

#### **NORTH CAROLINA** Department of Transportation



### **STI Prioritization and Programming Process**

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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

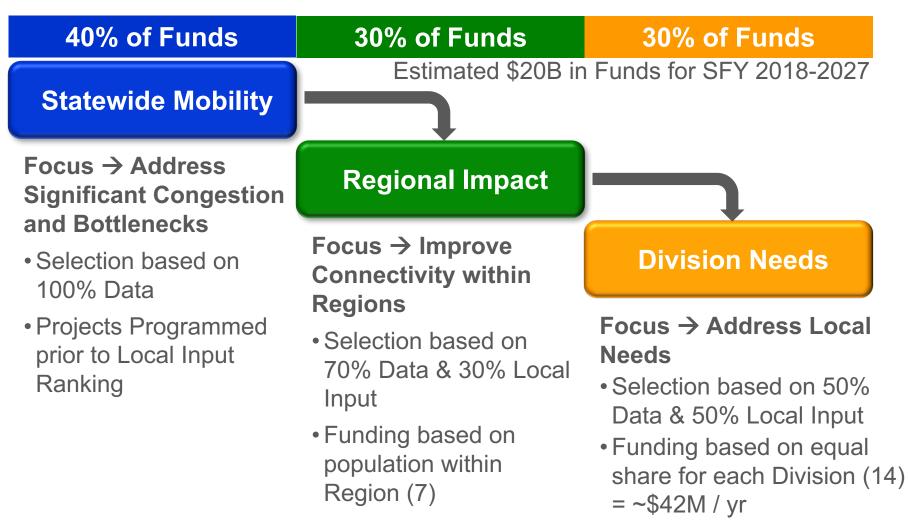
Prioritizes Capital Expenditures across all modes (Mobility/Expansion + Modernization)

