

Prioritization

Draft 2024-2033 TIP/STIP

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									

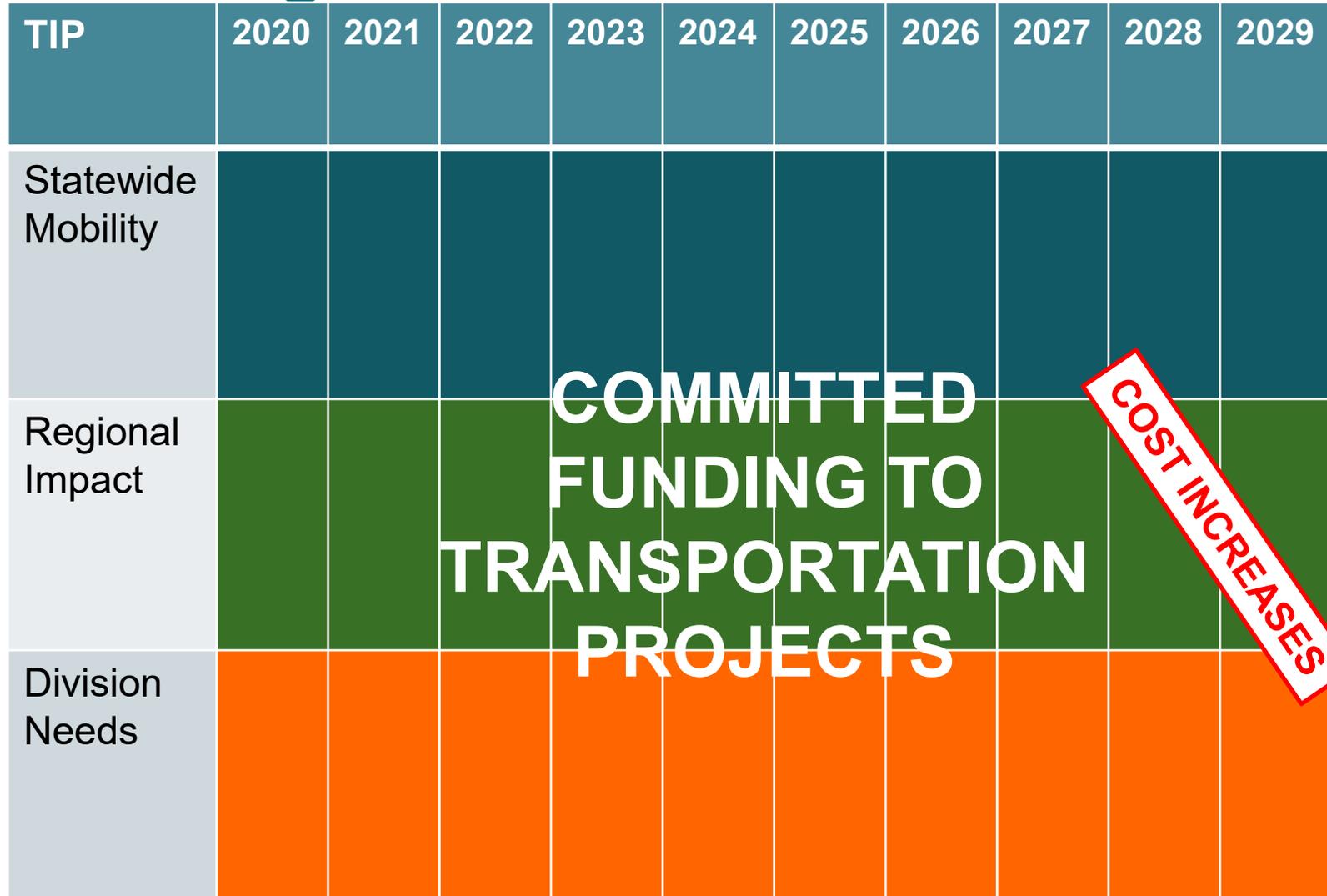
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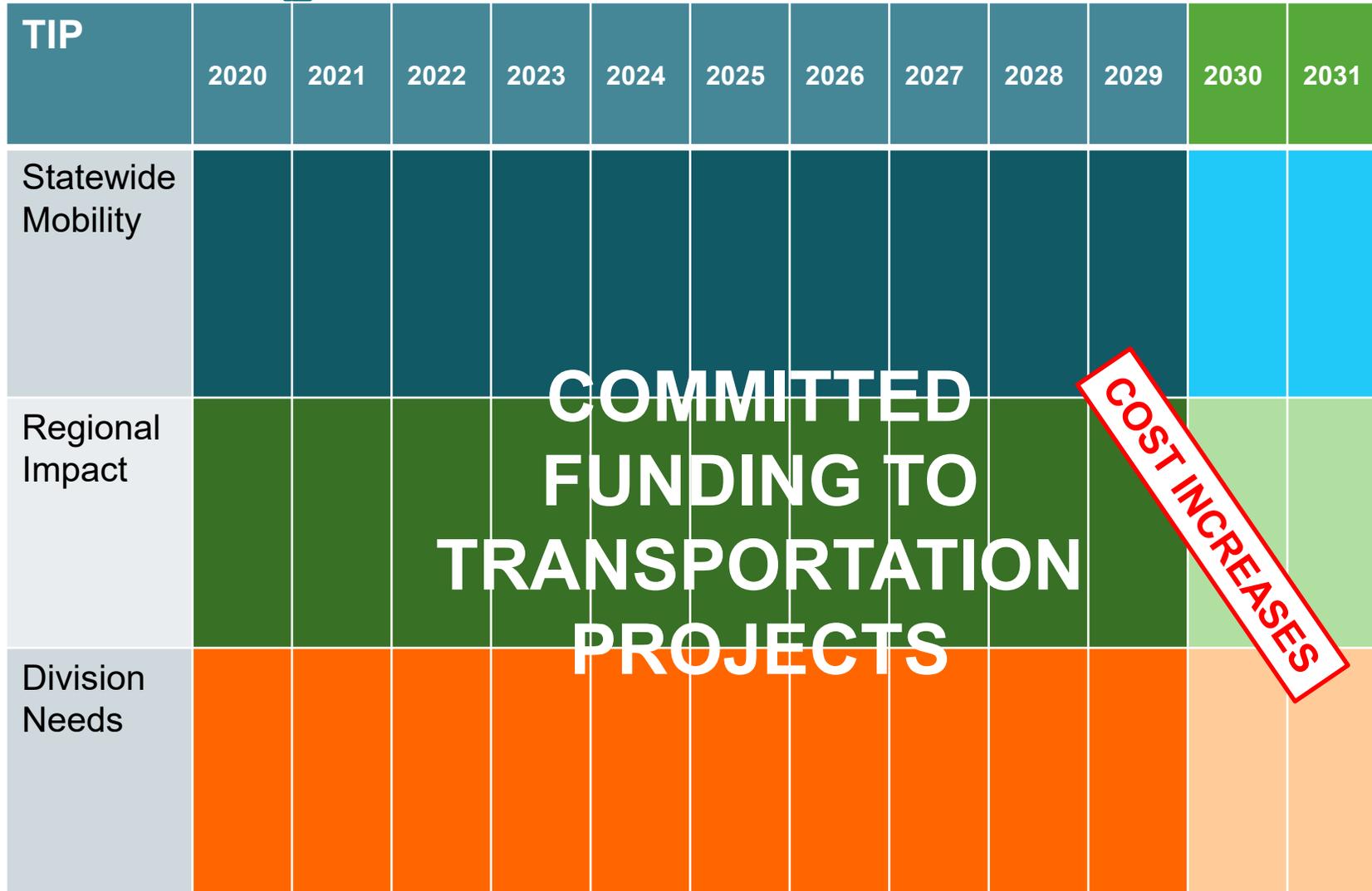
COMMITTED FUNDING TO TRANSPORTATION PROJECTS

