



# CRTPO Project Selection Direct Attributable & Bonus Allocation Funds

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# Strategic Transportation Investments is State Driven

- STI process drives NC's TIP
- Data element tempered by local preference points allocation
- CRTPO must agree to STI selections

# Other Project Selections are CRTPO Driven

- Federal transportation program sets up funding for urban areas
  - Surface Transportation Program, Direct Attributable aka DA funds
  - Congestion Mitigation & Air Quality aka CMAQ funds
  - Transportation Alternatives Program aka TAP funds
- STI contains incentives for local funds contribution and for accepting tolling
  - Bonus Allocation is the term for this incentive
- Programs differ in availability and restrictions
- NCBOT must agree to CRTPO selections

# Surface Transportation Program Direct Attributable (DA)

- Allocation formula driven by urban area population
- Roughly \$14 M/year to CRTPO
- STI dictates that these funds come from the division tier funds in urban divisions
- Relies on continuation of federal program
- Extremely flexible, use on any mode or project that is federally eligible
- Spend anywhere in MPO boundary
- Requires 20% match (usually local)
- Some flexibility on time of expenditure
- Involves extensive bureaucratic process

# Bonus Allocation

## (tolling project only)

- Based on the amount of bonds (against which tolls are pledged) associated with construction portion of project
- One time allocation per tolled project
- Requires continuation of STI
- Funds come off the top of statewide transportation program (not tier) and do not come from the tolls
- Potential for \$150 M resulting from I-77 N (pending financial close)
- Other CRTPO projects include US 74, I-485 S, & I-77 S
- Restrictions on amounts that can be spent on division and regional tier projects

# Bonus Allocation Rules

- Use on highway or highway related projects only
- Spend only in county or counties where tolling project is constructed
- No match required
- Must obligate funds within 5 year period
- Bureaucratic process unknown

# TCC Activities (BA)

- Appointed subcommittee to determine process and projects for the use of BA funds
- Approved principles for allocation of BA funds
- Oversaw CRTPO call for projects for BA
- Call resulted in 75 projects requesting more than \$1 B.
- Approved use of test methodology to determine potential set of projects
- Discussions with I-77 Mobility partners for potential project modifications on I-77 N

# TCC BA Use Principles

- Use all the money on eligible projects
- Eligible projects in the tolled corridor receive priority consideration
- Eligible projects outside the tolled corridor that add system benefit to the tolled corridor receive secondary consideration
- Projects will be mindful of creating a “compensation event” (P3 contract issue)
- Maximize use on Division and Regional tier projects, then fund Statewide tier projects



# TCC Activities (DA)

- Referred issue to subcommittee for recommendations
- Discussion of using flexibility in modal use to offset STI prejudice for motor vehicle projects
- Program only 5 years worth of funds
- Use funds to offset DOT divisions' loss of discretionary funds to STI
- Discussion of bureaucratic burden of federal funds

# Potential TCC Project Types

- Majority (50% or more) of funds used for additional STI division tier highway projects based on STI score and cash flow issues
- Reserve  $\frac{1}{2}$  of remainder for transit and human powered projects (tbd)
- Reserve  $\frac{1}{2}$  of remainder for small operational type projects (tbd)

# Overarching Considerations

- CRTPO not likely to focus on details of how funds can be used
- TCC will focus on full utilization of funds
- Geographic distribution of projects
- Local match and administrative capabilities
- NCDOT capabilities/willingness to provide administrative support

# Next Steps

- Subcommittee meeting to determine draft set of projects using DA and BA funds
- Meetings with I-77 Mobility Partners continue to discuss collaborations
- TCC to review on Feb. 5 the potential set of projects and forward for CRTPO discussion on Feb. 18.