

Visualizing Funding- How It's Supposed To Work

TIP	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
	TEN YEAR BUDGET DOCUMENT									
Statewide Mobility										
	About \$9 Billion									
Regional Impact										
	About \$560 Million									
Division Needs										
	About \$470 Million									

Visualizing Funding- How It's Supposed to Work

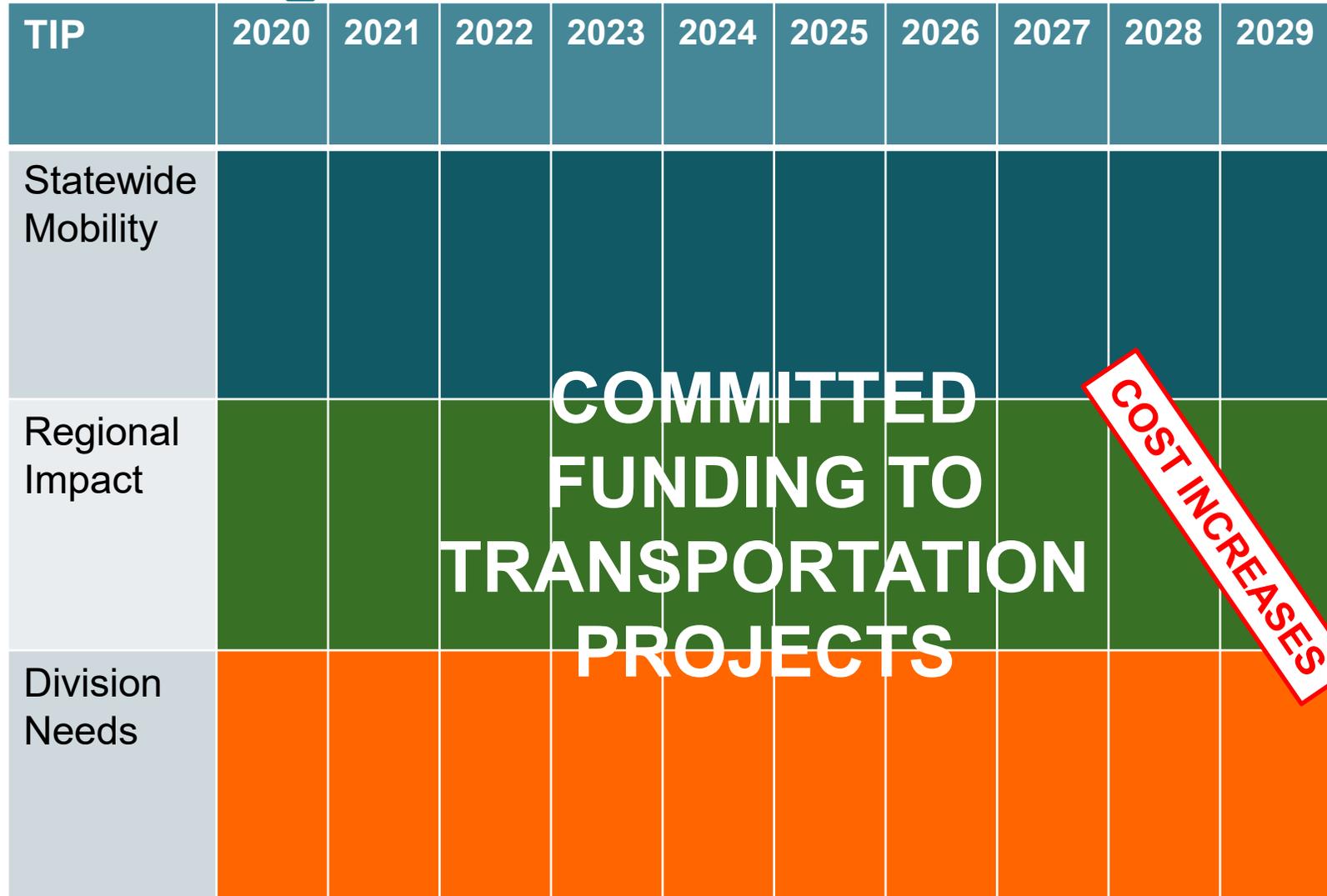
TIP	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
Statewide Mobility										
Regional Impact										
Division Needs										

COMMITTED FUNDING TO TRANSPORTATION PROJECTS

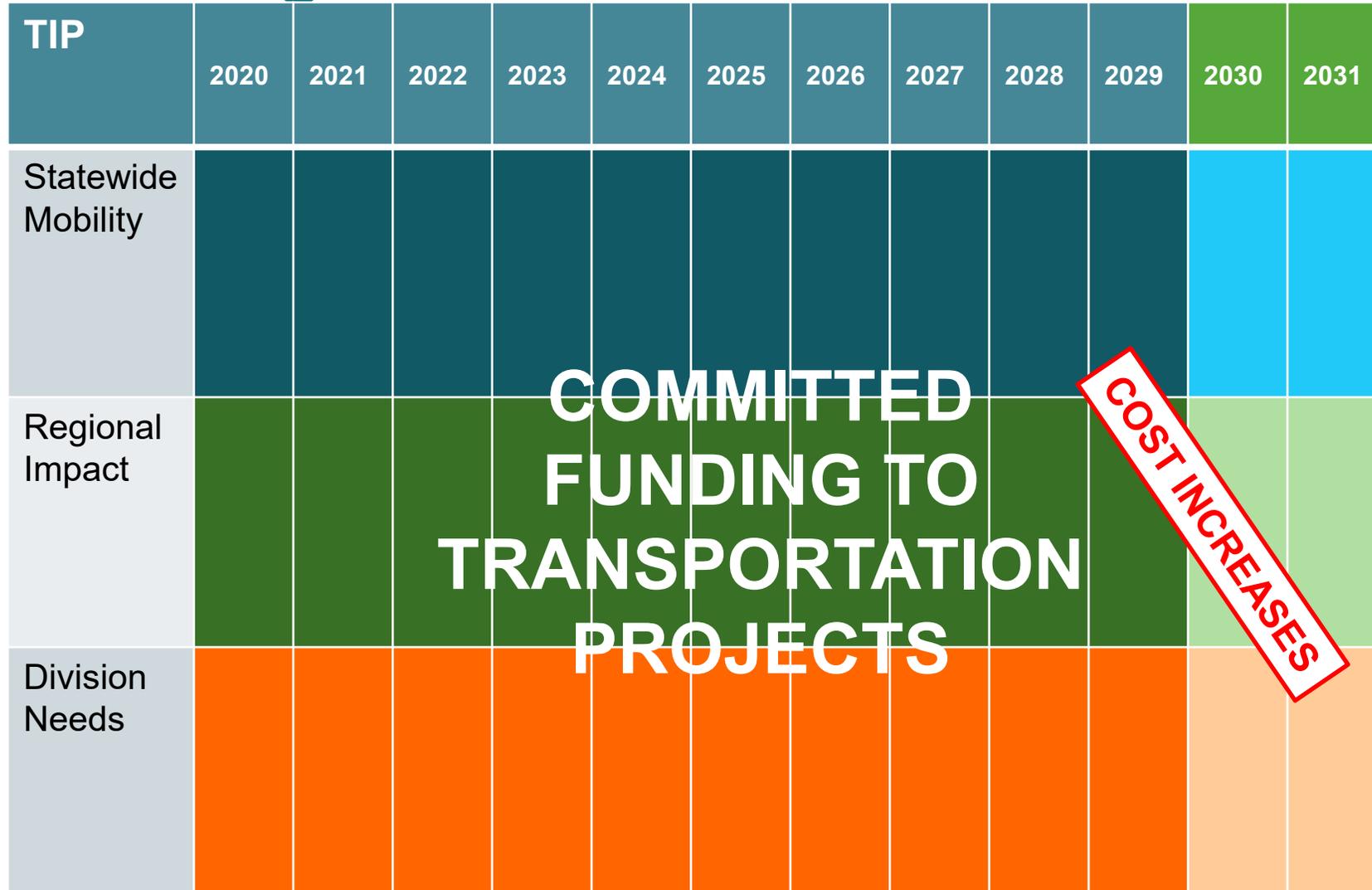
NON-COMMITTED FUNDING

The visualization shows a grid of funding commitment from 2020 to 2029. The grid is divided into three rows: Statewide Mobility, Regional Impact, and Division Needs. The columns represent the years from 2020 to 2029. The grid is divided into committed funding (dark teal/green) and non-committed funding (light grey). The text 'COMMITTED FUNDING TO TRANSPORTATION PROJECTS' is overlaid on the committed areas, and 'NON-COMMITTED FUNDING' is overlaid on the non-committed areas.

