

# Strategic Transportation Investments(STI) Presentation

Pittsboro Town Council, January 9, 2023

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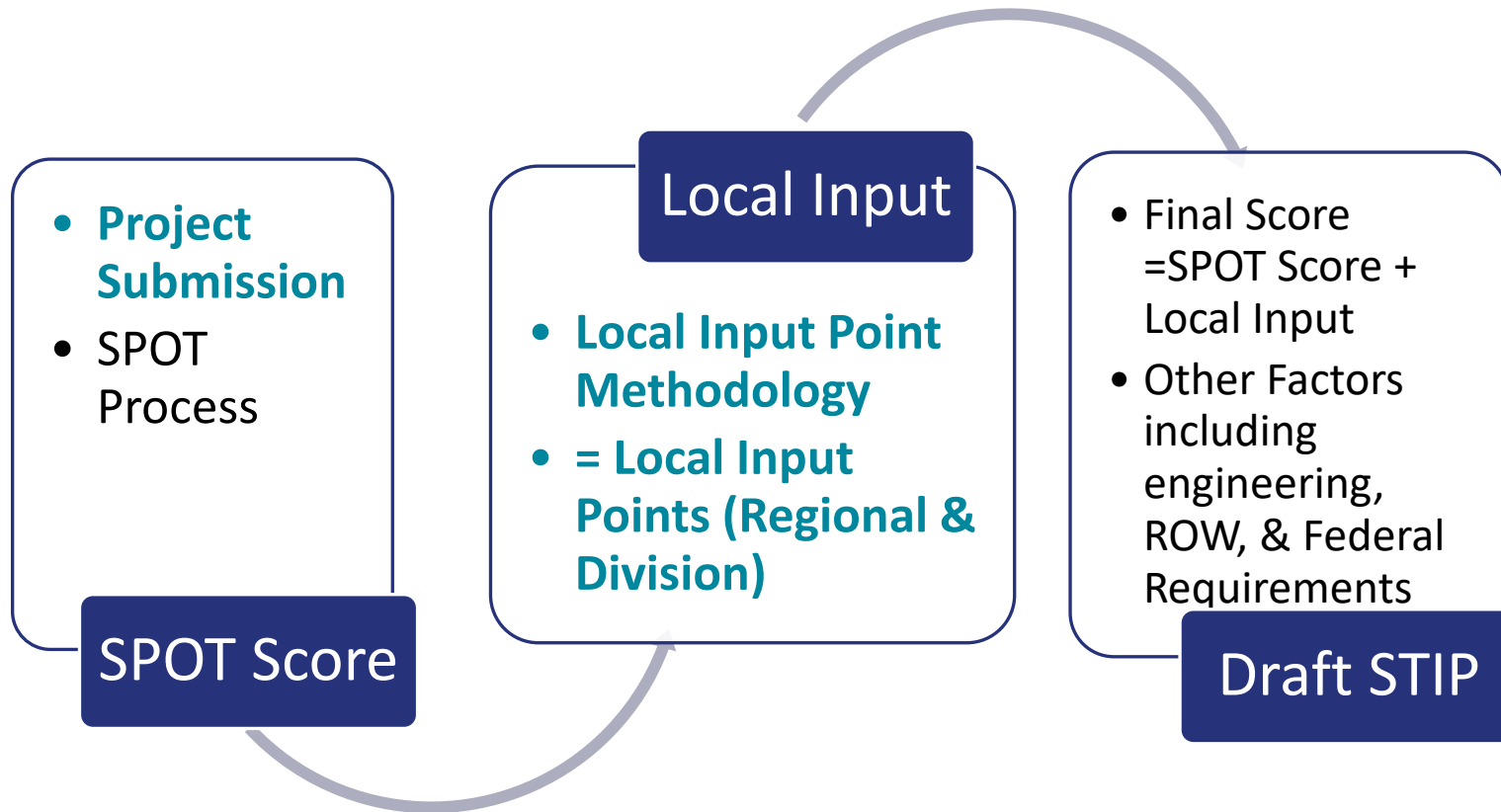
# History

