



NORTH CAROLINA

Department of Transportation



STI Prioritization and Programming Process

Jimmy Eatmon, NCDOT Division 4

July 2017

Today's Roadmap

- 1. State Transportation Improvement Program (STIP)**
- 2. Strategic Transportation Investments (STI) Law**
- 3. P5.0 Scoring**
- 4. Scoring and Programming Process**
- 5. P5.0 for YOUR RPO**



State Transportation Improvement Program (STIP)

State Transportation Improvement Program (STIP)

STIP identifies funding and scheduling of projects in NCDOT's capital program (55% of DOT Budget)

10 Year Program (currently 2016-2025)

- 1st Five Years is “Delivery STIP” – committed projects
- 2nd Five Years is “Developmental STIP” – projects in early scoping and environmental development stage

Updated every 2 years



Strategic Transportation Investments Law

Strategic Transportation Investments (STI) Law

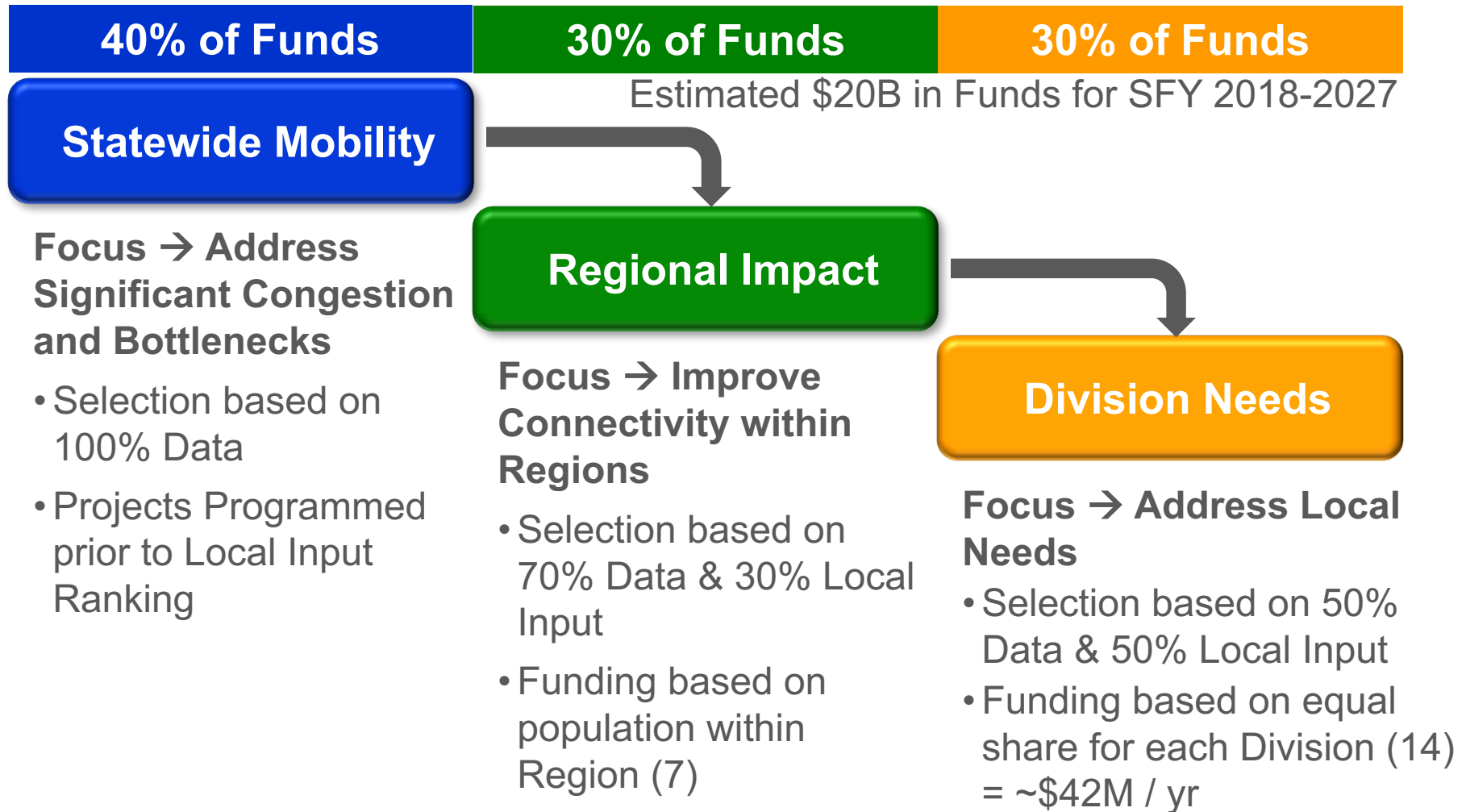
**Prioritizes Capital Expenditures across all modes
(Mobility/Expansion + Modernization)**

