

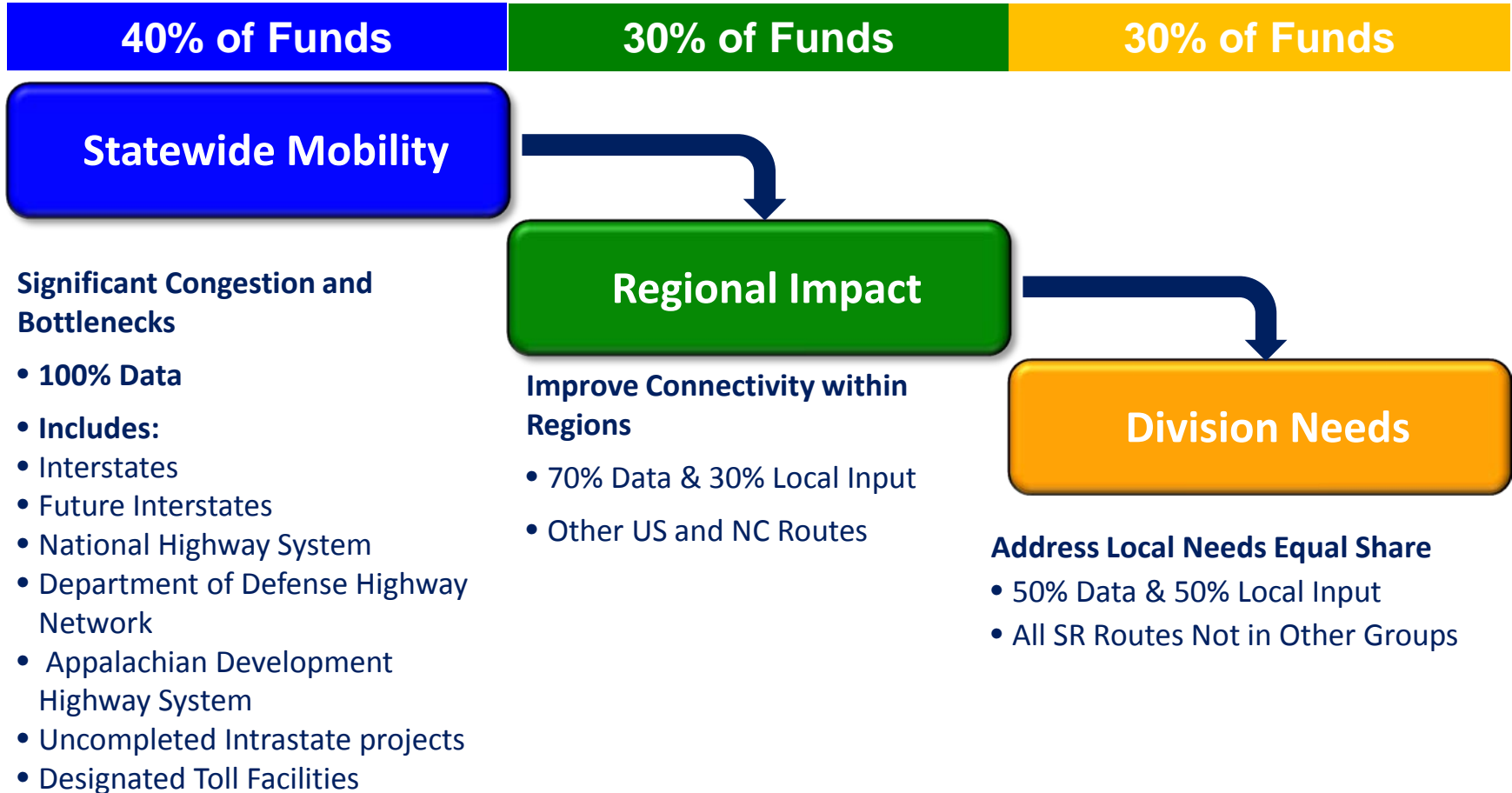
# Programming Statewide STI Projects

## Interagency Leadership Presentation

August 14, 2014

Calvin Leggett, P.E.  
Manager, Program Development Branch

# How the SMF Works



Projected STIP Budget  
FY 2016 through FY 2025  
(\$ in millions)