NON-COMMITTED FUNDING

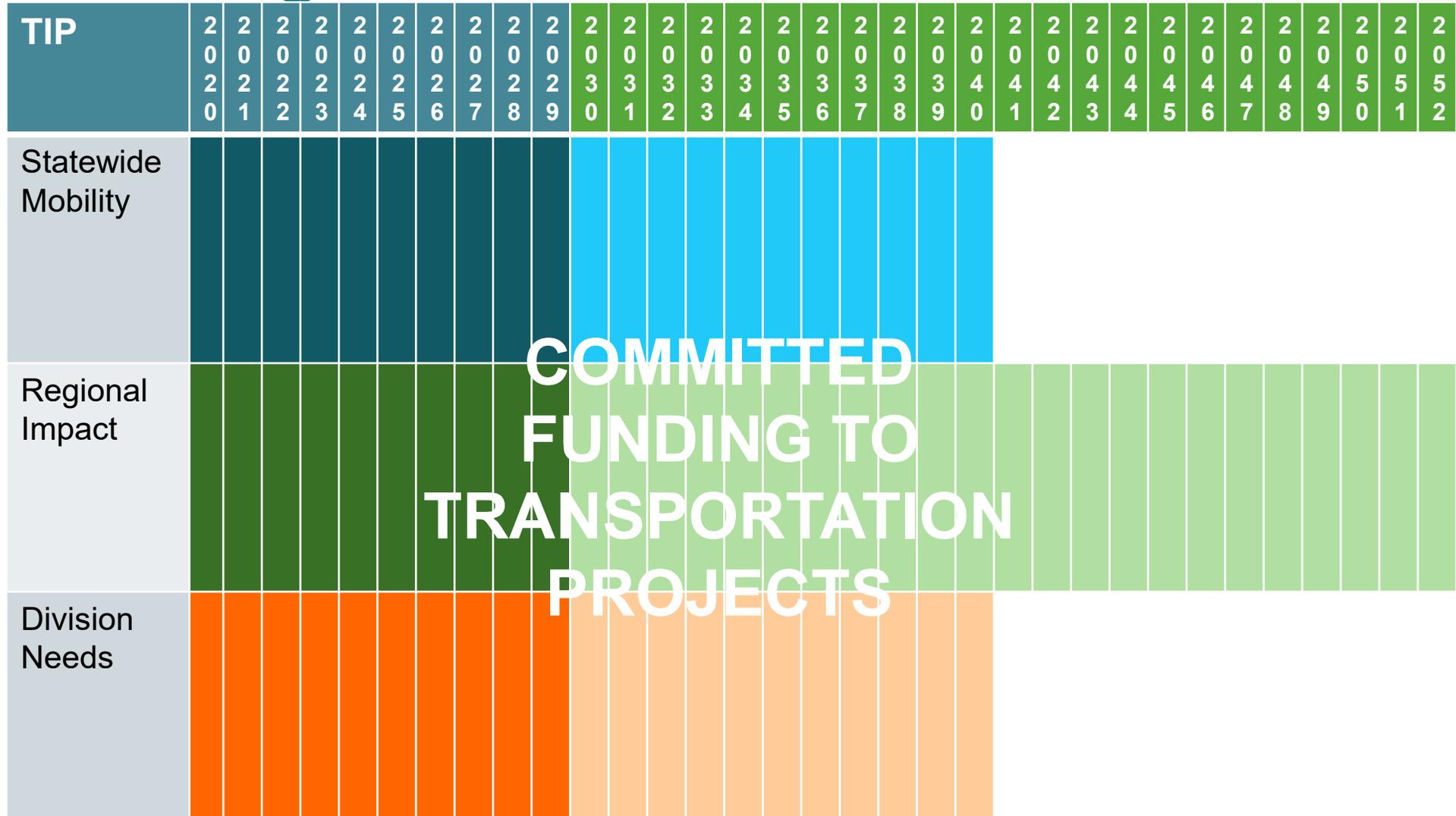
Visualizing Funding- What Went Wrong



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

How Will Projects Be Prioritized?

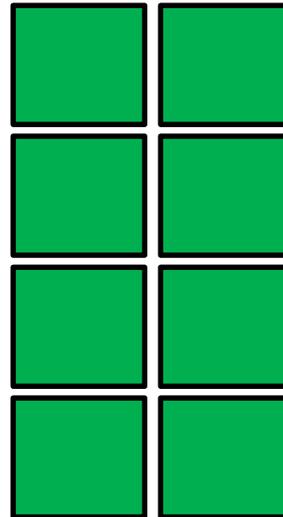
STEP THREE: Flexibility Option

- 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”