Needs-based

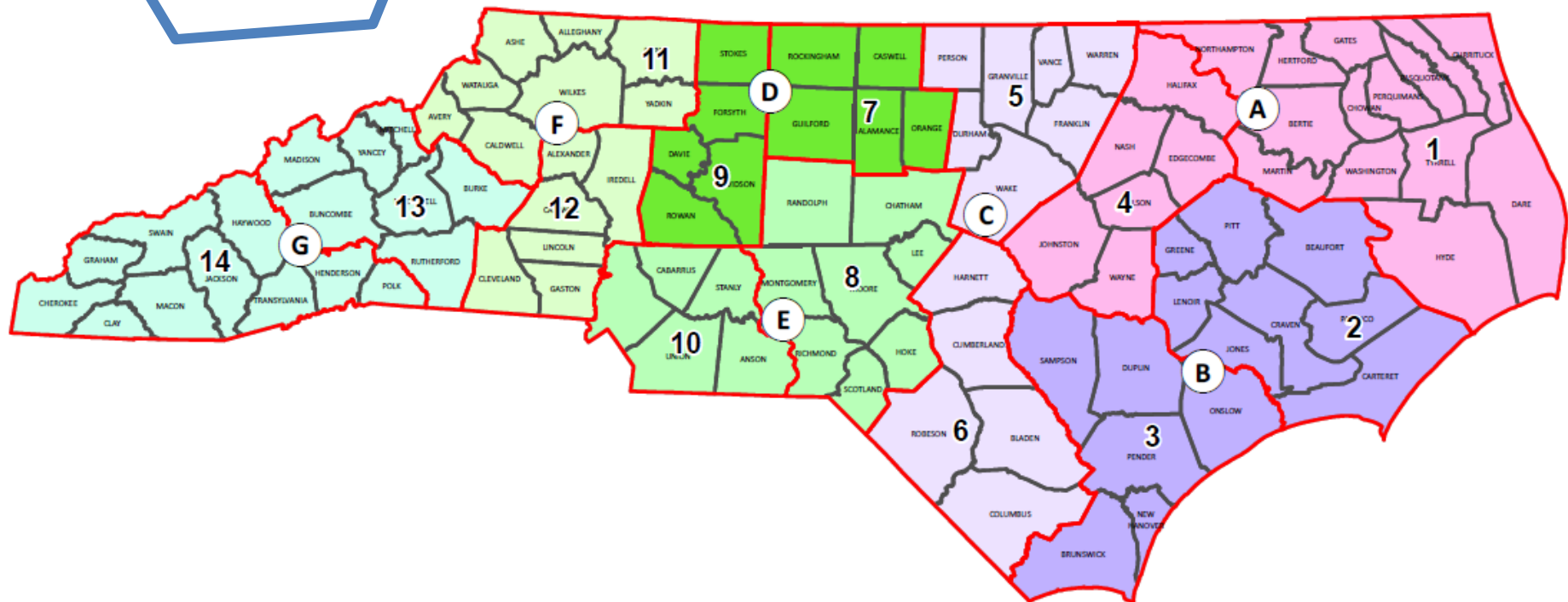
Directly ties funding to Prioritization Results

