STI Questions and Answers

Group	Sub-Group
Miscellaneous	**Complete Streets**

How does the Complete Streets policy affect STI?

Complete streets is not part of the prioritization process. It is however, incorporated later during project development.

Group	Sub-Group
Miscellaneous	**Performance**

How do we know that STI will build more projects and create more jobs?

The Department is currently developing performance measures that will evaluate the effectives of STI in reducing congestion, creating jobs and supporting the state's economy.

STI Questions and Answers

Group	Sub-Group

Multi-Modal   **Aviation**

Why do we have to give points to airports? Do their projects have to go through system now? And is it a certain level of airport?

All modes are eligible for funding so their needs/priorities must be considered. Only the four largest airports are eligible for Statewide Mobility Category funding. Those plus the next 5 largest airports are eligible for Regional Impact category funding and all the airports are eligible for Division Needs category funding. If any of those airports want State funds for eligible projects, they will have to compete with other eligible projects in the appropriate category.2. Airports, as well as all the other non-highway modes, are part of this new formula and program. Airports in the Statewide Mobility tier are assigned points entirely by NCDOT. Regional Impacts and Division Needs tier airports seek local input (points). Airports in the Regional Impacts tier get up to 30% local project points (15% MPO/RPO and 15% Division Engineers) and Division Needs Airports get up to 50% local project points (25% MPO/RPO and 25% Division Engineers).

Multi-Modal   **Bike-ped**

Can bike/ped projects only get state funding if they are part of highway project?

Incidental bike/ped projects are funded as part of the highway project and will be funded if selected. Independent Bike/ped projects have a minimum cost threshold of $100,000 and can only compete in the Division Needs category. State funds can not be used to match Federally funded projects. Only Powell bill or local funds can be used as match for bike-ped projects starting in FY 16 (July 1, 2015).

Multi-Modal   **Bike-ped**

How will bike/ped projects get funded?

Unobligated funds from SAFETEA-LU, new eligible funds per MAP-21, and local funding/match

---

Multi-Modal   **Bike-ped**

How would bike/ped compete?

Through SPOT 3.0 process in Division Needs category.

Multi-Modal   **Bike-ped**

If there is no state funds for bike/ped projects – why rank them? If there is funding – how much is available?

Bike/ped SPOT 3.0 process will rank projects eligible for STP funding. Amount depends on outcomes of prioritization.

Multi-Modal   **Bike-ped**

To be eligible for continued funding, when do the bike/ped projects need to be in the STIP and construction authorized?

The law allows the Department to decide between now and Oct. 1, 2013, which bicycle-pedestrian projects will be grandfathered and not subject to P3.0/STI prioritization.

Multi-Modal   **Bike-ped**

What are other options for funding bike/ped projects?

Local and private funding

Multi-Modal   **Bike-ped**

What are the federally designated routes for bike/ped – is there a map?

The US Bicycle Route system is organized in coordination with AASHTO but there are no formal federally recognized bicycle or pedestrian routes with associated policies or eligibility for certain funding sources.

STI Questions and Answers

Group	Sub-Group

Multi-Modal   **Bike-ped**

What is the federal match for bike/ped with STI?

Almost all federal funding sources that can go toward bike/ped activities require a 20% local match.

Multi-Modal   **Bike-ped/Incidental**

Is the cost of the bike/ped accommodations considered part of the 4-10% if part of a highway project?

Not at this time.

Multi-Modal   **Ferry**

Ferry Replacement with Division Money vs. building the bridge.

In regards to the prioritization of ferry vessel replacements we are developing a new prioritization system that will be completed by the middle of September. The old system was essentially an system based on vessel age. The new system will use vessel age, vessel condition, maintenance costs vs. replacement costs comparisons, required future maintenance needs, route needs, and other input components to more systematically create a prioritized replacement needs list.

Multi-Modal   **Ferry**

New legislation tremendously affect ferry system – locals/tourists will not be serviced in future because of it.

It is true that the new legislation does tremendously affect the ferry system, but at this time the impact to future services for locals/tourists cannot be determined due to lack of data.

Multi-Modal   **Ferry**

Replacement of ferries – how does it rank when it comes to ferries?

In regards to the prioritization of ferry vessel replacements we are developing a new prioritization system that will be completed by the middle of September. The old system was essentially an system based on vessel age. The new system will use vessel age, vessel condition, maintenance costs vs. replacement costs comparisons, required future maintenance needs, route needs, and other input components to more systematically create a prioritized replacement needs list. All ferry vessels will be prioritized under the Division. In regards to the determination of what ferry maintenance is required and when the maintenance needs are determined based on a multitude of criteria. The age of the vessel, hours of operation from last maintenance, conditions that the vessel has operated in, any identified broken or inoperable items that need to be addressed, safety concerns, Coast Guard requirements, etc. are some but not all of the criteria that go into the decision making process to determine what maintenance needs are in need of addressing and when.

Multi-Modal   **Ferry**

Where does ferry maintenance fall into this?

Ferry Maintenance factors into the "Asset Efficiency" criteria. This criteria takes the maintenance costs for the latest three year period and compares it to a pro-rating replacement cost for that same three year period to develop a ratio that compares maintenance costs to replacement costs. These rates are the actual score but industry standards for equipment fleet management are used to help evaluate these results. Funded through ferry receipts or highway funds

Group	Sub-Group

Multi-Modal **Ferry**

Why is replacement of vessels part of the STI and not a maintenance expense?