HIGHWAY TRUST FUND REVENUES	2016 THRU 2025
Total State Highway Trust Fund Revenues	\$ 12,800
Less Transfers for NCTA GAP Funding	(490)
Less GO Debt Service	(270)
Less Program Administration	(600)
<b>Net State Trust Fund Revenues</b>	<b>11,440</b>
Federal Aid	9,900
Less SPR Funds	(275)
Less CMAQ	(450)
Less Yadkin River GARVEE debt service	(75)
<b>Available Subtotal (Trust and Federal-aid)</b>	<b>20,540</b>

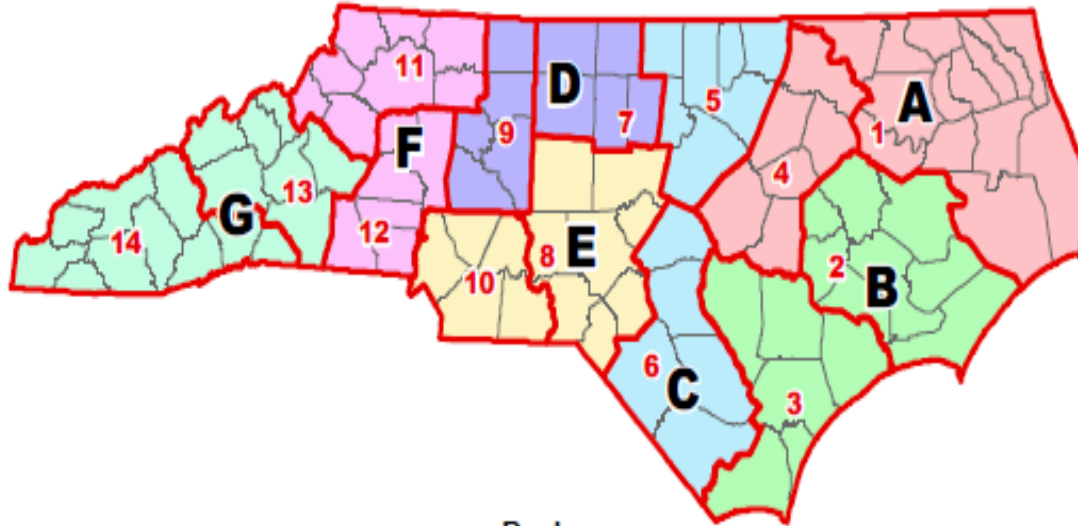
## Projected STIP Budget FY 2016 through FY 2025 (\$ in millions)

Less PE	(1,650)
Subtotal	18,900
Less Construction Cost Overruns	(650)
Less Bonus Allocation for Tolling	(380)
Less Inflation	(3,000)
<b>Funds Available for Programming</b>	<b>\$ 14,870</b>
Less Existing Cash Flows and GARVEE payments	(2,300)
<b>Funds Available to Allocate to Categories</b>	<b>\$ 12,570</b>

Categories	2016 THRU 2025
<b>Funds Available to Allocate to Categories</b>	\$ 12,570
<b>Statewide Subtotal (40%)</b>	5,030
Less Interstate Maintenance	(1,000)
Less Bridge Replacement	(120)
Less Safety Holdout	(200)
Less Statewide Holdouts	(90)
<b>Statewide Category Total</b>	\$ 3,620
<b>Regional Subtotal (30%)</b>	\$ 3,780
<b>Division Subtotal (30%)</b>	\$ 3,780

*NOTE: Federal bridge projects and Federal safety projects will be accounted for in the eligible category*