Workgroup

How STI Works



regions & divisions



Eligibility Definitions

Mode	Statewide Mobility	Regional Impact	Division Needs
Highway	<ul style="list-style-type: none"> • Interstates (existing & future) • NHS routes (July 1, 2012) • STRAHNET • ADHS Routes • Uncompleted Intrastate projects • Designated Toll Facilities 	Other US and NC Routes	All County (SR) Routes
Aviation	Large Commercial Service Airports (\$500K cap)	Other Commercial Service Airports not in Statewide (\$300K cap)	All Airports without Commercial Service (\$18.5M cap)
Bicycle-Pedestrian	N/A	N/A	All projects (\$0 state funds)
Public Transportation	N/A	Service spanning two or more counties (10% cap)	All other service, including terminals and stations
Ferry	N/A	Ferry expansion	Replacement vessels
Rail	Freight Capacity Service on Class I Railroad Corridors	Rail service spanning two or more counties not Statewide	Rail service not included on Statewide or Regional

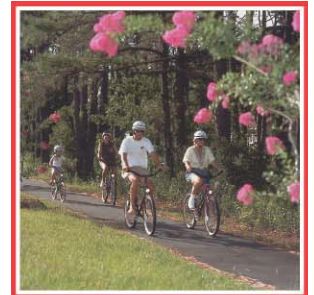
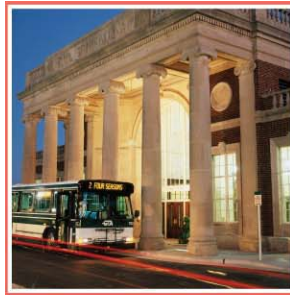
Highway Project Scoring Overview

Mode	Statewide Mobility	Regional Impact	Division Needs
Eligible Projects	<ul style="list-style-type: none"> Statewide 	<ul style="list-style-type: none"> Statewide Regional 	<ul style="list-style-type: none"> Statewide Regional Division
Overall Weights	100% Quantitative Data	70% Quantitative Data / 30% Local Input	50% Quantitative Data / 50% Local Input
Quant. Criteria	<ul style="list-style-type: none"> Benefit-Cost Congestion Economic Comp. Safety Freight Multimodal Pavement Condition Lane Width Shoulder Width 	<ul style="list-style-type: none"> Benefit-cost Congestion Safety Freight Multimodal Pavement Condition Lane Width Shoulder Width Accessibility and connectivity to employment centers, tourist destinations, or military installations 	<ul style="list-style-type: none"> Benefit-cost Congestion. Safety Freight Multimodal Pavement Condition Lane Width Shoulder Width Accessibility and connectivity to employment centers, tourist destinations, or military installations
Notes:	Projects Selected Prior to Local Input	Quant. Criteria can be different for each Region	Quant. Criteria can be different for each Division

Non-Highway Criteria

Separate prioritization processes for each mode

- Minimum of 4 quantitative criteria
- Criteria based on 0-100 point scale with no bonus points





P5.0 Scoring

Highway Scoring – Eligible Criteria

<u>Criteria</u>	<u>Existing Conditions</u>	<u>Project Benefits (Future Conditions)</u>
- Congestion (Volume/Capacity + Volume)		
- Benefit/Cost [(Travel Time Savings + Safety Benefits) / Cost to NCDOT]		
- Safety Score (Critical Crash Rates, Density, Severity, Safety Benefits)		
- Economic Competitiveness (% Change in Jobs + Economy)		
- Accessibility / Connectivity (County Economic Indicator, Improve Mobility)		
- Freight (Truck Volumes, Truck %, Future Interstate Completion)		
- Multimodal (Multimodal Benefits)		
- Lane Width (Existing Width vs. Standard Width)		
- Shoulder Width (Existing Width vs. Standard Width)		
- Pavement Score (Pavement Condition Rating)		

Highway Scoring Criteria & Weights (Default)