Ferry Vessel replacements have been historically funded through the TIP. This is mainly because Ferry operational/maintenance funds usually run between $36-$39M per fiscal year. It takes this amount of funding to continue the operation of the ferry system at its current operational level. A single vessel replacement ranges from $12M (River Class Vessel) to $15M (Sound Class), therefore there is no way under the current funding levels received from the General Assembly that vessel replacements could be addressed in the operational budget. The Department has been advised that any Ferry vessel is only eligible for funding under Division Needs category. The legislation specifies the eligibility.

Multi-Modal **Public Transit**

How many public transit projects serve multiple counties?

There are approximately 11 transit systems serving multiple counties whose projects could be considered at the regional impact level as defined in Session Law 2013-183 legislation. Metro rail will be evaluated according to the Fixed Guideway criteria. Fixed Guideway projects will be funded from FTA with matching state and local matches.

Multi-Modal **Public Transit**

How will public transportation categorized?

Regional projects are defined by the HB817 legislation as, "Public transportation service that spans two or more counties and that serves more than one municipality. Expenditures pursuant to this sub-subdivision shall not exceed ten percent (10%) of any distribution region allocation."

Multi-Modal **Public Transit**

Transit – If state match is unavailable, can Transit projects still compete in STI?

No

Multi-Modal **Public Transit**

Which transit element is deducted from division level funding?

The difference between the Regional Impact and Divisional Need level projects are reflected in the percentage weights assigned to the specific criteria and the public transportation service associated with the respective transit systems.

Multi-Modal **Rail**

Light Rail and regional rail – capital funds will freeze.

At present there is no word regarding federal or state budgetary limitations.

Multi-Modal **Rail**

What is class I railroad?

A Class I railroad carrier is defined as a railroad with annual operating revenues (based on 2005 statistics) over $319.2 million. Two Class I railroad companies, CSX and Norfolk Southern (NS), operate approximately 77 percent of the state's rail system.

STI Questions and Answers

Group	Sub-Group

Planning   25 Year Plan

Given that all the current data is based on need and congestion, at what point do we provide vision/direction for the "State"?

This information can be provided through various means including the upcoming 25 year infrastructure plan and other ongoing planning activities.

Planning   CTP

Are CTPs still necessary?

Projects must come from an adopted plan. Recognized plans are the CTP and MTP.

Planning   CTP

How do CTPs play a role in the STI?

CTPs (and MTPs) will be used to identify projects to be submitted for Project Prioritization.

Planning   CTP

How is the MTP related to STI and how will it be different?

MPOs will need to make adjustments in their MTPs as STI is implemented. These changes will occur in project prioritization, project selection and how they develop their financial plans.

Planning   CTP

In doing CTPs and picking projects, should the steering committee pick projects based on chances/potential of being funded, though they are fiscally unconstrained?

CTP Projects should be based on identified need. It's expected that the prioritization tool will be available in the future to analyze projects that have not been submitted for prioritization. The MPO and RPO approved prioritization process should be used to select projects to be prioritized. Projects for prioritization should be selected by the MPO/RPOs TCC and TAC.

Planning   CTP

What is the coordination between project planning and funding?

Projects will be selected by the MPO and RPOs for prioritization. Once scored, points will be assigned by the MPO/RPO/Division. The prioritized list will be used to developed the Draft STIP based on the criteria in STI. Once approved, the Scheduled Management Unit, PD and PDEA will meet to finalize schedules for the project planning (NEPA/SEPA) process.

Planning   CTP

Who will be responsible for coordinating with outside parties (e.g. BRAC)?

MPOs/RPOs and the Divisions will be responsible for coordinating project needs across different sectors of the economy.

Planning   MAP-21

How is MAP 21 performance measures incorporated into this process?

MAP-21 performance measures have not been finalized, to our knowledge. If any Federal requirements mean prioritization criteria need to be revised, the Department will work through them. FHWA is an advisory member of the P3.0 Workgroup and will be an advisory member of the P4.0 Workgroup.

Planning   MAP-21

MAP-21 affects all we have done. How is it integrated with NC requirements?

NCDOT is still assessing the impact of MAP-21. It's not expected that STI will be inconsistent with MAP-21. During programming we will ensure that we meet MAP-21 requirements.

STI Questions and Answers

Group	Sub-Group

Planning　　　　**MPO**

How are MPOs going to know what their funding is for their MTPs?

PD currently provides available information that will allow the MPO to develop their MTP Financial Plans.

Planning　　　　**MPO**

How do I plan for the fiscally constrained MTP for my MPO when there isn't a definite amount of money coming long-term to my area?

MPOs are responsible for developing a financial plan for their MTP. This uses local funding information as well as information provided by Program Development. MPOs are also responsible for developing a financial plan for their TIPs. PD will provide the information for this based past trends.

Planning　　　　**MPO**

How does an MPO develop a 20-year fiscally constrained plan when 5-year plan is unknown – how does MTP flow into this?

Until STI is fully implemented, the full funding impact may not be known. The MPO should developed their MTP Financial Plan based on the best information known to date.