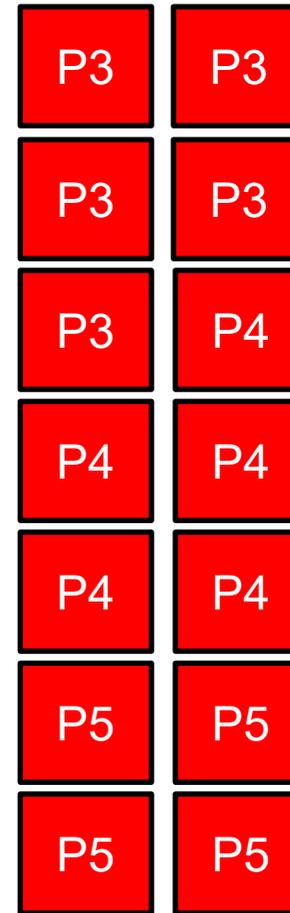
An Easier Way to Think About It

Start from Scratch

2024-2033 TIP/STIP

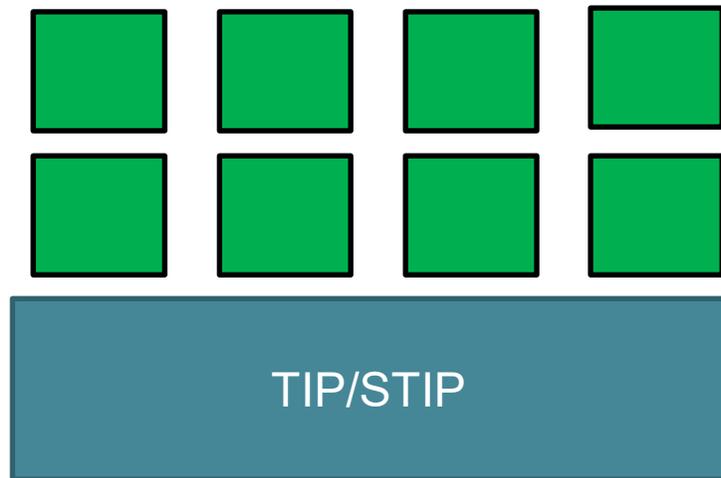


Delivery Projects

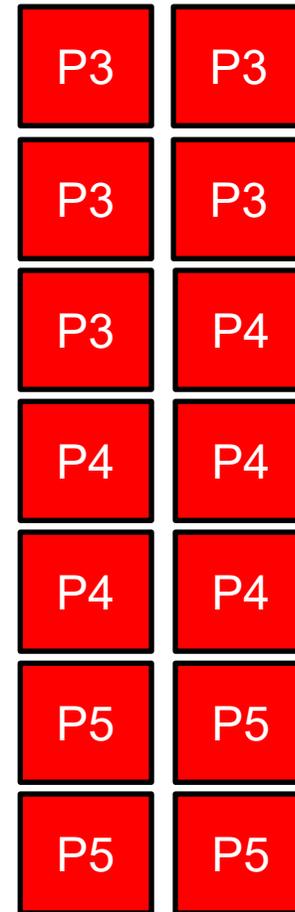


Reconsidered

An Easier Way to Think About It

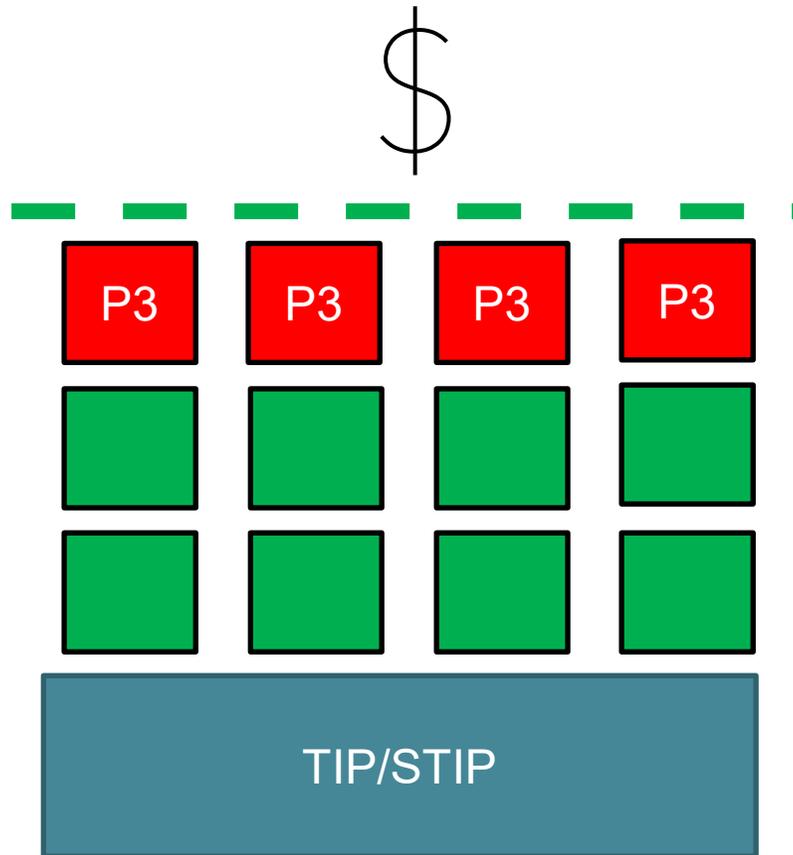


Step 1: Add Delivery Projects

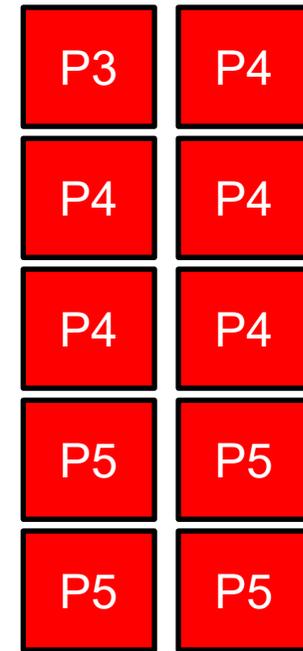


Reconsidered

An Easier Way to Think About It

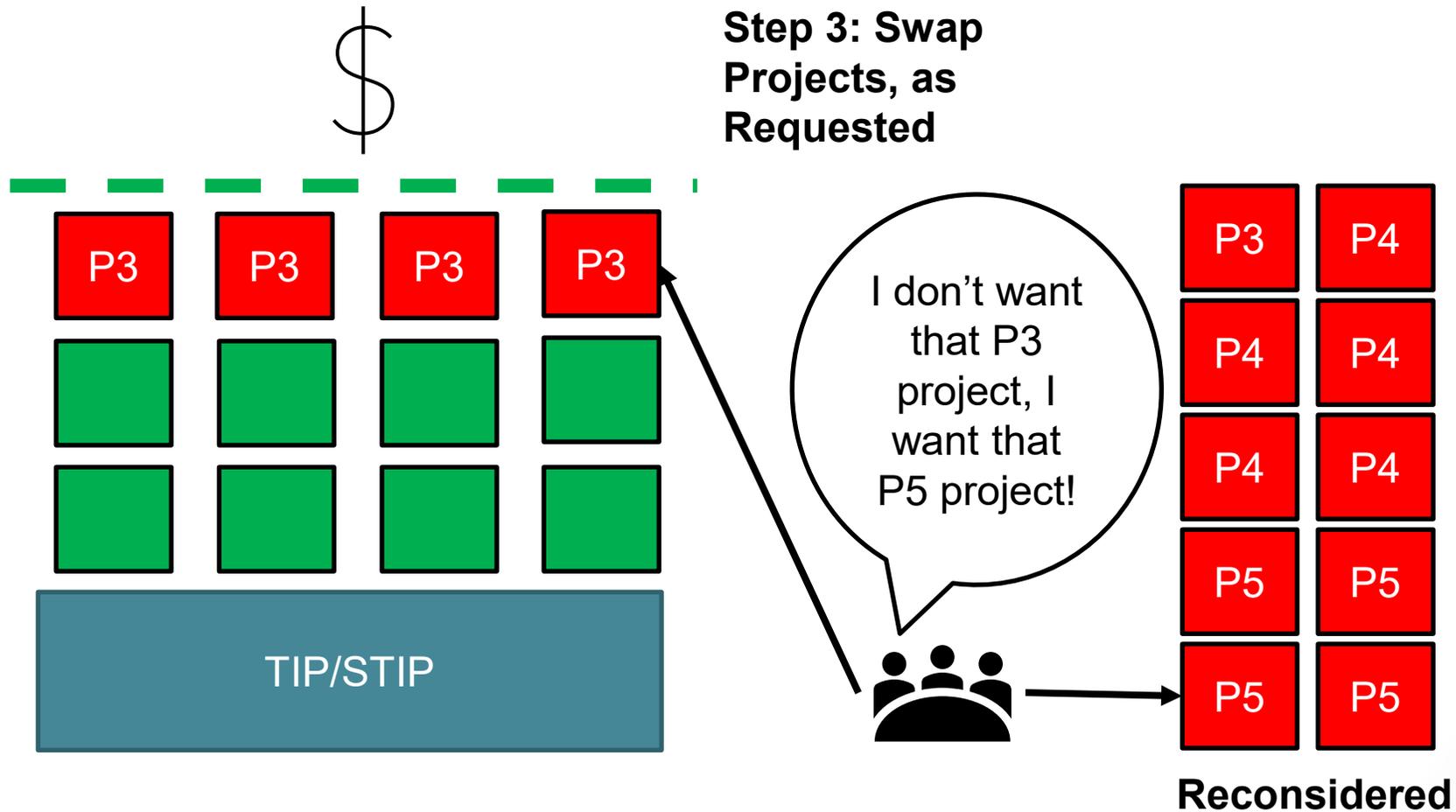


Step 2: Add Reconsidered Projects Until Budget Is Expended For Each Funding Bucket

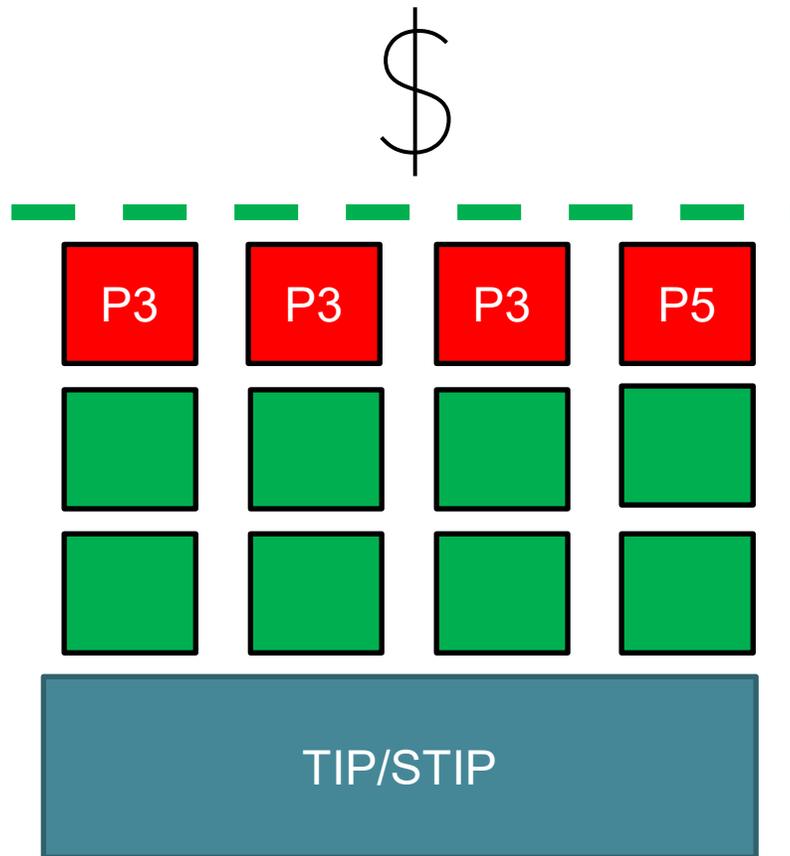


Reconsidered

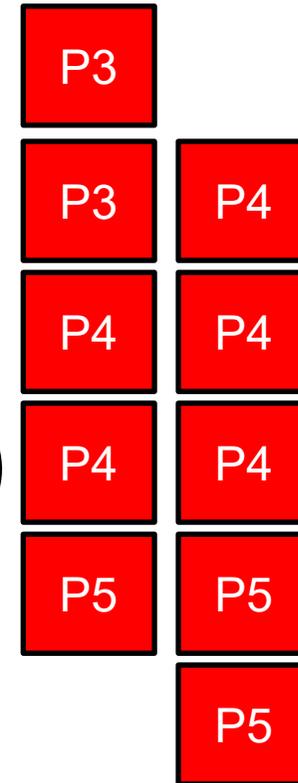
An Easier Way to Think About It



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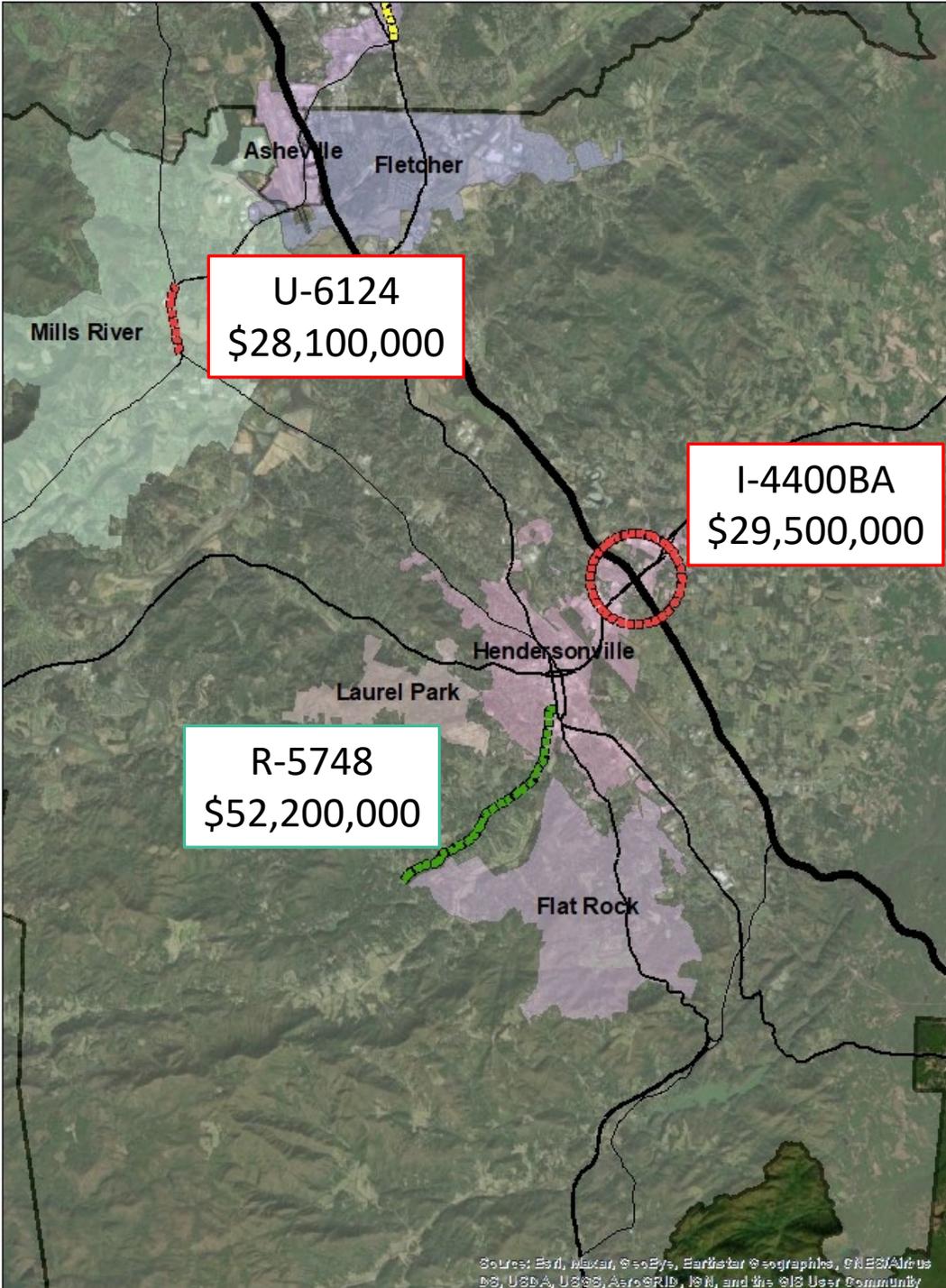