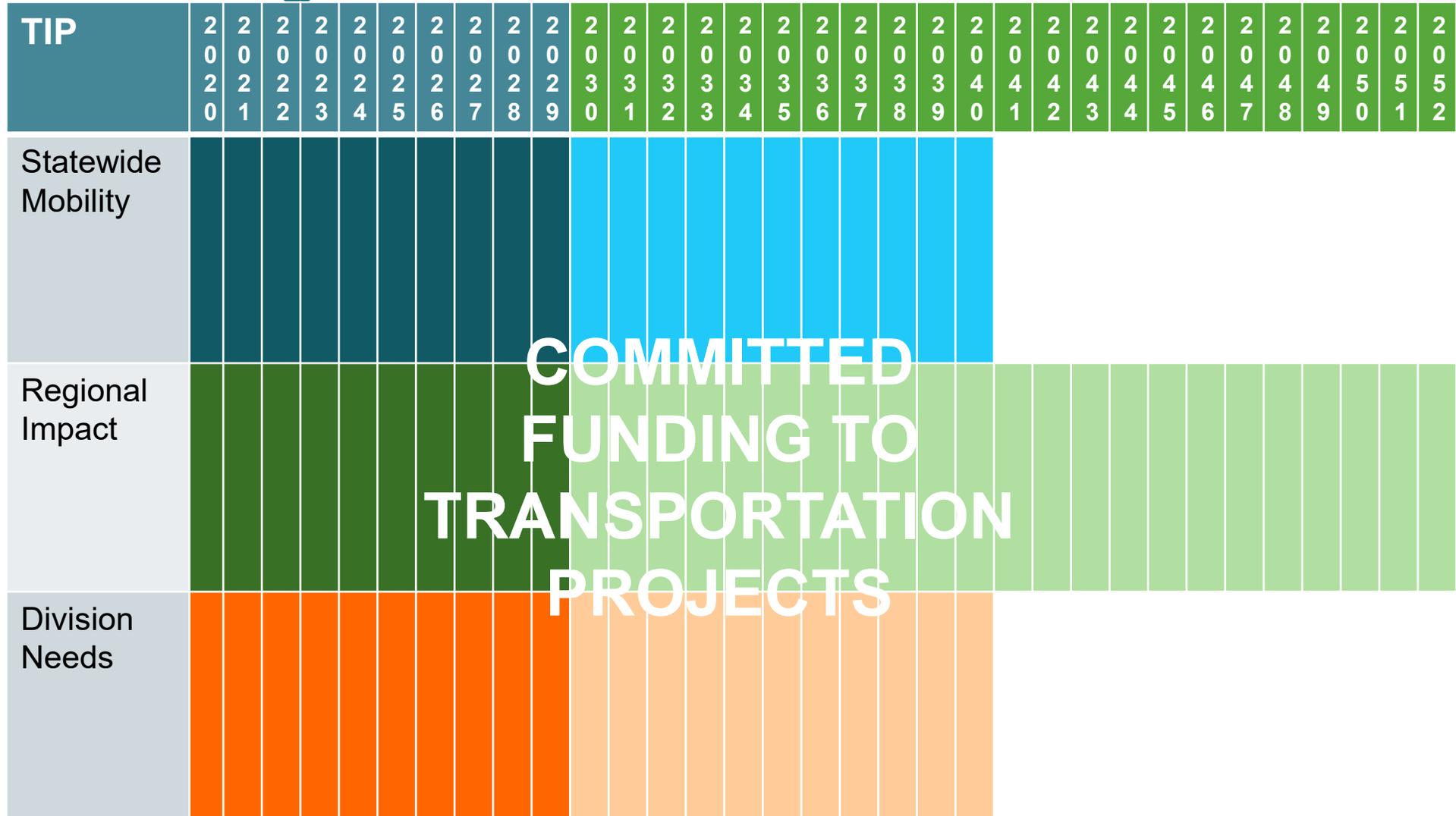
Visualizing Funding- What Went Wrong



Visualizing Funding- What Went Wrong



Visualizing Funding- What Went Wrong



How Will Projects Be Prioritized?

STEP ONE: Determine Delivery vs. To-Be-Reconsidered Projects

- **Delivery Projects**- projects scheduled to begin construction 2026 or sooner (or has begun property acquisition)
 - Will (likely) remain in the TIP/STIP
- **To-Be-Reconsidered Projects**- projects scheduled to begin construction in 2027 or later
 - May not remain in the TIP/STIP

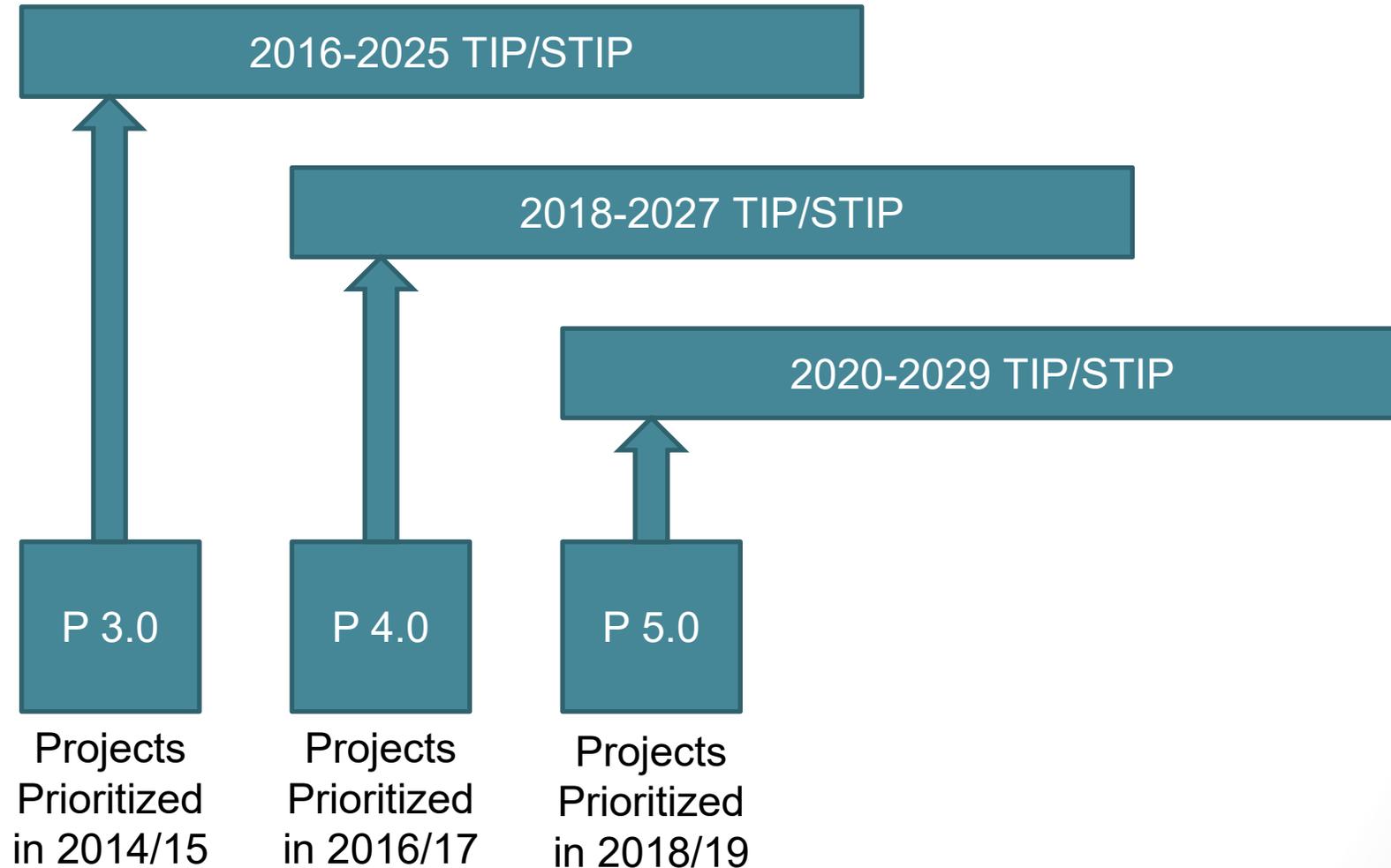
How Will Projects Be Prioritized?

STEP TWO: To-Be-Reconsidered Projects Ranked

- To-Be-Reconsidered projects will be ranked based on 1) the round of prioritization the projects was committed (older commitments are prioritized), 2) the project's score in that round of prioritization
- Projects programmed until budgets are expended

Project	Prioritization Round	Score	Rank
A	3.0	90	#1
B	3.0	70	#2
C	4.0	95	#3
D	5.0	95	#4

Why Are the Prioritization Rounds Important?



How Will Projects Be Prioritized?

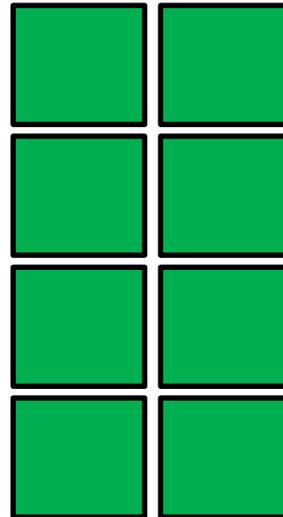
STEP THREE: Flexibility Option

- MPOs, RPOs, and NCDOT may consider switching out projects for projects that did not make the cut in Steps 1 & 2
 - Projects must be within 110% of the cost of the project being swapped out
 - MPO, Division must agree on project swaps
 - Project may be swapped within their tier or projects may “cascade”
 - Statewide Mobility projects can be “cascaded” to Regional Impact or Division Needs funds
 - Regional Impact projects may be “cascaded” to Division Needs funds
 - Projects cannot swap “up”