**Needs-based** 

**Directly ties funding to Prioritization Results** 

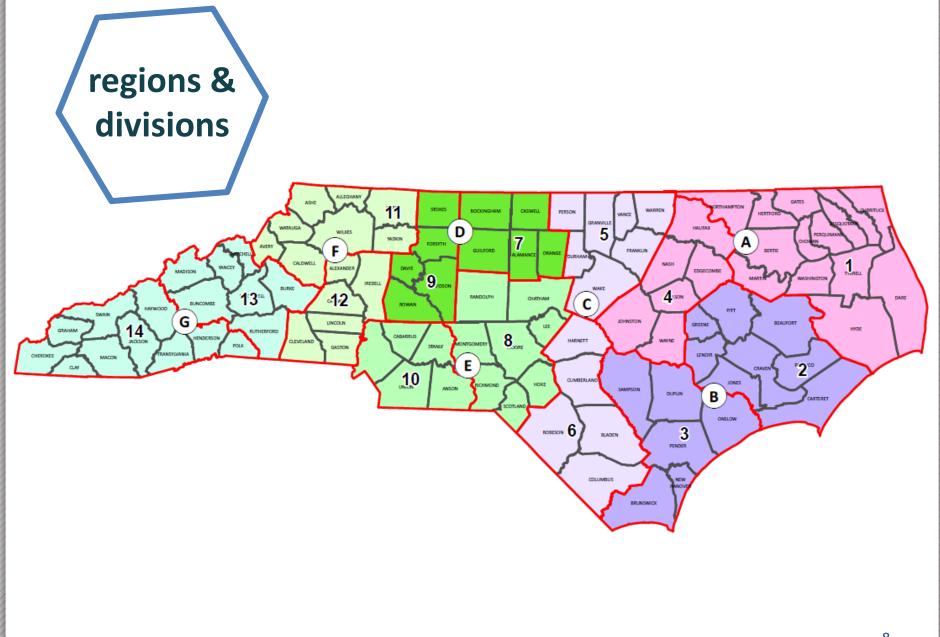
Workgroup

# How STI Works



#### ncdot.gov

#### STI Prioritization and Programming Process



# **Eligibility Definitions**

Mode	Statewide Mobility	Regional Impact	Division Needs
Highway	<ul> <li>Interstates (existing &amp; future)</li> <li>NHS routes (July 1, 2012)</li> <li>STRAHNET</li> <li>ADHS Routes</li> <li>Uncompleted Intrastate projects</li> <li>Designated Toll Facilities</li> </ul>	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	• Statewide	• Statewide • Regional	<ul><li>Statewide</li><li>Regional</li><li>Division</li></ul>
Overall Weights	100% Quantitative Data	70% Quantitative Data / 30% Local Input	50% Quantitative Data / 50% Local Input
Quant. Criteria	<ul> <li>Benefit-Cost</li> <li>Congestion</li> <li>Economic Comp.</li> <li>Safety</li> <li>Freight</li> <li>Multimodal</li> <li>Pavement Condition</li> <li>Lane Width</li> <li>Shoulder Width</li> </ul>	<ul> <li>Benefit-cost</li> <li>Congestion</li> <li>Safety</li> <li>Freight</li> <li>Multimodal</li> <li>Pavement Condition</li> <li>Lane Width</li> <li>Shoulder Width</li> <li>Accessibility and connectivity to employment centers, tourist destinations, or military installations</li> </ul>	<ul> <li>Benefit-cost</li> <li>Congestion.</li> <li>Safety</li> <li>Freight</li> <li>Multimodal</li> <li>Pavement Condition</li> <li>Lane Width</li> <li>Shoulder Width</li> <li>Accessibility and connectivity to employment centers, tourist destinations, or military installations</li> </ul>
Notes:	Projects Selected Prior to Local Input	Quant. Criteria can be different for each Region	Quant. Criteria can be different for each Division
			10

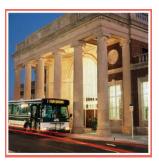
# Non-Highway Criteria

#### 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>

- 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	QUANTITATIVE	LOCAI	LOCAL INPUT				
Category	Data	Division	MPO/RPO				
Statewide Mobility	Congestion = 30% Benefit-Cost = 25% Freight = 25% Safety = 10% Economic Comp. = 10%	9%					
Regional Impact	Congestion = 20% Benefit-Cost = 20% Safety = 10% Accessibility/Connectivity = 10% Freight = 10%	6 15%	15%				
Division Needs	Congestion = 15% Benefit-Cost = 15% Safety = 10% Accessibility/Connectivity = 5% Freight = 5%	% 25%	25%				
Note: Region(s)	and Division(s) use Alternate Weigh	nts	14				

### Highway Scoring Criteria & Weights (Alternate)

Funding	QUANTITATIVE	LOCAL INPUT				
Category Data			Division	MPO/RPO		
Statewide Mobility	Congestion = 30% Benefit-Cost = 25% <b>Freight = 25%</b> <b>Safety = 10%</b> 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		



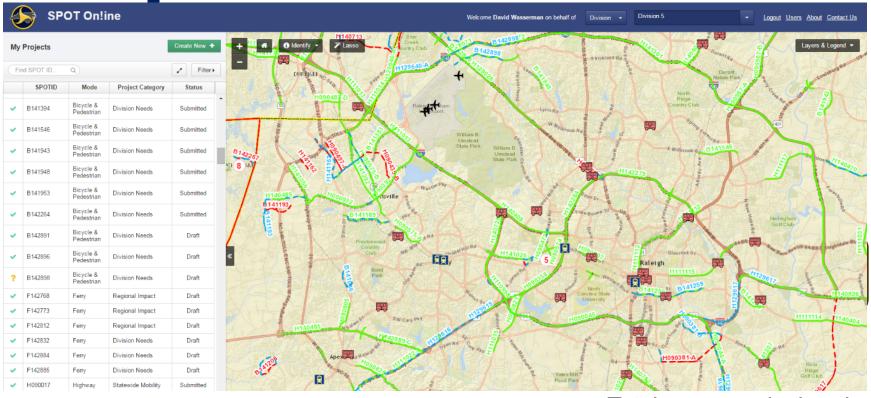
### Scoring and Programming Process

# **Scoring Process**

#### **Projects Submitted**

Data reviewed

Quantitative scores calculated



Total scores calculated

### P5.0 Schedule

#### **Prioritization 5.0 Schedule**

May 23, 2017

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### 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 5<sup>th</sup> – Sept 29<sup>th</sup>) Consider Modifications & Deletions of carryover projects (due Aug 25<sup>th</sup>) Consider use of Alternate Weights (agreements by Sept 29<sup>th</sup>) Submit Local Input Point Methodology revisions, if any (due April 1<sup>st</sup>)

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.

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https://www.ncdot.gov/sti