Release Draft
TIP/STIP



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

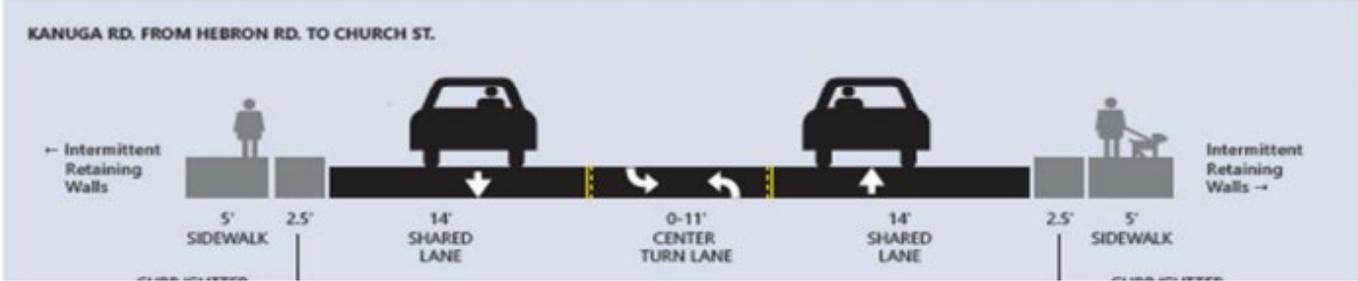
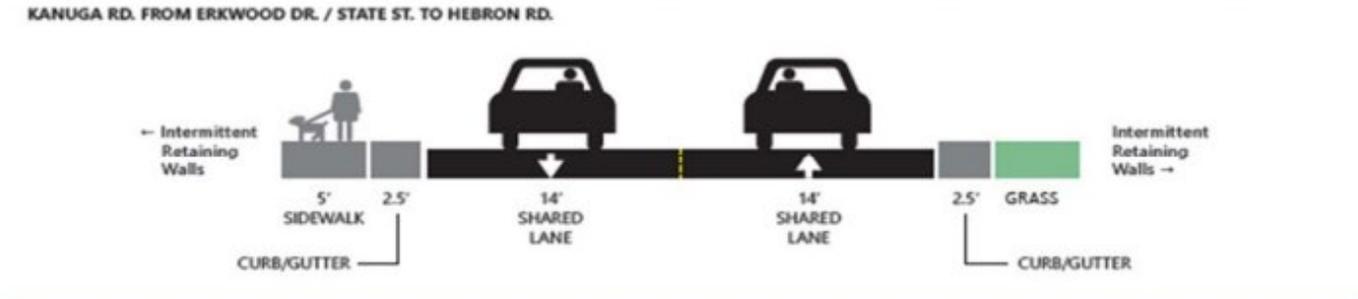
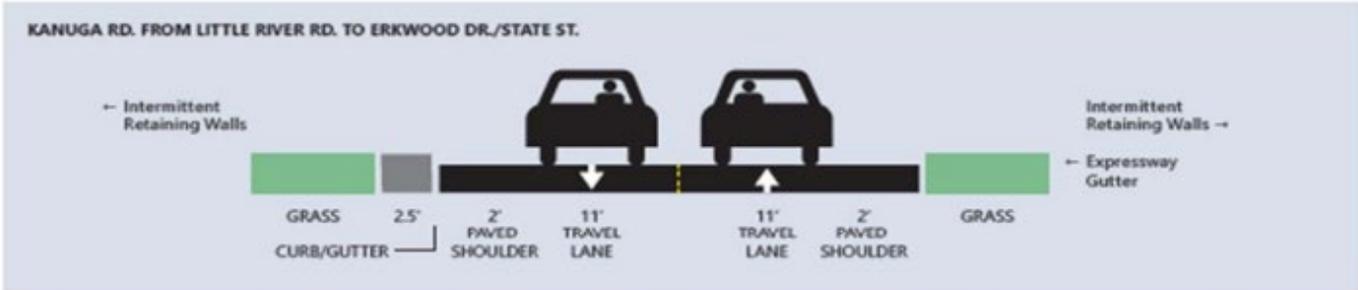


I-4400BA

- \$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.



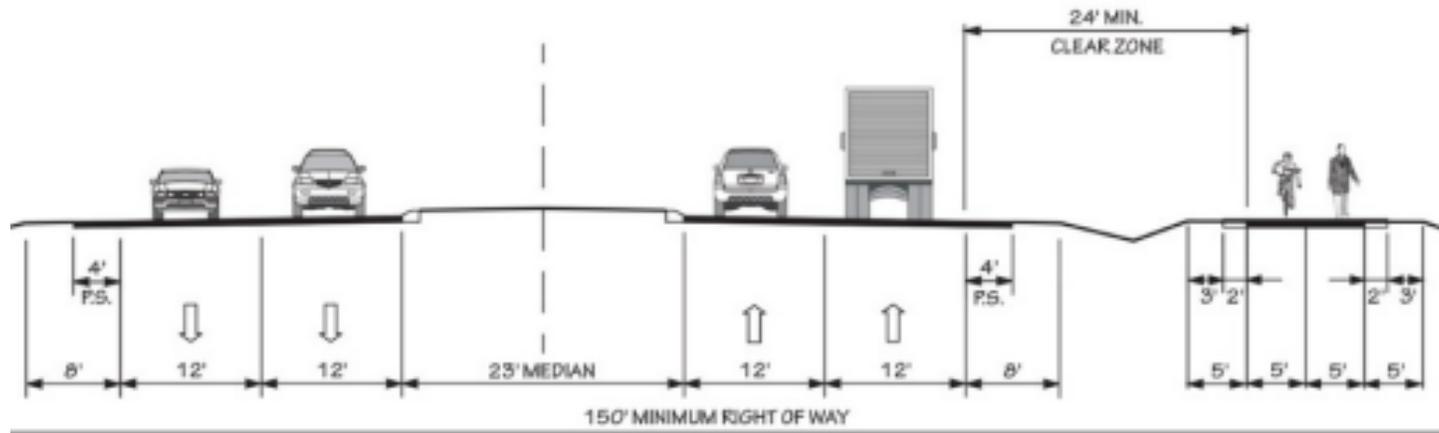
R-5748

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



TYPICAL SECTION No. 4I

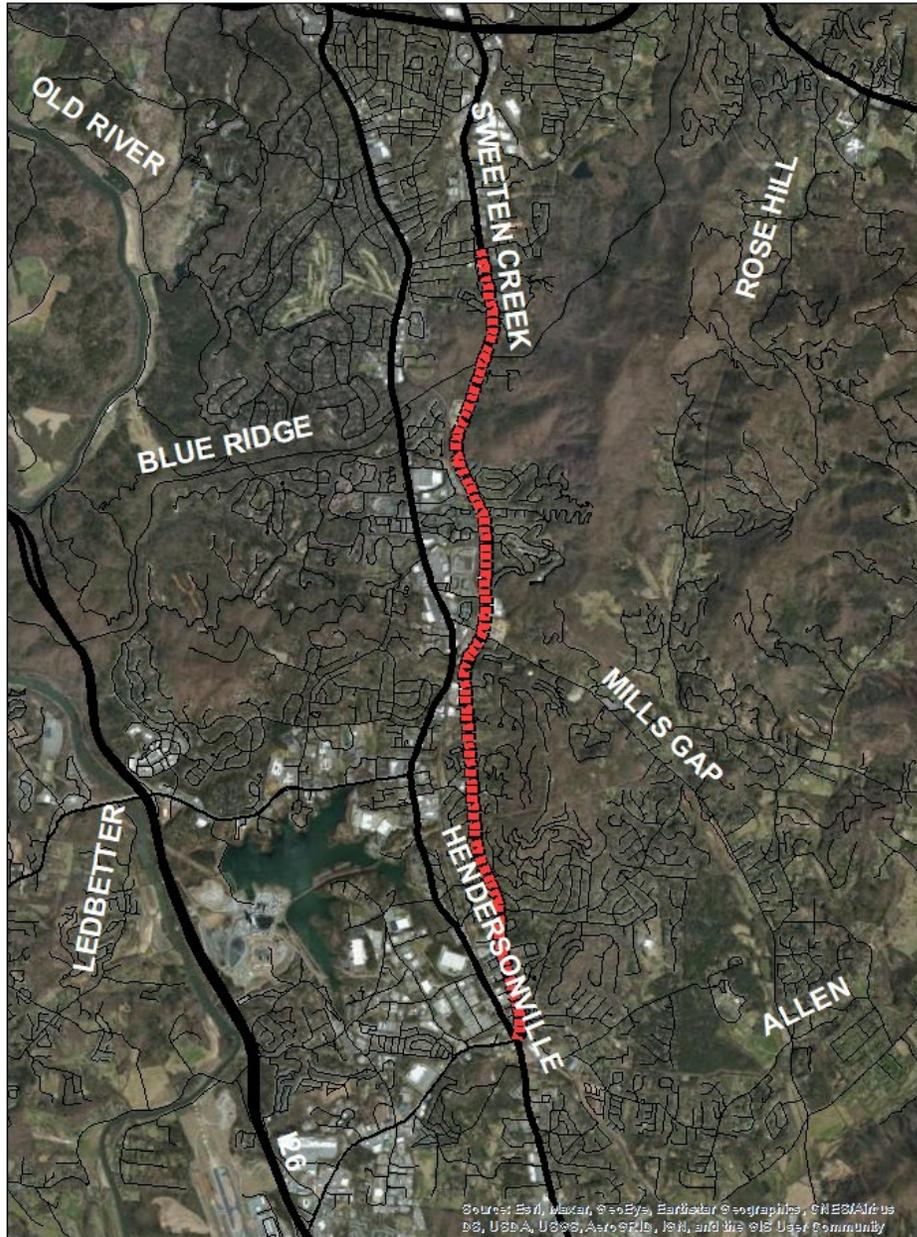
4 LANE DIVIDED (23' RAISED MEDIAN)
WITH PAVED SHOULDERS AND SIDEPATH



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) \$195 million to \$250+ million
- If costs are not sufficiently reduced, the project will be removed from the TIP/STIP again