## STRATEGIC TRANSPORTATION INVESTMENTS



### Statewide

40% of Total Funds  
Distributed Statewide

### Basis for Project Selection

100% Data Driven

***Distributed Statewide  
with Corridor Restrictions***

### Region

30% of Total Funds  
Distributed by population to  
paired Highway Divisions

### Basis for Project Selection

70% Data, 30% Local Input Driven

***Based on Population  
within Region***

### Division

30% of Total Funds  
Distributed by equal share to  
14 Highway Divisions

### Basis for Project Selection

50% Data, 50% Local Input Driven

***Based on Equal Share  
for Each Division***

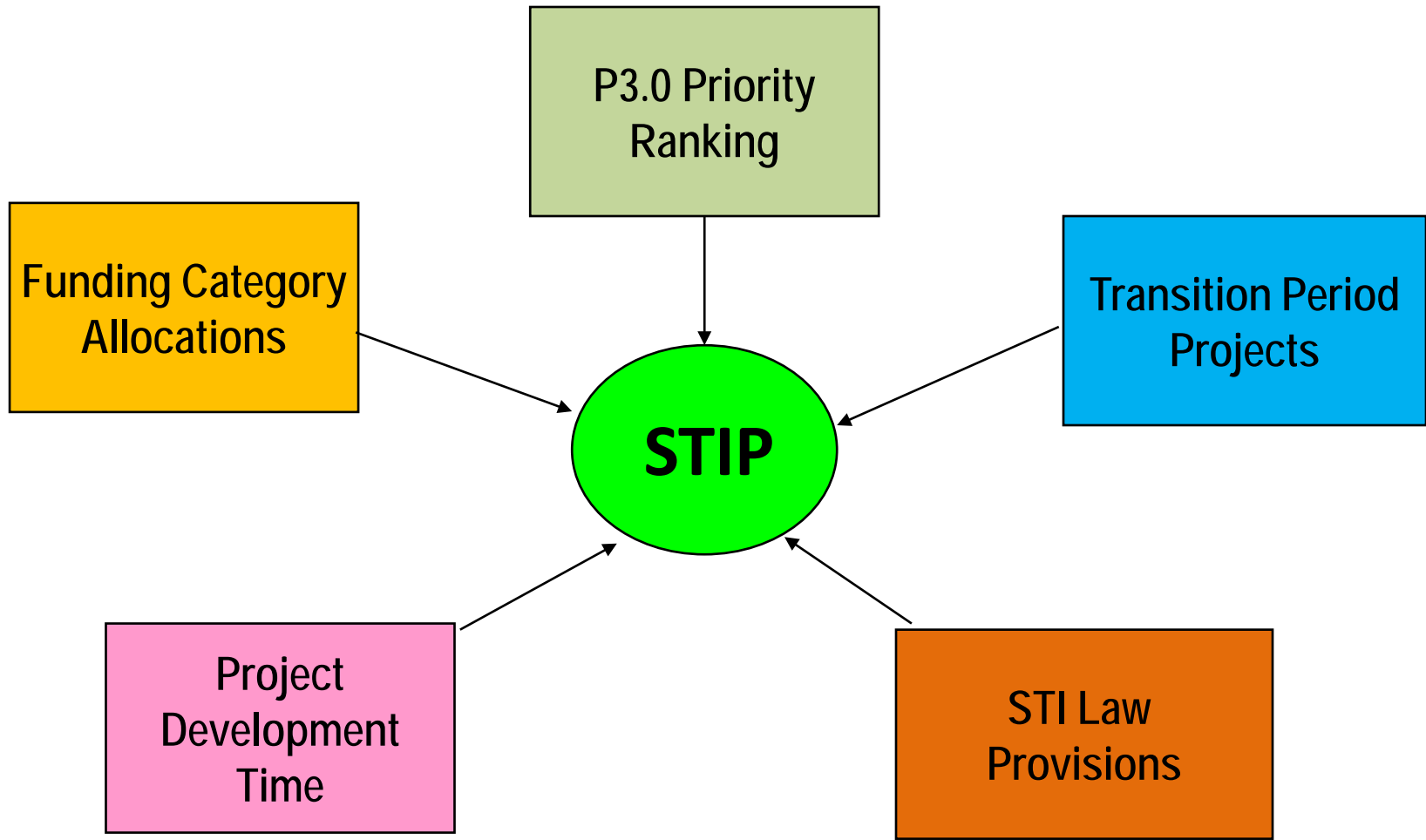
2016 - 2025 DRAFT STIP ESTIMATES FOR REGIONAL AND DIVISION CATEGORIES AS OF MAY 2014

