



NORTH CAROLINA STATE ETHICS COMMISSION

ETHICS AWARENESS & CONFLICT OF INTEREST REMINDER

(to be read by the Chair or his or her designee at the beginning of each meeting)

In accordance with the State Government Ethics Act, it is the duty of every [Board] member to avoid conflicts of interest.

Does any [Board] member have any known conflict of interest with respect to any matters coming before the [Board] today?

If so, please identify the conflict and refrain from any participation in the particular matter involved.

Rev 12-13-12

¹ N.C.G.S. §138A-15 (e): "At the beginning of any meeting of a board, the chair shall remind all members of their duty to avoid conflicts of interest under [Chapter 138A]." There is no set language required by the Act. Specific language can and should be tailored to fit the needs of each covered board as necessary.

RPO Transportation Advisory Committee Agenda

September 22, 2021 - TAC: 3:00 p.m.

Wilson Operations Center

1800 Herring Ave. - Wilson, NC 27893

252-296-334

Optional Virtual Attendance

[Join Meeting](#)

<https://us06web.zoom.us/j/86146722847?pwd=bHlwZEhmV2kzVWpSeWRUZHNla3hFdz09>

Join by Phone using same Meeting ID and Passcode: **301-715-8592**

Meeting ID: **861 4672 2847**

Passcode: **815867**

1. Welcome & Introductions – Lu Harvey Lewis – TAC Chair
2. Ethics Reminder
3. Additions or corrections to Agenda
4. Approval of Minutes July 21, 2021

Action Items

5. Adopt Resolution of Support to Designate US-70 as I-42 in Johnston County
6. Letter of Support for Johnston County Industries FY23 5310 Funding Application

Discussion

7. Prioritization P6 update
8. Call for CMAQ projects (Edgecombe, Nash, and Johnston Counties only)
9. CCX Update – Ribbon cutting planned in October
10. Neuse River Trail Clayton to Smithfield Feasibility Study Update

Reports

11. US 70 Commission
12. Hwy 17/64 Association
13. Legislative Update
14. NCDOT Division 4
15. NCDOT Planning Branch

Other Business

16. TAC Member Comments

Public Comment

17. Public Comment

Dates of future meetings:

Nov. 10, 2021

January 12, 2022

March 9, 2021

May 11, 2021

Attachments:

1. TAC July 21, 2021 Minutes
2. Resolution of Support Designate U-70 as I-42 in Johnston County
3. Letter of Support for Johnston Co Industries 5310 Funding Application
4. UCPRPO Current STI STIP FY2020-2029 Project maps and available funding
5. STI P6.0 NCDOT Talking Points
6. STI STIP FY2024-2033 Schedule
7. NCDOT BOT SPOT P6 Presentation
8. STI Workgroup Presentation and Workgroup meeting summary
9. CMAQ FY2023 Call for Projects email
10. CMAQ FY2023 Budget Allocation
11. CCX Update-Opening Scheduled in October
12. US Senate Infrastructure Bill Information

UPPER COASTAL PLAIN RURAL PLANNING ORGANIZATION

July 21, 2021

RPO Transportation Advisory Committee Minutes

Attendance

TAC

C.B. Brown, Tarboro
Jerry Medlin, Benson
Cheryl Oliver, Selma
Wayne Outlaw, Nash
Derrick Creech, City of Wilson
Andy Moore, Smithfield
Lu Harvey Lewis, Middlesex
Brenda Lucas, Spring Hope
Craig New, Red Oak
Miranda Boykin, Sims

NCDOT

Bobby Liverman, Division 4
Carlos Moya, TPD

UCPRPO

James Salmons

Introduction

- Welcome & Introductions – Lu Harvey Lewis – TAC Chair*
TAC Chair Mr. Lu Harvey Lewis (Middlesex) called the meeting to order. Mr. Lewis welcomed and thanked everyone for attending the meeting.
- Mr. Lu Harvey Lewis asked if any members have a conflict of interest on any of the items on the agenda. There being none.
- Agenda Approval*
Mr. Lu Harvey Lewis asked if everyone had an opportunity to review the agenda and if there were any proposed changes. It was requested that the Letter of Support for JCAT's 5310 Application be added without objection. **UPON A MOTION** by Andy Moore (Smithfield), second by Cheryl Oliver (Selma) the agenda was unanimously approved with the addition of the Letter of Support for JCATS' grant application and was added to the agenda as item 7a.
- Minutes – May 12, 2021*
After reviewing the Minutes for the May 12, 2021 meeting and **UPON A MOTION** by C. B. Brown (Tarboro), second by Miranda Boykin (Sims) they were unanimously approved.

Action Items

- Adopt Resolution of Support for FY2122 Planning Work Program (PWP) Amendment #1 to accommodate the (MST) Neuse River Trail Feasibility Study in Johnston*
Members were provided with background information on the proposed amendment to the UCPRPO FY2122 PWP to provide the required budget change to accommodate the Neuse River Trail Study. It was noted that Johnston County would be required to fund all the required local match and that no other member county would be responsible for any additional funding. After a brief discussion and **UPON A MOTION** by C.B. Brown (Tarboro), second by Andy Moore (Smithfield) the amendment to the UCPRPO FY2122 PWP to include an additional \$150,000.00 to fund the Neuse River Trail Study between Clayton and Smithfield in Johnston County was unanimously approved.
- Adopt Resolution of Support Designate U-70 as I-42 in Johnston County*
The Resolution of Support to Designate US-70 as I-42 in Johnston County was tabled until the next meeting to allow for more time for the Town of Wilson's Mills to approve the resolution.

UPPER COASTAL PLAIN

RURAL PLANNING ORGANIZATION

7. *Adoption of STI P6 Local Input Methodology Resolution*

Members were provided with the draft UCPRPO STI P6 Local Input Methodology within the agenda packet emailed to all members prior to the meeting. The draft methodology was also posted to the UCPRPO website for 90 days for public review. It was noted that the TCC recommended making the change in the Division Funding Category by moving 100 points from the Transit Projects to the Bike/Pedestrian projects due to the increasing requests received for more bike/pedestrian projects. This provided 200 total points to be allocated to Transit projects and 200 total points available to allocate to Bike/Pedestrian projects. **UPON A MOTION** by C.B. Brown (Tarboro), second by Miranda Boykin (Sims) the UCPRPO STI P6 Local Input Methodology was unanimously adopted.

7a. *Approval of Letter of Support for JCAT's 5310 Application*

Members were provided a copy of the Letter of Support for JCATS' 5310 grant application. It was explained that the grant will help provide transportation to seniors and those with disabilities within Johnston County. **UPON A MOTION** by Cheryl Oliver (Selma), second by Derrick Creech (City of Wilson) they were unanimously approved.

Discussion

8. *STI P6 Prioritization Update*

Members were provided with a list of available funding for STI P6 based on each funding category. After reviewing the estimated funding availability, it was apparent that the STIP was over programmed due to rising project costs, old and/or poor estimates, and recent rising inflation. Law requires the STIP to be an accurate reflection of what will be built. It was explained that it is anticipated that some "committed" projects may become "uncommitted" and fall out of the STIP. At this time, it was believed that the STI P6 process may be halted to help balance the STIP. Members stated that they were ok with a pause with P6 but had serious concerns with not having the ability to submit new projects over the next 10-15 years. This would dramatically hinder future transportation priorities. Members also stated their desire to be included in the decision in the STIP modification process.

9. *Call for CMAQ projects for Edgecombe, Nash, and Johnston Counties Only November 1, 2021 to February 29, 2022*

Members were informed that the UCPRPO would be accepting CMAQ projects starting in November and ending February 29, 2022. The UCPRPO is allocated \$603,240.00 in funding for CMAQ projects for FY2223.

10. *CAMPO/UCPRPO Southeast Area Study Kickoff – [Previous SEAS Link](#)*

Members were informed that CAMPO and UCPRPO were teaming together again to update the Southeast Area Study. Stakeholder meetings are anticipated to kickoff this fall, 2021.

Reports

11. *US 70 Commission*

The US 70 Commission met July 15, 2021 in Morehead City, NC. Reports were provided by the NCDOT Board of Transportation members. A presentation was provided by the NC Rural Center on Resilient Communities. Secretary Boyette provided the following updates:

- a. Eight million pounds of litter have been collected so far this year.
- b. Transportation workers have been working weekends when needed.
- c. Transit operations have stepped up to provide rides to vaccinations.
- d. All Division met over the past weekend to support the DBE Program or Disadvantaged Business Enterprise Program to make sure DBE firms are included in contracting.
- e. Morehead City Port continues to grow.

UPPER COASTAL PLAIN

RURAL PLANNING ORGANIZATION

Beau Memory, NCDOT COO provided a brief report on rising costs for building materials and labor along with right of way costs and is causing transportation construction costs to rise. Ronnie Keeter, State Chief Engineer provided a detailed report on the STI's over programming issues. Kevin Lacey, State Traffic Engineer provided information on the dilemma on the new I-42 designation and potential confusion with NC 42 in Johnston County. Natasha Earle-Young, NCDOT TPD provided an update on the Strategic Transportation Corridor study for the US 70 corridor. Don Kirkman, Carteret County Economic Development Director provided information on Radio Island and the Morehead Port as it pertains to offshore wind farm potential. Division Engineers provided updates on all projects along the US 70 Corridor in eastern North Carolina.

12. *Hwy 17/64 Association*

There was no report currently.

13. *Legislative Update*

The Senate has passed their budget. It is anticipated that the NC House would be releasing their budget the first of August.

14. *NCDOT Division 4*

There was no Division 4 report provided.

15. *NCDOT Planning Division (TPD)*

There was no TPD report. Carlos Moya stated his appreciation to James Salmons for his work in partnering with NCDOT TPD in supporting the UCPRPO members and his continued work in submitting invoices in a timely matter.

Public Comment

16. *Public Comment*

There was no public comment.

Other Business

17. *TAC Member Comment*

There was a brief discussion on NCDOT's cash balance and how it is affecting the STIP. The Department now provides the Board of Transportation a Spend Plan that is closely monitored. In addition, the Department took a financial hit due to the COVID-19 pandemic in losses in the gas tax when the economy was shut down. The gas tax revenue has since recovered to previous levels. It was noted that the STIP and STI P6 issues were based on over programming and not a lack of revenue.

Upcoming meeting:

It was noted that the next meeting was pushed back one week to September 22, 2021.

UPON A MOTION from Cheryl Oliver (Selma) was made to adjourn with a second motion was made by C.B. Brown (Tarboro) and the meeting was adjourned.

Respectfully submitted,

Lu Harvey Lewis, TAC Chair

James M. Salmons, UCPRPO Transportation Planner

RESOLUTION TO APPROVE THE ROUTING OF I-42 WITHIN THE UPPER COASTAL PLAIN RPO

WHEREAS, US 70 is a United States highway that is a primary transportation route in the Upper Coastal Plain RPO; and

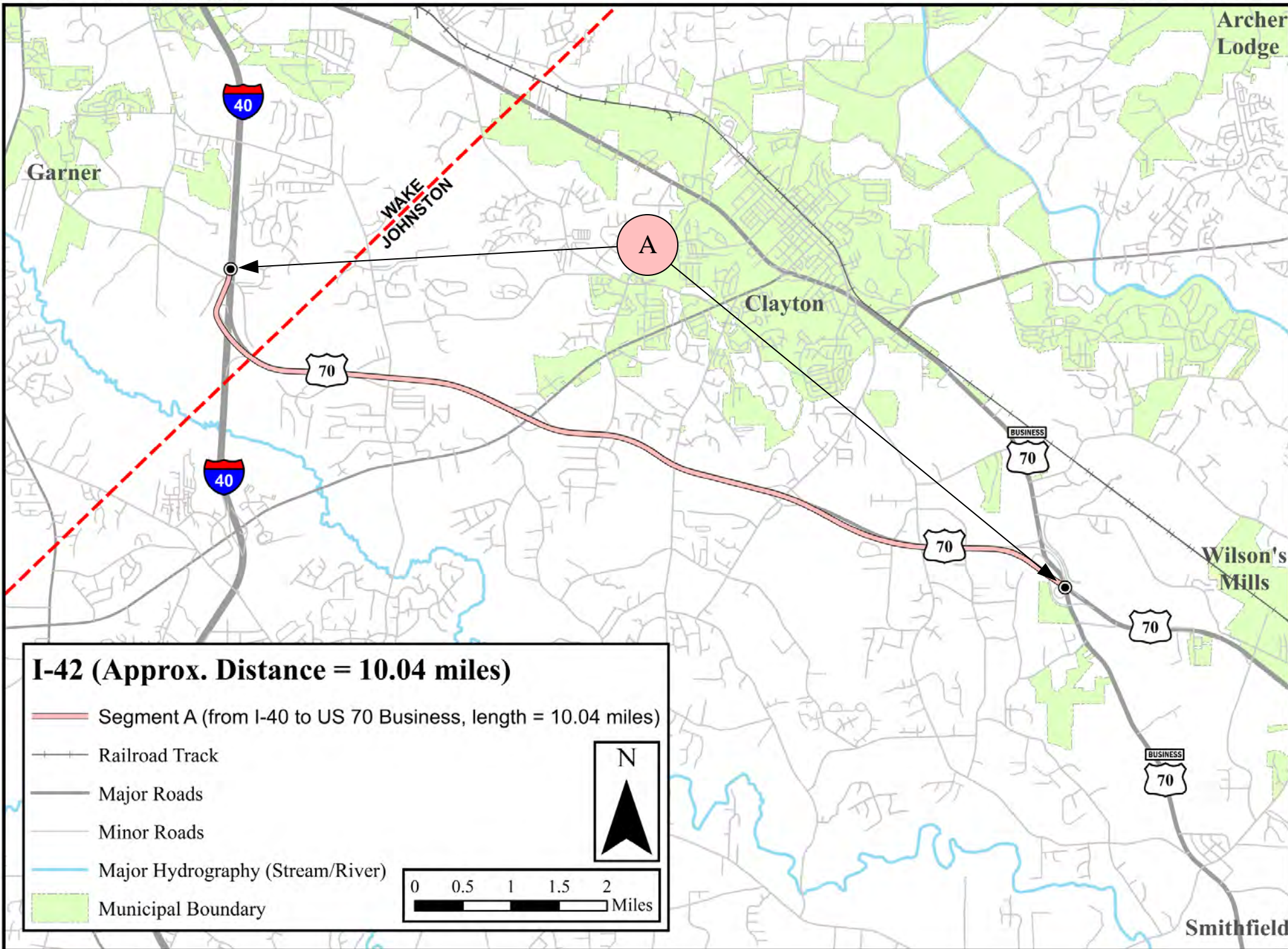
WHEREAS, US 70 is currently routed on Future I-42; and

WHEREAS, the NCDOT is requesting AASHTO to allow I-42 to be signed along the current routing of US 70 between the I-40 interchange in Wake County and the US 70 Business interchange west of Wilson's Mills in Johnston County.