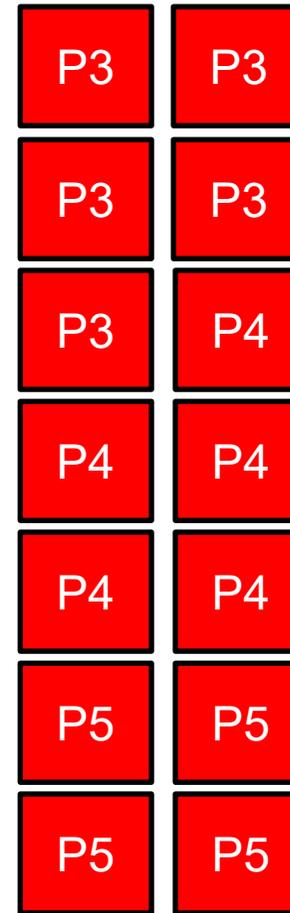
An Easier Way to Think About It

Start from Scratch

2024-2033 TIP/STIP

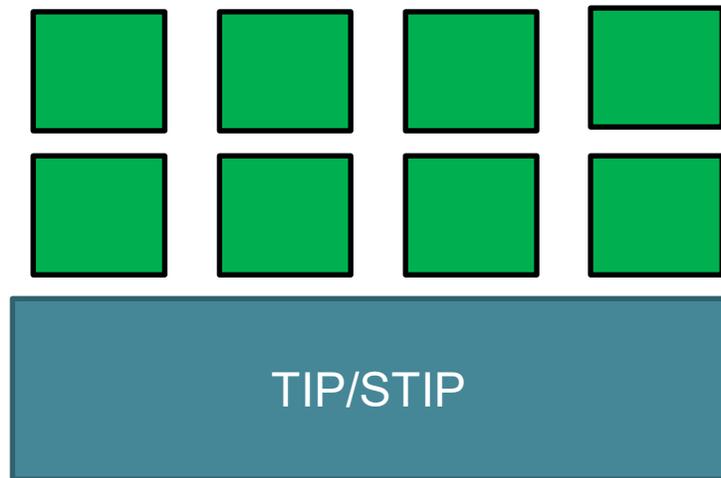


Delivery Projects

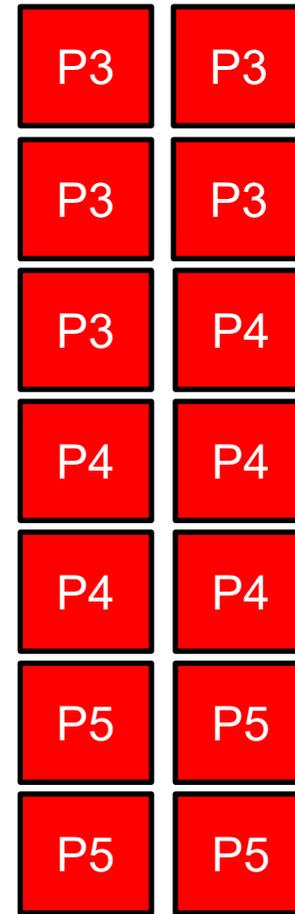


Reconsidered

An Easier Way to Think About It

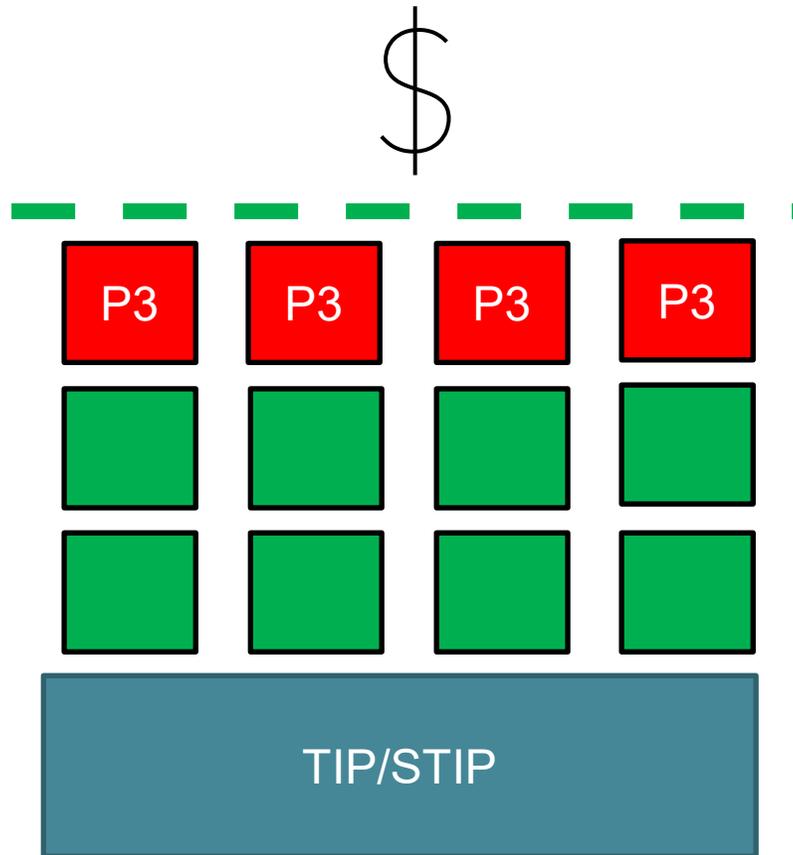


Step 1: Add Delivery Projects

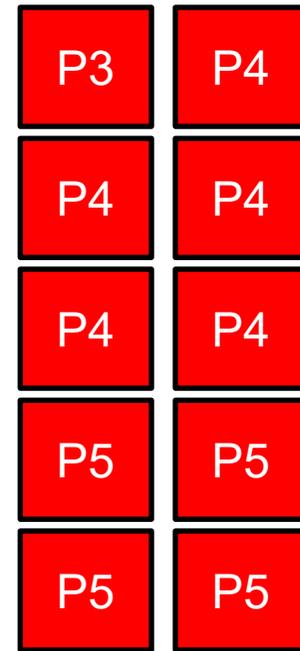


Reconsidered

An Easier Way to Think About It

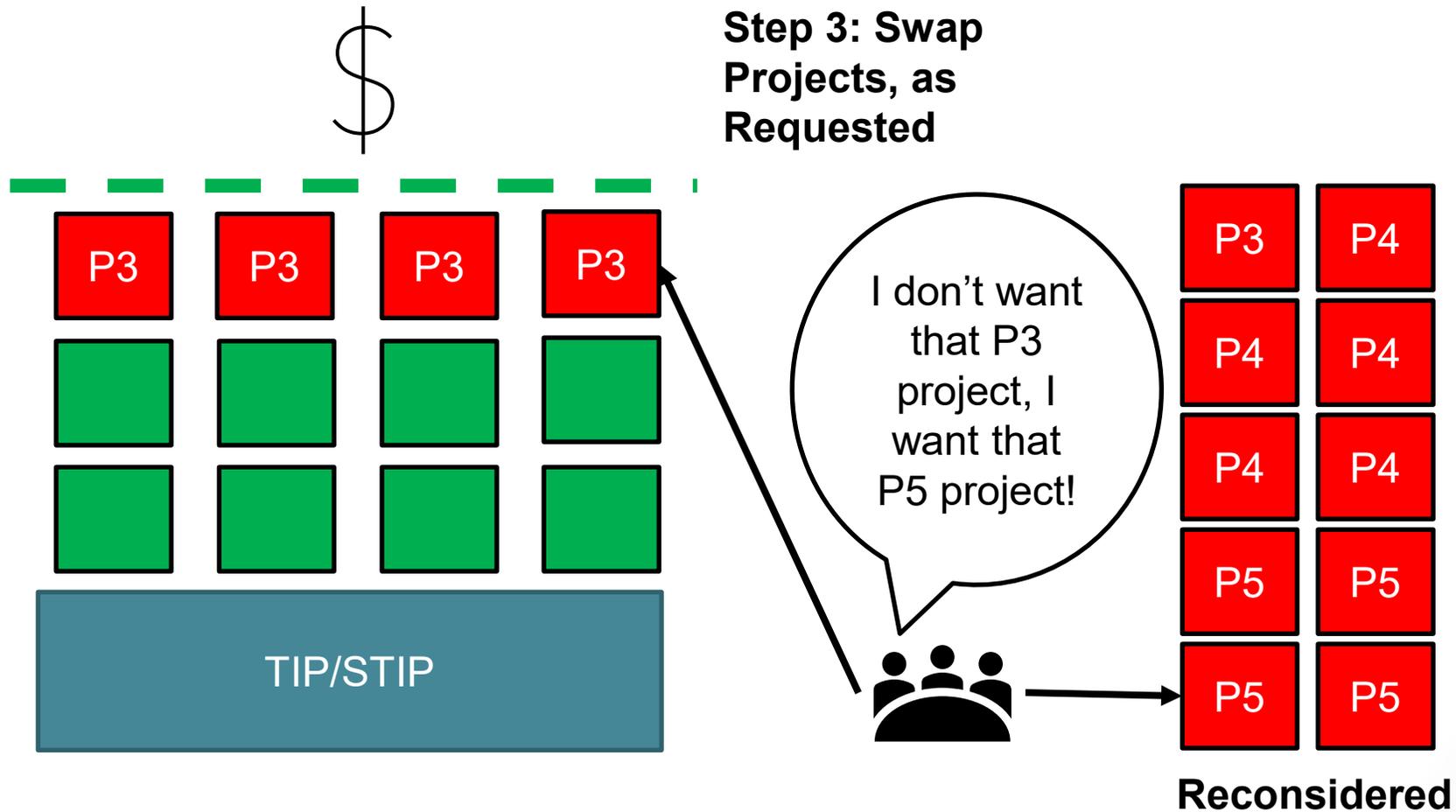


Step 2: Add Reconsidered Projects Until Budget Is Expended For Each Funding Bucket

