

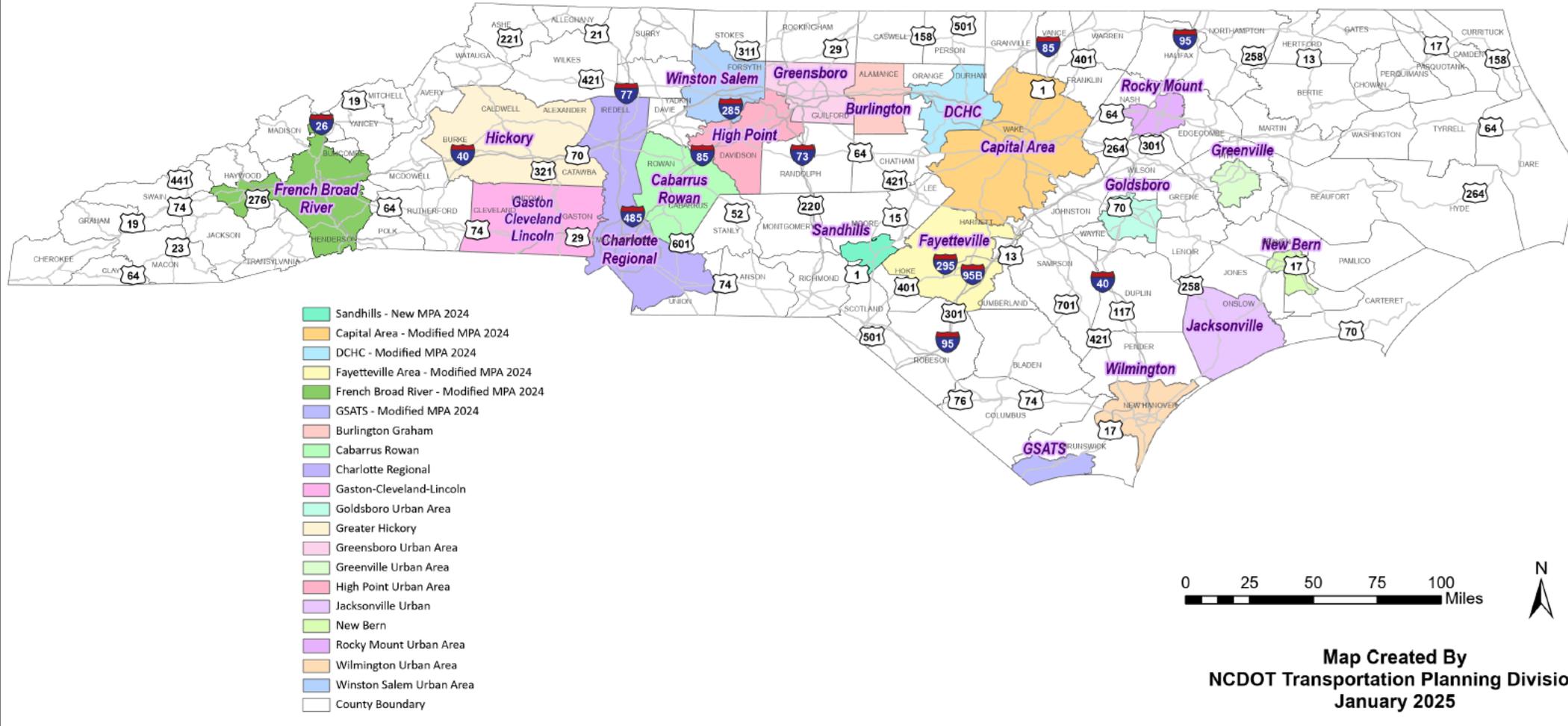
MPOs and Transportation Project Implementation