Planning　　　　**MPO**

How does it fit fiscally in MTP and forecast funding?

Once fully impacted, STI may impact the available funds for an MPOs MTP. The MPO will need evaluate this impact and will have to determine if their MTP Financial Plan needs to be modified.

Planning　　　　**MPO**

Is there is a mismatch between MTP and P3.0?

Candidate projects to be scored in P3.0 are to come from adopted transportation plans.

Planning　　　　**MPO**

Will NCDOT assist in financial projections at the MPO level?

We do financial projections at the statewide level

Planning　　　　**Training**

How are NCMIN, STI and the 25 Year Plan Different?

NCMIN and STI are different. NCMIN is used for planning purposes and STI determines funding eligibility. The Tiers in NCMIN and the funding criteria in STI are not meant to be the same. The 25 year plan will focus on facilities of statewide significance.

Group	Sub-Group

Prioritization   **Cascading**

Do loop projects start out at statewide level?

The definitions of which highway routes are eligible for which funding category is clearly spelled out in the new legislation. Check the maps when they become available from Program Development.

Prioritization   **Cascading**

How will a project cascade down? If a Statewide project has 85 points, but drops to the regional category, how does that get compared to a regional project that scored 100 points?

Statewide projects will have three separate scores: Statewide Mobility, Regional Impact, Division Needs. Regional Impact projects will have two scores: Regional Impact and Division Needs.   Division Needs projects have one score.   All projects final scores will be evaluated within the respective categories.

Prioritization   **Cascading**

How will unbuilt Intrastate projects be built without dedicated funds?

They are eligible for statewide and other categories and will compete through the SPOT process.

Prioritization   **Cascading**

If Interstates bleed into the regional category, nothing will be left?

Eligible highways are clearly defined in the law by Statewide Mobility, Regional Impact and Division Needs.   Interstates are Statewide eligible. The law states that Statewide Mobility projects will cascade to Regional Impact and Division Needs eligibility if not funded at the Statewide Mobility category.

Prioritization   **Cascading**

Is the cascading from statewide to regional to division automatic?

Statewide Mobility projects will be programmed by Program Development before May 1, 2014 because there is no local input as part of the project scoring.   Remaining Statewide Mobility projects will be eligible for local input scoring and will have a different quantitative score in the Regional Impact category. It will also have a Division Needs quantitative score. In this manner, the MPOs, RPOs and Division Engineers will know a project's quantitative score prior to assigning local input points.   A restrictive timeline and compliance with STI requirements for public comments only allows a single three month window to assign local input points.

Prioritization   **Criteria**

Clarification is needed for "economic competiveness."

Economic competitiveness has two components, equally weighted. One is the change in productivity in the Division brought about by constructing the project. The second component is the number of long-term job created by constructing the project. TREDIS is the economic tool that will calculate these scores.

Prioritization   **Criteria**

Congestion – how will it be measured where INRIX doesn't cover?

If INRIX data is not used, the score will be calculate the same as was used onP2.0, meaning current traffic volumes and roadway capacity will be the basis.

STI Questions and Answers

Group	Sub-Group

Prioritization   **Criteria**

Has the process been developed and if so, what is the timing for how divisions can change criteria and weights in the future.

Will be reevaluated in P4.

Prioritization   **Criteria**

How does economic development play role in the STI?

Economic Development is called Economic Competitiveness - travel time savings as a result of the project is input to TREDIS with output being change in productivity in the Division and number of long-term jobs. These benefits are realized over a 30-year period.

Prioritization   **Criteria**

How does STI analyze trucks statewide?

Truck volumes are 50% of the scoring criteria under Multi-modal (Freight + Military)which is 20% of the scoring for Statewide Mobility category projects.

Prioritization   **Criteria**

How will projects be evaluated that link two other projects together?

All projects will be scored by the weights and measures in its eligible category. There is no highway scoring criteria that gives points for linking two highway projects together.

Prioritization   **Criteria**

How will small MPOs be affected if congestion is limited?

Congestion is a key component/scoring factor. Roads with higher congestion will receive greater points.

Prioritization   **Criteria**

Is there a time to change the current criteria if July 1st deadline is missed?

Not at this time.

Prioritization   **Criteria**

Local prioritization – need to receive more guidance. Need to know soon, What does it mean to adopt it? Where to submit?

Local input scoring will be done by MPO's, RPO's and Division Engineers May 1, 2014 -July31, 2014. Templates are being developed to electronically input. Training will be provided later this year.

Prioritization   **Criteria**

Regional and Division needs and quantitative data are not reflective of the rural needs outside of urban areas – needs to be more safety weighted – specifically concerned w/ travel time and congestion. There is no way to get consensus in the area because

Legislation specifies that selected criteria for Regional and Division are to address specific needs. See G.S.136-189.11(d) (2 &3). Safety is a criteria in both categories. Alternate investment strategies were allowed provided full agreement with all MPO's/RPOs/Division Engineer. This requirement was in keeping with 3-C planning process and to preclude any one "area" from imposing unwanted criteria on another "area".

Prioritization   **Criteria**

Scoring is based on congestion and it is not an issue for majority of the RPOS.

Congestion is a key component of scoring because it addresses a major reason why highway projects are undertaken.