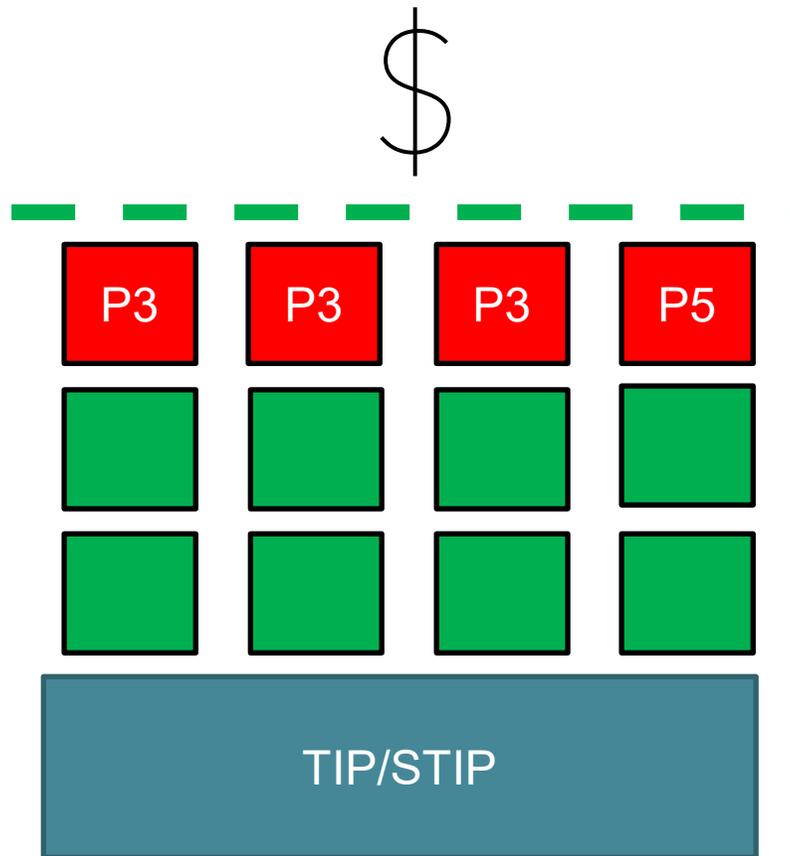


Reconsidered

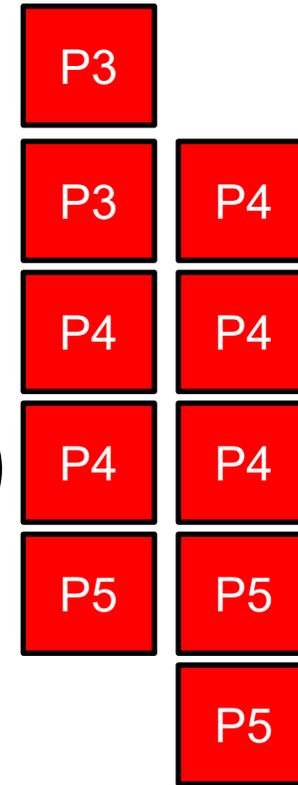
An Easier Way to Think About It



An Easier Way to Think About It

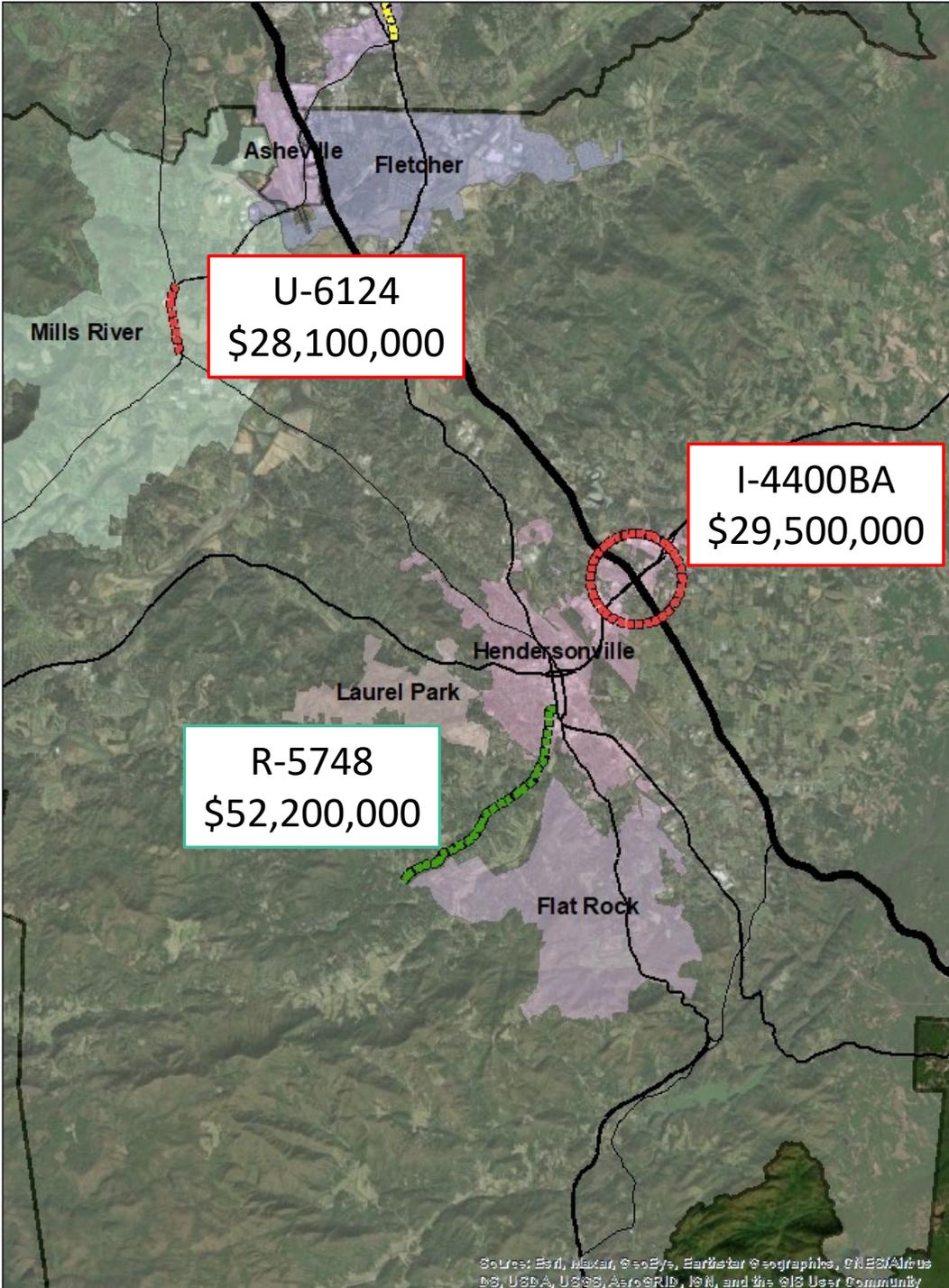


Release Draft
TIP/STIP



Reconsidered

Projects Requested for Swaps



- Henderson TAC Request
- Project In: I-4400BA - \$29,500,000 (formerly Statewide Mobility)
 - Reconfigure the I-26/US 64 interchange
- Project Out: R-5748 - \$52,200,000 (Division Needs)
 - Modernize Kanuga Road from Church Street to Little River Road
- Still Out: U-6124 - \$28,100,000 (Regional Impact)
 - Access Management on NC 280 from NC 191 to NC 191

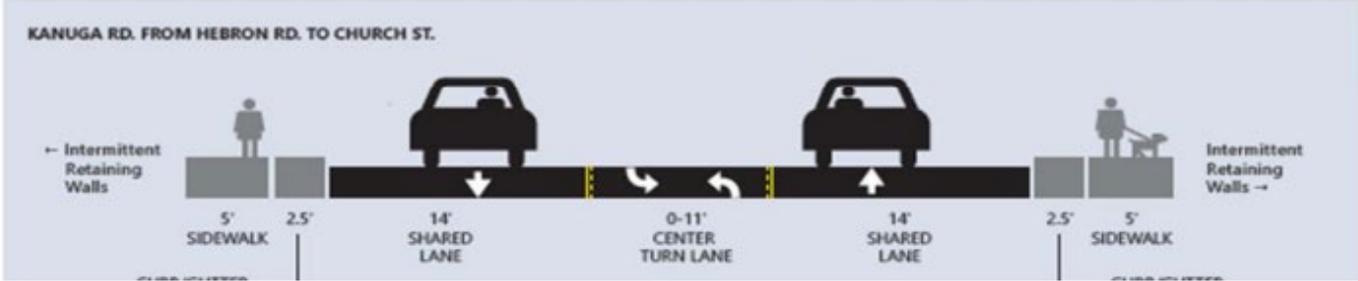
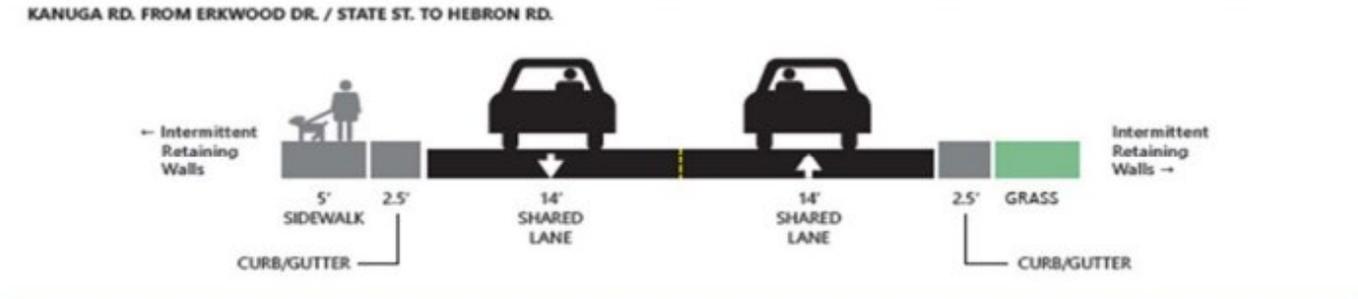
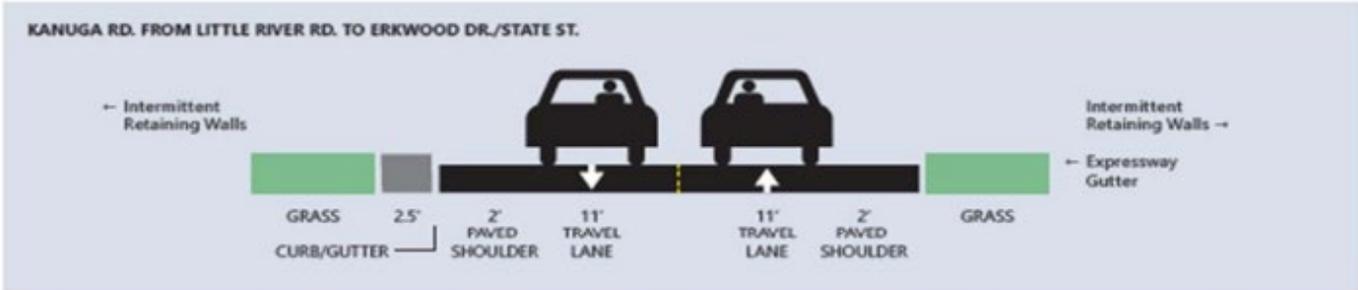