BE IT THEREFORE RESOLVED that the Transportation Advisory Committee of the Upper Coastal Plain RPO approves the designation of I-42 within its boundaries this 21st day of July, 202.

Lu Harvey Lewis, Chair
Transportation Advisory Committee

James Salmons, UCPRPO



From: Emily Matthews ematthews@WILSONSMILLSNC.ORG
Subject: RE: I-42 Designation
Date: July 26, 2021 at 11:54 AM
To: Wendy Oldham woldham@WILSONSMILLSNC.ORG, jsalmons@ucprpo.org



Hi James,

At their regularly scheduled Council meeting on July 19th, Council discussed the resolution and came to a consensus in agreement to support the designation of I-42.

Please feel free to contact with anything else you may need from us.

Emily Matthews
Town of Wilson's Mills
Administrative Assistant/Events Coordinator
(919) 938-3885 ext. 28

From: Leighanna Worley
Sent: Thursday, July 15, 2021 9:15 AM
To: Wendy Oldham <woldham@WILSONSMILLSNC.ORG>; jsalmons@ucprpo.org
Subject: RE: I-42 Designation

Hi James,

Wilson's Mills Town Council meets this coming Monday, July 19th. I wouldn't feel comfortable moving the resolution forward without getting Council's consensus, at least. If they're in agreement to do the resolution, I'd be happy to send it to you Tuesday the 20th.

Regards,
Leighanna T. Worley, MMC
Town Administrator

TOWN OF WILSON'S MILLS
100 Railroad Street ~ PO Box 448
Wilson's Mills, North Carolina 27593
Ph: (919) 938-3885 ~ Fx: (919) 938-1121
www.WilsonsMillsNC.org



Pursuant to North Carolina General Statutes Chapter 132, Public Records, this electronic mail message and any attachments hereto, as well as any electronic mail message(s) that may be sent in response to it may be considered public record and as such are subject to request and review by third parties.

From: Wendy Oldham <woldham@WILSONSMILLSNC.ORG>
Sent: Wednesday, July 14, 2021 1:12 PM
To: Leighanna Worley <lworley@wilsonsmillsnc.org>

Subject: FW: I-42 Designation

Wendy Oldham CZO, CSM
Development Compliance Officer

Town of Wilson's Mills
PO Box 448~100 Railroad St
Wilson's Mills NC 27593
919-938-3885 Ext. 22
Fax 919-938-1121

www.WilsonsMillsNC.org



Save Paper. Think Before You Print.

Pursuant to North Carolina General Statutes Chapter 132, Public Records, this electronic mail message and any attachments hereto, as well as any electronic mail message(s) that may be sent in response to it may be considered public record and as such are subject to request and review by third parties.

From: James Salmons <jsalmons@ucprpo.org>
Sent: Wednesday, July 14, 2021 12:46 PM
To: Wendy Oldham <woldham@WILSONSMILLSNC.ORG>
Subject: I-42 Designation

Be Advised: This email originated from outside of the Town of Wilson's Mills, NC

Hi Wendy,

NCDOT is in the process of requesting to designate US 70 to I-42. They have requested that our TAC pass a resolution in support. Does Wilson's Mills support the designation? Attached is a copy of the proposed resolution. I was hoping to put it on their agenda for next Wednesday that needs to go out today if possible?

Thanks and please let me know if you have any questions,
James

James M. Salmons, PLS
Upper Coastal Plain RPO
120 W. Washington St., Suite 2110
Nashville, NC 27856

252-459-1545
252-904-0272 cell
www.ucprpo.org

**Please note that email sent to and from this address is subject to the North Carolina Public Records Law and may be disclosed to third parties.*

UPPER COASTAL PLAIN RURAL PLANNING ORGANIZATION

September 22, 2021

Ryan Brumfield, Director
Integrated Mobility Division
North Carolina Department of Transportation
1550 Mail Service Center
Raleigh, NC 27699-1550

RE: FY 2023 5310 Grant Letter of Support – Johnston County Industries

Dear Mr. Brumfield:

On behalf of the Upper Coastal Plain Rural Planning Organization (UCPRPO), the UCPRPO TAC supports the **FY21 5310 application for the transportation project submitted by Johnston County Industries**, which will help the purchase of transportation services from JCATS for Johnston County citizens with disabilities.

Johnston County Industries has provided transportation in conjunction with JCATS for employment and training opportunities and access to community resources for individuals with disabilities for over 30 years. We understand the value of providing safe and affordable transportation to those with disabilities.

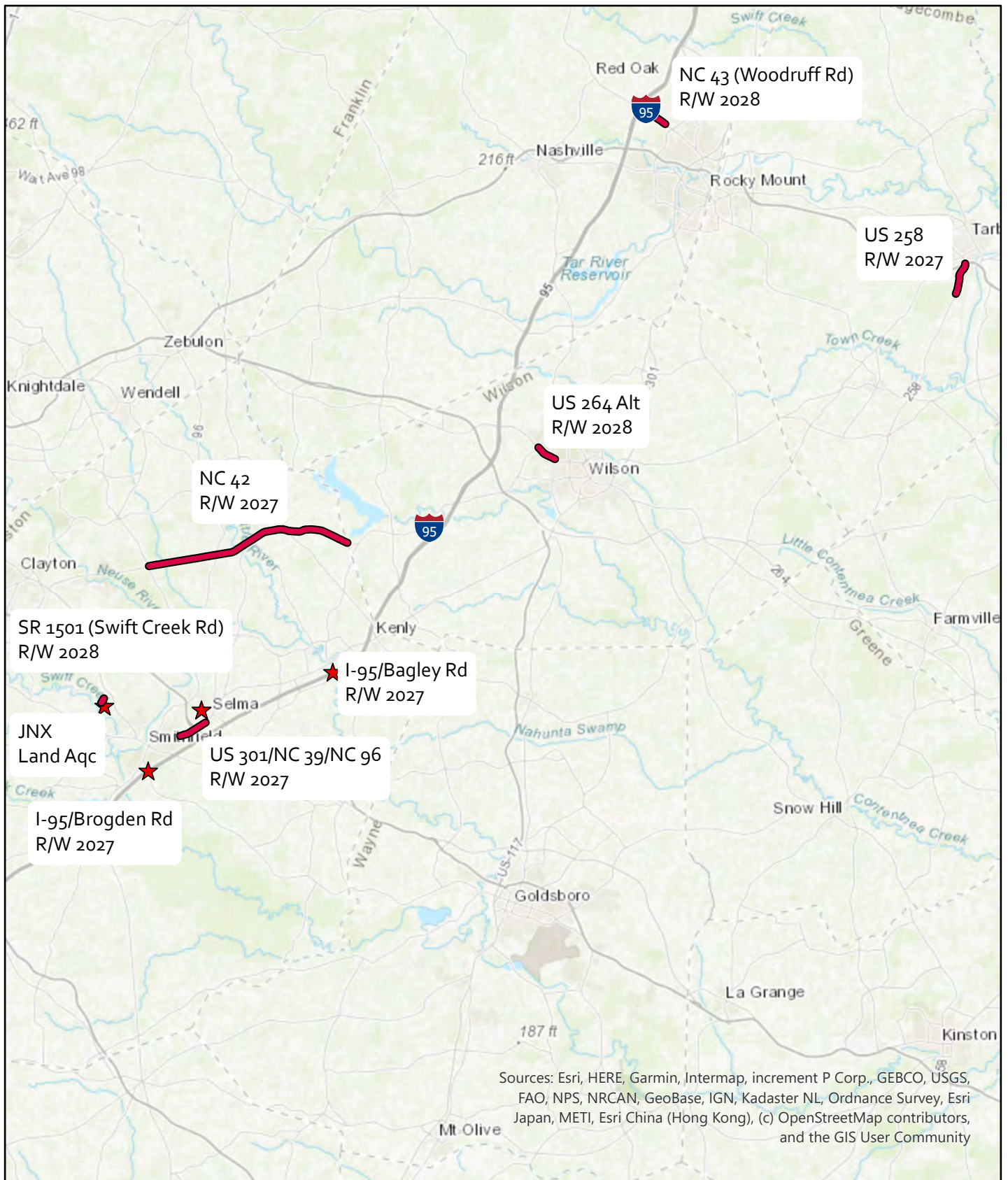
On September 22, 2021 at their regularly scheduled meeting, the Upper Coastal Plain Rural Planning Organization Transportation Advisory Committee (UCPRPO TAC) adopted this letter of support for the FY2022 5310 grant application being submitted by Johnston County Industries.

Sincerely,

Lu Harvey Lewis
UCPRPO TAC Chair

Prioritization 6.0/STIP Talking points:

- NCDOT established an internal workgroup to look at issues related to rising cost estimates.
 - o Necessary because in the last few years, many projects were coming in much more expensive than initial estimates.
 - o These increases impact the STIP.
- Cost increases are caused by a variety of things such as:
 - o Estimates were done before projects were fully defined.
 - o Automated Cost Estimation Tool didn't have the capability to include all specific impacts that can increase cost.
 - o Estimates were done many years before construction – and costs increased over that time.
 - o Recent increases in costs of property, supplies and contractor/consultant rates.
- NCDOT identified the issue, and implemented a review of over 450 projects in the STIP.
 - o Updated over 1,000 individual estimates (construction, utility relocation, property acquisition)
 - o Process nearing completion.
 - o Results indicate many projects will be more expensive than initial estimates.
- Cost increases will force NCDOT to adjust the future STIP (2024-2033).
 - o Law requires the STIP to be an accurate reflection of what will be built.
 - o STIP must be limited by what revenue NCDOT realistically anticipates.
 - o As the cost of projects increases, it decreases the number of projects that can be built or moves projects to a later date when funds will be available.
 - Example – if you budget \$10 to buy 10 cans of soup, and soup prices increase to \$2 per can, you cannot buy the 10 cans you budgeted for – can only buy 5.
 - o NCDOT estimated funding levels have not changed, but the price of delivering projects has increased.
 - Estimates are updated regularly to account for inflation.
 - Costs have been rapidly increasing due to our growing economy.
 - Example – Associated General Contractors of America are reporting the cost of basic materials has increased by more than 10% so far this year.
- The STIP is a planning document and not a fiscal document and this does not jeopardize NCDOT's financial standing. There are processes in place with many checks and balances that ensure we do not overspend.
- This, also, highlights the ongoing issues with transportation needs outpacing revenue.
- NCDOT is working with MPO/RPOs as the STIP adjustment takes place.
- Because of the cost increases in the updated estimates, the Prioritization Workgroup decided on July 19th to recommend to the Board of Transportation that the next project prioritization cycle (P6.0) be halted during this time.
 - o Next draft STIP does not have to be prepared and presented until December 2022.
 - o Allows NCDOT time to complete project estimate updates.
 - o Allows MPOs/RPOs time to work on this at the local level.
 - o Allows workgroup/NCDOT opportunity to continue to evaluate various options for creating the next draft STIP.



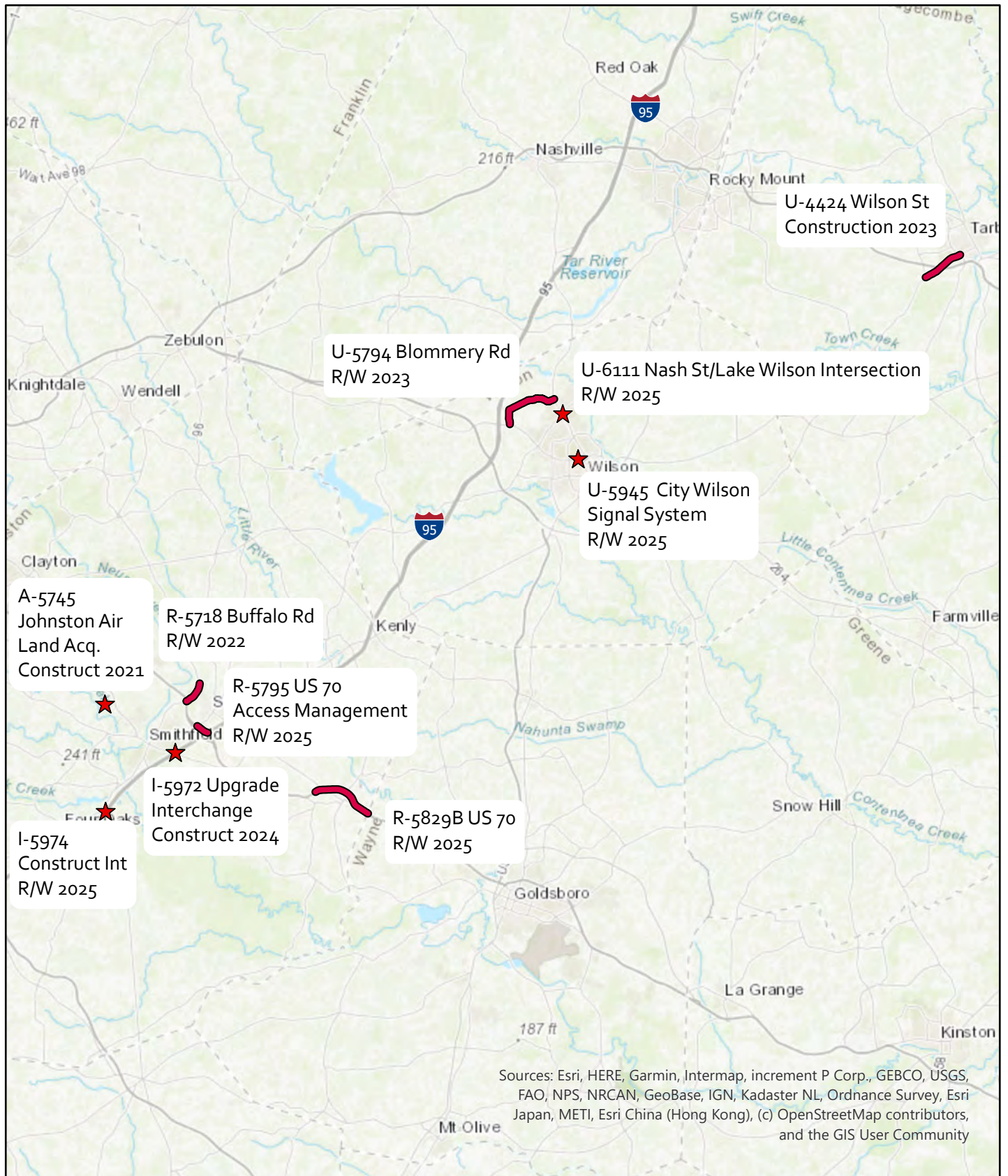
Upper Coastal Plain RPO STI STIP 2020-2029 Non Committed Projects

Note: List does not include non STI projects in the FY2020-2029 STIP. For example projects currently under construction, bridge, safety, or pavement rehabilitation projects.