DISTRIBUTION REGIONS		(30%)		PROGRAMMABLE BUDGET AVAILABLE 5 YEAR PERIOD	(30%)		PROGRAMMABLE BUDGET AVAILABLE 10 YEAR PERIOD
		CURRENT DIVISION ALLOCATION 5 YEAR PERIOD	BRIDGE/ SAFETY AMOUNT ALLOCATED		PAIRED DIVISIONS ALLOCATION 10 YEAR PERIOD	BRIDGE/ SAFETY AMOUNT ALLOCATED	
1 & 4	A	\$134,427	\$72,024	\$62,403	\$327,852	109,637	\$218,215
2 & 3	B	\$187,981	\$108,046	\$79,935	\$458,466	156,213	\$302,253
5 & 6	C	\$336,915	\$54,274	\$282,641	\$821,701	70,812	\$750,889
7 & 9	D	\$261,908	\$18,064	\$243,844	\$638,766	45,705	\$593,061
8 & 10	E	\$310,061	\$12,514	\$297,547	\$756,206	29,538	\$726,668
11 & 12	F	\$176,097	\$14,174	\$161,923	\$429,483	67,793	\$361,690
13 & 14	G	\$135,970	\$20,390	\$115,580	\$331,616	43,409	\$288,207
TOTALS		\$1,543,360	\$299,486	\$1,243,874	\$3,764,090	\$523,107	\$3,240,983

DIVISION	(30%)			PROGRAMMABLE BUDGET AVAILABLE 5 YEAR PERIOD	(30%)			PROGRAMMABLE BUDGET AVAILABLE 10 YEAR PERIOD
	INDIVIDUAL DIVISIONS ALLOCATION 5 YEAR PERIOD	BRIDGE/ SAFETY AMOUNT ALLOCATED	STPDATA HOLDOUT 5 YEAR PERIOD		INDIVIDUAL DIVISIONS ALLOCATION 10 YEAR PERIOD	BRIDGE/ SAFETY AMOUNT ALLOCATED	STPDATA HOLDOUT 10 YEAR PERIOD	
1	110,240	\$9,546	\$0	\$100,694	\$268,864	\$22,582	\$0	\$246,282
2	110,240	\$16,966	\$0	\$93,274	\$268,864	\$46,853	\$0	\$222,011
3	110,240	\$17,469	\$16,266	\$76,505	\$268,864	\$45,493	\$32,532	\$190,838
4	110,240	\$7,324	\$5,392	\$97,524	\$268,864	\$22,741	\$10,785	\$235,338
5	110,240	\$20,494	\$69,093	\$20,653	\$268,864	\$29,461	\$138,186	\$101,216
6	110,240	\$20,737	\$20,316	\$69,187	\$268,864	\$32,651	\$40,633	\$195,580
7	110,240	\$18,814	\$27,938	\$63,488	\$268,864	\$52,682	\$55,875	\$160,306
8	110,240	\$13,610	\$2,832	\$93,798	\$268,864	\$27,295	\$5,664	\$235,904
9	110,240	\$21,180	\$32,877	\$56,183	\$268,864	\$37,375	\$65,755	\$165,734
10	110,240	\$13,202	\$78,485	\$18,553	\$268,864	\$27,277	\$156,970	\$84,616
11	110,240	\$12,986	\$3,448	\$93,806	\$268,864	\$29,145	\$6,896	\$232,822
12	110,240	\$10,271	\$17,206	\$82,763	\$268,864	\$33,820	\$34,412	\$200,631
13	110,240	\$15,316	\$14,706	\$80,218	\$268,864	\$37,350	\$29,412	\$202,102
14	110,240	\$19,690	\$7,601	\$82,949	\$268,864	\$35,029	\$15,202	\$218,633
TOTALS	\$1,543,360	\$217,605	\$296,162	\$1,029,593	\$3,764,090	\$479,754	\$592,323	\$2,692,013