I-4400BA

- \$29,500,000
- 2021 AADT: 2,600 – 3,200 (ramps); 33,500 – 36,500 (US 64)
- 20245 AADT: 4,000 – 10,000 (ramps); 37,000 – 41,000 (US 64)
- Bike Lanes and Sidewalks included in the US 64 cross-section

Project Typical Sections

Sidewalks and decorative retaining walls may be subject to cost-sharing agreements with the local governments and/or Henderson County.



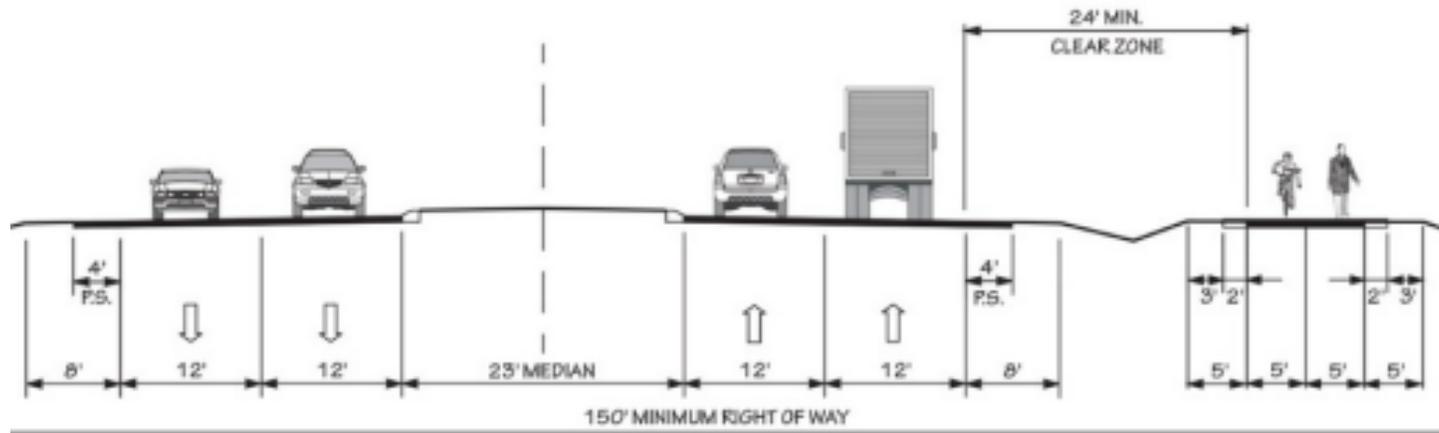
R-5748

- \$52,200,000
- 2021 AADT: 4,800 – 11,500
- 2045 AADT: 8,400 – 14,500
- Public Pushback



TYPICAL SECTION No. 4I

4 LANE DIVIDED (23' RAISED MEDIAN)
WITH PAVED SHOULDERS AND SIDEPATH



POSTED SPEED 35-55 MPH

U-6124

- Funded in P 5.0
- \$28,100,000
- 2021 AADT: 19,000 – 28,500
- 2045 AADT:
- Overlaps with the Mills River Valley Trail
- Swapping-in would exceed threshold by \$180,000



U-2801A (Sweeten Creek Road)

- Costs have increased (again)
- NCDOT is evaluating going down from the four-lane divided to a three-lane to see if it would reduce costs enough
- If costs are not sufficiently reduced, the project will be removed from the TIP/STIP again

2024-2033 Draft STIP Comparison

	Previous 2024-2033 Draft STIP (April 2022)	Current 2024-2033 Draft STIP (August 2022)
Available Funding for Programming	\$29.8B	\$37.0B*
Amount Reserved for Inflation	\$3.3B	\$4.2B
Amount Available for Programming Projects	\$26.5B	\$32.8B
Delivery Projects	83% Remained on schedule	92% Remaining on schedule**
Projects Subject to P3-P4-P5 Approach	33% Remained on schedule	56% Remaining on schedule

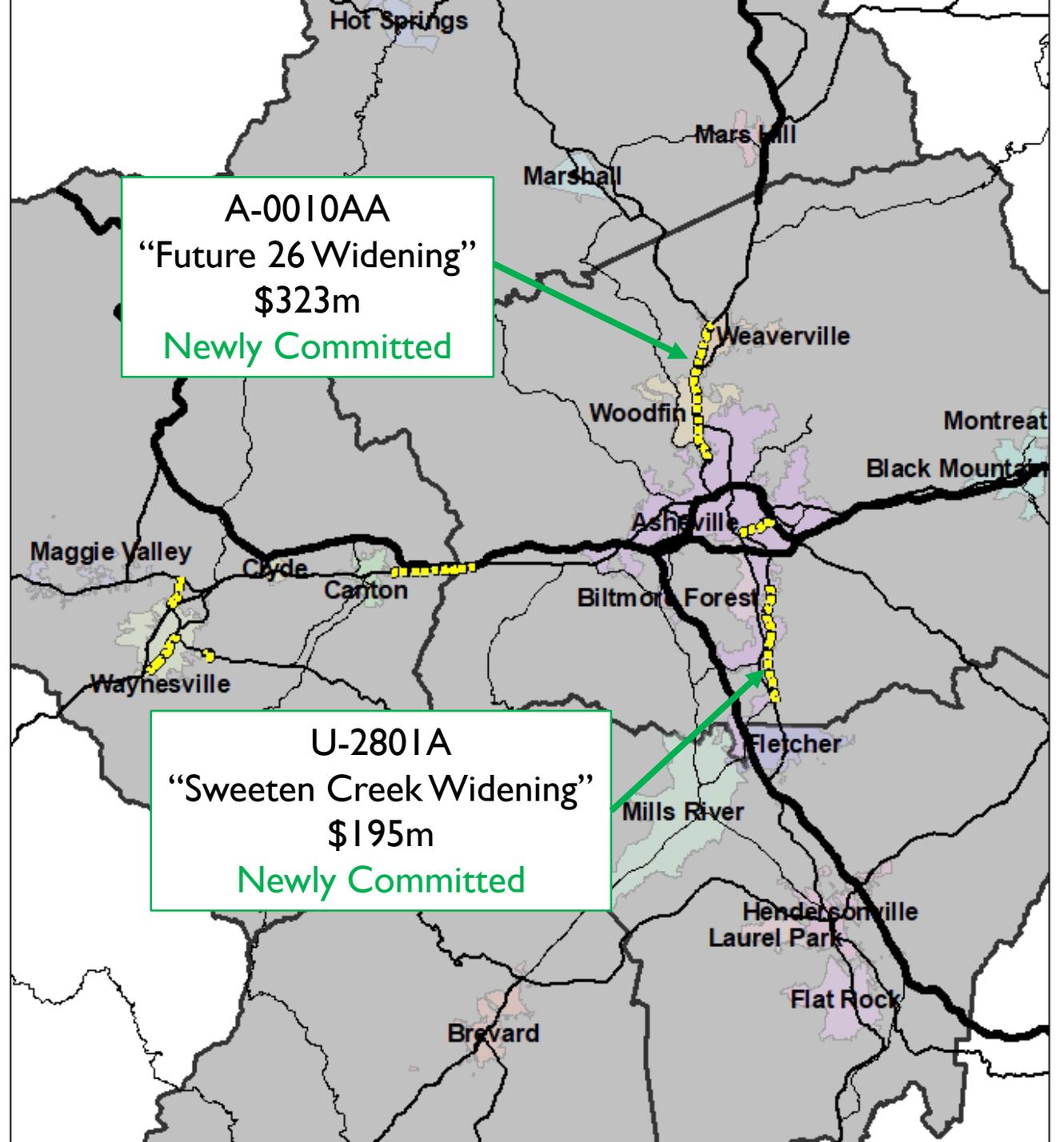
* Includes latest state consensus revenue forecast + additional sales tax revenue