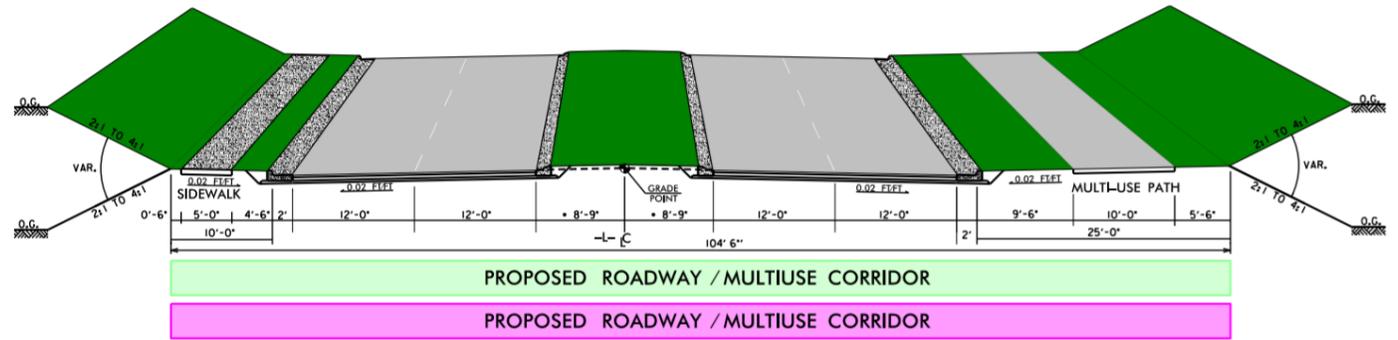
NCDOT Examined a Reduced Cross-Section

	Four-Lane Divided	Three-Lane Undivided
Right-of-Way	\$148,981,428	\$146,527,367
Construction	\$105,500,000	\$73,600,000
Total	\$254,481,428	\$220,127,367

U-2801A

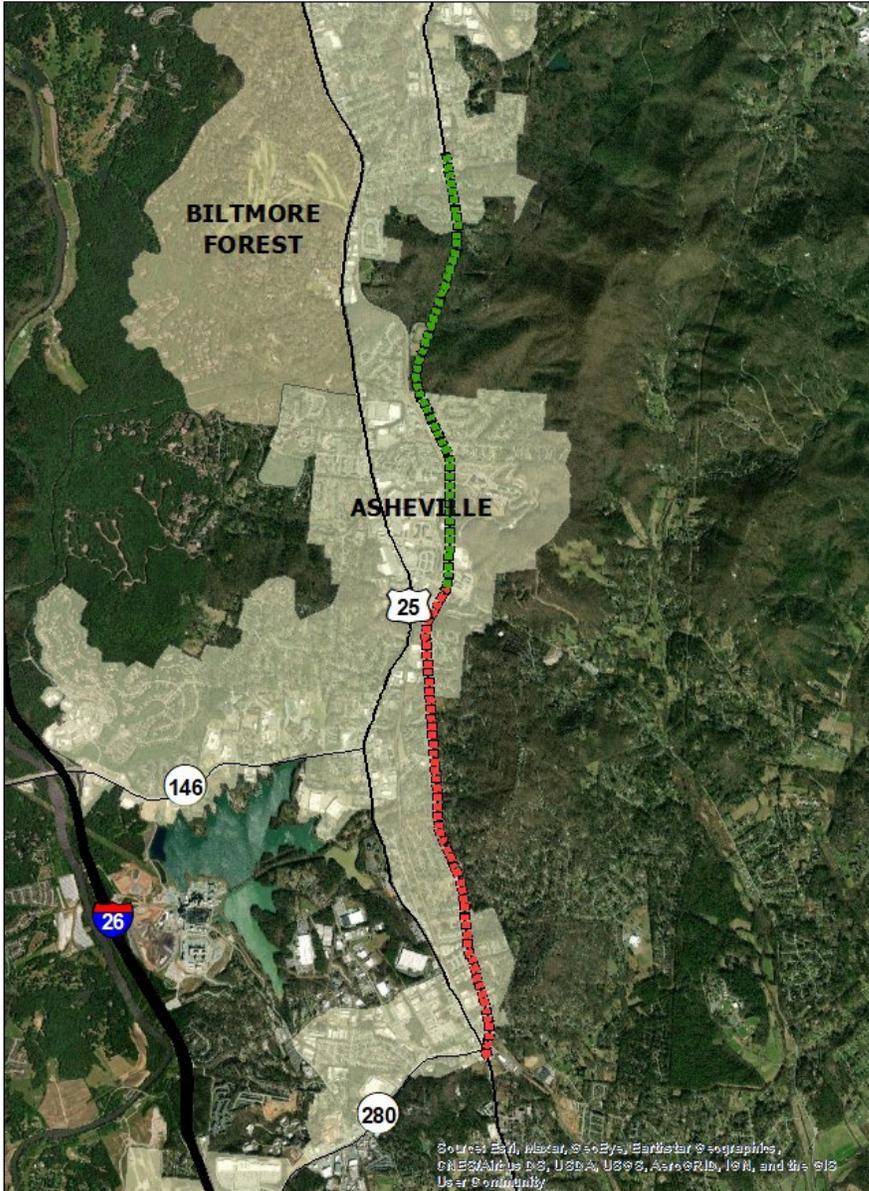
Option #1: Take No Action

Result: The project will be decommitted in the STIP, will have to recompile in future rounds of prioritization



Mainline (south of Mills Gap)

• Potentially widened to 23' median in protected left over locations



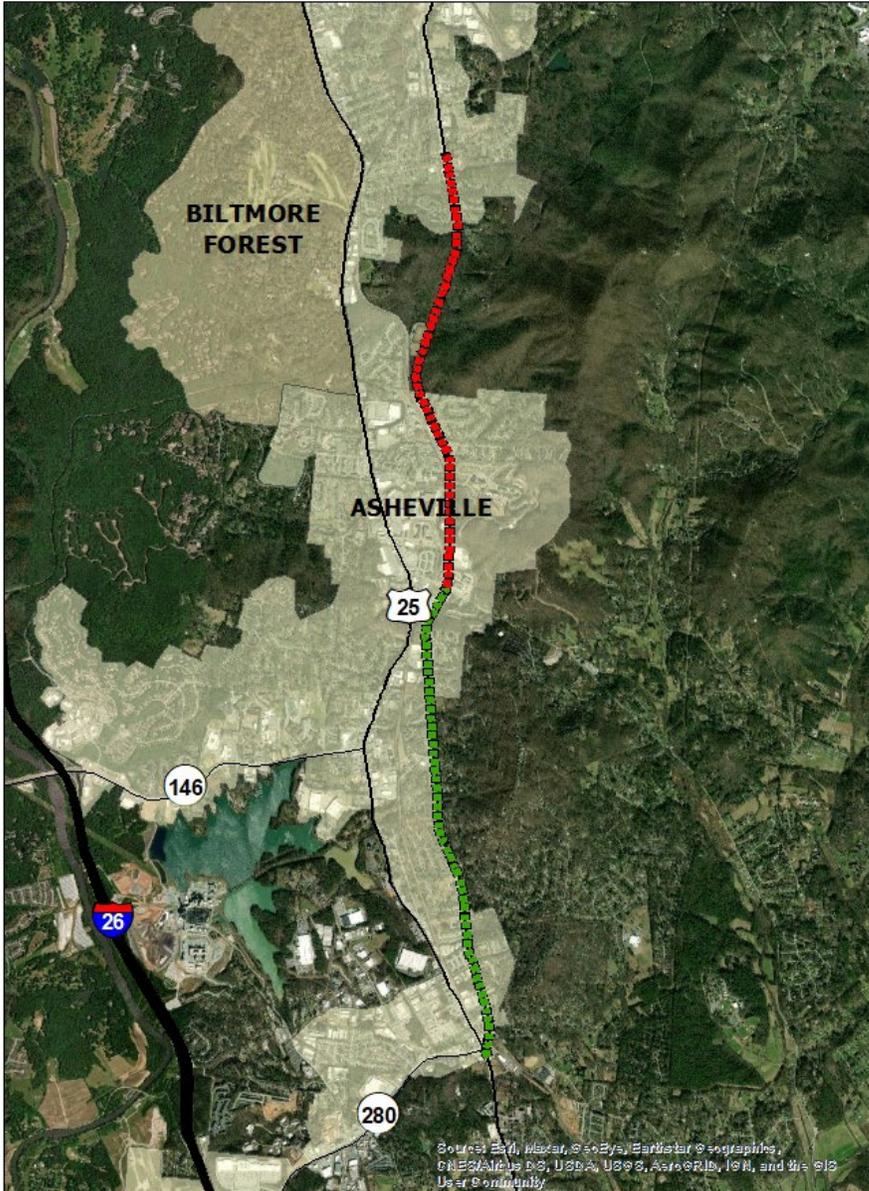
U-2801A

Option #2: Segment the project at Mills Gap and Prioritize the Northern Section (Mills Gap Road to Rock Hills Road)

AADT: 19,000 – 19,500

Projected AADT Growth: +15,000 – 16,000

Cost: \$118,000,000



U-2801A

Option #3: Segment the Project at Mills Gap Road and Prioritize the Southern Section (US 25/NC 280 to Mills Gap Road)