STI FY2020-2029 STIP Projects - Non Committed

TIP	SPOTID	Route	Description	Mode	Right Of Way	Construction	COMMENT	Project Cost (Thousands)	Funding Category	County
R-5761	H170663	NC 242	SR 1168 (TARHEEL ROAD) TO I-40. WIDEN ROADWAY.	HIGHWAY	2028	POST YEAR		\$15,213	Division Highway	JOHNSTON
R-5949	H170664	US 258	SR 1601 (COLONIAL ROAD) TO US 64. WIDEN ROADWAY.	HIGHWAY	2027	2029		\$28,200	Division Highway	EDGECOMBE
R-5950	H150646	SR 1501 (SWIFT CREEK ROAD)	AIRPORT INDUSTRIAL DRIVE TO DRIVEWAY JUST NORTH OF JOHNSTON COUNTY AIRPORT. WIDEN ROADWAY.	HIGHWAY	2028	POST YEAR		\$4,500	Division Highway	JOHNSTON
U-2561C	H090346-C	NC 43	SR 1613 (WOODRUFF AVENUE) TO I-95.	HIGHWAY	2028	POST YEAR	PLANNING/DESIGN IN PROGRESS.	\$25,132	Division Highway	NASH
U-5726	H140389	US 301/NC 39/NC 96	SR 1623 (BOOKER DAIRY ROAD) TO SR 2302 (RICKS ROAD). CONSTRUCT ACCESS MANAGEMENT IMPROVEMENTS.	HIGHWAY	2027	POST YEAR		\$16,732	Division Highway	JOHNSTON
U-5941	H150434	US 264 ALTERNATE (RALEIGH ROAD PARKWAY)	SR 1320 (AIRPORT BOULEVARD) TO EAST OF SR 1165 (FOREST HILLS ROAD). SAFETY IMPROVEMENTS.	HIGHWAY	2028	POST YEAR		\$15,200	Regional Highway	WILSON
U-5998	H141828	NC 42	SR 1003 (BUFFALO ROAD) TO WILSON COUNTY LINE. MODERNIZE ROADWAY.	HIGHWAY	2027	2029		\$16,597	Division Highway	JOHNSTON
AV-5745	A130497	JOHNSTON COUNTY AIRPORT (JNX)	LAND ACQUISITION & CLEARING PROJECT.	AVIATION		2021		\$335	Division Aviation	JOHNSTON
I-6061	H170647	I-95	SR 1007 (BROGDEN ROAD). IMPROVE INTERCHANGE.	HIGHWAY	2027	2029		\$14,500	Division Highway	JOHNSTON
I-6062	H170654	I-95	SR 2339 (BAGLEY ROAD). IMPROVE INTERCHANGE.	HIGHWAY	2027	2029		\$14,500	Division Highway	JOHNSTON
TA-6720	T170682	JOHNSTON COUNTY	PURCHASE EXPANSION VEHICLES.	PUBLIC TRANSIT		2026		\$330	Division Public Transit	JOHNSTON



Upper Coastal Plain RPO STI STIP 2020-2029 Committed Projects

Note: List does not include non STI projects in the FY2020-2029 STIP. For example projects currently under construction, bridge, safety, or pavement rehabilitation projects.



STI FY2020-2029 STIP Projects - Committed

TIP	SPOTID	Route	Description	Mode	Right Of Way	Construction	COMMENT	Cost (Thousands)	Funding Category	County
R-5718	H090874	SR 1003 (BUFFALO ROAD)	US 70 TO SR 1934 (OLD BEULAH ROAD). WIDEN TO THREE LANES.	HIGHWAY	2022	2025		\$7,239	Division Highway	JOHNSTON
R-5795	H111279	US 70	US 301 TO I-95. ACCESS MANAGEMENT.	HIGHWAY	2025	POST YEAR		\$11,400	Regional Highway	JOHNSTON
R-5829B	H111256-B	US 70	WEST OF SR 2372 (EDWARDS ROAD / NORTH PEARL STREET) TO EAST OF SR 2314 (PONDFIELD ROAD). UPGRADE TO FREEWAY STANDARDS.	HIGHWAY	2025	2029		\$86,313	Statewide Highway	JOHNSTON
U-4424	H090470	NC 111 (WILSON STREET)	US 64 ALTERNATE (WESTERN BOULEVARD) TO NC 122 (MCNAIR ROAD). WIDEN TO THREE LANES.	HIGHWAY		2023	RIGHT-OF-WAY IN PROGRESS. BUILD NC BOND FUNDING: \$6,000,000 FOR CON PAYBACK 2023-2037 (FY 2023 / YR 5 SALE)	\$11,925	Division Highway	EDGECOMBE
U-5794	H090893	SR 1309 (BLOOMERY ROAD) SR 1382 (PACKHOUSE ROAD)	US 264 ALTERNATE TO NC 58. WIDEN AND UPGRADE FACILITY.	HIGHWAY	2023	2025		\$14,008	Division Highway	WILSON
AV-5745	A130497	JOHNSTON COUNTY AIRPORT (JNX)	LAND ACQUISITION & CLEARING PROJECT.	AVIATION		2021		\$335	Division Aviation	JOHNSTON
I-5972	H150667	I-95	US 70 BUSINESS. UPGRADE INTERCHANGE @ Market St.	HIGHWAY		2024	RIGHT-OF-WAY IN PROGRESS	\$19,500	Regional Highway	JOHNSTON
I-5974	H150256	I-95	US 701/NC 96. CONSTRUCT INTERCHANGE.	HIGHWAY	2025	2028		\$46,900	Regional Highway	JOHNSTON
U-5945	H111282	WILSON	WILSON CITY SIGNAL SYSTEM.	HIGHWAY	2025	POST YEAR		\$6,880	Regional Highway	WILSON
U-6111	H172062	NC 58 (NASH STREET NW)	SR 1330 (AIRPORT ROAD)/SR 1332 (LAKE WILSON ROAD). IMPROVE INTERSECTION.	HIGHWAY	2025	POST YEAR		\$5,000	Regional Highway	WILSON

P6.0 Funding Availability – Committed Projects Only

Statewide Mobility

Available Funding	Programming Status
\$9.4B	\$2.29B Over

Regional Impact

Region	Available Funding	Programming Status
A (D1 & D4)	\$588.8M	\$220.2M Over as of 8/13/21
B (D2 & D3)	\$855.1M	\$353.4M Over
C (D5 & D6)	\$1.56B	\$106.4M Over
D (D7 & D9)	\$1.17B	\$480.9M Over
E (D8 & D10)	\$1.46B	\$529.2M Over
F (D11 & D12)	\$784.0M	\$326.0M Over
G (D13 & D14)	\$609.2M	\$953.0M Over

Division Needs

Division	Available Funding	Programming Status
1	\$506M	\$45.6M Over
2	\$506M	\$121.9M Over
3	\$506M	\$76.3M Under
4	\$506M	\$173.5M Under as of 8/13/21
5	\$506M	\$183.0M Over
6	\$506M	\$64.0M Under
7	\$506M	\$93.0M Under
8	\$506M	\$18.8M Over
9	\$506M	\$49.8M Under
10	\$506M	\$46.5M Over
11	\$506M	\$20.4M Under
12	\$506M	\$223.1M Over
13	\$506M	\$173.1M Over
14	\$506M	\$80.6M Over

Available funding based on 2024-2033 timeframe

P6.0 Funding Availability

– Committed & Non-Committed Projects

Statewide Mobility

Available Funding	Programming Status
\$9.4B	\$3.03B Over

Regional Impact

Region	Available Funding	Programming Status
A (D1 & D4)	\$588.8M	\$588.8M Over as pf 8/13/21
B (D2 & D3)	\$855.1M	\$541.8M Over
C (D5 & D6)	\$1.56B	\$274.4M Over
D (D7 & D9)	\$1.17B	\$668.2M Over
E (D8 & D10)	\$1.46B	\$571.3M Over
F (D11 & D12)	\$784.0M	\$791.8M Over
G (D13 & D14)	\$609.2M	\$1.25B Over

Division Needs

Division	Available Funding	Programming Status
1	\$506M	\$106.6M Over
2	\$506M	\$412.6M Over
3	\$506M	\$242.2M Over
4	\$506M	\$192.5M Over as of 8/13/21
5	\$506M	\$203.0M Over
6	\$506M	\$465.4M Over
7	\$506M	\$0.6M Over
8	\$506M	\$348.4M Over
9	\$506M	\$105.1M Over
10	\$506M	\$277.9M Over
11	\$506M	\$334.4M Over
12	\$506M	\$277.1M Over
13	\$506M	\$270.4M Over
14	\$506M	\$194.4M Over

Available funding based on 2024-2033 timeframe

2024-2033 STIP Development / P6 Schedule

ID	Task Name	Start	Finish	2021												2022												2023								
				Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
1	P6 APPROVAL: BOT approves P6 criteria and weights	7/1/2019	7/31/2019	[completed in 2019]																																
2	FINAL STIP: BOT adopts 2020-2029 STIP (informs P6 submittal)	9/2/2019	9/30/2019	[completed in 2019]																																
3	SUBMITTAL WINDOW: MPOs, RPOs, and Divisions test, enter, and submit projects in SPOT Online	10/1/2019	8/31/2020	[completed in 2019-2020]																																
4	SCORING WINDOW: SPOT reviews and calculates quantitative scores for all projects	9/1/2020	9/30/2021	█																																
5	P6 WORKGROUP: meet monthly to discuss balancing of STIP	8/2/2021	12/31/2021													█																				
6	COORDINATION: MPOs/RPOs/ Divisions (includes potential public involvement)	1/3/2022	8/31/2022													█																				
7	SPOT OFFICE: Additional time for scoring of projects if needed	1/3/2022	8/31/2022													█																				
8	PROGRAMMING: STIP unit programs projects for Draft 2024-2033 STIP	9/1/2022	11/30/2022																									█								
9	DRAFT STIP: NCDOT releases Draft 2024-2033 STIP for review and public comment	12/1/2022	12/30/2022																									█								
10	MPO ACTION: MPOs approve MTIPs and air quality conformity (if required)	12/1/2022	8/31/2023																									█								
11	FINAL STIP: Board of Transportation adopts Final 2024-2033 STIP	6/1/2023	6/30/2023																									█								
12	FINAL STIP: FHWA approves Final 2024-2033 STIP	9/1/2023	9/29/2023																									█								





NORTH CAROLINA
Department of Transportation

P6.0 & STIP Program Update

Leigh Wing, PE – STIP Eastern Regional Manager

Jason Schronce, PE – SPOT Manager

August 4, 2021

Connecting people, products and places safely and efficiently

Today's Topics

- Review
- P6.0 Workgroup Update
- STI Committee for Reprioritization (STICR)
- STIP Program Update
- Inflation



Review

Key Items

- Refreshed 1,000+ estimates in the STIP
- Most of the 22 funding buckets substantially overprogrammed
- Prioritization 6.0 Workgroup discussing next steps for P6.0
- Board input needed for 2024 – 2033 STIP development

P6.0 Workgroup Update

Questions for Prioritization Workgroup

- Continue or modify P6.0?
- Approach used to determine funding schedules for 2024 -2033 STIP?
- Next STIP to include Committed projects only or Committed + Non -Committed projects?
- Input on STICR guidelines?

Q1: Continue or modify P6.0?