** 8% of delivery projects delayed due to non-funding related issues

**ADDITIONAL
FUNDING**

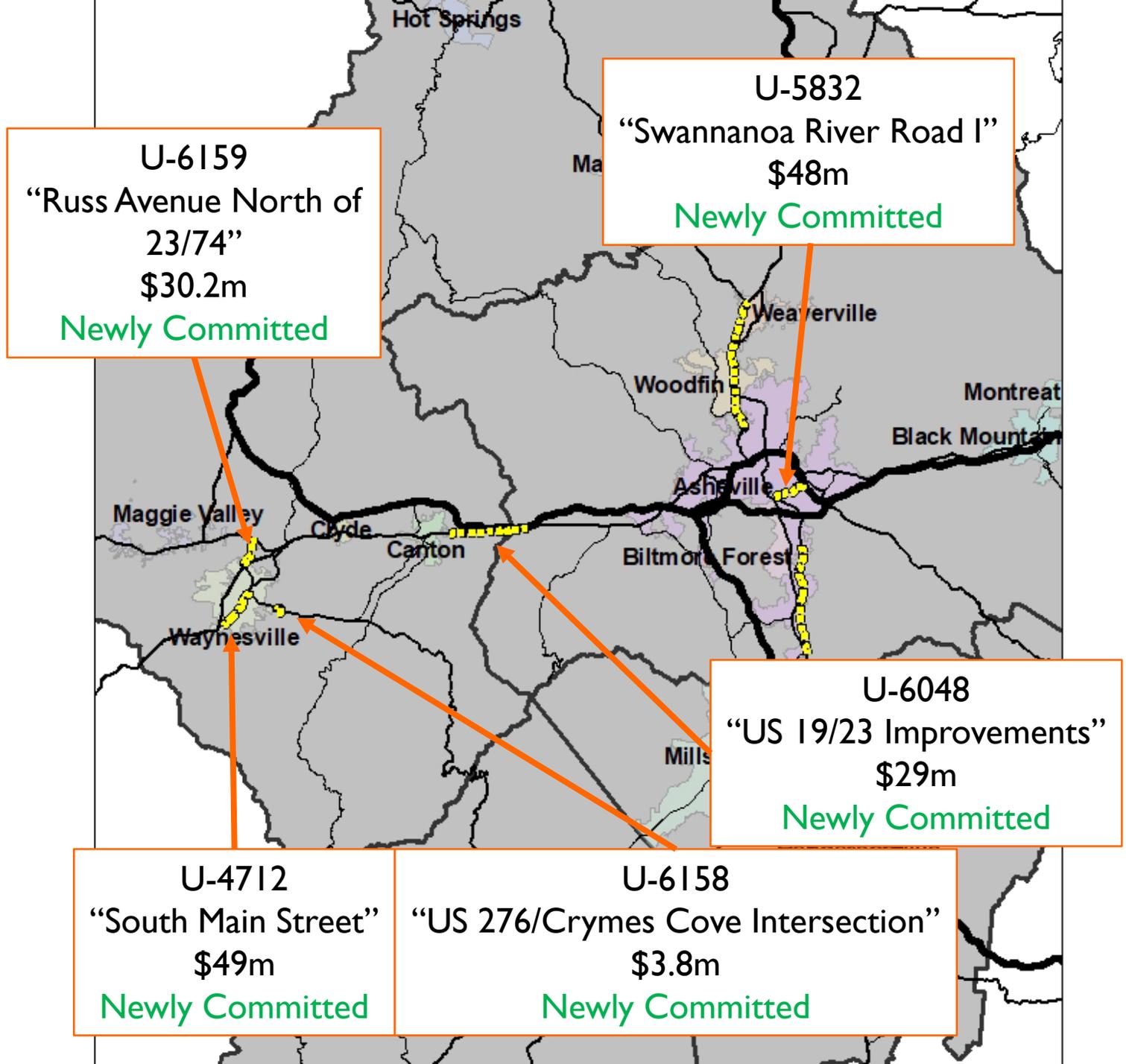
REVISED STIP

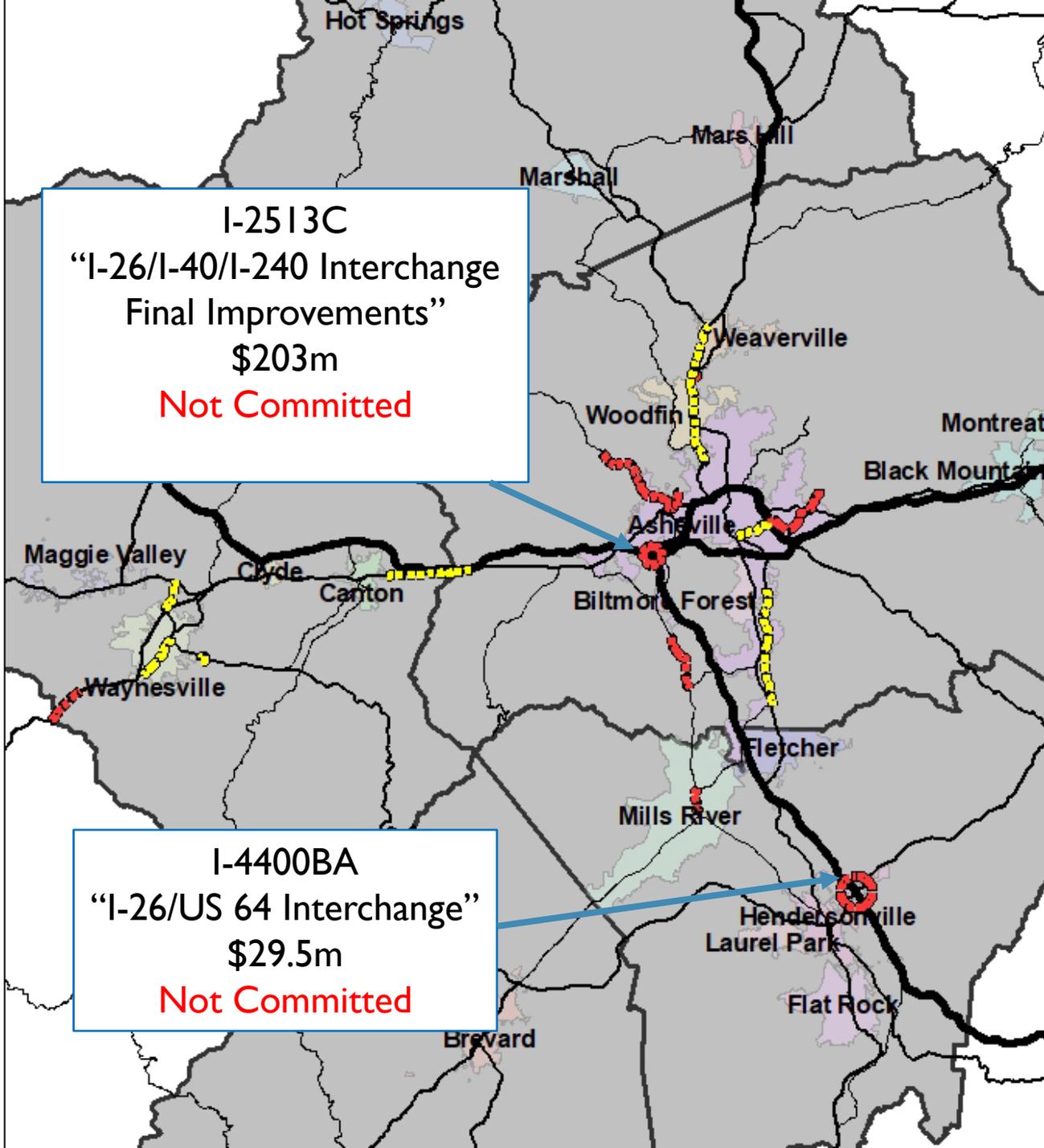
- Two “Newly Committed” Regional Impact Projects
 - A-0010AA- the widening of Future I-26 from Broadway to Weaver Blvd
 - U-2801A- the widening of US 25A (Sweeten Creek Road) from US 25/NC 280 to Rock Hill Road



REVISED STIP

- Four “Newly Committed” Division (14) Needs Projects, All in Haywood County
- One “Newly Committed” Division (13) Needs Project, in Buncombe County