STI Questions and Answers

Group	Sub-Group

Prioritization **Criteria**

Statewide category – how is economic development be quantified?

Economic competitiveness has two components, equally weighted. One is the change in productivity in the Division brought about by constructing the project. The second component is the number of long-term job created by constructing the project. These benefits are realized over a 30-year period.

Prioritization **Criteria**

What data and from what source will be used to determine congestion, etc. (CTPs or traffic forecasts)?

Congestion data will be obtained from existing Department databases until the Statewide Travel Demand model is sufficiently developed to allow use of its outputs.

Prioritization **Criteria**

What data will be used to evaluate congestion, economic development, etc. – need a list of data?

Congestion - Existing traffic volume, capacity of roadway. Benefit-Cost - travel time savings over 30 years, costs of the project (ROW, Utilities, Construction). Safety - critical crash rate, crash density, severity index over last 3 years. Economic Development is called Economic Competitiveness- travel time savings as a result of the project is input to TREDIS with output being change in productivity in the Division and number of long-term jobs.   Pavement condition - data from latest pavement condition survey. Lane width and (paved)Shoulder width = data from NCDOT databases on existing conditions. Multi-modal - existing traffic volume, capacity of roadway, direct connection to a transportation terminal, truck volume.

Prioritization **Criteria**

What happens if congestion INRIX data is not available? How is a congestion criterion then measures?

If INRIX data is not used, the score will be calculate the same as was used onP2.0, meaning current traffic volumes and roadway capacity will be the basis.

Prioritization **Criteria**

When would criteria and weight be finalized?

The Joint Legislative Transportation Oversight Committee will meet on Sept. 10 and need to respond to the Department by Sept. 15, 2013 with any requested changes. If any are requested , the Department needs to respond by October 1, 2013.

Prioritization **Criteria**

Who is going to rate economic interest?

Economic competitiveness has two components, equally weighted. One is the change in productivity in the Division brought about by constructing the project. The second component is the number of long-term job created by constructing the project. TREDIS is the economic tool that will calculate these scores.

Prioritization **Criteria**

Why does regional criteria have to be decided unanimously?

To ensure consensus amongst all MPO's, RPO's and Division Engineer. No one organization can out maneuver another.

Prioritization **Criteria**

Will the Cost/Benefit analysis be adjusted for different regions of the state?

The automated scoring tool will account for variations in costs across the State. In P2.0, this was also accomplished because one person evaluated all the projects and it required over 500 person-hours.

STI Questions and Answers

Group	Sub-Group

Prioritization   Criteria

Will we review this in two years for the effectiveness of STI? Does regional scoring process (quantitative data) get reviewed after two years for its effectiveness?

Effectiveness is continuous through the use of a Workgroup.   The P4.0 Workgroup will convene soon, once the P3.0 workgroup effort is complete. This should be in the next few months.

Prioritization   Division

How will the Divisions assign local points at the Division level?

Division Engineers are developing process that will be shared with stakeholders.

Prioritization   Funding

Some areas have high Division Needs. Why is Division funding not based off of population?

The law specifies how three categories will be funded. Population is a factor in the Regional Impact category but not in the Division Needs category, the law specifies funds are based on equal share.

Prioritization   Grandfathered

 "establish the let date by October 1, 2013 for bike/ped projects that are state funded" – please clarify exactly what it means.

The law allows the Department to decide between now and Oct. 1, 2013, which bicycle-pedestrian projects will be grandfathered and not subject to P3.0/STI prioritization.

Prioritization   Grandfathered

Concerned with replicating quantitative scores, keeping track of the 1300 projects and keeping track of what is already there.

SPOT is developing IT solution that will handle this.

Prioritization   Grandfathered

What about the projects that supposed to start before 2015?

Those projects will be let by July 1, 2015 and will not be subject to P3.0 prioritization.

Prioritization   Grandfathered

What is going to happen to the projects that are already been in prioritization?

Projects not scheduled to have funds obligated for construction prior to July 1, 2015 will be subject to P3.0/STI prioritization.

Prioritization   Grandfathered

Worried about a major project in the area being reprioritized (US158) in 2015.

Recognize concern across board. Impact of STI on projects in a particular area will not be fully known until the process completes the first cycle.

Prioritization   Local Funding

Ranking criteria submitted last year and supposed to be approved – do they move forward with their old ranking?

Projects in P2.0 were programmed.   Any project programmed after July 1, 2015 will be subject to prioritization using STI/P3.0 criteria.

Prioritization   Local Funding

Will the MPO/RPOs be able to modify ranking criteria?

Yes. P3.0 will be evaluated by the Workgroup and adjustments made to P4.0 as needed.

Prioritization   MPO

Concern of statewide w/ no local input and regional w/ so little input – decision is taken away from MPOs (vs. law).

This is a concern. However, the MPOs are still responsible for submitting projects. Since these projects are prioritized using a 100% data driven process, it ensures that the most beneficial projects are selected without local bias'.

STI Questions and Answers

Group	Sub-Group

Prioritization   **MPO**

How do I help my MPOs/RPOs assign points to a project?

It is the MPOs/RPOs responsibility to prioritize projects based on the process approved by the MPO/RPO. NCDOT can provide information about STI, but should not be involved in the assignment of points.

Prioritization   **Multi-modal**

How do we keep Greenway and Transit projects from getting further behind?