Funding Category	<u>QUANTITATIVE</u>	<u>LOCAL INPUT</u>	
	Data	Division	MPO/RPO
Statewide Mobility	Congestion = 30% Benefit-Cost = 25% Freight = 25% Safety = 10% Economic Comp. = 10%	100%	--
Regional Impact	Congestion = 20% Benefit-Cost = 20% Safety = 10% Accessibility/Connectivity = 10% Freight = 10%	70%	15%
Division Needs	Congestion = 15% Benefit-Cost = 15% Safety = 10% Accessibility/Connectivity = 5% Freight = 5%	50%	25%

Note: Region(s) _____ and Division(s) _____ use Alternate Weights

Highway Scoring Criteria & Weights (Alternate)

Funding Category	<u>QUANTITATIVE</u>		<u>LOCAL INPUT</u>	
	Data		Division	MPO/RPO
Statewide Mobility	Congestion = 30% Benefit-Cost = 25% Freight = 25% Safety = 10% Economic Comp. = 10%	100%	--	--
Regional Impact	Congestion = 15% Benefit-Cost = 20% Safety = 10% Accessibility/Connectivity = 10% Freight = 15%	70%	15%	15%
Division Needs	Congestion = 15% Benefit-Cost = 15% Safety = 10% Accessibility/Connectivity = 5% Freight = 5%	50%	25%	25%

Note: Region A Proposed Alternate Weights

Highway Scoring – Alternate Weights

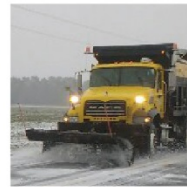
Available for Regional Impact and Division Needs scoring

Requirements:

1. All MPOs/RPOs/Division Engineers unanimously agree on Alternate Weights by funding category (inaction doesn't mean non-agreement; action required for disagreement)
 - Alternate Weights from P4.0 will not carry to P5.0
 - Within respective Paired Funding Region(s) or Division(s)
2. Memo to SPOT from each MPO/RPO/Division Engineer – reference TAC Chair(s) agreement
 - Memo must be received by **September 29th, 2017**

P5.0 Non-Highway Criteria

Aviation	Bicycle & Pedestrian	Ferry	Public Transportation	Rail
NCDOA Project Rating	Safety	Asset Condition	Impact	Benefit-Cost
FAA ACIP Rating	Access	Benefits	Demand/Density	System Opportunities
Non-State Contribution Index	Demand/Density	Accessibility/Connectivity	Efficiency	Safety
Benefit/Cost	Connectivity	Asset Efficiency	Cost Effectiveness	Capacity and Diversion
	Cost Effectiveness	Capacity/Congestion		Economic Competitiveness