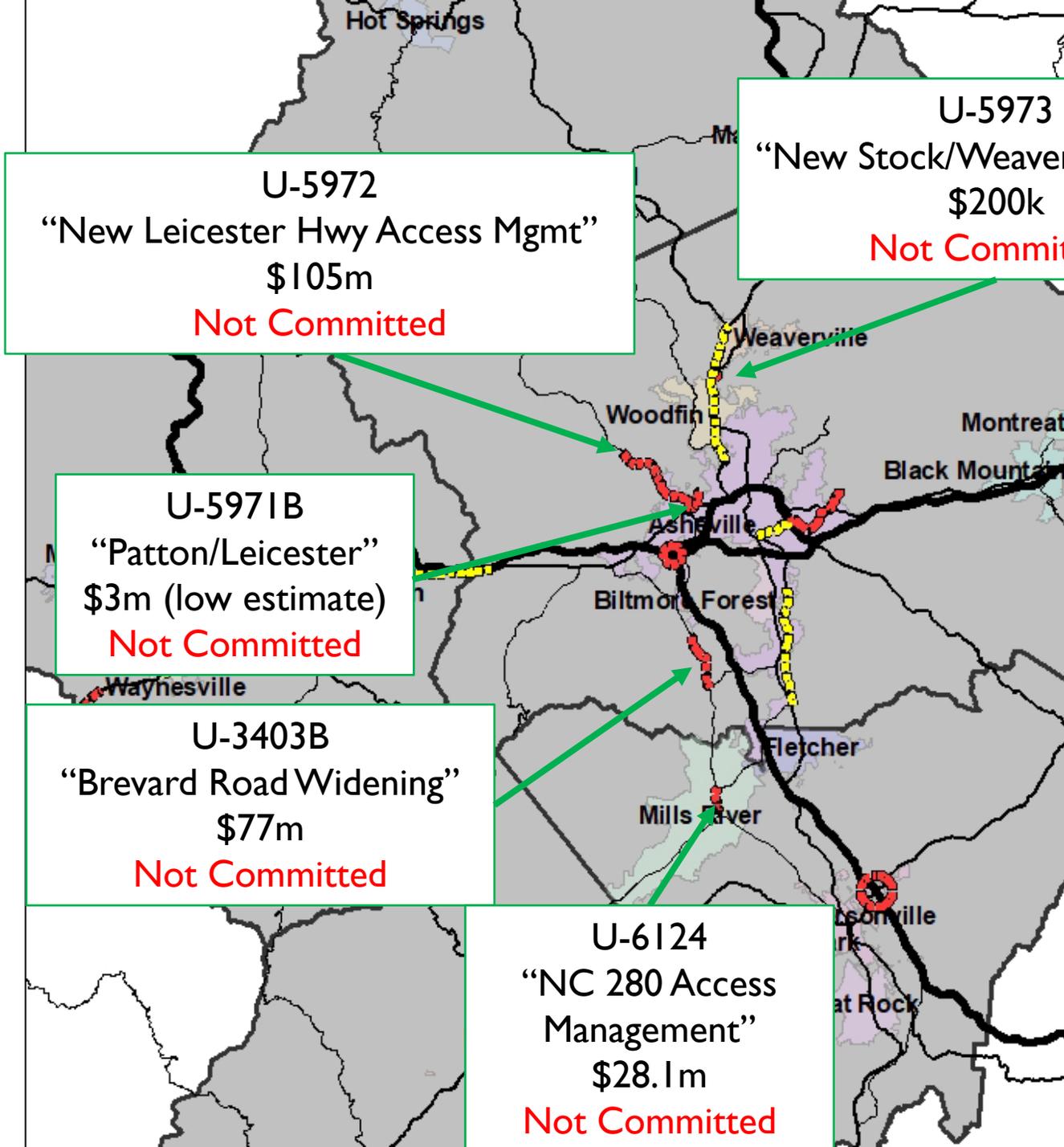




Two Statewide Mobility Projects Still Decommited

I-25 I3C- I-26/I-40/I-240 Final
Interchange Improvements

I-4400BA- I-26/US 64
Interchange



U-5972
"New Leicester Hwy Access Mgmt"
\$105m
Not Committed

U-5973
"New Stock/Weaverville Hwy"
\$200k
Not Committed

U-5971B
"Patton/Leicester"
\$3m (low estimate)
Not Committed

U-3403B
"Brevard Road Widening"
\$77m
Not Committed

U-6124
"NC 280 Access Management"
\$28.1m
Not Committed

Five Regional Projects Still Decommited

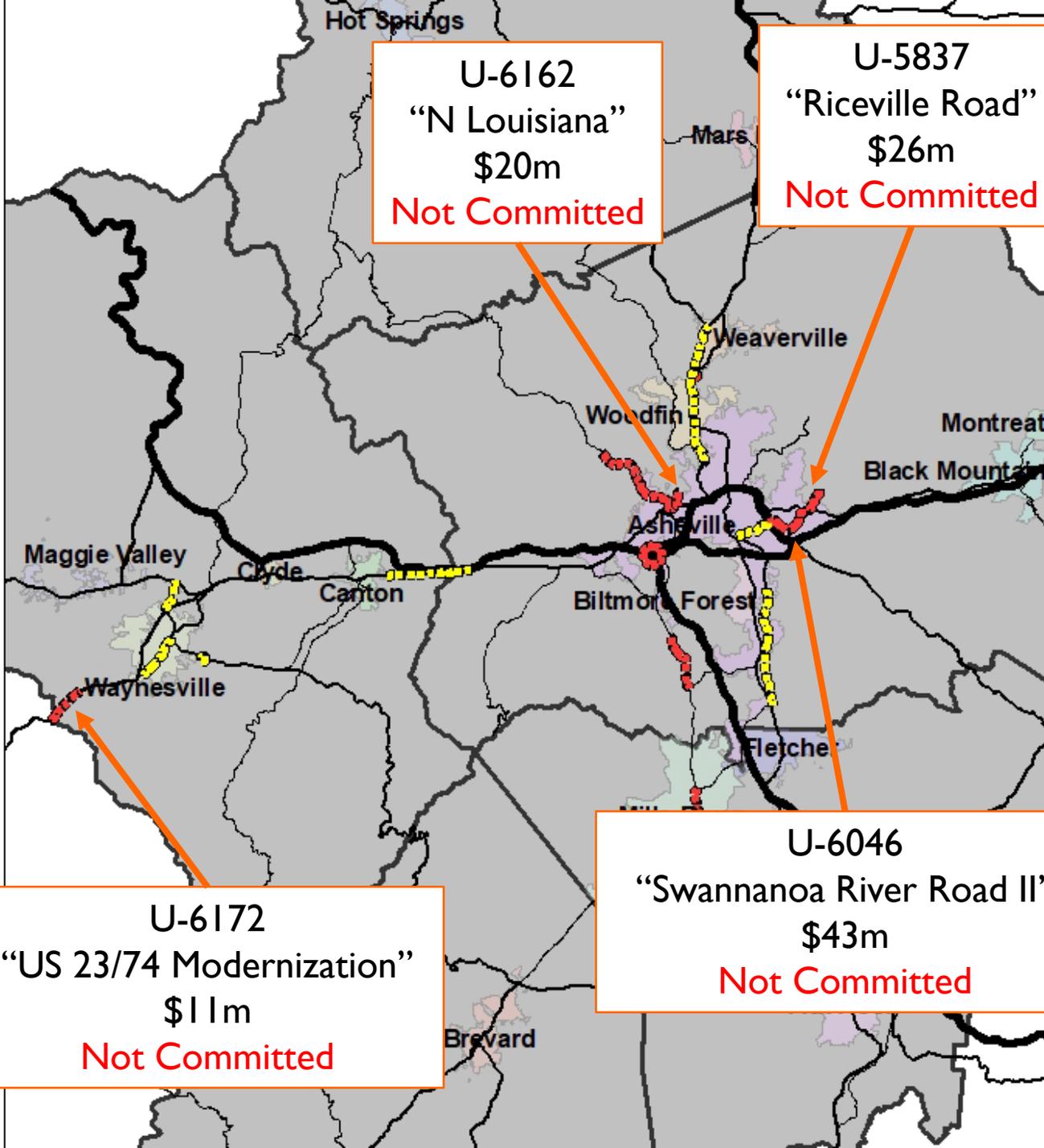
U-5972- New Leicester Hwy Access Management

U-5973- Intersection Improvements to New Stock Road/Weaverville Highway (largely incorporated in A-0010AA)

U-5971B- Intersection Improvements to Patton Avenue/New Leicester Highway

U-3403B- Widening of NC 191 (Brevard Road)