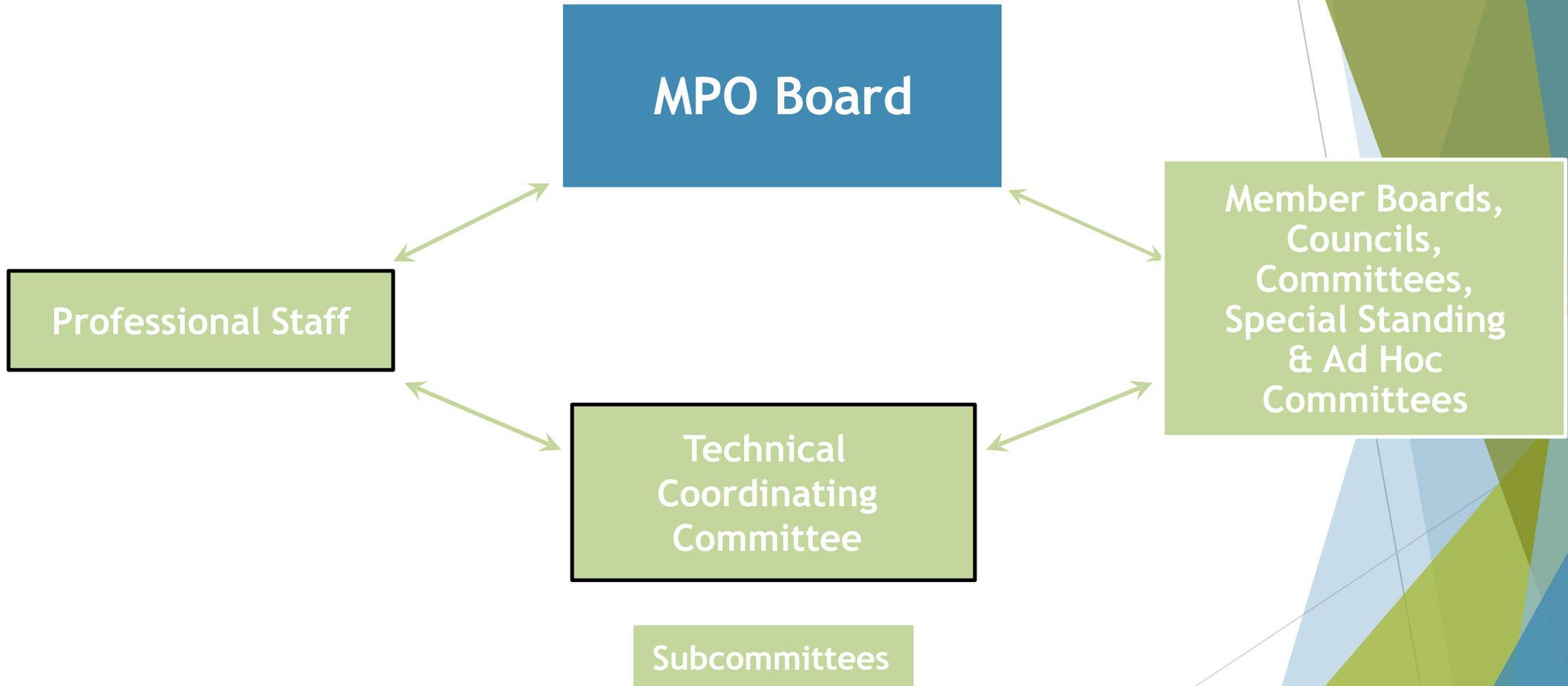
Chris Lukasina, AICP, GISP
President, (NCAMPO)