AADT: 14,000 – 15,500

Projected AADT Growth: +11,000 – 12,000

Cost: \$136,500,000

Passenger Rail

CORRIDOR ID PROGRAM

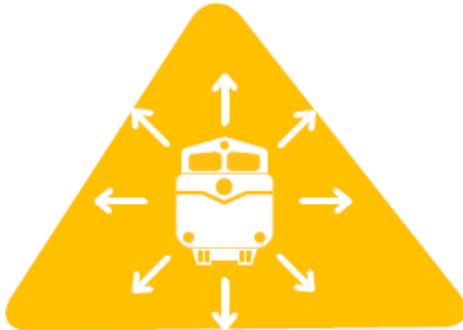
Corridor ID Program Overview

Build the foundation for a long-term rail program



Corridor ID creates a foundational framework for identifying and developing new or improved intercity passenger rail (IPR) services. Under the program, FRA will:

Bring world-class passenger rail service to regions across the country



Solicit proposal for implementing new or improving existing IPR services

Select corridors for development

Partner with corridor sponsor to prepare (or update) a Service Development Plan (SDP)

Grow a safer, cleaner, more equitable rail system



SDP includes a "corridor project inventory"

Corridor project inventories populate a prioritized "pipeline" of projects

Projects in the Corridor ID Pipeline are eligible for funding under FRA's financial assistance programs

Corridor Eligibility

Eligible Corridors

- Short-distance (<750 miles) IPR services
- Restoring service over any route formerly operated by Amtrak
- Increasing frequencies of long-distance service (will be analyzed as part of the FRA-led Long-Distance Study)

Ineligible Corridors

- Commuter rail
- Increments of an IPR corridor that if advanced alone, would not meet the definition of a stand-alone IPR corridor
- Technology that is under development but not yet proven

Expressions of Interest

28 existing corridors

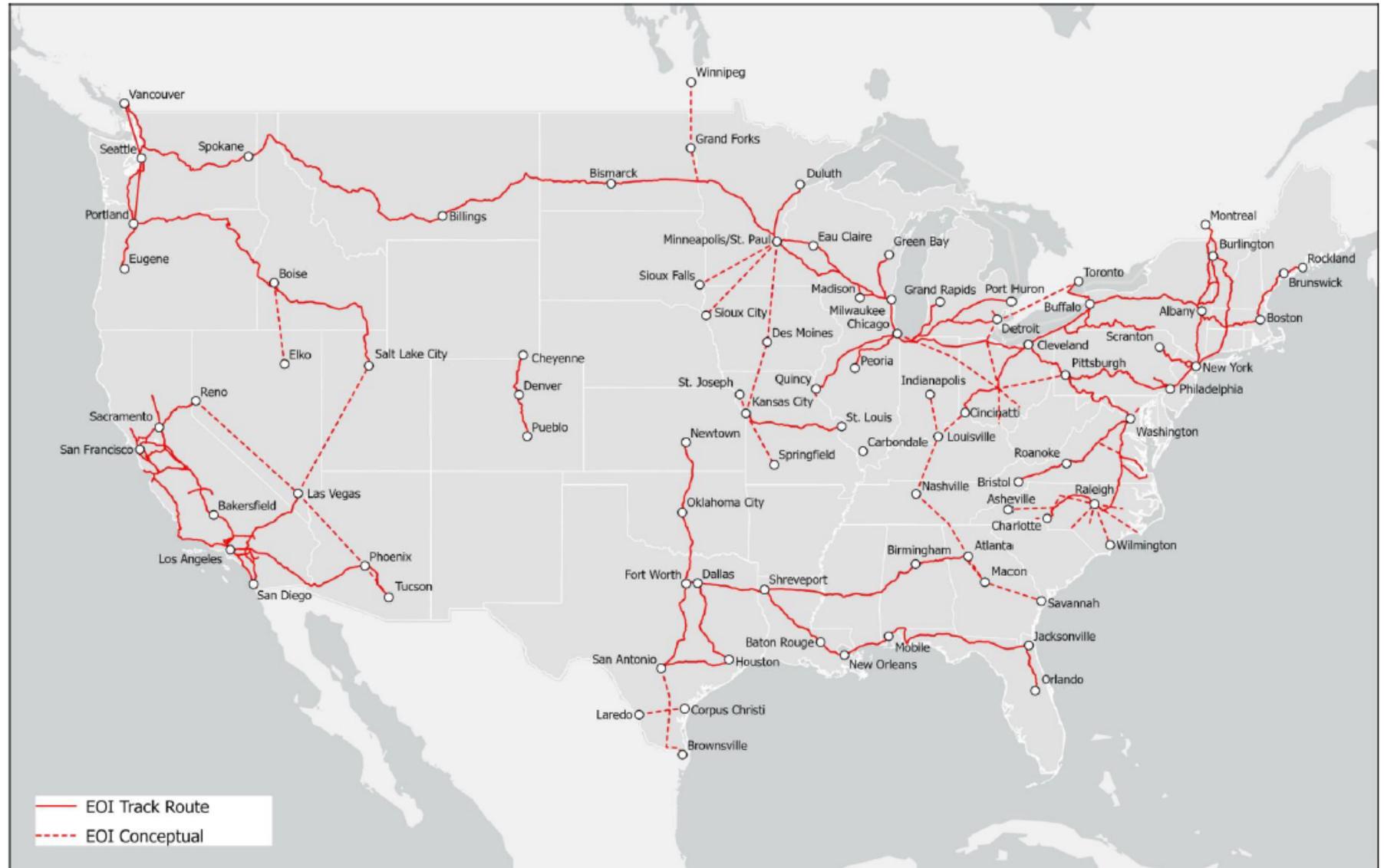
25 EOIs from state
3 from other entities

13 extensions

10 EOIs from states
3 from other entities

70 new corridors

41 EOIs from states
29 from other entities

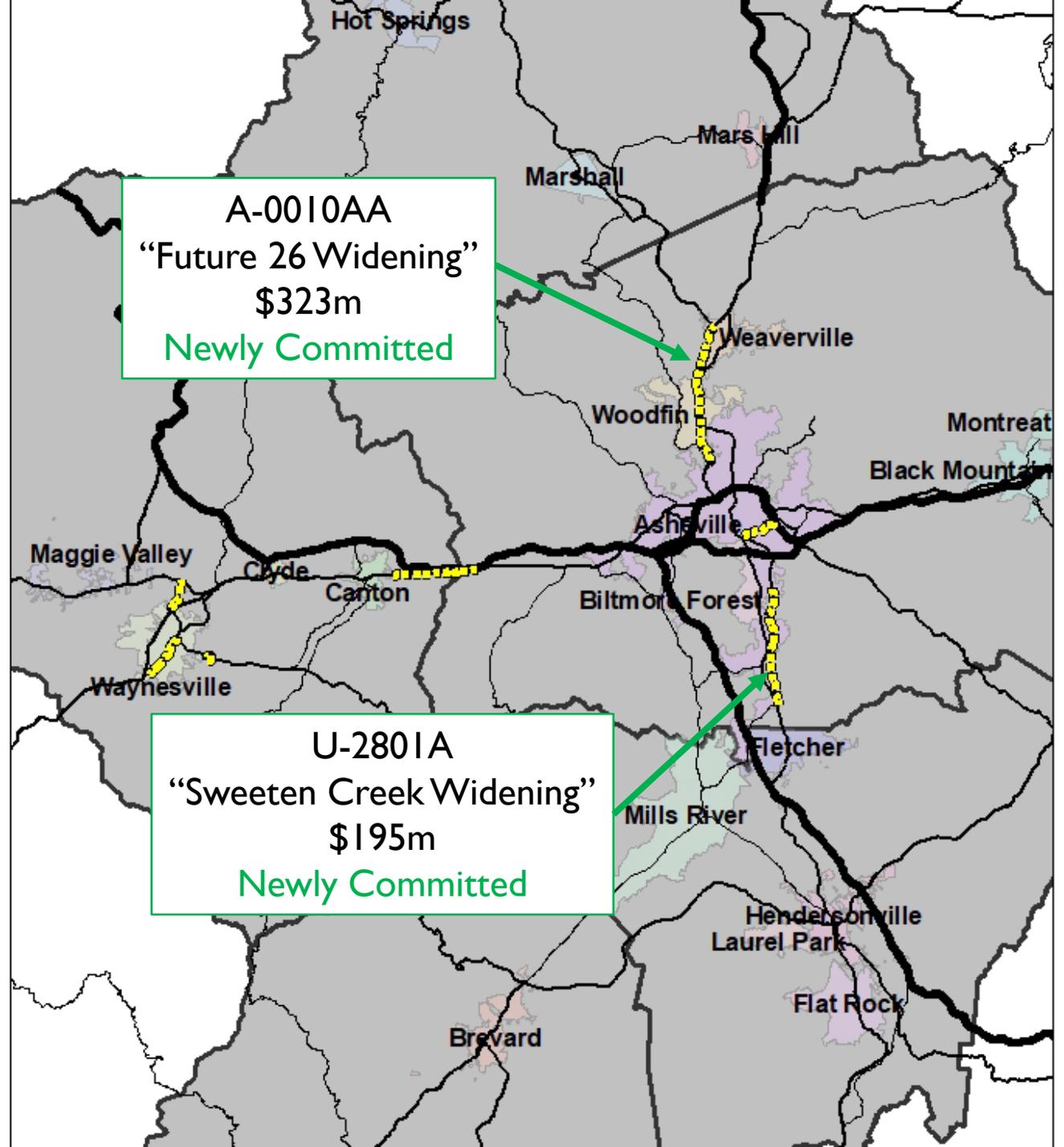


Letters of Interest

DUE TODAY!!!