- STI Law, House Bill 81 was adopted on June 26, 2013, with overwhelming support
- Prioritization 3.0 started in 2014
- Currently, NCDOT has released a draft 2024-2033 STIP, that is due to be adopted in May 2023
  - Unlike previous STIPs, this one will have fewer projects than the 2020-2029 STIP, as NCDOT has had issues around cash flow, supply chain and labor. In its second revision in August 2022, all but six projects in the TARPO area were added back but this did not include R-5961, NC 87. It will be re-prioritized in the next round of Prioritization\*\*
- In July 2023, Prioritization 7.0 process will begin with new submittals. The end result of this process will be the 2026-2035 STIP

# Pittsboro Project History in STI

- **P3.0 (adopted 2015; 2016-25 STIP years)**
  - R-5724 (Hillsborough St improvements from Launis St to Powell Place Ln) funded in first five years of STIP (committed window)
- **P4.0 (adopted 2017; 2018-27 STIP years)**
  - No new funded projects added in Pittsboro
  - R-5724 remained funded
- **P5.0 (adopted 2019; 2020-29 STIP years)**
  - R-5930 (Chatham Park Way north of US 64 Bypass) funded in first five years of STIP (committed window)
  - R-5963 (Chatham Park Way south of US 64 Bypass) funded in first five years of STIP (committed window)
  - R-5961 (NC 87 improvements from NC 902 to US 64 Bypass) funded in second five years of STIP (non-committed window)
  - R-5724 remained funded
- **P6.0\* (to be adopted 2023; 2024-33 STIP years)**
  - No new projects were considered anywhere in state
  - R-5724, R-5930 & R-5963 remain funded
  - R-5961 funding removed – will recompile for funding in P7.0