North Carolina Metropolitan Planning Areas

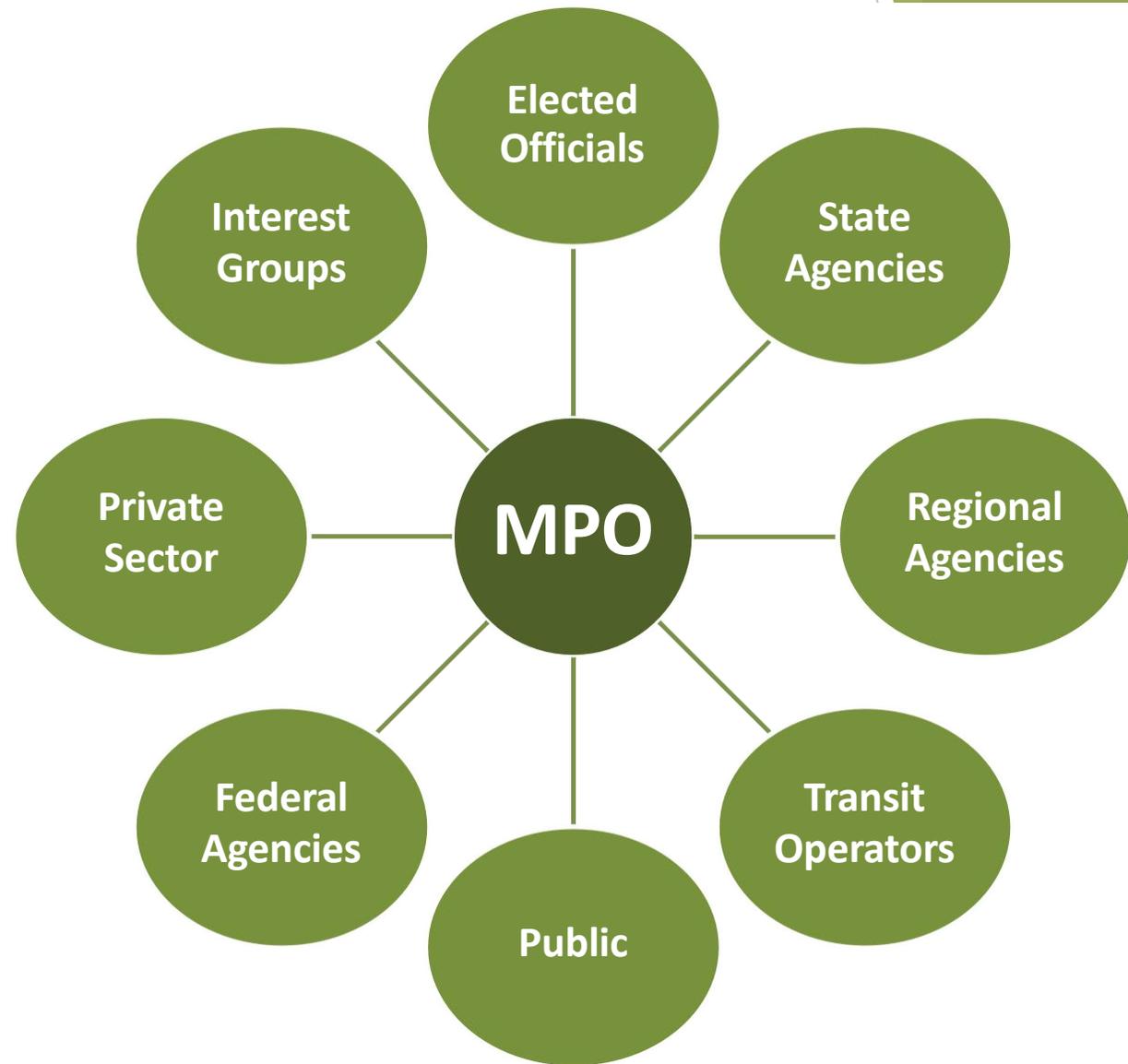
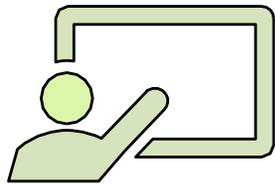
In N.C.:
20 MPOs
&
18 RPOs



MPO Structures



Who else is involved?



Our Partners: RPOs (Rural Transportation Planning Organizations)

- 1998 Federal law brought “rural consultation” requirement
- RPOs became active in early 2000s as non-metro counterpart to MPOs
- Strong history of collaboration and partnership between MPOs and RPOs
- Work with NCDOT to plan rural transportation systems & advise on rural transportation policy



Urban/Rural Collaboration

- ▶ Committed to continue to work together collaboratively on regional and statewide initiatives
- ▶ Cooperation on planning and prioritizing projects that connect communities/corridors
- ▶ More and more examples of MPO/RPO/Division Engineer collaboration to see success.
 - ▶ Project submissions on behalf of other agencies
 - ▶ Priority point donations
 - ▶ Joint projects

Urban/Rural Collaboration

▶ MPO/RPO  Urban/Rural

- ▶ Wilson, Sanford, and Henderson are in RPOs
- ▶ Bunn, Simpson, Marshville, and Angier are in MPOs

▶ Is there such a thing as a rural or urban project?

- ▶ Many times, MPO/RPO priority projects are located in the other.