Scoring and Programming Process

Projects Submitted

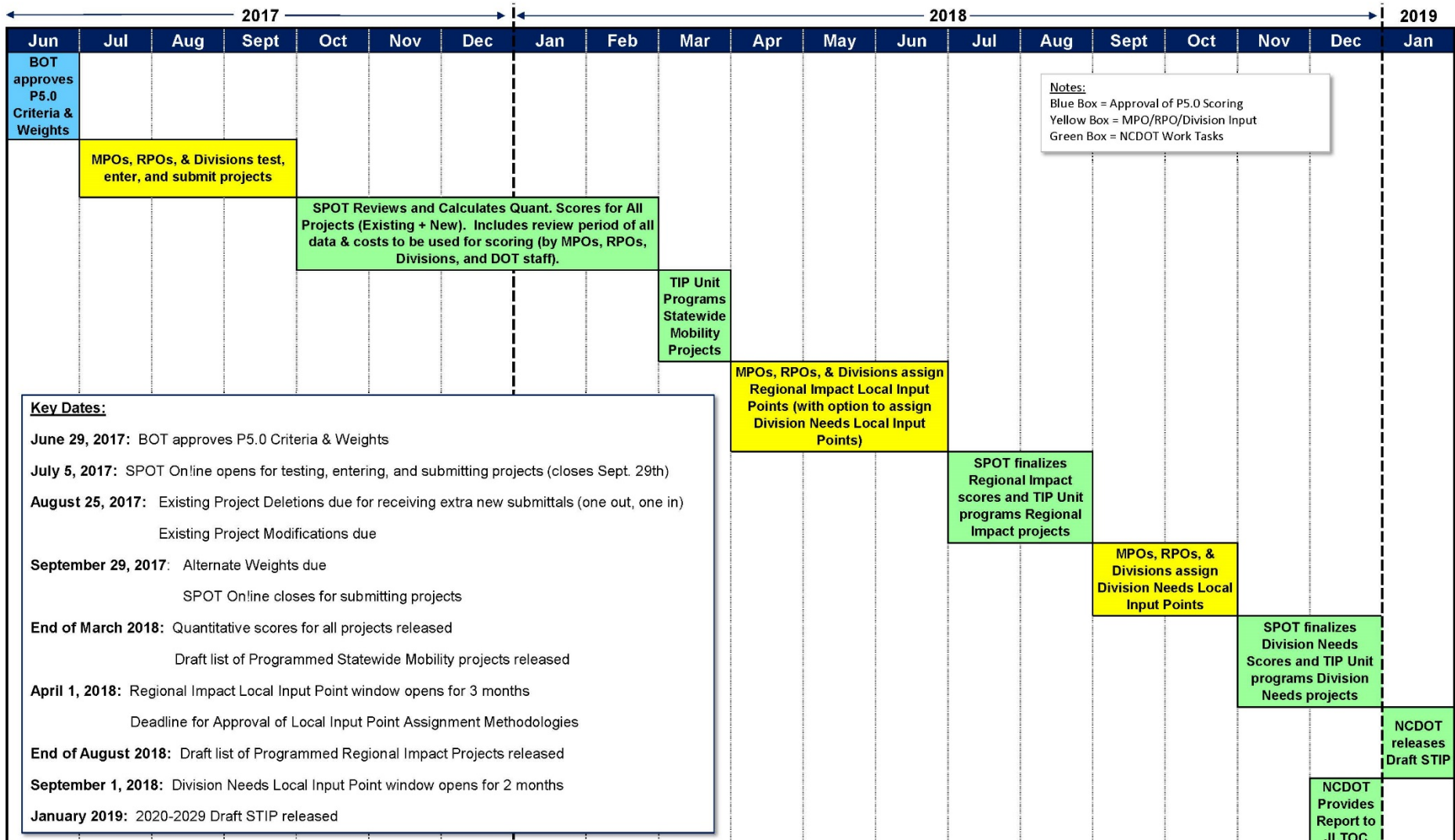
- Data reviewed
- Quantitative scores calculated

- Total scores calculated
- Projects programmed

P5.0 Schedule

Prioritization 5.0 Schedule

May 23, 2017



P5.0 Projects

Committed Projects *(Not subject to P5.0)*

- Right-of-Way OR Construction date in 2018-2022 based on Final STIP (first 5 years of STIP)

Carryover Projects *(Automatically Rescored in P5.0)*

- List provided ON June 29th

Project Submittals *(# Based on CL Miles and Population)*

- **23 Submittals** for each mode
- Splitting Carryover Project (modifications) count towards submittals

P5.0 Next Steps

Determine Project Submittals (submitted July 5th – Sept 29th)

Consider Modifications & Deletions of carryover projects (due Aug 25th)

Consider use of Alternate Weights (agreements by Sept 29th)

Submit Local Input Point Methodology revisions, if any (due April 1st)

Assign Local Input Points for Regional Impact projects (Spring 2018)

- 1500 points

Assign Local Input Points for Division Needs projects (Fall 2018)

- 1500 points

Most Importantly – Continue to Work with Division

Contact Information

STRATEGIC TRANSPORTATION INVESTMENTS

Smart decisions to keep North Carolina moving.

Jimmy Eatmon, P.E.
Division 4 Planning Eng.
(252) 640-6431
jeatmon@ncdot.gov

David Wasserman, P.E.
Prioritization Office
(SPOT) / STIP Western
Region Manager
(919) 707-4743
dswasserman@ncdot.gov

Sarah E. Lee
Prioritization Office
(SPOT)
(919) 707-4742
selee@ncdot.gov

Jason Schronce, P.E.
Prioritization Office
(SPOT)
(919) 707-4646
jschronce@ncdot.gov

<https://www.ncdot.gov/sti>