Application requests will be encouraged and funding allocations will be based on criteria as established through STI.

Prioritization   **Multi-modal**

What is the ranking process for the other modes?

The process is the same, i.e. all project regardless of mode will be available for local ranking from May 1 -July 31, 2014. The distribution is based on the municipality's population and mileage; not the source of funding.

Prioritization   **Normalization**

How do you prioritize all modes across the board? How do you develop normalization criteria across state and local?

This is the challenge of normalization. An interim solution in P3.0 is to allow 90% minimum for highways and 4% minimum for non-highways until a more statistically sound approach can be found in P4.0.

Prioritization   **Normalization**

How does the local area normalize and prioritize projects across modes?

Local input scoring will be done by MPOs and RPOs in accordance with their NCDOT - approved methodologies. NCDOT, working through the P3.0/STI workgroup will develop guidance for local methodologies and then each MPO and RPO will need to develop their own methodology and submit it to NCDOT for approval. This needs to be complete by May 1, 2014.

Prioritization   **Normalization**

What does 80 point score highway project mean vs. 80 point non-highway project?

It is unknown what an 80 in a highway score is when compared to a 80 in a non-highway project. Until a more statistically sound approach can be found, the interim solution is to use a normalization methodology based on historical spending.

Prioritization   **Normalization**

Will local match affect normalization?

Normalization percentages are minimum thresholds of State funds towards multi-modal projects in the Regional Impact and Division Needs categories.

Prioritization   **Performance**

What would the ramifications of STI to my RPO area?

Impact of STI on projects in a particular area will not be fully known until the process completes the first cycle.

Prioritization   **Points**

100 point cap for projects – can you go over 100 points w/donating points?

No. The scoring template will not allow this. There would be no benefit to doing so.

STI Questions and Answers

Group	Sub-Group

Prioritization — **Points**

100 Point CAP has very little impact on funding for regional points. Need explanation the reasoning for CAPs.

The law requires that highway projects be scored on a 0-100 point scale. Non-highway project scoring scale is to be up to 100 points, according to the law.

Prioritization — **Project**

Interchanges don't score well in the process because of structure scores, time savings, etc.

Interchanges, by nature, can not be scored identical to highway projects. However, an equitable scoring methodology is being developed.

Prioritization — **Project Submission**

A tool for local areas to rate projects (spreadsheet) would be helpful.

Quantitative scores will be known before any project is assigned local input points. Each project will have a quantitative score in the upcoming SPOT Online web-based tool. MPOs/RPOs/Division Engineers will develop a methodology to determine how to assign local input points. the 2012 strategic prioritization law requires that the Department will have to approve MPO's and RPO's local methodology and we are working our way through how that will be accomplished as this is being written. Public hearings and comments will be part of the process in determining how those points will be assigned.

Prioritization — **Project Submission**

Can project description of a project already in SPOT be tweaked?

Any change in project termini will be considered a new project, subject to the limits of new project termini.

Prioritization — **Project Submission**

Can we request a specific project that is subject to the STI? If I-40 improvements are needed – explain the process it goes through.

New candidate projects will be submitted in January, 2014.

Prioritization — **Project Submission**

In January, how many projects can we submit for each mode?

highways = up to 20 but can submit an additional 5 more but must delete one each for each additional one submitted. Aviation = unlimited, Bike-ped up to 20, Ferry up to 10, Public Transportation unlimited, Rail up to 5.

Prioritization — **Project Submission**

Need to answer on prioritization process and if what was submitted in January is OK, do we have to prioritize new projects?

Highway projects already in the database today will not need to be resubmitted. Up to 20 new projects can be submitted. All Bicycle-pedestrian projects will be removed and up to 20 new projects can be submitted. There is no limit in the number of new aviation projects that can be submitted. Up to 5 new Rail projects can be submitted. Up to 10 new Ferry projects can be submitted. The existing Public Transportation projects will be removed and there is no limit on the number of new public transportation projects that can be submitted.

Prioritization — **Project Submission**

What needs to be done to enter projects into SPOT? When is "drop dead" date is?

Data needs will be known later this Fall. All projects in all modes must be ready for scoring by February 1, 2014.

STI Questions and Answers

Group	Sub-Group

Prioritization   **Project Submission**

When submitting new projects – how much data will be needed?   Depends on the type of project. Data needs will be known ahead of time in training sessions yet to be given.

Prioritization   **Project Submission**

Where will be the next time that you can come out with the list of projects – estimated time for projects P4.0.   Prioritization is done every two years. In other words, look at the P3.0 timeline/schedule and then expect a similar timeline for P4.0 in two years.

Prioritization   **Public Transit**

Transit 80-10-10% is a new but up for prioritization – is this just for the 10% state funded portion? What about transit maintenance and operations?   Only new transit vehicles are eligible for Strategic Transportation Investment (STI) funding. STI funding comes from the Highway Trust fund.   Replacement vehicles and other maintenance and operations projects are not eligible for STI funding as prescribed in the legislation.

Prioritization   **Schedule**

Concerned about scheduling of local meetings in relation to P3 deadlines.   Sufficient notice is being given now for upcoming deadlines and data needs that MPOs and RPOs should be able to meet the anticipated expectations.