Consensus recommendation to stop P6.0 after quantitative scoring and not proceed with the planned local input point process

SPOT continues to finalize P6 quantitative scores with expected release in September 2021

Workgroup plans to meet monthly in the short-term to develop recommendations for programming/scheduling of 2024-2033 projects

Continue to update the BOT on Workgroup progress

STIP Program Update

P6.0 Funding Availability – Committed & Non-Committed Projects

Statewide Mobility		Regional Impact			Division Needs		
Available Funding	Programming Status	Region	Available Funding	Programming Status	Division	Available Funding	Programming Status
\$9.4B	\$3.03B Over	A (D1 & D4)	\$588.8M	\$567.3M Over	1	\$506M	\$106.6M Over
		B (D2 & D3)	\$855.1M	\$541.8M Over	2	\$506M	\$412.6M Over
		C (D5 & D6)	\$1.56B	\$274.4M Over	3	\$506M	\$242.2M Over
		D (D7 & D9)	\$1.17B	\$668.2M Over	4	\$506M	\$147.5M Over
		E (D8 & D10)	\$1.46B	\$571.3M Over	5	\$506M	\$203.0M Over
		F (D11 & D12)	\$784.0M	\$791.8M Over	6	\$506M	\$465.4M Over
		G (D13 & D14)	\$609.2M	\$1.25B Over	7	\$506M	\$0.6M Over
					8	\$506M	\$348.4M Over
					9	\$506M	\$105.1M Over
					10	\$506M	\$277.9M Over
					11	\$506M	\$334.4M Over
					12	\$506M	\$277.1M Over
					13	\$506M	\$270.4M Over
					14	\$506M	\$194.4M Over

Available funding based on 2024-2033 time frame

As of July 26, 2021

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P6.0 Funding Availability – Committed Projects Only

Statewide Mobility		Regional Impact			Division Needs		
Available Funding	Programming Status	Region	Available Funding	Programming Status	Division	Available Funding	Programming Status
\$9.4B	\$2.29B Over	A (D1 & D4)	\$588.8M	\$188.4M Over	1	\$506M	\$45.6M Over
		B (D2 & D3)	\$855.1M	\$353.4M Over	2	\$506M	\$121.9M Over
		C (D5 & D6)	\$1.56B	\$106.4M Over	3	\$506M	\$76.3M Under
		D (D7 & D9)	\$1.17B	\$480.9M Over	4	\$506M	\$192.0M Under
		E (D8 & D10)	\$1.46B	\$529.2M Over	5	\$506M	\$183.0M Over
		F (D11 & D12)	\$784.0M	\$326.0M Over	6	\$506M	\$64.0M Under
		G (D13 & D14)	\$609.2M	\$953.0M Over	7	\$506M	\$93.0M Under
					8	\$506M	\$18.8M Over
					9	\$506M	\$49.8M Under
					10	\$506M	\$46.5M Over
					11	\$506M	\$20.4M Under
					12	\$506M	\$223.1M Over
					13	\$506M	\$173.1M Over
					14	\$506M	\$80.6M Over

Available funding based on 2024-2033 time frame

As of July 26, 2021

10

STICR

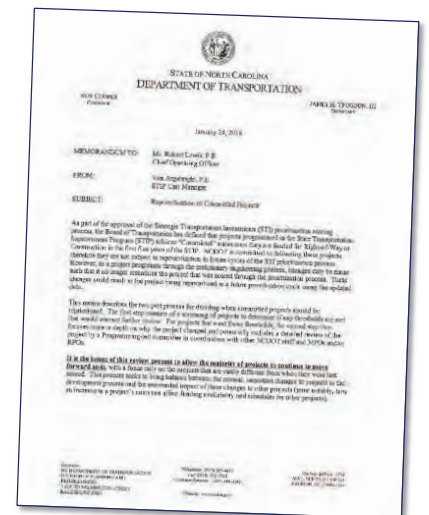
STI Committee for Reprioritization (STICR)

Purpose – review projects that meet cost thresholds

- Cost threshold >35% or >\$25M from cost used in Prioritization
- Implemented for projects selected in P5.0+

STICR Options:

- Project continues as is
- Modify project scope to reduce cost
- Reprioritize project in next Prioritization Cycle



Projects Subject to STICR – Various Options

Prioritization Round	35% or \$25M (current threshold)	25% or \$25M	20% or \$20M
P5.0	112	119	123
P4.0 + P5.0	284	303	312
P3.0 + P4.0 + P5.0	447	470	482

Inflation

Inflation

- Inflation is accounted for in the STIP by reducing available revenue to program projects
- Inflation amount is evaluated as we begin each new STIP development process
- Currently, revenue is reduced by ~\$1B to account for inflation in the STIP

The Department would like Board input on how to handle inflation on the next STIP.

STIP Funding by Category: Inflation at 1% (current), 3% and 5% Held Constant After Year 5

Statewide Mobility			Regional Impact				Division Needs			
1%	3%	5%	Region	1%	3%	5%	Division	1%	3%	5%
\$9.4B	\$8.7B	\$7.9B	A (D1 & D4)	\$589M	\$542M	\$492M	1	\$506M	\$466M	\$424M
			B (D2 & D3)	\$855M	\$787M	\$715M	2	\$506M	\$466M	\$424M
			C (D5 & D6)	\$1.56B	\$1.44B	\$1.31B	3	\$506M	\$466M	\$424M
			D (D7 & D9)	\$1.17B	\$1.08B	\$980M	4	\$506M	\$466M	\$424M
			E (D8 & D10)	\$1.46B	\$1.35B	\$1.22B	5	\$506M	\$466M	\$424M
			F (D11 & D12)	\$784M	\$722M	\$655M	6	\$506M	\$466M	\$424M
			G (D13 & D14)	\$609M	\$561M	\$509M	7	\$506M	\$466M	\$424M
							8	\$506M	\$466M	\$424M
							9	\$506M	\$466M	\$424M
							10	\$506M	\$466M	\$424M
							11	\$506M	\$466M	\$424M
							12	\$506M	\$466M	\$424M
							13	\$506M	\$466M	\$424M
							14	\$506M	\$466M	\$424M

Available funding based on 2024 -2033 timeframe

STIP Funding by Category: Inflation at 1%, 3% and 5% Compounded Full 10 Years

Statewide Mobility			Regional Impact				Division Needs			
1%	3%	5%	Region	1%	3%	5%	Division	1%	3%	5%
\$9.3B	\$8.1B	\$6.9B	A (D1 & D4)	\$579M	\$507M	\$427M	1	\$497M	\$436M	\$368M
			B (D2 & D3)	\$840M	\$737M	\$620M	2	\$497M	\$436M	\$368M
			C (D5 & D6)	\$1.54B	\$1.35B	\$1.13B	3	\$497M	\$436M	\$368M
			D (D7 & D9)	\$1.15B	\$1.01B	\$850M	4	\$497M	\$436M	\$368M
			E (D8 & D10)	\$1.44B	\$1.26B	\$1.06B	5	\$497M	\$436M	\$368M
			F (D11 & D12)	\$770M	\$675M	\$569M	6	\$497M	\$436M	\$368M
			G (D13 & D14)	\$599M	\$525M	\$442M	7	\$497M	\$436M	\$368M
							8	\$497M	\$436M	\$368M
							9	\$497M	\$436M	\$368M
							10	\$497M	\$436M	\$368M
							11	\$497M	\$436M	\$368M
							12	\$497M	\$436M	\$368M
							13	\$497M	\$436M	\$368M
							14	\$497M	\$436M	\$368M

Available funding based on 2024 -2033 timeframe

Inflation Options - Total Reduction to STIP

Total Reduction to 10 Year STIP		
Inflation	Constant After Year 5	Compounded Full 10 Years
1%	\$889M	\$1.30B
3%	\$2.75B	\$4.14B
5%	\$4.74B	\$7.33B



NORTH CAROLINA
Department of Transportation

P6.0 Workgroup Meeting

August 16, 2021

Today's Topics

- Overall Goals
- Review and Unknowns
- Inflation
- STIP Program Update
- STIP Funding Availability by Category
- Ideas / Discussion



Overall Goals

Review

Key Items

- Refreshed 1,000+ estimates in the STIP
- Most of the 22 funding buckets substantially overprogrammed
- Workgroup met last month and recommended to BOT that remainder of P6.0 schedule be halted
 - Board of Transportation met on 8/4/21 and concurred
- Value Engineering / Value Assessments ongoing

Unknowns

- Inflation factor in the next STIP
- Federal Infrastructure Bill
- Federal Aid Reauthorization Act
- Updated costs of 2020-2029 Non-Committed projects – due to STIP Unit by 10/1/21
 - As of 8/13/2021, 67.9% complete at a total increase of \$2.1 Billion



NORTH CAROLINA

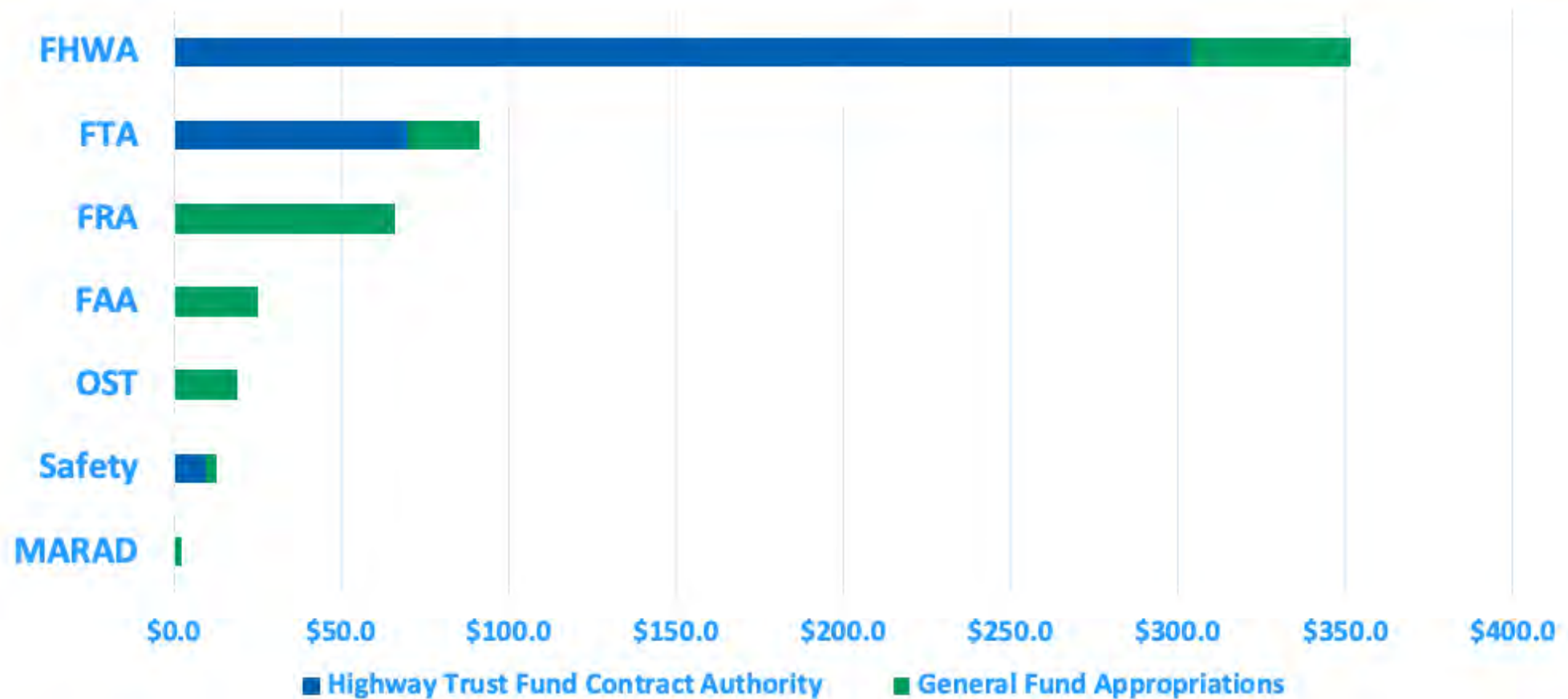
Department of Transportation



Federal Update

Amna Cameron
August 16, 2021

Total USDOT Funding: \$567.4 Billion

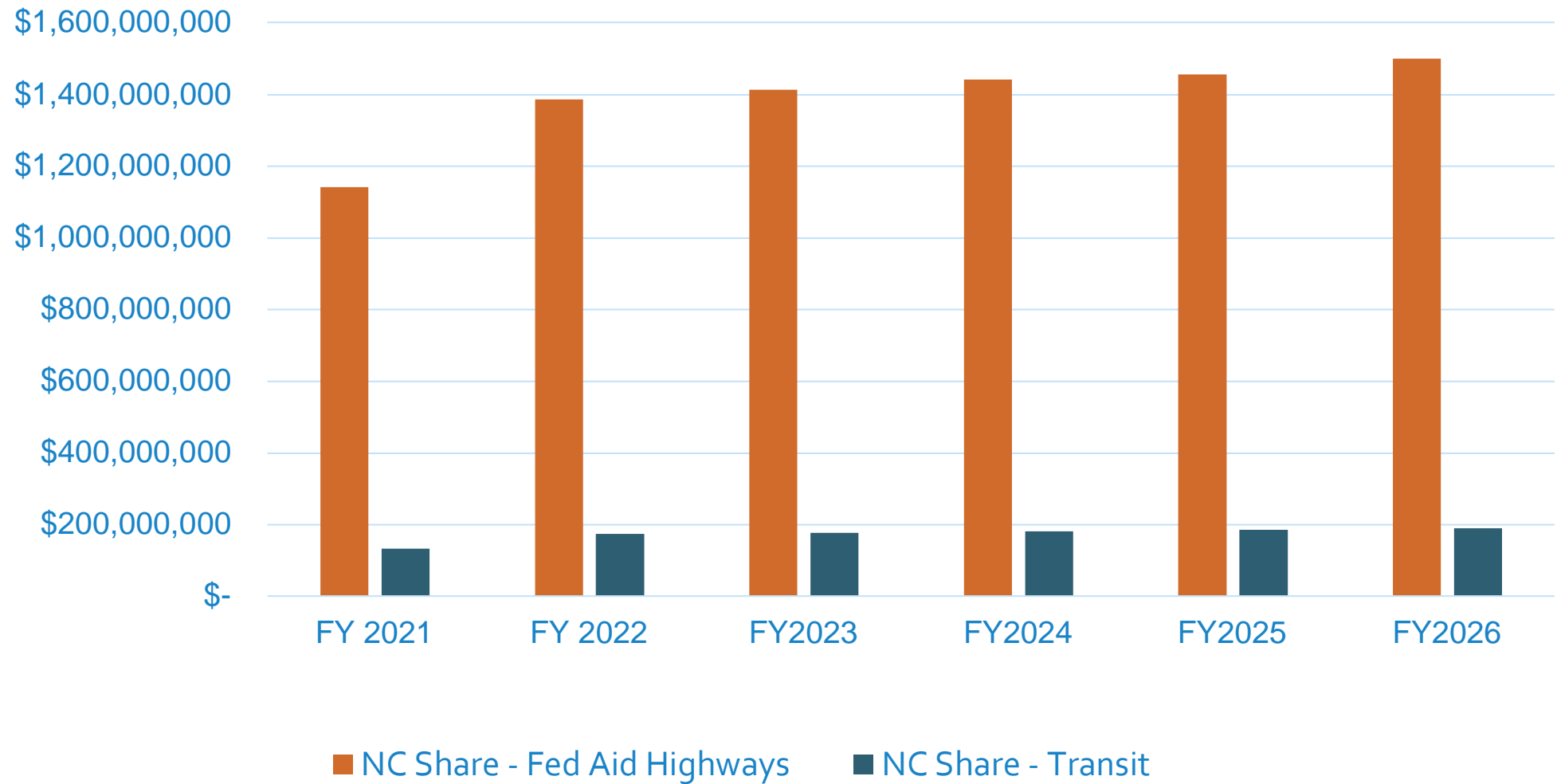


"Safety" = NHSA, FMCSA & PHMSA.