## 2. Overview of STI Process



Where TARPO and its members have the ability to influence the process

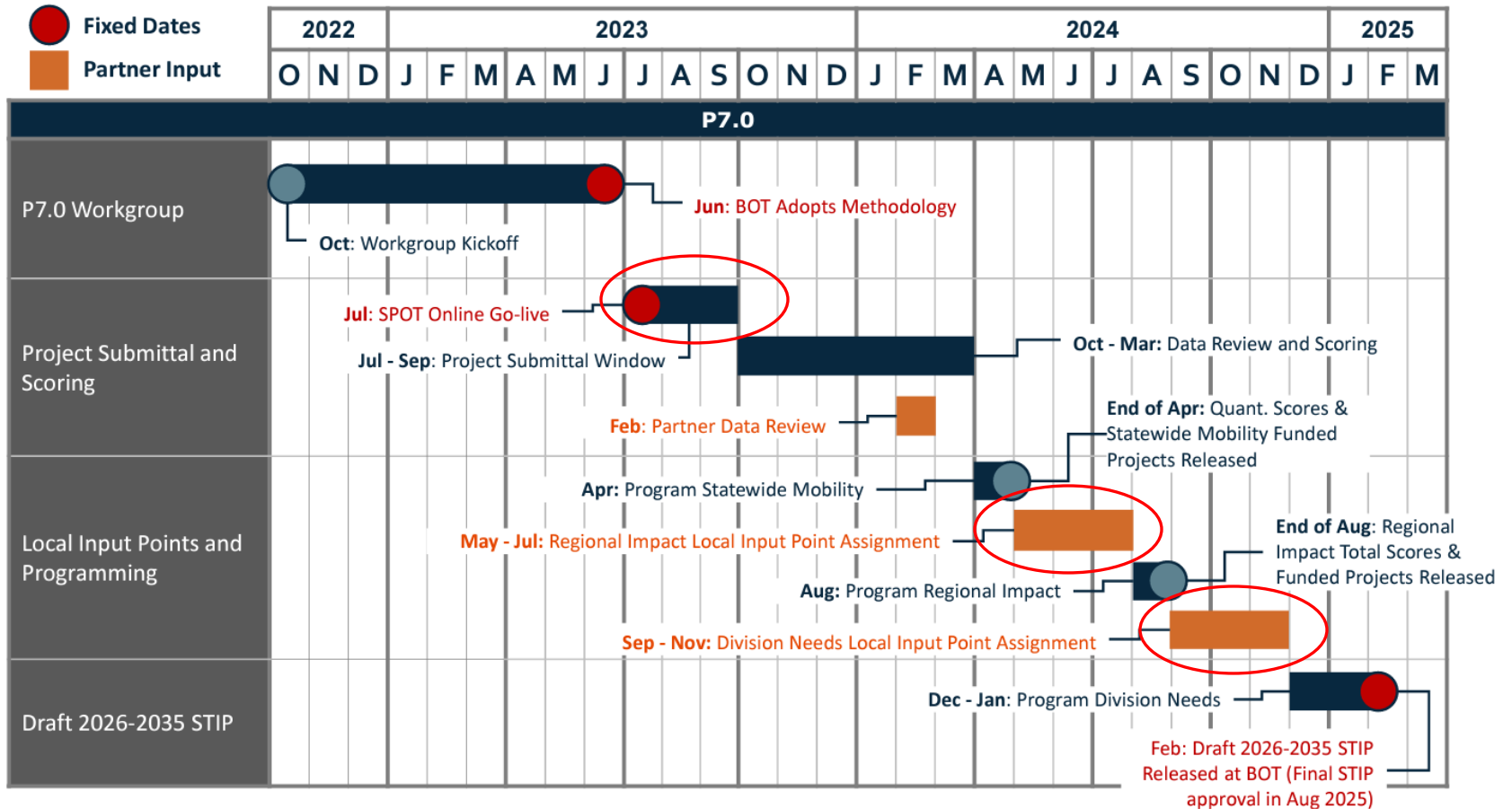
# Prioritization Process- Three Tiers

- Statewide
  - 40% of the funding
  - For TARPO, rail (freight) and highways qualify, but only certain roads: US 15-501, US 64, US 1, and US 421
  - Completely Data-driven using the SPOT score. **No local input**
- Regional
  - 30% of the funding
  - For TARPO, rail and only certain highways qualify: All of the roads in the statewide tier, and all US/NC routes
  - 70% of the score is the SPOT quantitative score. 30% is local input, split between TARPO and Division 7 or 8 (for Pittsboro)
- Division
  - 30% of the funding
  - For TARPO, all state-maintained roads, public transportation, rail, and bike/pedestrian
  - 50% of the score is the SPOT quantitative score. 50% is local input, split between TARPO and Division 7 or 8 (for Pittsboro)

# Prioritization Schedule

## P7 Schedule

Updated October 11, 2022



# Opportunities for Input to P7.0

- Expect to hear more from TARPO over the next several months regarding the process for submitting projects. We plan to establish a subcommittee to start working on the rules for this process in February and will likely reach out to local areas for your project requests in Spring or early Summer
- Based on the NCDOT schedule, TARPO will likely vote at its August 2023 meetings on projects to submit for consideration/scoring

# Notes on Funding Leverage

## Guidance on Other Fund Contributions in P6.0

Highway, Aviation, and Rail include Funding Leverage in the Benefit/Cost criteria formula:

$$\text{Funding Leverage} = (\text{Other Funds} / \text{Total Project Cost}) \times 100$$

*Goal of Funding Leverage = % of other funds contributed to the project*

During scoring (post submittal), ONLY the Benefit/Cost portion of the overall criteria formula is scaled

- This calculation uses the Cost to NCDOT at the time of submittal
- The *SCALED* Benefit/Cost portion is then set and will not change
- Funding Leverage is added to the *SCALED* Benefit/Cost portion (with a criteria cap of 100 points)

### Highway – Benefit-Cost

Funding Category	Mobility Default Weights	Modernization Defaults
Statewide Mobility	25%	-
Regional Impact	20%	-
Division Needs	15%	-

Purpose – measure the expected benefits of the project over a 10 year period against the estimated project cost to NCDOT

$$\left[ \frac{(\text{Travel Time Savings over 10 years in \$} + \text{Safety Benefits over 10 years in \$})}{\text{Project Cost to NCDOT at time of submittal}} \right] + \left[ \left[ \frac{\text{Other Funds}}{\text{Total Project Cost}} \right] \times 100 \right]$$

Cost can be lowered and score increased if other funds (non-federal or non-state funds) are designated towards the projects

- Includes Toll Revenue minus financing costs



# Other Items Underway

## Chatham County CTP

- All of the jurisdictions in Chatham County agreed to a CTP update
- TPD has begun work updating the model
  - Including projections for Vinfast and Wolfspeed
  - Planned for completion in Fall 2023
- Next steps
  - Form a steering committee
  - Review deficiencies
  - Make recommendations
- Grant Opportunities
  - Carbon Reduction
  - CMAQ
  - Others

# Questions?

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**TRIANGLE J**  
COUNCIL OF GOVERNMENTS