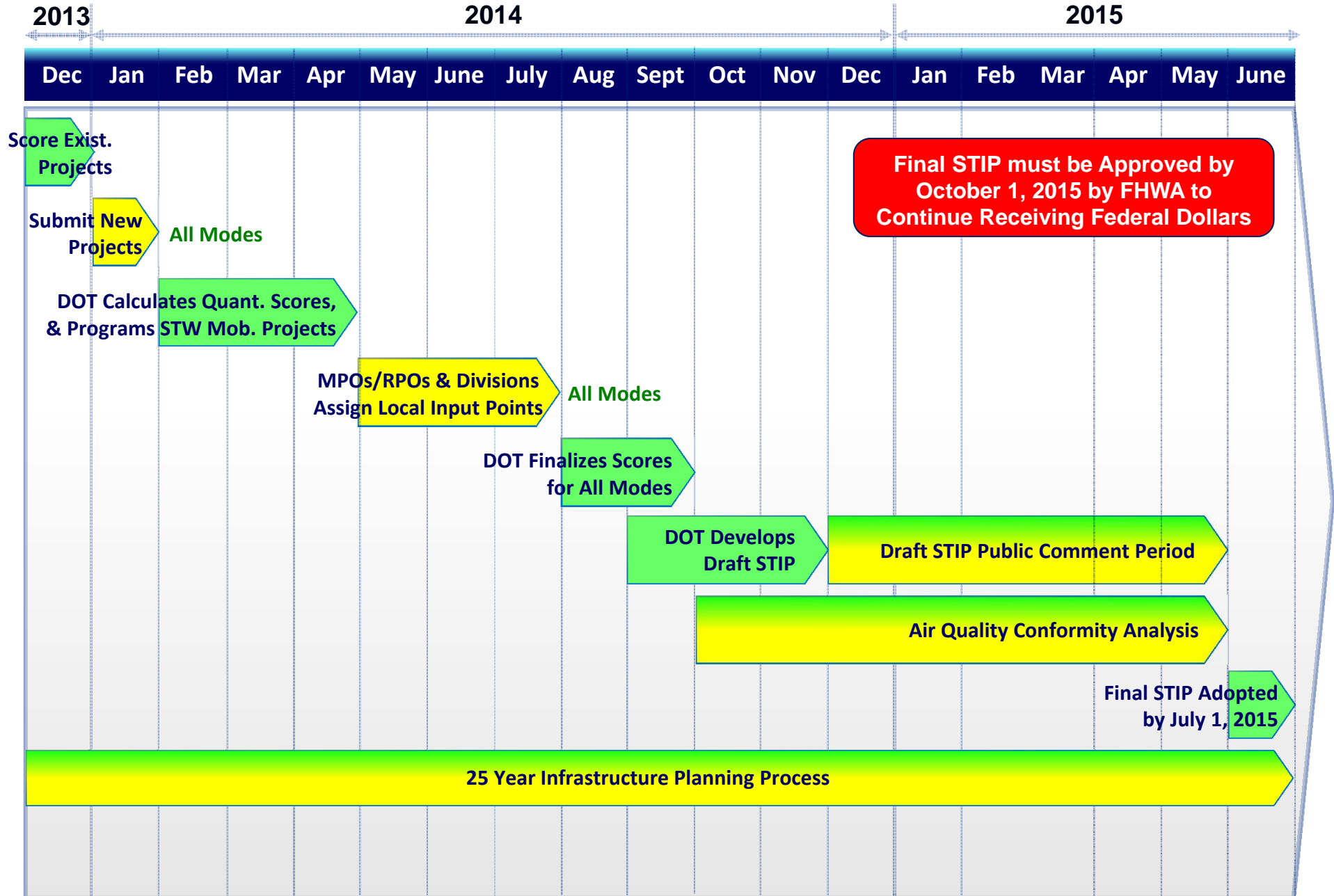
**Aviation = No limit**

**Ferry = 10**

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

**Rail = 5**

# Prioritization 3.0 Schedule





## Key Dates

**August 7<sup>th</sup> – BOT approves recommendations to submit to JLTOC**

**By August 15<sup>th</sup> – DOT presents recommendations to JLTOC (30 day review period)**

**October 1 – If JLTOC wishes for additional changes, DOT provides requested changes**