U-6124- NC 280 (Boylston Highway) Access Management



U-6162
"N Louisiana"
\$20m
Not Committed

U-5837
"Riceville Road"
\$26m
Not Committed

U-6172
"US 23/74 Modernization"
\$11m
Not Committed

U-6046
"Swannanoa River Road II"
\$43m
Not Committed

Four Division Needs Projects Still Decommited

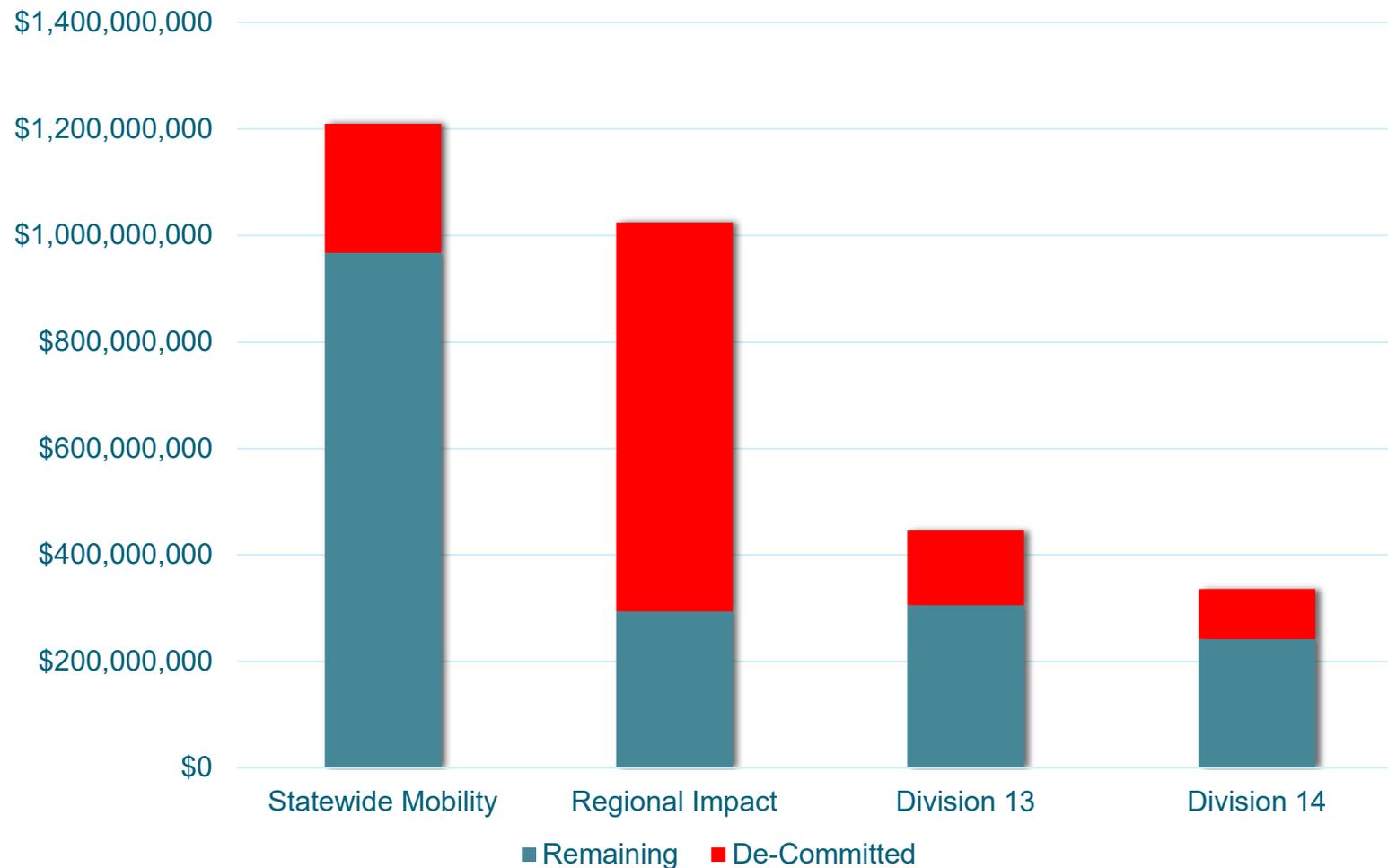
U-6172- US 23/74 Modernization

U-6162- North Louisiana Avenue Modernization

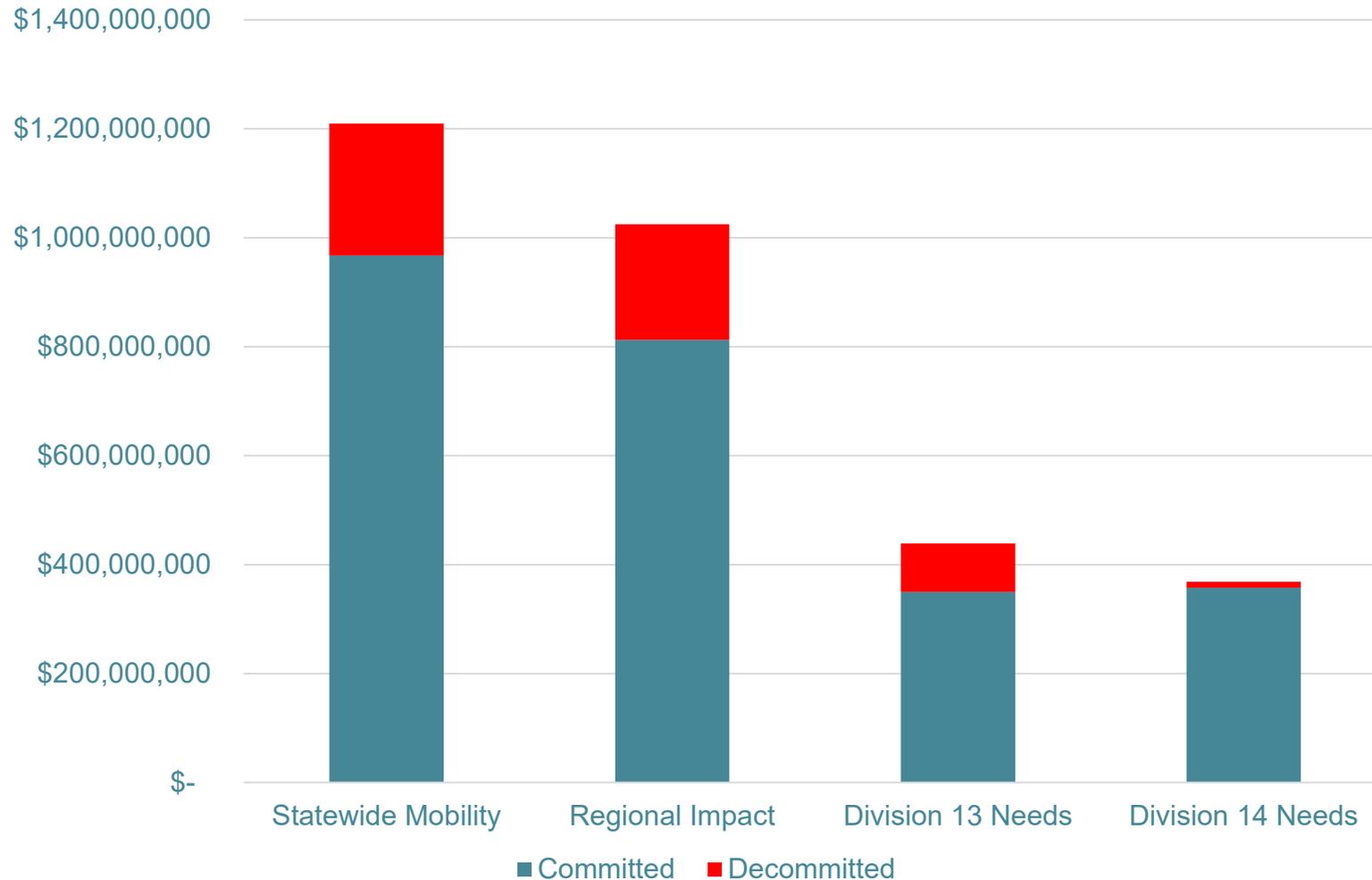
U-5837- Riceville Road Modernization

U-6046- NC 81 (Swannanoa River Road) Modernization

FBRMPO Funding By Tier



FBRMPO Funding By Tier- UPDATED



LEGISLATIVE UPDATES

SB 77

GENERAL ASSEMBLY OF NORTH CAROLINA
SESSION 2023

S

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SENATE BILL 77

Short Title: Cities/Civilian Traffic Investigators. (Public)

Sponsors: Senator Lowe (Primary Sponsor).

Referred to: Rules and Operations of the Senate

February 8, 2023

1 A BILL TO BE ENTITLED
2 AN ACT AUTHORIZING CITIES TO EMPLOY AND ALLOW CIVILIAN PERSONNEL TO
3 INVESTIGATE TRAFFIC CRASHES INVOLVING ONLY PROPERTY DAMAGE.
4 The General Assembly of North Carolina enacts:
5 SECTION 1. Article 21 of Chapter 160A of the General Statutes is amended by
6 adding a new section to read:
7 "§ 160A-499.6. Civilian Traffic Investigators.
8 (a) A city may employ and allow civilian personnel to investigate traffic crashes and issue
9 citations for infractions under Chapter 20 of the General Statutes related to the traffic crashes
10 investigated. The civilian personnel shall be known as "Civilian Traffic Investigators."

HB 59

H

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HOUSE BILL 59

Short Title: Funds for Projects in Rowan County.

(Public)

Sponsors: Representative Warren.

For a complete list of sponsors, refer to the North Carolina General Assembly web site.

Referred to: Appropriations, if favorable, Rules, Calendar, and Operations of the House

February 8, 2023

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A BILL TO BE ENTITLED

AN ACT TO APPROPRIATE FUNDS FOR CRITICAL PUBLIC SAFETY PRIORITIES AND
QUALITY OF LIFE PROJECTS IN ROWAN COUNTY.

The General Assembly of North Carolina enacts:

PART II. COMPLETION OF PHASES 1 AND 2 OF STATE PROJECT EB-5861/ADA COMPLIANCE AND ASSOCIATED STRUCTURAL IMPROVEMENTS AT NEWMAN PARK

SECTION 2.1. There is appropriated from the General Fund to the Office of State Budget and Management the sum of four million seven hundred sixty-one thousand nine hundred seventeen dollars (\$4,761,917) in nonrecurring funds for the 2023-2024 fiscal year to provide a directed grant to the Town of Spencer to complete the proposed urban greenway known as EB-5861. The Town shall use (i) the sum of three million nine hundred ninety-seven thousand three hundred ninety-seven dollars (\$3,997,397) to complete phase 1, which allows the Town to enter into an agreement with the Department of Transportation to begin the proposed urban greenway and (ii) the sum of seven hundred sixty-four thousand five hundred twenty dollars (\$764,520) to complete phase 2, which allows the Town to complete the sidewalk and greenway connectors.

MPO Boundaries

Date	Activity
February 19, 2021	The United States Census Bureau published a Federal Register notice with the proposed criteria for defining urban areas based on the results of the 2020 Decennial Census (86 FR 10237).
March 24, 2022	The Census Bureau published a Federal Register notice with the final criteria for defining urban areas based on the results of the 2020 Decennial Census (87 FR 16706).
December 29, 2022	The Census Bureau published a Federal Register notice announcing the qualifying urban areas based on the results of the 2020 Decennial Census (87 FR 80114).
January 6, 2023	The Census Bureau published TIGER/Line geographic shapefiles for the 2020 urban areas on their website .
January 18, 2023	FHWA published geographic shapefiles for the 2020 urban areas on HEPGIS with population and housing unit data.
Spring/Summer 2023	USDOT (FHWA and FTA) will publish a Federal Register notice designating Transportation Management Areas (TMAs) for urban areas with populations more than 200,000, as determined by the Census Bureau and the results of the 2020 Decennial Census.
Before October 1, 2023 (Before the first full Federal fiscal year after the Census Bureau published the urban areas based on the results of the 2020 Decennial Census)	States should revisit their intra-State distribution formulas for metropolitan planning (PL) funds allocations to MPOs to ensure that the new Census 2020 population figures are being used and that any new MPOs are part of the calculation.
Before the next regularly scheduled metropolitan transportation plan update, after October 1, 2023, or within 4 years of the designation of the new urban area boundary (i.e., December 29, 2026), whichever occurs first	Existing MPOs should expand their Metropolitan Planning Areas (MPAs) to include all territory in urban areas with populations more than 50,000, as determined by the Census Bureau and the results of the 2020 Decennial Census (if necessary).
December 29, 2023 (1 year after the Census Bureau published the urban areas based on the results of the 2020 Decennial Census)	New MPOs should be designated by Governor(s) to represent all new urban areas with populations more than 50,000, as determined by the Census Bureau and the results of the 2020 Decennial Census. Urban areas that are located within the MPA of an existing MPO do not require designation of a new MPO.