Prioritization   **Schedule**

If I have to do new ranking, when ?   Quantitative scores for all projects (existing ones in database plus new candidate projects) will be complete by May 1, 2014. Local input points will be assigned May 1 -July 31, 2014.

Prioritization   **Schedule**

SPOT not scheduled to have final direction until December, then submittal deadline in January. MPOs have to make their decisions without all the information.   Not true. The MPOs will have the quantitative scores for all existing database projects in all modes by January.   New candidate projects will be submitted in January. Projects will be scored quantitatively and all scores will be know by the time local input points are assigned beginning May 1, 2014.

Prioritization   **Scheduling**

Ensure that modifications to P3.0 schedule still maintain adequate time to get through the AQ Conformity process.   Agree. The timeline has been coordinated with the Transportation Planning Branch.

Prioritization   **Scoring**

How will new location projects be compared with existing ones?   Just as in P2.0, new location project segments are given the same score because the benefits of completing the new location project is fully realized when the entire new location project is finished.

Prioritization   **Scoring**

If project gets 100 points would its funding be guaranteed?   Not necessarily. Local input accounts for 30% of the scoring in the Regional Impact category and 50% of the Division Needs category. The remaining portion of a project's score is based on quantitative data.

STI Questions and Answers

Group	Sub-Group

Prioritization   Scoring

Project broken into segments – heard that the entire project would get a c/b rank of the worst segment – is this true?

Identified project segments will be ranked separately and will receive whatever score is appropriate for that segment.   An exception would be that project segments for new location projects all receive the same score because the benefits accrue to the entire project being constructed.

Prioritization   Toll

What are equity eligible funds? What about Toll projects? Where do they fall in the STI?

Legislatively defined toll projects or by DOT are eligible for statewide funds. They will be evaluated based on the net cost to the Department for their construction.

Prioritization   Training

How can MPOs and RPOs explain to members why their projects didn't score well vs. SPOT 2.0 and how far behind the score is vs. those across the state?

Until projects are scored, it is premature to speculate on project scores in P2.0 vs. P3.0. It may be as simple as there are different project scoring criteria.

Prioritization   Training

There is a need for a workshop meeting with RPOs/MPOs to customize presentations regarding STI based on their area needs and questions/concerns.

NCDOT is developing a training program that will provide standard training materials. TPB will provide the materials to each MPO/RPO and will assist with customizing for each area.

STI Questions and Answers

Group	Sub-Group

Programming **Appalachian Development**

How is Appalachian Development Highway exempt and also eligible for statewide?

The law specifies that Appalachian Development Highways are eligible for Statewide Mobility funding and further defines that Appalachian Development funding is exempt.

Programming **Bridges**

Does STI include bridge replacement, interstate maintenance, and highway safety?

Yes. Some bridge replacements will also be funded from the Highway Fund.

Programming **Bridges**

How much bridge replacement, Interstate Maintenance and safety funds will be taken off top each year?

These budgets determinations have not been finalized at this time.

Programming **Bridges**

Where does bridge maintenance funds come from?

Funding comes from the Highway Fund

Programming **Bridges**

Where does funding for new bridges come from?

The Highway Fund, Highway Trust Fund and Federal funding.

Programming **Division**

Is the amount of funding for small construction and maintenance the same? Do communities still have access to use this money?

The amount of Division Small Construction was reduced from $7M to $5M for FY's 2014 & 2015; this amount was equally distributed across the 14 Divisions. The Contingency (old discretionary) appropriation was $12M, Spot Safety was $12.1 for both FY's of the biennium.

Programming **Division**

What is the process for bridge replacement, highway safety, interstate and ferry maintenance?

Bridge replacements, highway safety projects and interstate maintenance projects are prioritized by their own formulas. Ferry maintenance is conducted through ferry receipts or from a Highway Fund appropriation. Highway safety will be programmed based on safety prioritization. Intrastate Main. Will be programmed based on statewide needs assessment. Bridge replacement will be programmed on the statewide needs assessment. Ferry Maint will be determined by the Ferry Division needs.

Programming **Funding**

Can you explain the differences in funding that have been presented for STI?

Differing budget projections were made at different times, using varying assumptions. We are working on a post legislative budget that will be uniformly used across the Department.

Programming **Funding**

Concern over $300M CAP on projects in 5-year cycle that can't be congruent.

The law limits it to 10% of the statewide budget which is ~ $ 300M. The idea is to not allow one corridor to get too much of the state's budget.

Programming **Funding**

How does pre and post STI compare?

Until SPOT prioritization and programming are complete, we are not able to compare results of the old and new systems.

STI Questions and Answers

Group	Sub-Group

Programming   **Funding**

How is funding for Regional Impact projects determined?

Regional Impact funding is based on the population of each paired funding Region to the other funding Regions. Higher populations mean more funds.

Programming   **Funding**

How is the money allocated for Highway Trust Fund and Highway, where does it come from?

Various fees, gas tax, and use tax are the revenue sources. The use tax goes to the Trust Fund, most fees go to the Highway fund and the gas tax is split - 75% to the Highway fund, 25% to the Trust fund.

Programming   **Funding**

How was the $15B revenue projection for STI determined?