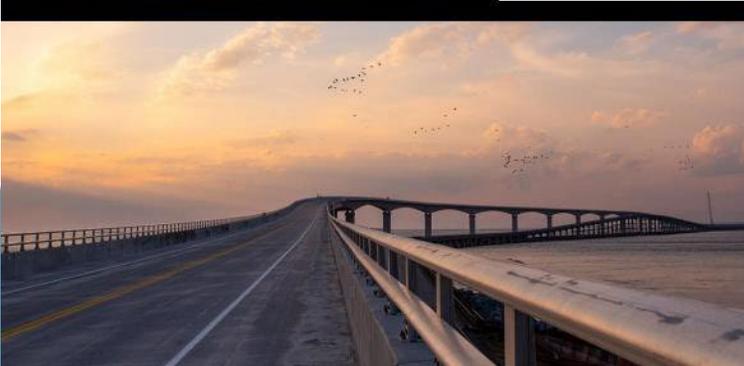
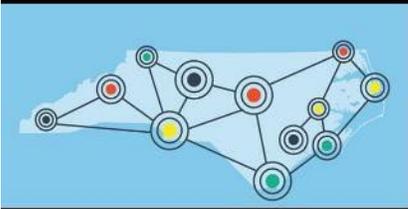
▶ When analyzing outcomes fairly, all levels of STI need to be included to get the full picture.

- ▶ Regional and Division Needs project selections as well as Statewide Mobility

Our Partners: NCDOT

Many levels/silos:

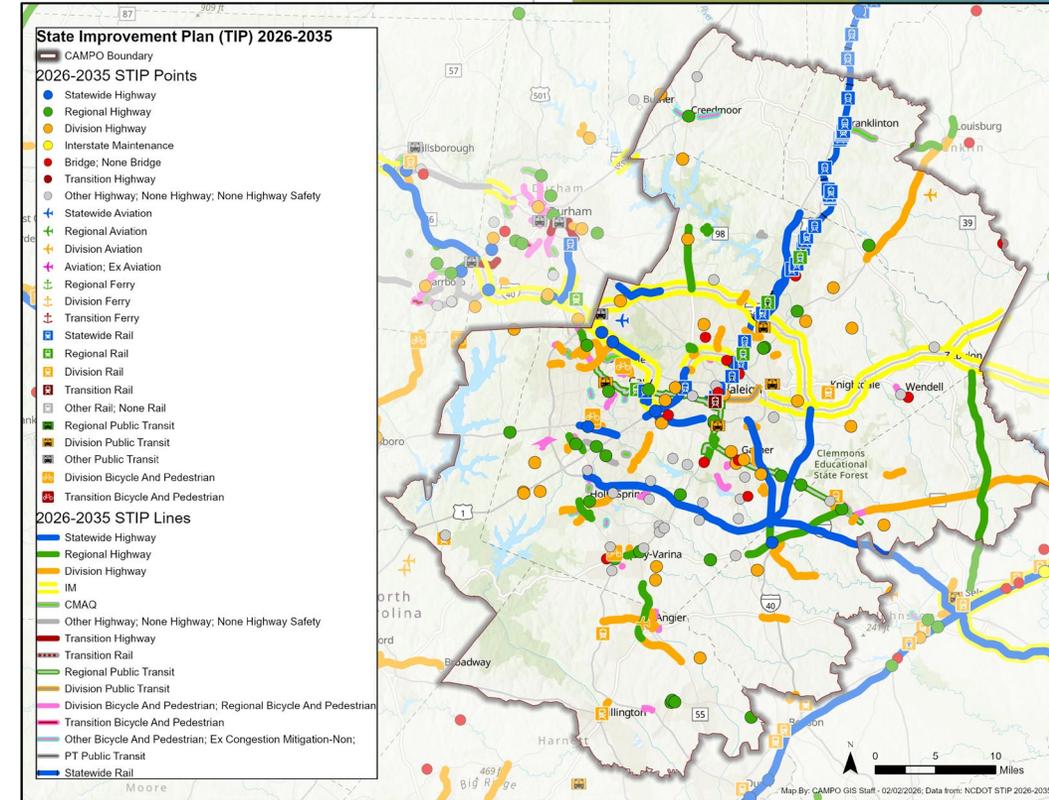
- Transportation Planning Division (TPD)
- Local Divisions (4, 5, 6, 8), Construction & Operations
- SPOT & Programming
- Integrated Mobility Division (Bike/Ped, Safety, Transit)
- Project Development, Design, Environmental
- Support (GIS/Mapping, Crash, Pavement, OCR etc.)
- NC Turnpike Authority (NCTA)
- Aviation (includes Unmanned Aircraft, or drones)
- Rail Division



Transportation Improvement Program (TIP)

- Allocates limited resources to region's priorities
 - Similar to a Capital Improvement Program (CIP)
- Financially-constrained
 - Includes most immediate MTP-based projects and strategies for implementation
- Year-by-year “line-item” list of projects approved for federal funding
- 10-year document that is updated every two years
- TIP and Statewide TIP (STIP) *must match*
- Conforms with SIP (if necessary)

• ***Programming and Prioritization are two different things***



Statewide Prioritization (SPOT)

- Quantitative, needs-based approach to identifying statewide transportation needs.
- First step towards developing a fiscally constrained State Transportation Improvement Program (STIP) and NCDOT's 5/10 year Work Programs.
- Each MPO submits candidate projects for consideration in the STIP.
- Projects are scored by NCDOT and each MPO is asked to assign priority points to projects in the region.