IIJA North Carolina Apportionments

FY 2022 - FY 2026 EST. APPORTIONMENTS/OTHER PROGRAMS DISTRIBUTED	
Federal Aid Highway Apportionment	\$ 7,190,435,303
Bridge Program	\$ 456,689,090
National Electric Vehicle Formula	\$ 109,024,196
Transit	\$ 911,000,000
Ferry Boats and Terminals	\$ 6,794,935
Airports	\$ 460,000,000
Cyber Attacks	\$ 27,000,000
Total	\$ 9,160,943,524

IIJA North Carolina Highway and Transit Authorizations



USDOT Discretionary Grants (in millions)

	Formula	Discretionary		Formula	Discretionary
Megaprojects		\$ 5,000	Appalachian Highways	\$ 1,250	
RAISE Grants		\$ 7,500	CRISI Grants		\$ 5,000
Safe Streets		\$ 5,000	Railroad Crossing Elimination		\$ 3,000
Culverts		\$ 1,000	Fed.-State Partnership for IPR		\$ 36,000
SMART		\$ 500	State of Good Repair Grants	\$ 4,750	
Airport Grants – Airside	\$ 14,900	\$ 100	Low-No Emission Bus Grants		\$ 5,250
Airport Grants – Terminals		\$ 5,000	Capital Investment Grants		\$ 800
Bridge Program	\$ 27,500	\$ 9,235	ADA Upgrades to Rail Transit		\$ 1,750
EV Charging Infrastructure	\$ 5,000		Electric or Low-Emission Ferries		\$ 250
INFRA Grants		\$ 3,200	Rural Passenger Ferry Service		\$ 1,000
Reduce Truck Emissions in Ports		\$ 150	Port Infrastructure Development		\$ 2,250
Reconnecting Communities		\$ 500	Nat. Gas Pipeline Modernization		\$ 1,000
Ferry Boats and Terminals	\$ 342		Total	\$ 53,742	\$ 100,685

Future Funding

- ▶ National Motor Vehicle Per-Mile User Fee Pilot
 - ▶ Let by USDOT with assistance from Treasury
 - ▶ Establish varying user fees for passenger and commercial vehicles
 - ▶ Appoint national board

- ▶ Strategic Innovation for Revenue Collection (renamed STSFA)
 - ▶ 80% federal share for new grantees or 70% share if prior awardee
 - ▶ \$15M/yr

Questions?



Amna Cameron

NCDOT Office of Strategic
Initiatives & Program Support

919-707-2851

accameron1@ncdot.gov

Twitter: @invest_nc

Inflation

Inflation

- Inflation is accounted for in the STIP by reducing available revenue to program projects
- Inflation amount is evaluated as we begin each new STIP development process
- Currently, revenue is reduced by ~\$1B to account for inflation in the STIP

The Department would like input on how to handle inflation on the next STIP.

STIP Funding by Category: Inflation at 1% (current), 3% and 5% Held Constant After Year 5

Statewide Mobility

1%	3%	5%
\$9.4B	\$8.7B	\$7.9B

Regional Impact

Region	1%	3%	5%
A (D1 & D4)	\$589M	\$542M	\$492M
B (D2 & D3)	\$855M	\$787M	\$715M
C (D5 & D6)	\$1.56B	\$1.44B	\$1.31B
D (D7 & D9)	\$1.17B	\$1.08B	\$980M
E (D8 & D10)	\$1.46B	\$1.35B	\$1.22B
F (D11 & D12)	\$784M	\$722M	\$655M
G (D13 & D14)	\$609M	\$561M	\$509M

Division Needs

Division	1%	3%	5%
1	\$506M	\$466M	\$424M
2	\$506M	\$466M	\$424M
3	\$506M	\$466M	\$424M
4	\$506M	\$466M	\$424M
5	\$506M	\$466M	\$424M
6	\$506M	\$466M	\$424M
7	\$506M	\$466M	\$424M
8	\$506M	\$466M	\$424M
9	\$506M	\$466M	\$424M
10	\$506M	\$466M	\$424M
11	\$506M	\$466M	\$424M
12	\$506M	\$466M	\$424M
13	\$506M	\$466M	\$424M
14	\$506M	\$466M	\$424M

Available funding based on 2024-2033 timeframe

STIP Funding by Category: Inflation at 1%, 3% and 5% Compounded Full 10 Years

Statewide Mobility

1%	3%	5%
\$9.3B	\$8.1B	\$6.9B

Regional Impact

Region	1%	3%	5%
A (D1 & D4)	\$579M	\$507M	\$427M
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D (D7 & D9)	\$1.15B	\$1.01B	\$850M
E (D8 & D10)	\$1.44B	\$1.26B	\$1.06B
F (D11 & D12)	\$770M	\$675M	\$569M
G (D13 & D14)	\$599M	\$525M	\$442M

Division Needs

Division	1%	3%	5%
1	\$497M	\$436M	\$368M
2	\$497M	\$436M	\$368M
3	\$497M	\$436M	\$368M
4	\$497M	\$436M	\$368M
5	\$497M	\$436M	\$368M
6	\$497M	\$436M	\$368M
7	\$497M	\$436M	\$368M
8	\$497M	\$436M	\$368M
9	\$497M	\$436M	\$368M
10	\$497M	\$436M	\$368M
11	\$497M	\$436M	\$368M
12	\$497M	\$436M	\$368M
13	\$497M	\$436M	\$368M
14	\$497M	\$436M	\$368M

Available funding based on 2024-2033 timeframe

Inflation Options - Total Reduction to STIP

Total Reduction to 10 Year STIP		
Inflation	Constant After Year 5	Compounded Full 10 Years
1%	\$889M	\$1.30B
3%	\$2.75B	\$4.14B
5%	\$4.74B	\$7.33B

STIP Program Update

P6.0 Funding Availability – Committed & Non-Committed Projects

Statewide Mobility

Available Funding	Programming Status
\$9.4B	\$3.72B Over

Regional Impact

Region	Available Funding	Programming Status
A (D1 & D4)	\$588.8M	\$557.6M Over
B (D2 & D3)	\$855.1M	\$609.3M Over
C (D5 & D6)	\$1.56B	\$456.6M Over
D (D7 & D9)	\$1.17B	\$630.0M Over
E (D8 & D10)	\$1.46B	\$703.8M Over
F (D11 & D12)	\$784.0M	\$808.3M Over
G (D13 & D14)	\$609.2M	\$1.3B Over

Division Needs

Division	Available Funding	Programming Status
1	\$506M	\$148.2M Over
2	\$506M	\$434.5M Over
3	\$506M	\$335.8M Over
4	\$506M	\$192.5M Over
5	\$506M	\$208.9M Over
6	\$506M	\$483.3M Over
7	\$506M	\$29.2M Over
8	\$506M	\$383.0M Over
9	\$506M	\$81.9M Over
10	\$506M	\$497.9M Over
11	\$506M	\$800.5M Over
12	\$506M	\$312.4M Over
13	\$506M	\$373.8M Over
14	\$506M	\$200.9M Over

Available funding based on 2024-2033 timeframe

As of August 13, 2021

P6.0 Funding Availability – Committed Projects Only

Statewide Mobility

Available Funding	Programming Status
\$9.4B	\$2.88B Over

Regional Impact

Region	Available Funding	Programming Status
A (D1 & D4)	\$588.8M	\$220.2M Over
B (D2 & D3)	\$855.1M	\$414.8M Over
C (D5 & D6)	\$1.56B	\$291.1M Over
D (D7 & D9)	\$1.17B	\$438.8M Over
E (D8 & D10)	\$1.46B	\$615.6M Over
F (D11 & D12)	\$784.0M	\$360.0M Over
G (D13 & D14)	\$609.2M	\$1.00B Over

Division Needs

Division	Available Funding	Programming Status
1	\$506M	\$87.3M Over
2	\$506M	\$180.5M Over
3	\$506M	\$72.7M Under
4	\$506M	\$173.5M Under
5	\$506M	\$191.7M Over
6	\$506M	\$41.5M Under
7	\$506M	\$63.2M Under
8	\$506M	\$56.0M Over
9	\$506M	\$52.7M Under
10	\$506M	\$57.2M Over
11	\$506M	\$4.4M Under
12	\$506M	\$260.7M Over
13	\$506M	\$273.9M Over
14	\$506M	\$93.4M Over

Available funding based on 2024-2033 timeframe

As of August 13, 2021

STIP Funding Availability by Category (2034 and Beyond Cash Flows)

STIP Funding Availability by Category – Committed Projects Only

Statewide Mobility

Year of Available Funds
FY 2040

Availability by category determined by more than one year of that category's budget

P6: 2024-2033 STIP

P7: 2026-2035 STIP (3, 4, 6, 7, 8, 9, 11)

P8: 2028-2037 STIP (C, 1, 10, 14)

P9: 2030-2039 STIP (A, B, D, F, 2)

PX: 2032-2041 STIP (SW, E, 13)

Post PX STIP Cycle (G, 5, 12)

Regional Impact

Region	Year of Available Funds
A (D1 & D4)	FY 2038
B (D2 & D3)	FY 2039
C (D5 & D6)	FY 2037
D (D7 & D9)	FY 2039
E (D8 & D10)	FY 2040
F (D11 & D12)	FY 2039
G (D13 & D14)	FY 2052

Division Needs

Division	Year of Available Funds
1	FY 2036
2	FY 2038
3	FY 2033
4	FY 2033
5	FY 2042
6	FY 2033
7	FY 2033
8	FY 2035
9	FY 2034
10	FY 2037
11	FY 2034
12	FY 2042
13	FY 2040
14	FY 2037

STIP Funding Availability by Category Committed and Non-Committed Projects

Statewide Mobility

Year of Available Funds
FY 2042

Availability by category determined by more than one year of that category's budget

P6: 2024-2033 STIP

P7: 2026-2035 STIP (7)

P8: 2028-2037 STIP

P9: 2030-2039 STIP (C, 1, 4, 9)

PX: 2032-2041 STIP (D, E, 14)

Post PX STIP Cycle (SW, A, B, F, G, 2, 3, 5, 6, 8, 10-13)

Regional Impact

Region	Year of Available Funds
A (D1 & D4)	FY 2046
B (D2 & D3)	FY 2042
C (D5 & D6)	FY 2039
D (D7 & D9)	FY 2041
E (D8 & D10)	FY 2041
F (D11 & D12)	FY 2047
G (D13 & D14)	FY 2059

Division Needs

Division	Year of Available Funds
1	FY 2038
2	FY 2045
3	FY 2045
4	FY 2038
5	FY 2043
6	FY 2046
7	FY 2035
8	FY 2045
9	FY 2039
10	FY 2045
11	FY 2055
12	FY 2044
13	FY 2044
14	FY 2040

What are we missing?

Timeline and Expectations

2024-2033 STIP Development / P6 Schedule

ID	Task Name	Start	Finish	2021												2022												2023								
				Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
1	P6 APPROVAL: BOT approves P6 criteria and weights	7/1/2019	7/31/2019	[completed in 2019]																																
2	FINAL STIP: BOT adopts 2020-2029 STIP (informs P6 submittal)	9/2/2019	9/30/2019	[completed in 2019]																																
3	SUBMITTAL WINDOW: MPOs, RPOs, and Divisions test, enter, and submit projects in SPOT Online	10/1/2019	8/31/2020	[completed in 2019-2020]																																
4	SCORING WINDOW: SPOT reviews and calculates quantitative scores for all projects	9/1/2020	9/30/2021	[NCDOT]																																
5	P6 WORKGROUP: meet monthly to discuss balancing of STIP	8/2/2021	12/31/2021	[MPO, RPO, and Division]																																
6	COORDINATION: MPOs/RPOs/Divisions (includes potential public involvement)	1/3/2022	8/31/2022	[MPO, RPO, and Division]												[MPO, RPO, and Division]																				
7	SPOT OFFICE: Additional time for scoring of projects if needed	1/3/2022	8/31/2022													[NCDOT]																				
8	PROGRAMMING: STIP unit programs projects for Draft 2024-2033 STIP	9/1/2022	11/30/2022													[NCDOT]																				
9	DRAFT STIP: NCDOT releases Draft 2024-2033 STIP for review and public comment	12/1/2022	12/30/2022																									[NCDOT]								
10	MPO ACTION: MPOs approve MTIPs and air quality conformity (if required)	12/1/2022	8/31/2023																									[MPO, RPO, and Division]								
11	FINAL STIP: Board of Transportation adopts Final 2024-2033 STIP	6/1/2023	6/30/2023																									[Board of Transportation]								
12	FINAL STIP: FHWA approves Final 2024-2033 STIP	9/1/2023	9/29/2023																									[Board of Transportation]								

[Red Box] Board of Transportation

[Red Dot] Board of Transportation Monthly Updates

[Blue Box] NCDOT

[Yellow Box] MPO, RPO, and Division

Ideas



Questions for Prioritization Workgroup

- ~~• Continue or modify P6.0?~~
- Next STIP to include Committed projects only or Committed + Non-Committed projects?
- Approach used to determine funding schedules for 2024-2033 STIP?
- Input on STICR guidelines?