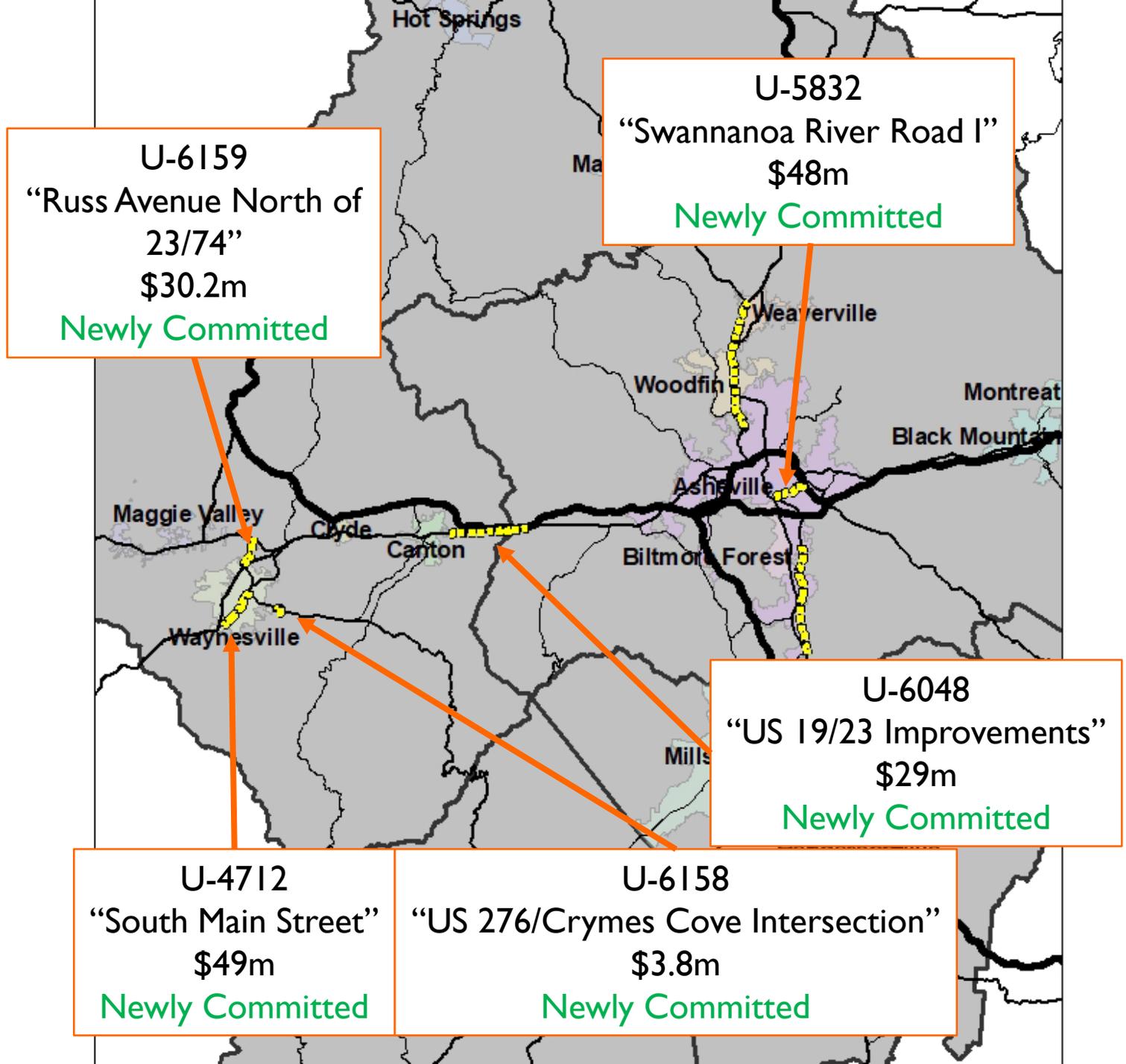
REVISED STIP

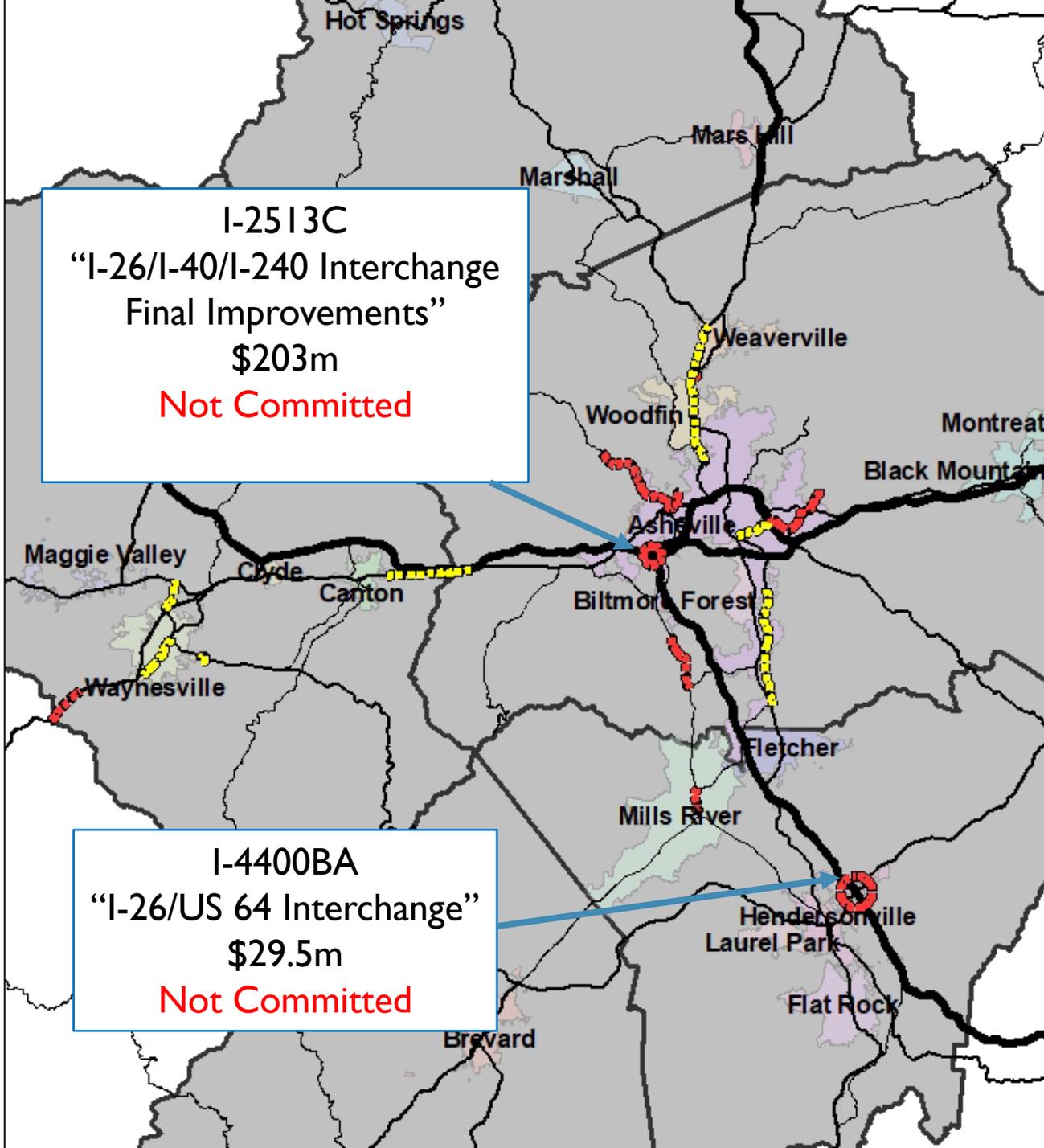
- Two “Newly Committed” Regional Impact Projects
 - A-0010AA- the widening of Future I-26 from Broadway to Weaver Blvd
 - U-2801A- the widening of US 25A (Sweeten Creek Road) from US 25/NC 280 to Rock Hill Road