SPOT Methodology

- ▶ Each MPO is required to have an adopted prioritization methodology
- ▶ Must be publicly available
- ▶ Includes both quantitative and qualitative criteria
- ▶ Describes process for public input
 - ▶ MPO Board priority

Statewide Prioritization - Does it work?

- ▶ Prioritization is working (data-driven, good projects score well)
- ▶ The methodology is fair and is pegged to needs
- ▶ Overall transportation challenges are being planned for and prioritized - project delivery is the real challenge
- ▶ NCDOT role in Prioritization Work Group
 - ▶ Are outside voices are being overshadowed by the sheer number of NCDOT reps at the table.
- ▶ Project delivery challenges include.
 - ▶ Funding is not keeping pace with project costs and growing needs (inflation).
 - ▶ Second, once a project is programmed the project development and delivery process is failing everyone. It is in immediate need of improvements.
 - ▶ NCDOT resources are stretched very thin
 - ▶ Institutional knowledge has been hit hard
 - ▶ Start/stop/restart created never ending redo loops,
 - ▶ consultant teams are not well coordinated with project histories or local needs,
 - ▶ project teams approach designs as if there is no budget to keep within, etc.

Transportation Challenges - Today and Tomorrow

- ▶ Currently funding and other delivery resources are not enough to meet current or future needs
 - ▶ Population and congestion growth are far outpacing currently available resources
 - ▶ Funding levels in all areas continue to fall short of identified needs.
 - ▶ Project delivery resources are overwhelmed
 - ▶ New solutions / old funding
- ▶ Aligning programming practices with federal regulations and national best practices
 - ▶ In other states, regions have direct programming decision-making for federal funds.
 - ▶ Transparent, needs based, data driven approach designed to meet unique needs of each region
 - ▶ Continue to work with states to implement statewide and local priorities in the most cost-effective ways
 - ▶ Could help accelerate project delivery
- ▶ All revenue options should be looked at to meet our needs
 - ▶ Secure new dependable transportation funding that can be used at all levels
 - ▶ Flexible, to support the diverse needs of the state at all levels in the most cost-effective manner

Transportation Challenges - Today and Tomorrow

- ▶ Current project development resources and practices within NCDOT cannot keep pace with growth.
 - ▶ NCDOT managed projects are experiencing delays due to:
 - ▶ Preliminary design (scope creep, lack of project records, and redo loops), ROW process, and final approval steps
 - ▶ More time means more expensive projects (inflation, property costs, market forces)
 - ▶ NCDOT reviewed projects are experiencing delays due to:
 - ▶ Project development redo loops, loss of institutional knowledge base, and approval delays
 - ▶ These impact locally managed and private/developer managed projects
- ▶ Current NCDOT management is actively working to find solutions, but resources and eroding institutional knowledge are challenges

Transportation Challenges - Today and Tomorrow

- ▶ Performance based planning and decision making are the new normal
- ▶ Look to best practices in other states for guidance on continued improvements in North Carolina.
- ▶ Expand on recent additional options for locals to get involved.
 - ▶ Local option resources, such as the new sales tax in Mecklenburg County, would create more resources to meet unique local needs
 - ▶ Additional partnership opportunities between locals and NCDOT on funding and project delivery.
- ▶ Minnesota's Transportation Economic Development (TED) program (<http://www.dot.state.mn.us/funding/ted/index.html>)
 - ▶ Competitive, data driven program to identify transportation improvements that are geared toward economic development, particularly in rural areas.
 - ▶ Could have criteria designed by Dept. of Commerce with projects administered by NCDOT
 - ▶ Could be focused on key industry sectors that best align with NC's economic development goals.



How to Get Involved

- ▶ MPOs are an important partner in the decision-making process
 - ▶ Provide an open forum for cooperative process
 - ▶ Contact and visit your local MPO
- ▶ MPOs can be a resource for you
 - ▶ Participate in MPO processes
 - ▶ Use MPO experience and resources

Questions?

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