Q2: Without P6 submittals, how do we develop the project set for the 24-33 STIP?

All previous committed projects + 20-29 non-committed projects
All previous committed projects
Some committed projects only (reduced to allowable program)

Q3: Based on Q2 feedback, how do we balance the 24-33 STIP?

Balancing suggestions to date ...

- Committed project evaluation
 - Every committed, non-committed, and proposed project should be scored and considered in each round of prioritization until ROW begins
 - Quantitative Score (50%), PO Points (15%), Division Points (15%), Committed Status (20%)
- P3-P4-P5 Reprogram
 - Reprogram the STIP based on Prioritization round the project was committed within

Balancing suggestions to date ...

- The P6.5 Option: using only committed projects, develop the 24-33 STIP using no more than 90% of the funds
 - Discuss option of re-evaluating some currently committed projects with P6 scoring criteria
 - Need method to evaluate Statewide projects against one another
 - Potentially let Regions and Divisions determine method or project set priorities through coordination
 - Some buckets would need projects trimmed significantly
 - Would set us up to run a “normal P7 process”
- Split STIP into 2 documents – Delivery STIP and Planning STIP
 - Splitting out the Committed and Non-Committed projects into 2 different documents
 - 2 Rounds of evaluation/prioritization
 - Better cost estimates for Delivery-STIP (project budget) and automated costs for Planning-STIP
 - Use all automated scoring metrics for Planning-STIP and more thorough analyses for Delivery-STIP
 - Projects selected from Planning-STIP to develop Delivery-STIP

Additional Ideas / Whiteboarding Session

- Text

Discussion

What info/data do you need to make a decision?

General Info / Next Steps

Research Updates

Nearing Completion

- 2020-25: Reconciling Travel Time Savings in SPOT
- 2020-26: Safety Benefit Factors for STI
- NCHRP 08-121: Accessibility Measures in Practice
- PeakADT Phase-1 (using vehicle probe data)

Just Getting Started

- 2021-17: STI Socioeconomic Raster Analysis
- 2022-17: Equity in Benefit-Cost Equation
- HEC/DHHS Grant: Equity in NCDOT Planning and Prioritization
- Cost Estimation Tool Process Enhancements Study (SPR funding)
- PeakADT Phase-2 (using vehicle probe data)

Upcoming Meetings

Meeting Dates

- Tuesday September 21st
- Tuesday October 12th
- Tuesday November 9th (week of Veteran's Day, should we move?)
- Tuesday December 14th

Currently reserving Joint Forces HQ for in-person meetings, however we remain flexible

Attendees

Participant		Advisory	Other
Anthony Prinz	Julie White	Aldea Coleman	Amna Cameron
Austin Chamberlain	Justin Green	Brooke Boyle	Kelly Larkins
Brian Burch	Karyl Fuller	George Hoops	Lee Snuggs
Chris Lukasina	Matt Day	Jason Orthner	Leigh Wing
Chris Werner	Neil Burke	Joe Furstenburg	Maddie Shea
Dana Magnolia	Patrick Flanagan	Neil Perry	Mason Chamblee
David Wasserman	Pat Ivey	Ryan Brumfield	Mike Stanley
Greg Burns	Sarah Lee	Van Argabright	Randi Gates
Jamal Alavi	Tristan Winkler	Wasan Alkaissi	Warren Miller
Jason Schronce	Tyler Meyer		Zebedee Brye
Joe Furstenberg	Vicki Eastland		
Joey Hopkins			

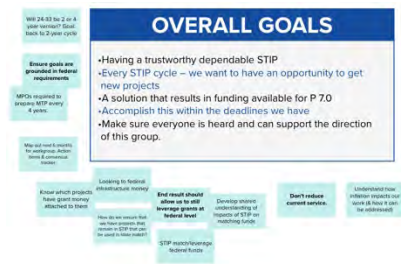
Welcome/Agenda Review

Jason Schronce opened the meeting by welcoming the attendees. Schronce then introduced Warren Miller of Fountainworks, who reviewed the agenda and desired meeting outcomes.

Overall Goals

Miller and Schronce led a brief discussion about the focus of the Workgroup’s efforts over the next several months. The Workgroup agreed on the following goals:

- Have a trustworthy, dependable STIP
- Have an opportunity to fund new projects in P7.0
- Create a solution that results in funding being available for P7.0 projects (2026-2035 STIP)
- Accomplish these goals within appropriate established deadlines
- Ensure everyone is heard and can support the direction of the Workgroup
- Ensure goals are grounded in federal requirements
- Ensure the end result allows NCDOT to leverage grants at the federal level



Review

Jason Schronce summarized recent P6.0 activities. Over the last few months, NCDOT has refreshed estimates for approximately 450 existing committed projects (1,000 project phase estimates) in the STIP. The result of this refresh is that most of the 22 funding buckets are currently overprogrammed. Following a discussion during the July 19, 2021 P6.0 Workgroup meeting, the Workgroup recommended halting P6.0 to the Board of Transportation, who concurred. As a result, after quantitative scores are

released in September, P6.0 will not be moving to the local input point phase. Schronce added that value engineering and value assessments are also underway for a number of projects at the Department.

Unknowns

Schronce reviewed several unknown factors that will impact the Workgroup’s decision-making. One unknown for developing financial predictions is inflation. The Board of Transportation is interested in understanding the inflation factor and how it is applied to the Department’s budget, as well as if it needs to be updated ahead of developing the next 2024-2033 STIP.

Another unknown is cost increases and their effect on available funding. The process of updating approximately 1,000 phase estimates (for approximately 450 projects) was concentrated on committed projects. The Department has now expanded its cost estimate update process in the STIP to include non-committed projects. The non-committed updated estimates are due to the STIP Unit by October 1, 2021. As of Friday, August 13, 2021, these were 67.9% complete, and the total cost of non-committed project increases was \$2.1 billion.

Another unknown is the effect on North Carolina from the Federal Infrastructure Bill and the Federal Aid Reauthorization Act. Amna Cameron gave a presentation on this topic. The passage in the Senate of the bipartisan Infrastructure Investment and Jobs Act (IIJA) earlier in August was a success for transportation. The bill will provide a total of \$567.4 billion to USDOT, with increases above the normal reauthorization of funds. The bill also has additional money in discretionary funds.

North Carolina will receive about \$9.1 billion over five years, with the majority of funds going to highways and bridges. Totals for the state are shown in the table below:

FY 2022 - FY 2026 EST. APPORTIONMENTS/OTHER PROGRAMS DISTRIBUTED	
Federal Aid Highway Apportionment	\$ 7,190,435,303
Bridge Program	\$ 456,689,090
National Electric Vehicle Formula	\$ 109,024,196
Transit	\$ 911,000,000
Ferry Boats and Terminals	\$ 6,794,935
Airports	\$ 460,000,000
Cyber Attacks	\$ 27,000,000
Total	\$ 9,160,943,524

Cameron noted that the IIJA will help the nation and state prepare for new technologies such as connected/automated vehicles, electric grid expansion, and EV charging infrastructure. The STP grant program will include expansions for incorporating new technologies.

As a result of this additional funding, North Carolina will receive a ~23% increase from baseline funding in FY2022, then 2% increase through FY2026, as shown in the graph below:

IJA North Carolina Highway and Transit Authorizations



Cameron shared there will be \$100,685,000 in funding for discretionary grants. North Carolina may be at a disadvantage for some of the \$53,742,000 in nondiscretionary funds because of the current formula.

A National Motor Vehicle Per-Mile User Fee Pilot will begin one year after the final passage of the bill for passengers and commercial vehicles. USDOT will partner with the Treasury Department to lead this effort and appoint a national board. The federal share for what was previously North Carolina's STSFA grant program (now Strategic Innovation for Revenue Collection) is now 80% for new grantees or 70% for prior awardees, which could spur more interest from other states.

An Electric Vehicle Working Group of twenty-five members, led by Secretaries Buttigieg and Granholm, is working to explore barriers to adoption of electric vehicles such as charging stations and batteries. The IJA addresses these issues but does not provide incentives.

The SPOT Office opened a discussion about the presentation. Joey Hopkins asked about what new, nondiscretionary funding is available. Cameron shared that while previously there was \$1.15 billion, there will now be about \$1.47 billion (see above graph for more detail). This would equate to approximately \$300 million additionally per year to the department. Tyler Meyer asked if passenger rail/Amtrak funding was included in the "Transit" category in the above table. Cameron responded that \$22 billion would be provided as grants to Amtrak, \$24 billion as federal-state partnership grants for Northeast Corridor modernization, \$12 billion for partnership grants for intercity rail service (including high-speed rail), \$5 billion for rail improvement and safety grants, and \$3 billion for grade crossing safety improvements. Joe Furstenberg asked if the funding numbers are based solely on existing funding mechanisms, or if there are any thoughts on how a user-fee structure would impact funding levels. The federal government is exploring a replacement of the gas tax, but this will be a question for politicians to answer.

Inflation

Jason Schronce noted that the numbers shared during this next segment do not take into account extra funding from IJA, as it has not been signed into law as of the August 16th meeting. The Department will adjust revenue numbers if/when the infrastructure/reauthorization bill becomes law. Additional federal funding will help the Department, but cost increases will still remain a challenge.

Leigh Wing reviewed how the Department currently accounts for inflation in the STIP. Inflation is accounted for by reducing the expected amount of revenue available to program projects. When

developing the 2020-2029 STIP, the Department used an inflation holdout of 1% compounded annually for first five years then held steady for years 6-10. This resulted in revenue being reduced by approximately \$1 billion to account for inflation in the STIP.

The inflation amount is evaluated as the Department begins each new STIP development process. Ultimately, the Department will decide which inflation rate to use for the next STIP. As in the past, STIP Unit staff will coordinate with executive leadership and the Board of Transportation to determine this number, as well as consider any other comments/suggestions received from the Workgroup.

STIP Unit staff presented scenarios at 1%, 3%, and 5% inflation, with alternatives for held constant after year five and compounded annually for all 10 years. The total reductions to the next 10-year STIP for all options are shown in the table below:

Inflation	Constant After Year 5	Compounded Full 10 Years
1%	\$889M	\$1.30B
3%	\$2.75B	\$4.14B
5%	\$4.74B	\$7.33B

Tyler Meyer shared a concern that while it may be natural to expect inflation will be high, the recent experience has been informed by very unusual events. He noted that there has been a long-term downward trend since the 1970s and recommended the Department avoid the temptation to set arbitrarily high estimates of inflation out of concern shaped by unusual recent world events. Julie White noted that everyone needs to have a shared definition on inflation. Matt Day noted that RPOs had researched inflation and used several sources, one of which was the National Highway Construction Cost Index.

STIP Program Update

Jason Schronce provided an update on STIP programming funding availability for P6.0 projects. All 22 buckets are currently overprogrammed based on recently documented cost estimate increases. If considering only committed projects, a few division buckets have limited funding availability. [See Workgroup presentation slides for more information.]

STIP Funding Availability by Category

David Wasserman shared a high-level analysis of when funding would be available based on committed projects. It is important to note that this analysis is derived from a snapshot of where the Department is today, and it shows what would be the outcome if this process is not worked through to reach a conclusion and solution. Calculations are based on funding availability in 2033. The Department analyzed funding until 2043. Most Regions will have funding in the late 2030s; most Divisions would be able to program new projects in the mid-2030s. A timeline of when funding would be available for each Region/Division is shown below:

- P6: 2024-2033 STIP
- P7: 2026-2035 STIP (3, 4, 6, 7, 8, 9, 11)
- P8: 2028-2037 STIP (C, 1, 10, 14)
- P9: 2030-2039 STIP (A, B, D, F, 2)
- PX: 2032-2041 STIP (SW, E, 13)
- Post PX STIP Cycle (G, 5, 12)

Warren Miller then opened a discussion about reflections on the information shared. Tyler Meyer raised a concern about some estimates needing to be analyzed with more scrutiny. He noted that 47% of the cost increases (from the 450 committed projects reviewed) are from 38 projects and asked that cost increases be further examined. Chris Lukasina asked if it is an option to have project teams go through and “right size” project alternatives to some sort of budget, at the project level.

Anthony Prinz asked how the STICR review committee factors in inflation to their analysis. The STICR process involves flagging additional projects to be reviewed. Of the 40+ projects reviewed by STICR Committee, none have been kicked out of the program due to inflation or cost increase so far. Julie White shared a concern that there will be federal grant opportunities missed before the new STIP is drafted.

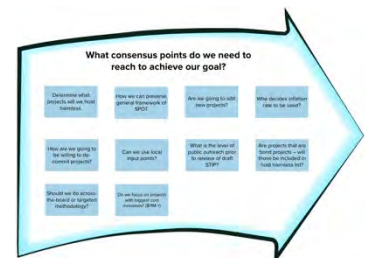
P6.0 Schedule

Jason Schronce reviewed the updated P6.0 schedule. The Workgroup will meet monthly through the end of the year to come to a consensus on how to balance the STIP. The first half of 2022 would involve coordination between MPOs, RPOs, and Division staff to solidify project priorities. If one of the options is to run committed projects back through the P6.0 scoring methodology, the SPOT Office would simultaneously be running this analysis. In fall of 2022, the STIP Unit will perform its formal programming exercise, leading to a draft STIP that could be adopted by the Board in June 2023. The goal is to have a new STIP in place by October 1, 2023, since this is when the federally approved portion of the current 2020-2029 STIP expires. Throughout this process, the SPOT Office will be providing the Board of Transportation with monthly updates. [See Workgroup presentation slides for more information.]

Neil Burke asked that the Department be mindful of using quantitative analysis to the greatest extent possible, noting that such analysis helps MPOs and RPOs through their public engagement processes.