The $15 Billion estimate was based on preliminary budget information for years 2014 through 2023 with anticipated statewide holdouts deducted such as bridge replacement projects, Interstate Maintenance, and safety projects, etc. Revised budgets are being developed as a result of approved budget bill.

Programming   **Funding**

How will STI funding change in the future?

The Department is revising our budget projections based on the 2013 legislative session. We hope to have new budget projections this fall.

Programming   **Funding**

Is the $34M/division an annual allocation or for the 5 years?

That is a preliminary estimate of an annual allocation

Programming   **Funding**

Please explain how the STI funding is determined?

The cash flow model is used to ensure that we have the cash available to pay future bills. The availability of future cash may impact our ability to program projects.

Programming   **Funding**

There is not enough money. Additional revenue will be needed to meet project needs. How do you get it?

Governor and Legislature determine budget/revenue

Programming   **Funding**

What is the competitive process for allocating federal funds?

There are various prioritization systems that will be used by the Department

---

Programming   **Grandfathered**

How are remaining parts of loops scored?

Until projects are scored from a quantitative score and has local points assigned (if necessary), it is premature to speculate on its score.

Programming   **Grandfathered**

How is "obligated for construction" defined?

Federal Highway and/or BOT approval of funding is obligation.

Programming   **Grandfathered**

How will projects that are in the TIP, but have continually be pushed back, be handled?

Unless project programmed to have funds obligated for construction prior to July 1, 2015, they will be subject to P3.0/STI prioritization.

STI Questions and Answers

Group	Sub-Group

Programming   **Grandfathered**

How will projects that have gone through NEPA but not funded be handled in STI?

Projects whose schedules are after July 1, 2015 will need to go through prioritization. The legislation is clear that projects which are not funded for construction before July 1, 2015 will be subject to STI prioritization. There are only so many funds available to construct the most needed projects. This is why prioritization is important.

Programming   **Grandfathered**

If a project is "delayed" beyond the 2015 is it still grandfathered?

If the project was programmed (as of October 1, 2013) to have funds obligated by July 1, 2015, it will be grandfathered.

Programming   **Grandfathered**

If ROW is programmed prior to July 1, 2015, will it count as grandfathered on any given projects? What is the actual start of grandfathering?

Projects anticipated to have funds obligated for construction prior to July 1, 2015 will be grandfathered. These must be shown on a BOT approved schedule for funding as of October 1, 2013.

Programming   **Grandfathered**

Some projects may not have ROW, etc. until 2030 vs. 2017.

Prioritization does not always equal programming. Once a project is selected for funding, it will be placed in the TIP and is expected to be constructed in the year it is programmed. Ability to move the project successfully through project development is a key item in determining whether a high scoring project moves from prioritization to programming.

Programming   **Grandfathered**

When will grandfathered projects be known?

Program Development will know by Oct. 1, 2013 which projects are on the grandfathered list. The remaining projects will be subject to P3.0/STI prioritization.

Programming   **Local Funding**

Can an area contribute funds for ROW acquisition? Will it count toward the 50% local contribution?

ROW contributions beyond what municipalities have historically provided will be eligible for 50% reimbursement. The reimbursement is available for the next programming cycle after the project has been let.

Programming   **Local Funding**

Clarify local contributions to funding (i.e. if the locals pay 50% of the cost – do they get 25% back?).

Local contributions can only be made towards highway projects. Fifty percent of the local contribution to a project will be applied to a future project in that local area if the project (with the local contribution) is selected for funding, and after the project is let. No funds are "returned" as cash to the area. Local contributions to highway project must be clear and definitive. Those contributions not only enhance a highway project's score because of the increased benefit-cost score.

Programming   **Local Funding**

How will the Department keep track of the 50% funding for local projects? How will the Department ensure transparency?

Policies and procedures for bonus allocations will be developed.

Group	Sub-Group

Programming   **Local Funding**

If an area puts $1M in a project and it is not built, would we get that money back?

Payment and reimbursement arrangements are covered by Municipal Agreements

---

Programming   **Local Funding**

Moving projects forward with local money. How can we make this happen?

If state or fed funds are involved, project accelerations are subject to conditions of a municipal agreement. Local contributions will enhance a highway project's score. Local officials will need to decide if they have local resources to assist in getting these projects to construction. The Department needs to make local officials aware of this bonus clause and how project scores will benefit.

Programming   **Local Funding**

What is going to happen with local areas that have already put money into local projects?

The "local contribution" clause/provision would be effective with the new STI law projects, e.g. projects that will go through STI prioritization and constructed after July 1, 2015.

Programming   **MAP-21**

Where would the state move the extra MAP-21 funding? Can we choose where we direct our extra money towards?

Overall funding provided by MAP 21 was slightly less than what we received the previous year.

Programming   **MPO**

How will SCDOT MPO operate (e.g. if GSATS gives non-NCDOT money to projects) – does that count towards 50% back?

Non state or federal funds could be applied to a bonus program. Contributions which reduce the cost to the Department are expected to qualify for the 50% return towards future projects in that area. If GSATS MPO provides the contribution, then the return will be to GSATS. In this case, a formal bi-State or bi-party agreement may need to clarify what will occur.

Programming   **Operations**

In regards to an MPOs MTP, will NCDOT provide previous expenditures for money spent on operation/maintenance in PAB?

Historical data as has been done in the past.