REVISED STIP

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

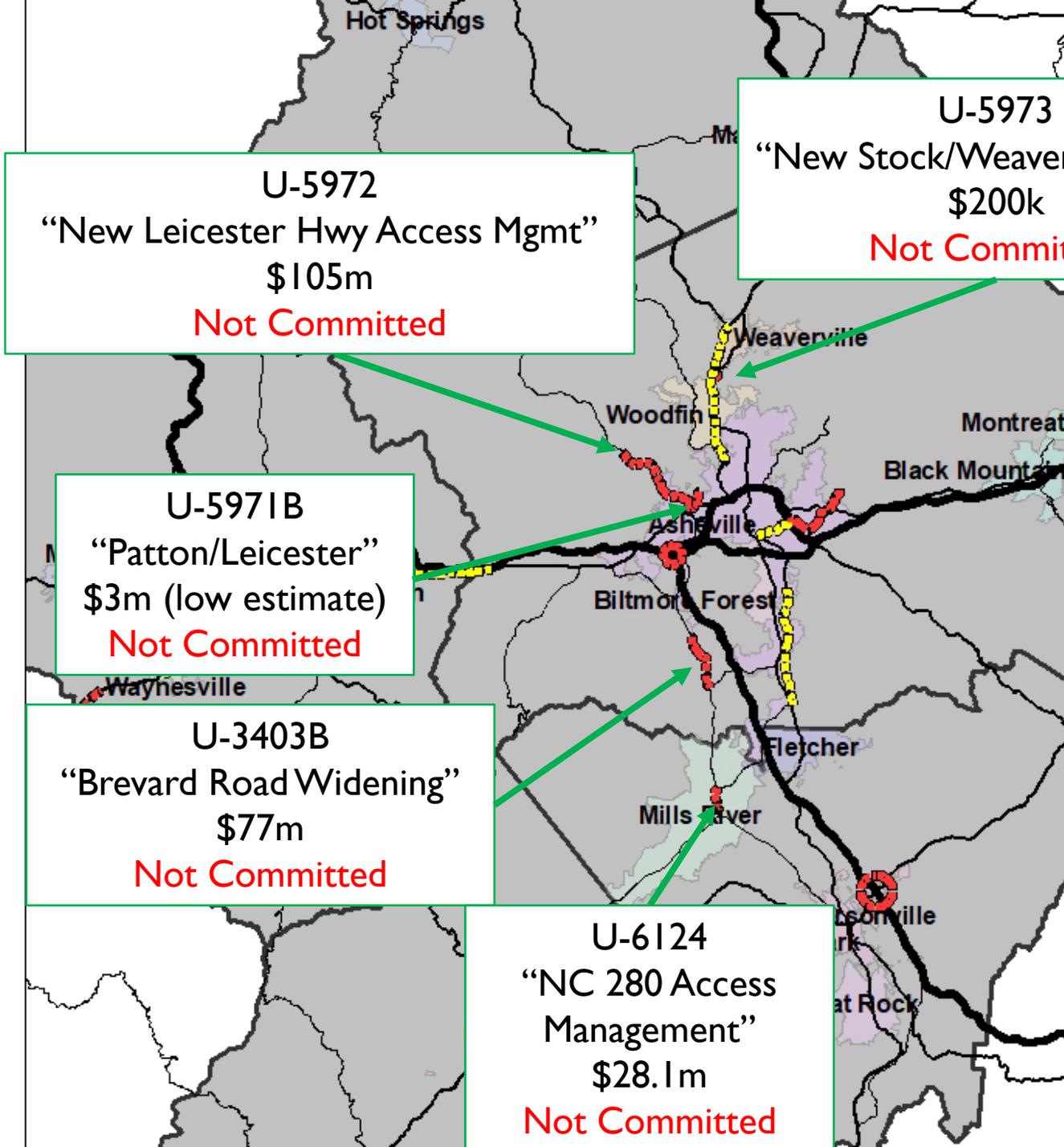




Two Statewide Mobility Projects Still Decommited

I-2513C- I-26/I-40/I-240 Final
Interchange Improvements

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



Five Regional Projects Still Decommited

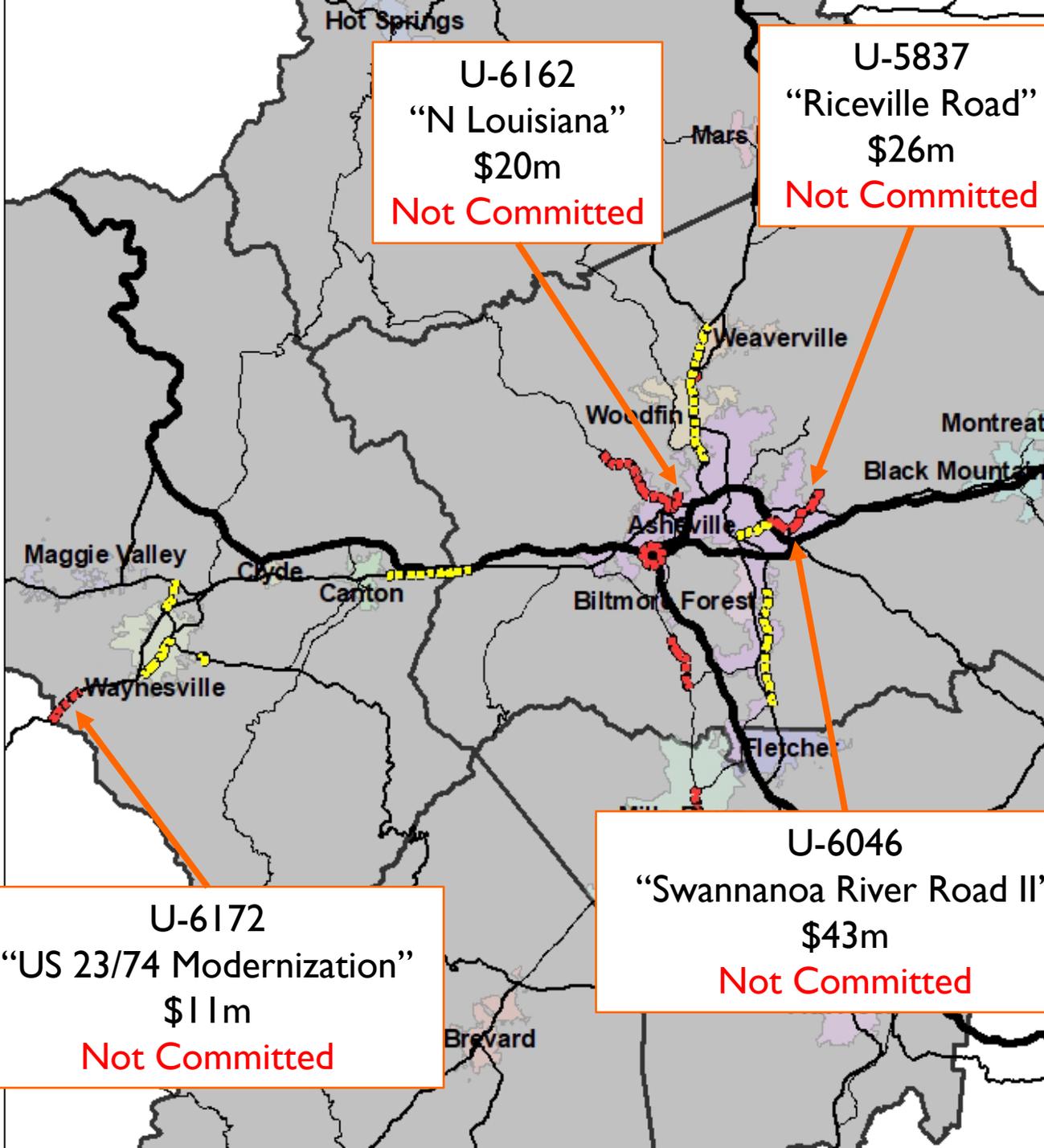
U-5972- New Leicester Hwy Access Management

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

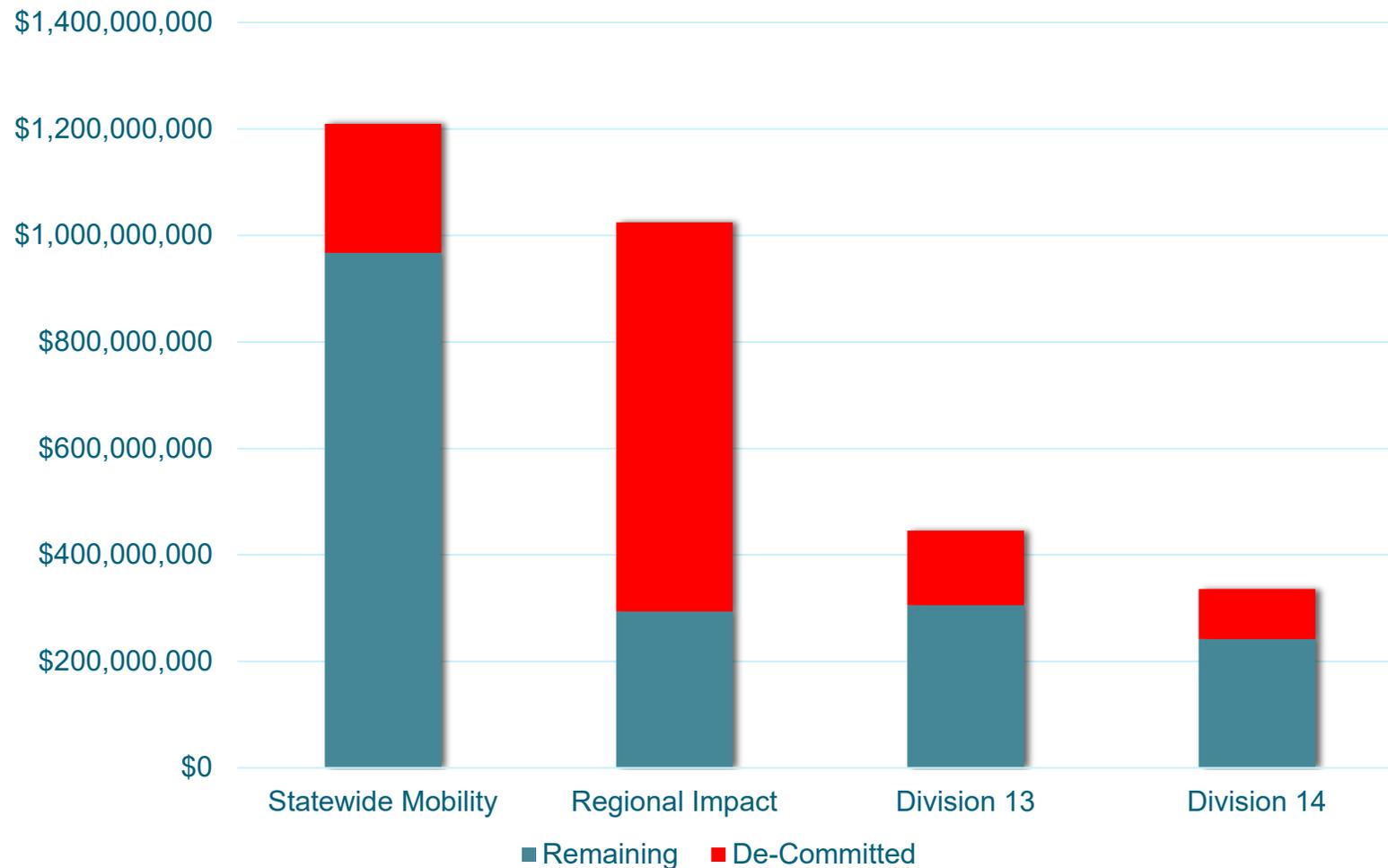
U-6172- US 23/74 Modernization

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