Consensus Points Discussion

Warren Miller opened a discussion about what decision points are needed in order to reach the end goals of the Workgroup. Patrick Flanagan noted that a first priority for the Department, no matter what methodology is used for the new STIP, should be determining a “hold-harmless” list of projects. Tristan Winkler added that the Department needs to clearly define what is considered committed. He also added that the general SPOT framework has a lot of integrity and familiarity among local officials, and he would like to see it generally preserved in any new processes. Neil Burke asked for guidance on the level of public outreach prior to the release of the draft STIP. Patrick Flanagan noted that the Workgroup needs agreement on if bond projects will be included in the hold-harmless list, and requested that the Department choose an inflation level quickly.



Karyl Fuller noted that the Department needs to answer if new projects will be added and is hesitant for any existing projects to be taken off. Anthony Prinz noted that the Workgroup needs to agree on a methodology, including if they are willing to de-commit projects. The STIP Unit noted that the process may be challenging without removing/de-committing projects; noted that the Board of Transportation understands the issue and is willing to help make such decisions and support a process that helps “right-size” the STIP. Tyler Meyer suggested the Workgroup needs consensus on if they should apply an across-the-board vs. a targeted method in determining which projects may be de-committed. He also added that the Workgroup should decide if they will focus on the projects with the biggest cost increases (>\$11M). In summary, it was noted that the question should not be whether the Workgroup is willing to de-commit projects, but how to choose to de-commit projects.

The SPOT Office will create a consensus tracker spreadsheet and add Workgroup decisions along the way.

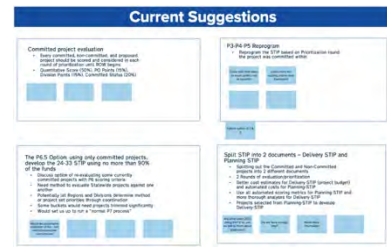
Ideas

Jason Schronce introduced four questions that were shared with the Workgroup in the prior meeting: 1.) *Should the Department continue or modify P6.0?*, 2.) *Should the next STIP include committed projects only or committed and non-committed projects?*, 3.) *What approach should be used to determine funding schedules for the 2024-2033 STIP?*, and 4.) *What is your input on STICR guidelines?*

Schronce then shared four ideas, as shown below. Ideas 1 and 2 were from Workgroup members, and 3 and 4 were from the Department; he noted that the Department does not have any preference.

1. **Committed project evaluation:** A scoring process of going through every committed, non-committed, and proposed project to be scored and considered in each round of prioritization until ROW begins. A suggested scoring approach for this method would be a combination of Quantitative Score (50%), MPO/RPO Points (15%), Division Points (15%), Committed Status (20%).
2. **P3-P4-P5 Reprogram:** Reprogram the STIP based on Prioritization round the project was committed within, starting from the earliest.
3. **P6.5 Option:** Using only committed projects, develop the 2024-2033 STIP using no more than 90% of the funds per federal requirement. This would involve discussing the option of re-evaluating some currently committed projects with P6.0 scoring criteria. The SPOT Office would need a method to evaluate Statewide projects against one another and would potentially let Regions and Divisions determine the method or project priorities through coordination. Some buckets would need projects trimmed significantly. This option would set up to run a “normal P7 process.”
4. **Split STIP into two documents:** Splitting out committed and non-committed projects into two documents: a Delivery STIP and Planning STIP. There would be two rounds of evaluation/prioritization. The option would provide better cost estimates for the Delivery STIP (using a project budget), and automated costs would be used for the Planning STIP. It would also use automated scoring metrics for the Planning STIP, but more thorough analyses for the Delivery STIP. Projects selected from the Planning STIP would develop the Delivery STIP.

Warren Miller asked the Workgroup members for feedback on these ideas. Karyl Fuller asked for a process that is as non-political as possible and shares “pain” evenly. Anthony Prinz suggested a hybrid of options 2 and 3. Patrick Flanagan noted that a factor in the final decision should be ease in explaining to the public. Jason Schronce also provided an overview the Committed Project Evaluation Matrix (CPEM) – NCDOT’s draft concept on comparing committed projects between Prioritization cycles. (This document was emailed to Workgroup members post-meeting on August 18th.)



Further feedback specific to the four proposed ideas is shown below:

1. **Committed project evaluation:** No specific comments.
2. **P3-P4-P5 Reprogram:** Patrick Flanagan favored this option for its simplicity. Tristan Winkler noted that this option is closer to scoring criteria than a full framework, and that the other options appeared to be different versions of P6.5.
3. **P6.5 Option:** Jason Schronce and Neil Burke noted that the SPOT Office would need to develop a quantitative evaluation process that could be used to sort projects.
4. **Split STIP into two documents:** Neil Burke asked if other states are splitting their STIP, and how to lessen the blow of de-committing projects. Jason Schronce noted that any de-committed projects would likely be automatically submitted in the next round. Virginia has a process called SmartScale, in which much project evaluation work is done upfront, so once they are submitted, there are little to no cost increase problems. Karyl Fuller and Anthony Prinz both shared concerns about having enough time for this option.

The Workgroup brainstormed a list of what a hold-harmless list might look like. Neil Burke suggested a project could be on the list if there was a completed environmental document within the last five years, and prioritizing projects that have the ROW acquisition phase either ongoing or completed. Anthony Prinz concurred, and suggested projects stay on the list if the Department is making hardship payments to property owners because a project is on hold. Karyl Fuller suggested projects that have utility relocation underway. Tyler Meyer suggested projects that do not have cost increases, or minor cost increases, which would be evaluated in combination with factors like the current schedule. Karyl Fuller added that projects that have discretionary grants associated with them should be on the list, which Beau Mills agreed with. She also suggested projects that already have a local contribution, which Jason Schronce agreed with. Beau Mills suggested projects that have a demonstrable and specific economic development rationale. Tyler Meyer suggested projects with a certain initial STI score and provided an example of dividing such projects into cohorts or subsets. Jason Schronce suggested projects let by FY24-26, at a minimum. As a next step, the STIP Unit will work to develop a list of projects fitting some of these criteria, along with their financial impact on drafting the next STIP.



Research Update

Jason Schronce provided an update on research projects within the SPOT Office.

- A closeout meeting is scheduled for “2020-25: Reconciling Travel Time Savings in SPOT” by NC State. NC State is recommending some changes to how the Department calculates travel time savings using the CALC method.
- ITRE has been conducting “2020-26: Safety Benefit Factors for STI” and will present findings to the Workgroup at an upcoming meeting.
- A final report for NCHRP’s panel “08-121: Accessibility Measures in Practice” is upcoming.
- “PeakADT Phase 1” is near completion. Around 2018 and 2019, the SPOT Office began researching PeakADT in all 100 counties, scheduled to study 25 counties per year using manual counts. When the COVID-19 pandemic began, the project was paused because traffic data was skewed. During this pause, the Office chose a new methodology using vehicle probe data.
 - As the project moves forward, Patrick Flanagan asked the Office to ensure the data’s validity and that it does not disadvantage areas with poor cell service or rural areas.

Upcoming research projects include the following:

- “2021-17: STI Socioeconomic Raster Analysis”
- “2022-17: Equity in Benefit-Cost Equation”
- HEC/DHHS grant: “Equity in NCDOT Planning and Prioritization”
- Cost Estimation Tool Process Enhancements Study (using SPR funding)
- “PeakADT Phase 2” (using vehicle probe data)

Wrap Up & Next Steps

Jason Schronce closed the meeting by thanking the participants for their input. Current actions items are as follows:

- The SPOT Office will provide a formal letter to all partners stating the Board of Transportation’s decision to halt P6.0.
- The SPOT Office will also compile a consensus tracker spreadsheet and add Workgroup decisions.
- The STIP Unit will work to develop a list of projects fitting the suggested hold-harmless criteria.

The next meetings are scheduled for September 21st, October 12th, November 9th, and December 14th (all Tuesdays).

From: NCDOT Service Account - CMAQ Improvement Program CMAQ@ncdot.gov

Subject: CMAQ FY 2023 Call for Projects

Date: June 23, 2021 at 5:25 PM

To: wmallette@ci.burlington.nc.us, pconrad@mbsolution.com, chris.lukasina@campo-nc.us, Gretchen.Vetter@campo-nc.us, rwcook@charlottenc.gov, Nwoko, Felix Felix.Nwoko@durhamnc.gov, Cain, Aaron aaron.cain@durhamnc.gov, Gates, Randi P randig@cityofgastonia.com, brian.horton@wpcog.org, tyler.meyer@ci.greensboro.nc.us, Venable, Greg greg.venable@highpointnc.gov, bob.league@rockymountnc.gov, Garvin, Kelly A kelym@cityofws.org, mkelly mkelly@kerrtarcoq.org, vicki.eastland@landofsky.org, lsuggs@rockyriverrpo.org, rose rose@regiona.org, Matthew Day mday@tjcog.org, James Salmons jsalmons@ucprpo.org, Brutz, Heather M hmbrutz@ncsu.edu, Barrows, Robin robin.barrows@ncdenr.gov, bill@landofsky.org, Ayers, Stephanie Stephanie.Ayers@ncports.com, Orthner, Jason T jorthner@ncdot.gov, Portanova, Jennifer L jportanova@ncdot.gov, Mccullen, Faye T fmcullen@ncdot.gov, Chambers, Blair tbchambers@ncdot.gov, Eatmon, Jimmy jeatmon@ncdot.gov, Clarke, Matthew wmclarke@ncdot.gov, Parrott, Tracy N tnparrott@ncdot.gov, Huffines, Donald R dhuffines@ncdot.gov, Kluttz, Alison W. awkluttz@ncdot.gov, Turner, William J wjturner@ncdot.gov, Abernathy, Brett jbabernathy@ncdot.gov, Basham, Stuart L sbasham@ncdot.gov, Poe, Michael L mipoe@ncdot.gov, Austin, Wanda H whaustin@ncdot.gov, Wing, Leigh M lmwing@ncdot.gov, Stanley, Mike mtstanley@ncdot.gov, Wasserman, David S dswasserman@ncdot.gov, Philip Slayter PSlayter@townoflouisburg.org, Phillips, Anne Anne.Phillips@durhamnc.gov

Cc: Alavi, J S jalavi@ncdot.gov, Marshall, Travis K tmarshall@ncdot.gov, Hildebrandt, Heather J hjhildebrandt@ncdot.gov, King, Kusondra B kbking1@ncdot.gov

Good Afternoon,

The Transportation Planning Division will conduct a FY 2023 call for CMAQ projects from November 1, 2021 to February 28, 2022. Please start planning your CMAQ projects and emissions analysis for the official FY 2023 call for projects.

To assist with project planning, the preliminary CMAQ allocations and application for FY 2023 are attached. Please note, the CMAQ allocations are *subject to change* based on availability of funds.

Thanks for your continued interest in the CMAQ program.

Thanks,
CMAQ Program
Transportation Planning Division
cmaq@ncdot.gov

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CMAQ FY2023
Budget...21.xlsx



Updated Fillable
CMAQ...21.pdf

CMAQ Target Allocations:

Fiscal Year 2023

	FY 2023
FY2023 Federal CMAQ Apportionment ¹	\$ 53,525,032
2% SPR Setaside	\$ 52,454,531
90% Obg. Limit	\$ 47,209,078
Total Assumed CMAQ State Allocation³	\$ 47,209,078

Area	Pollutants	2010 Estimated				FY 2023 Target	Adjusted FY 2023 Target	Notes
		NA Area Population ³	Weighting Factors ⁴	Adjusted Population	Percent (%)			
NCDOT Allocation⁵								
MPO/RPO Allocation ⁶					45%	\$ 21,244,085	\$ 20,934,005	
					55%	\$ 25,964,993	\$ 26,275,074	
						\$ 47,209,078	\$ 47,209,078	
Catawba Region								
Hickory MPO	PM _{2.5}	158,524	1.00	158,524	2.86%	\$ 742,736	\$ 742,736	No adjustments
Great Smoky Mountain National Park Region								
Land of Sky RPO	Ozone (1997)	554	1.00	554	0.01%	\$ 2,596	\$ 100,000	See note 8
Southwestern RPO	Ozone (1997)	3,342	1.00	3,342	0.06%	\$ 15,658	\$ 100,000	See note 8
Metrolina Region								
Cabarrus-Rowan MPO	Ozone (2008,1997)	323,384	1.00	323,384	5.84%	\$ 1,515,158	\$ 1,515,158	No adjustments
Charlotte Regional TPO	Ozone (1997, 2008), CO					\$ 7,643,550	\$ 7,643,550	No adjustments
Mecklenburg County	Ozone (1997, 2008), CO	919,628	1.44	1,324,264	23.90%	\$ 6,204,602		
All Other Areas	Ozone (1997, 2008)	255,932	1.20	307,118	5.54%	\$ 1,438,948		
Gaston Cleveland Lincoln MPO	Ozone (1997, 2008)	287,839	1.00	287,839	5.19%	\$ 1,348,618	\$ 1,348,618	No adjustments
Rocky River RPO	Ozone (1997, 2008)	19,469	1.00	19,469	0.35%	\$ 91,218	\$ 100,000	See note 8
Rocky Mount Region								
Rocky Mount MPO	Ozone (1997)	88,797	1.00	88,797	1.60%	\$ 416,042	\$ 416,042	No adjustments
Upper Coastal Plain RPO	Ozone (1997)	128,751	1.00	128,751	2.32%	\$ 603,240	\$ 603,240	No adjustments
Triad Region								
Burlington-Graham MPO	Ozone (1997), PM _{2.5}	16,844	1.00	16,844	0.30%	\$ 78,920	\$ 100,000	See note 8
Greensboro MPO	PM _{2.5}	376,308	1.00	376,308	6.79%	\$ 1,763,123	\$ 1,763,123	No adjustments
High Point MPO	PM _{2.5}	254,257	1.00	254,257	4.59%	\$ 1,191,275	\$ 1,191,275	No adjustments
Winston-Salem MPO	CO, PM _{2.5}	382,904	1.00	382,904	6.91%	\$ 1,794,028	\$ 1,794,028	No adjustments
NW Piedmont RPO	Ozone (1997)	326	1.00	326	0.01%	\$ 1,527	\$ 100,000	See note 8
Triangle Region								
Capital Area MPO	Ozone (1997), CO					\$ 5,849,447	\$ 5,849,447	No adjustments
Wake County	Ozone (1997), CO	900,993	1.20	1,081,192	19.51%	\$ 5,065,729		
All Other Areas	Ozone (1997)	167,271	1.00	167,271	3.02%	\$ 783,718		
Durham-Chapel Hill-Carrboro MPO	Ozone (1997), CO					\$ 2,194,011	\$ 2,194,011	No adjustments
Durham County	Ozone (1997), CO	267,587	1.2	321,104	5.79%	\$ 1,504,477		
All Other Areas	Ozone (1997)	147,169	1.00	147,169	2.66%	\$ 689,534		
Kerr Tarr RPO	Ozone (1997)	107,840	1.00	107,840	1.95%	\$ 505,265	\$ 505,265	No adjustments
Triangle RPO	Ozone (1997)	44,518	1.00	44,518	0.80%	\$ 208,581	\$ 208,581	No adjustments
Totals		4,852,237		5,541,776	100%	\$ 47,209,078	\$ 47,209,078	

Footnotes:

- 1 Source - <https://www.fhwa.dot.gov/fastact/estfy20162020apports.pdf>
- 2 Source - GIS Analysis of 2010 Census Population, 2010 Census Adjusted MPO & RPO Boundaries & EPA Pollutant Shapefiles
- 3 See "Table 2: SAFETEA-LU CMAQ Apportionment Factors" tab; Source - http://www.fhwa.dot.gov/ENVRonment/air_quality/cmaq/policy_and_guidance/2013_guidance/index.cfm
- 4 45% of NC CMAQ Apportionment, per NCDOT Guidelines
- 5 55% of NC CMAQ Apportionment, per NCDOT Guidelines
- 6 Per minimum CMAQ target allocation guidelines, a minimum yearly allocation will be guaranteed for any AQ region whose yearly allocation resulting from this formula is less than \$100,000 to ensure that each AQ region can program at least one CMAQ project that meets the \$100,000 minimum project amount during the TIP update cycle. Funds deducted from NCDOT Allocation to meet this \$100,000 min threshold.