DRAFT - SUBJECT TO CHANGE BASED ON AVAILABLE REVENUE, COST ESTIMATES, AND SCHEDULES

# Factors Impacting the STIP Process





## Statewide Program Quick Facts

- Approximately \$ 5B over 10 year period 2016-2025
- \$ 1.4B assigned to Alternate Prioritization projects
- \$ 3.6B assigned to 95 Statewide SPOT projects
- Includes 11 Aviation projects in Greensboro, Raleigh and Wilmington
- Highest scoring project (86.11) was an Aviation project at Raleigh/Durham airport
- Lowest scoring Aviation project funded scored 46.15
- Funded Highway project scores ranged from 44.21 to 84.51
- No Rail projects included. The highest Rail score was 36.35

# Alternate Criteria Projects

- **Safety** – \$40M/yr programming target – prioritization based on benefit-cost analysis; projects programmed on quarterly cycle. Funding distributed 40% Statewide, 30% Regional, 30% Division.
- **Bridge** – STIP programming gradually being reduced to a \$50M/yr level – prioritization based on mix of condition and performance measures, including priority rating index (PRI). Funding assigned to highest eligible category of highway route.
- **Interstate Maintenance** - \$100M/yr programming target; pavement and bridge rehabilitation activities, etc. All funding assigned to Statewide category.

# STI Law Provisions Affecting Programming

**Corridor Cap**: Project cap. – No more than ten percent (10%) of the funds projected to be allocated to the Statewide Strategic Mobility category over any five-year period may be assigned to any contiguous project or group of projects in the same corridor within a Highway Division or within adjoining Highway Divisions.

## Areas where corridor cap affected programming

- I-26, Divisions 13 and 14
- I-77, Divisions 10 and 12
- I-40, Divisions 4, 5 and 7
- NC 540 (Southern Wake Expressway), Divisions 4 and 5

# STI Law Provisions Affecting Programming

**Turnpike Project Cap:** To study, plan, develop, and undertake preliminary design work on up to **nine** Turnpike Projects. At the conclusion of these activities, the Turnpike Authority is authorized to design, establish, purchase, construct, operate, and maintain the following projects:

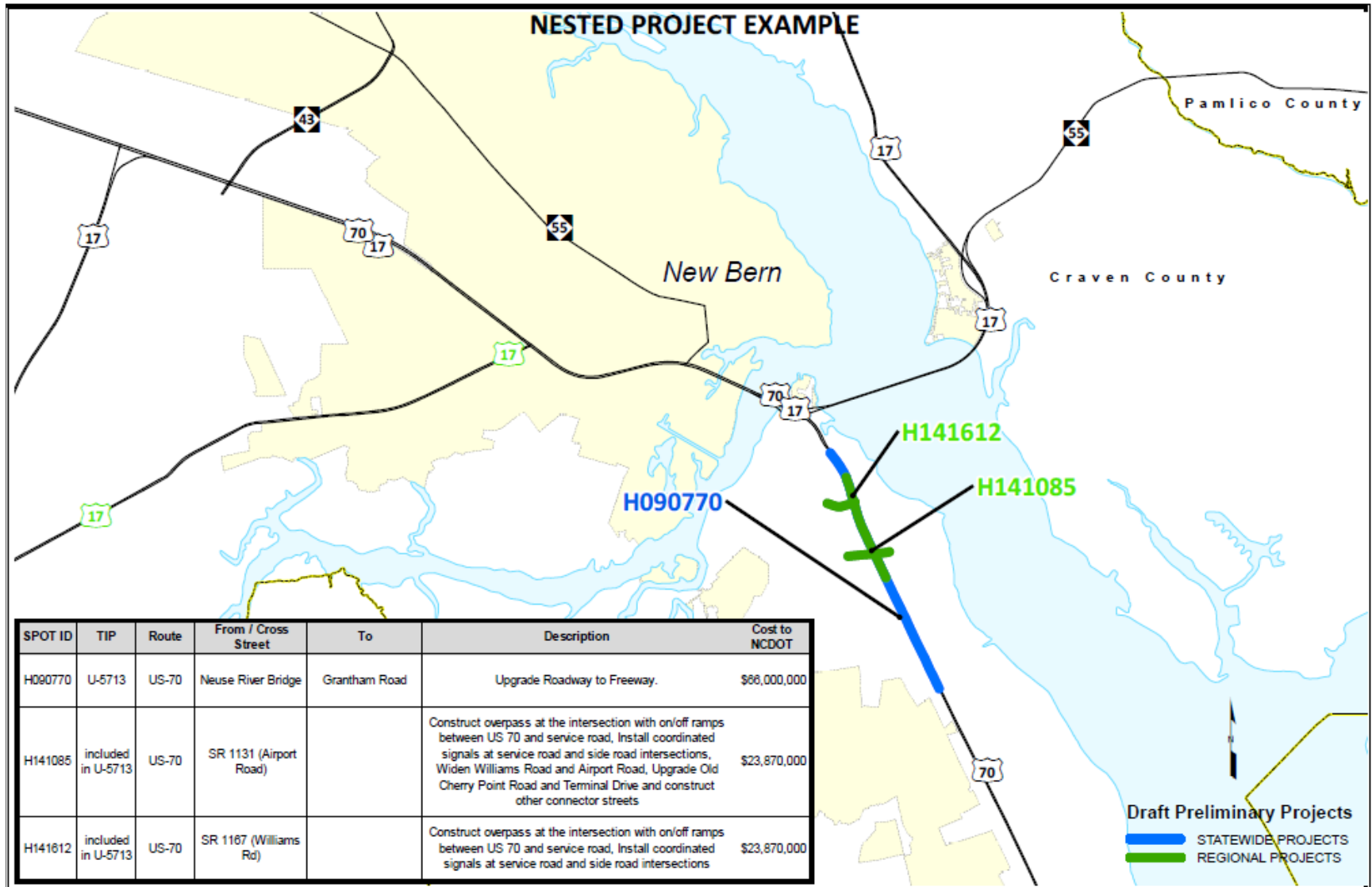
- **Triangle Expressway, including segments also known as N.C. 540, Triangle Parkway, and the Western Wake Freeway in Wake and Durham Counties.** The described segments constitute three projects.
- **Monroe Connector/Bypass.**
- **I-77 HOT Lanes in Mecklenburg County**

Areas where toll cap may affect program

- NC 540 in Division 5
- I-485 in Division 10

## Transition Period Projects

- Projects with scheduled let dates prior to July 1, 2015, as of October 1, 2013, are excluded from the requirement to be prioritized for construction under the new STI law. This exemption belongs to all projects scheduled for letting in those state fiscal years at that time regardless of when they are actually let for construction.
- A transition period project schedule may move beyond July 1, 2015; or may have minor changes in cost or scope and retain its status.
- If a transition project requires a different or significantly modified environmental document, a STIP amendment for description change, or an amendment to the long range plan, then we will say that the revised project no longer has the transition period exemption.