Programming   **Operations**

Provide details on operation and maintenance (total $ available), how it would be divided up, how will MPO/RPO/locals be involved in the decision making process?

Total maintenance, system preservation, and contract resurfacing appropriations were $1.12B for FY 2014, $1.02B for FY 2015. The appropriations are distributed utilizing three components: population, lane miles and pavement condition survey data. The maintenance appropriations are from the highway fund which is not a part of the HB-817 Strategic Mobility Formula.

Programming   **Public Involvement**

How will the MPOs process will mesh with NCDOTs public involvement?

NCDOT is still working to define this process.

Programming   **Revenue**

Are there any discussions about increasing revenue overall?

Revenue issues are determined between the Governor and the legislative branches.

STI Questions and Answers

Group	Sub-Group

Programming **Schedule**

Assuming project slipping and priority changes – how soon will the AQ MPOs see the draft STIP?

Current P3 Schedule will provide the Draft STIP for non-attainment areas by fall of 2014. This should provide sufficient time for the MPOs to carry out their AQ/TIP Approval Process.

Programming **Schedule**

Gap between July 2015 and September 2013: large time period for not getting projects ready – what would be happening for two years until new projects are ready?

Projects already in the program development pipeline will be programmed for construction. There are no shortage of projects scheduled for lettings between now and July 1, 2015.

Programming **Small Construction**

How are small construction program funded in this process? How to get small projects (decel. lanes, signals, etc.) done – does Division have pots of money for this?

Small construction is funded through the highway fund, It is an allocation in the budget bill.

Programming **Small Construction**

How will this process affect local/rural roads since other projects can be pushed down?

Secondary routes are eligible under Division Needs category and will compete with Statewide Mobility and Regional Impact projects not selected for funding in those categories. As with any project, the project scores are one factor in determining which projects move from prioritization to programming.

Programming **Small Construction**

Where do Secondary roads fall in STI?

Secondary routes are only eligible under Division Needs category

---

Programming **STP-Da**

Are STP-DA funds exempt is used on Statewide Mobility Level?

This funding will be deducted from the overall regional program. They are exempt from the Division needs category. It is anticipated the any STP-DA funds used at the Statewide Mobility level would be taken from the Statewide category but further clarification is needed.

Programming **STP-Da**

Can STP-DA be used for stand-alone bike/ped? What is the process for accessing these funds?

Yes

Programming **STP-Da**

Can STP-Da funds be used on Regional Impact Projects?

yes

Programming **STP-Da**

How do we use DA funds that will not impact division allocation (how can they be classified as statewide and regional project)?

STP-DA funded projects used on Division Needs projects will have those funds deducted from the Division Needs category. STP-DA funded Regional projects will have those funds taken from the Regional Impact category.

Programming **STP-Da**

How will locals match STP-DA funds?

Local funding for projects is subject to municipal agreements.

STI Questions and Answers

Group	Sub-Group
Programming	**STP-Da**

Need clarification on the process for submitting projects for the STP-DA funds.

These are amendments to local TIP and STIP documents.

Programming	**STP-Da**

STP-DA funds deducted from the division – not much left. STP-DA should be excluded.

Legislative determination

Programming	**STP-Da**

What is the mechanism for including STP-DA and local TA funds?

These are amendments to local TIP and STIP documents.

Programming	**System**

Funding category maps need to be provided and they need to be detailed w/ clarification of state/regional/division roads.

Program Development Branch has created a series of maps showing route eligibility for STI.

Programming	**System**

Is there a challenge/appeal process in place if a road is placed in a different funding category than the locals think?

Program Development is developing Funding eligibility maps for all modes. If there is a disagreement the MPO/RPO should coordinate with Program Development through their Division.

Programming	**System**

Need to have a map of all projects in TIP, not just existing roads.

Program Development Branch has created a series of maps showing route eligibility for STI.

Programming	**System**

Non-highway projects should be classified based on their highway counterparts.

This would be difficult since not all non-highway project align with a highway link. P3 provides the means for linkage across modes.

Programming	**System**

Who determined what category a project falls into?

The law outlines the eligibility of projects. Program Development Branch has created a series of maps showing route eligibility for STI and will coordinate any changes across NCDOT Business Units.

Programming	**System**

Who determines what category a projects goes in (cascading effect)? Do you give the same project points in every level?

Project eligibility is determined by the law. Project scores will be given for every category for which the project qualifies. For example, Statewide eligible projects have three separate scores- Statewide, Region and Division. Regional eligible projects have two separate scores: Regional and Division and Division eligible projects receive only one score.

Programming	**Transportation Alternative**

How would federal transportation alternative funds be distributed if there is no mechanism for distributing statewide dollars.

HB817 defines transportation alternative funds as Division needs projects. The Department is developing a process for allocating TA funds.

STI Questions and Answers

Group	Sub-Group

Programming   **Transportation Alternative**

What is the time line for developing transportation alternative process and how does that schedule tie into P3.0?

It is the Department's understanding that alternative transportation projects are subject to a "competitive selection process". This does not necessarily mean a project prioritization process. A competitive selection process might be as simple as "first come, first served".

Programming   **Transportation Alternative**

Where will 20% required match on statewide TAP funding come from?

Match requirements will be determined by project type and project sponsor.