CCX Construction Update, Rocky Mount



Construction is ongoing at the Carolina Connector (CCX) intermodal terminal in Edgecombe County. Work continues to finalize, test and commission the cranes. Last touches are being applied to lanes, parking, tracks and facility grounds as CSX, the Carolinas Gateway Partnership and NCDOT anticipate an October opening of the facility.



Spreader cabling for Crane 3 installed



Entry sign for Carolina Connector Terminal



Lane paving between tracks 2 and 3



Cars and containers on site for crane testing

UPDATED FACT SHEET: Bipartisan Infrastructure and Investment Jobs Act

AUGUST 02, 2021 • STATEMENTS AND RELEASES

On July 28, the President and the bipartisan group announced agreement on the details of a once-in-a-generation investment in our infrastructure, which was immediately taken up in the Senate for consideration. The legislation includes around \$550 billion in new federal investment in America's roads and bridges, water infrastructure, resilience, internet, and more. The bipartisan Infrastructure Investment and Jobs Act will grow the economy, enhance our competitiveness, create good jobs, and make our economy more sustainable, resilient, and just.

The legislation will create good-paying, union jobs. With the President's Build Back Better Agenda, these investments will add, on average, around 2 million jobs per year over the course of the decade, while accelerating America's path to full employment and increasing labor force participation.

President Biden believes that we must invest in our country and in our people by creating good-paying union jobs, tackling the climate crisis, and growing the economy sustainably and equitably for decades to come. The bipartisan legislation will deliver progress towards those objectives for working families across the country. The bipartisan Infrastructure Investment and Jobs Act:

- Makes the largest federal investment in public transit ever
- Makes the largest federal investment in passenger rail since the creation of Amtrak
- Makes the single largest dedicated bridge investment since the construction of the interstate highway system
- Makes the largest investment in clean drinking water and waste water infrastructure in American history, delivering clean water to millions of families
- Ensures every American has access to reliable high-speed internet
- Helps us tackle the climate crisis by making the largest investment in clean energy transmission and EV infrastructure in history; electrifying thousands of school and transit buses across the country; and creating a new Grid Deployment Authority to build a resilient, clean, 21st century electric grid

The President promised to work across the aisle to deliver results for working families. He believes demonstrating that democracies can deliver is a critical challenge for his presidency. Today's agreement shows that we can

come together to position American workers, farmers, and businesses to compete and win in the 21st century.

Roads, Bridges, and Major Projects

One in five miles, or 173,000 total miles, of our highways and major roads and 45,000 bridges are in poor condition. Bridges in poor condition pose heightened challenges in rural communities, which often may rely on a single bridge for the passage of emergency service vehicles. The bipartisan Infrastructure Investment and Jobs Act will invest \$110 billion of new funds for roads, bridges, and major projects, and reauthorize the surface transportation program for the next five years building on bipartisan surface transportation reauthorization bills passed out of committee earlier this year. This investment will repair and rebuild our roads and bridges with a focus on climate change mitigation, resilience, equity, and safety for all users, including cyclists and pedestrians. The bill includes a total of \$40 billion of new funding for bridge repair, replacement, and rehabilitation, which is the single largest dedicated bridge investment since the construction of the interstate highway system. The bill also includes around \$16 billion for major projects that are too large or complex for traditional funding programs but will deliver significant economic benefits to communities.

Safety

America has one of the highest road fatality rates in the industrialized world. The legislation invests \$11 billion in transportation safety programs, including a new, \$5 billion Safe Streets for All program to help states and localities reduce crashes and fatalities in their communities, especially for cyclists and pedestrians. It includes a new program to provide grants to community owned utilities to replace leaky and obsolete cast iron and bare steel natural gas pipelines, some of which are over 100 years old. It will more than double funding directed to programs that improve the safety of people and vehicles in our transportation system, including highway safety, truck safety, and pipeline and hazardous materials safety.

Public Transit

America's transit infrastructure is inadequate – with a multibillion-dollar repair backlog, representing more than 24,000 buses, 5,000 rail cars, 200 stations, and thousands of miles of track, signals, and power systems in need of replacement. The legislation includes \$39 billion of new investment to modernize transit, and improve accessibility for the elderly and people with disabilities. That is in addition to continuing the existing transit programs for five years as part of surface transportation reauthorization. In total, the new investments and reauthorization provide \$89.9 billion in guaranteed funding for public transit over the next five years. This is the largest Federal investment in public transit in history, and devotes a larger share of funds from surface transportation reauthorization to transit in the history of the programs. It will repair and upgrade aging infrastructure, modernize bus and rail fleets, make stations accessible to all users through a new program with \$1.75 billion in dedicated funding, and bring transit service to new communities with an additional \$8 billion for Capital Investment Grants. It

will replace thousands of transit vehicles, including buses, with clean, zero emission vehicles through an additional \$5.75 billion, of which 5 percent is dedicated to training the transit workforce to maintain and operate these vehicles. And, it will benefit communities of color since these households are twice as likely to take public transportation and many of these communities lack sufficient public transit options.

Passenger and Freight Rail

Unlike highways and transit, rail lacks a multi-year funding stream to address deferred maintenance, enhance existing corridors, and build new lines in high-potential locations. The legislation positions Amtrak and rail to play a central role in our transportation and economic future. This is the largest investment in passenger rail since the creation of Amtrak 50 years ago. The legislation invests \$66 billion in rail to eliminate the Amtrak maintenance backlog, modernize the Northeast Corridor, and bring world-class rail service to areas outside the northeast and mid-Atlantic. Within these totals, \$22 billion would be provided as grants to Amtrak, \$24 billion as federal-state partnership grants for Northeast Corridor modernization, \$12 billion for partnership grants for intercity rail service, including high-speed rail, \$5 billion for rail improvement and safety grants, and \$3 billion for grade crossing safety improvements.

EV Infrastructure

U.S. market share of plug-in electric vehicle (EV) sales is only one-third the size of the Chinese EV market. The President believes that must change. The bill invests \$7.5 billion to build out the first-ever national network of EV chargers in the United States and is a critical element in the Biden-Harris Administration's plan to accelerate the adoption of EVs to address the climate crisis and support domestic manufacturing jobs. The bill will provide funding for deployment of EV chargers along highway corridors to facilitate long-distance travel and within communities to provide convenient charging where people live, work, and shop. Federal funding will have a particular focus on rural, disadvantaged, and hard-to-reach communities.

Electric Buses

American school buses play a critical role in expanding access to education, but they are also a significant source of pollution. The legislation will deliver thousands of electric school buses nationwide, including in rural communities, helping school districts across the country buy clean, American-made, zero emission buses, and replace the yellow school bus fleet for America's children. The legislation also invests \$5 billion in zero emission and clean buses and \$2.5 billion for ferries. These investments will drive demand for American-made batteries and vehicles, creating jobs and supporting domestic manufacturing, while also removing diesel buses from some of our most vulnerable communities. In addition, they will help the more than 25 million children and thousands of bus drivers who breathe polluted air on their rides to and from school. Diesel air pollution is linked to asthma and other health problems that hurt our communities and cause

students to miss school, particularly in communities of color and Tribal communities.

Reconnecting Communities

Too often, past transportation investments divided communities – like the Claiborne Expressway in New Orleans or I-81 in Syracuse – or it left out the people most in need of affordable transportation options. In particular, significant portions of the interstate highway system were built through Black neighborhoods. The legislation creates a first-ever program to reconnect communities divided by transportation infrastructure. The program will fund planning, design, demolition, and reconstruction of street grids, parks, or other infrastructure through \$1 billion of dedicated funding in addition to historic levels of major projects funding, for which these investments could also qualify.

Airports, Ports, and Waterways

The United States built modern aviation, but our airports lag far behind our competitors. According to some rankings, no U.S. airports rank in the top 25 of airports worldwide. Our ports and waterways need repair and reimagining too. The bill invests \$17 billion in port infrastructure and \$25 billion in airports to address repair and maintenance backlogs, reduce congestion and emissions near ports and airports, and drive electrification and other low-carbon technologies. Modern, resilient, and sustainable port, airport, and freight infrastructure will support U.S. competitiveness by removing bottlenecks and expediting commerce and reduce the environmental impact on neighboring communities.

Resilience and Western Water Infrastructure

Millions of Americans feel the effects of climate change each year when their roads wash out, airport power goes down, or schools get flooded. Last year alone, the United States faced 22 extreme weather and climate-related disaster events with losses exceeding \$1 billion each – a cumulative price tag of nearly \$100 billion. People of color are more likely to live in areas most vulnerable to flooding and other climate change-related weather events. The legislation makes our communities safer and our infrastructure more resilient to the impacts of climate change and cyber-attacks, with an investment of over \$50 billion. This includes funds to protect against droughts, floods and wildfires, in addition to a major investment in weatherization. The bill is the largest investment in the resilience of physical and natural systems in American history.

Clean Drinking Water

Currently, up to 10 million American households and 400,000 schools and child care centers lack safe drinking water. The legislation's \$55 billion investment represents the largest investment in clean drinking water in American history, including dedicated funding to replace lead service lines and the dangerous chemical PFAS (per- and polyfluoroalkyl). It will replace all of the nation's lead pipes and service lines. From rural towns to struggling

cities, the legislation invests in water infrastructure across America, including in Tribal Nations and disadvantaged communities that need it most.

High-Speed Internet

Broadband internet is necessary for Americans to do their jobs, to participate equally in school learning, health care, and to stay connected. Yet, by one definition, more than 30 million Americans live in areas where there is no broadband infrastructure that provides minimally acceptable speeds – a particular problem in rural communities throughout the country. The legislation’s \$65 billion investment – which builds on the billions of dollars provided for broadband deployment in the American Rescue Plan – will help ensure every American has access to reliable high-speed internet with an historic investment in broadband infrastructure deployment, just as the federal government made a historic effort to provide electricity to every American nearly one hundred years ago.

The bill will also help lower prices for internet service by requiring funding recipients to offer a low-cost affordable plan, by requiring providers to display a “Broadband Nutrition Label” that will help families comparison shop for a better deal, and by boosting competition in areas where existing providers aren’t providing adequate service. It will also help close the digital divide by passing the Digital Equity Act (which creates new grant programs for digital inclusion), by requiring the Federal Communications Commission to adopt rules banning digital redlining, and by creating a new, permanent program to help more low-income households access the internet. Over one in four households will be eligible for this new Affordable Connectivity Benefit.

Environmental Remediation

In thousands of rural and urban communities around the country, hundreds of thousands of former industrial and energy sites are now idle – sources of blight and pollution. 26% of Black Americans and 29% of Hispanic Americans live within 3 miles of a Superfund site, a higher percentage than for Americans overall. Proximity to a Superfund site can lead to elevated levels of lead in children’s blood. The legislation invests \$21 billion in environmental remediation, making the largest investment in addressing the legacy pollution that harms the public health of communities and neighborhoods in American history, creating good-paying union jobs in hard-hit energy communities and advancing economic and environmental justice. The bill includes funds to clean up Superfund and brownfield sites, reclaim abandoned mine land and cap orphaned gas wells.

Power Infrastructure

As the recent Texas power outages demonstrated, our aging electric grid needs urgent modernization. A Department of Energy study found that power outages cost the U.S. economy up to \$70 billion annually. The legislation’s roughly \$65 billion investment includes the single largest investment in clean energy transmission in American history. It upgrades our

power infrastructure, including by building thousands of miles of new, resilient transmission lines to facilitate the expansion of renewable energy. It creates a new Grid Deployment Authority, invests in research and development for advanced transmission and electricity distribution technologies, and promotes smart grid technologies that deliver flexibility and resilience. It invests in demonstration projects and research hubs for next generation technologies like advanced nuclear, carbon capture, and clean hydrogen.

Offsets

In the years ahead, the legislation will generate significant economic benefits. It is financed through a combination of redirecting unspent emergency relief funds, targeted corporate user fees, strengthening tax enforcement when it comes to crypto currencies, and other bipartisan measures, in addition to the revenue generated from higher economic growth as a result of the investments.

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