# Project Scheduling Impacts to Programming

Project Ranking	Expected Project Delivery Time (Years)	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
1	9		NEPA			Design		ROW		CON	
2	4	Design	ROW		CON						
3	1	CON									
4	5	Design		ROW		CON					
5	8		NEPA		Design		ROW		CON		

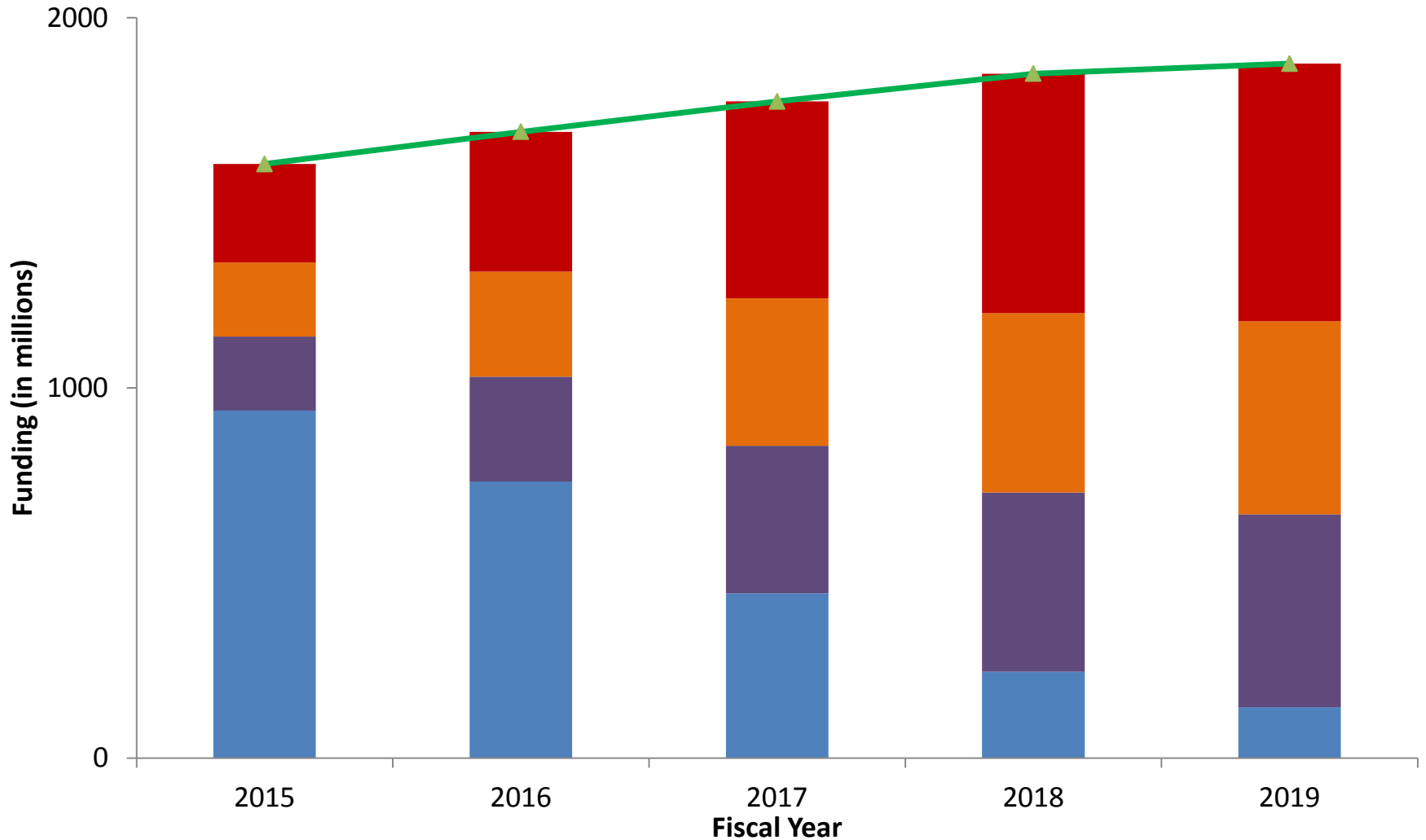
# Annual Funding Balance

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



## Funding for the Strategic Transportation Investment Program

40% Statewide 30% Region 30% Division Funds committed to existing projects Budget



## Proposed STI Legislation Changes Adopted in the 2014 Session

- Exclude Federal Lands Access Funds from STI
- Apply Alternate Prioritization Criteria to Federal and State Funds Used for Emergency Repair Work

# Proposed STI Development Schedule

