

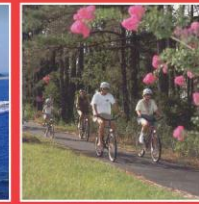
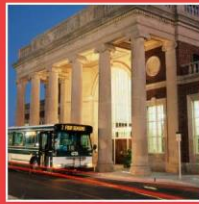
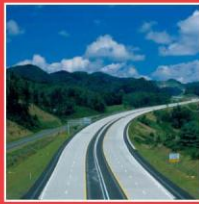


NCDOT – Prioritization Process Update

Joint Legislative Transportation Oversight Committee

October 11, 2011

Don Voelker & Alpesh Patel, Strategic Planning Office



Prioritization 1.0 vs. Prioritization 2.0

Prioritization 1.0

- Began in 2009
- Department's first Strategic Prioritization Process
- Ranked projects for 2015-2020
- Results released in February 2010
- Projects programmed in Draft STIP (published August 2010)
- Final STIP adopted in July 2011

Prioritization 2.0

- Builds upon P1.0 success
- Matures process and expands criteria based on stakeholder input
- Projects rankings are for 2018-2022





Strategic Prioritization Process – P2.0

Guided by a Workgroup

Input from 4 listening sessions and survey

Changes agreed to by the Workgroup in January 2011

All Modes (highway and non-highway) now have data-driven methodologies to rank projects





HIGHWAY – Scoring P2.0

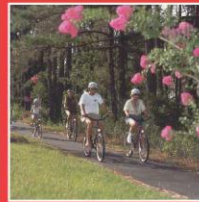
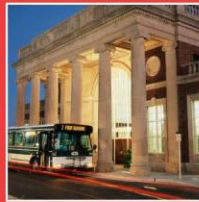
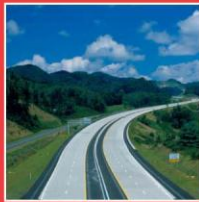
Total Score = Quantitative Data + Local Input + Multimodal

Quantitative Data = safety, congestion, pavement condition, benefit cost, economic competitiveness, lane width, shoulder width

Local Input = Metropolitan & Rural Planning Organization & NCDOT Division Rankings

Bonus Points = awarded to projects which improve system connectivity





P2.0 - Scoring Highway Projects (Mobility & Modernization)

QUANTITATIVE

LOCAL INPUT

Tier

Data

Division Rank

MPO/RPO Rank

Statewide

70%

20%

10%

Regional

50%

25%

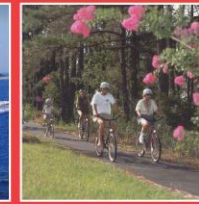
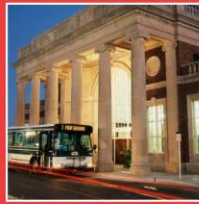
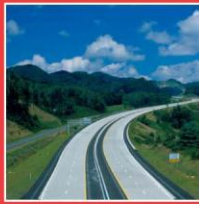
25%

Subregional

30%

30%

40%



P2.0 - Non-Highway Modes

Aviation – Scoring based on 1) improving safety, 2) maintaining infrastructure, 3) expanding the system

Public Transportation – Scoring based on ability to provide new or expanded service

Rail – Emphasis on improving High Speed Rail & improving highway-rail crossings

Ferry – scoring based on age of facilities and vessels

Bicycle Pedestrian – Scoring based on land acquisition, connection to larger system, and future number of users





P2.0 Schedule

October – December 2011: MPOs, RPOs, & Divisions assign points/rank projects (2+ months)

Early 2012: project rankings released

February – March 2012: investment strategy summits

March – May 2012: develop draft 10-YR work program (2013-2022)

June 2012: release draft 10YR work program



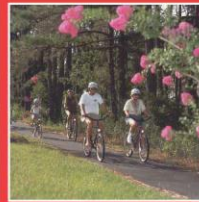
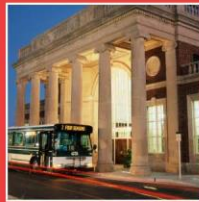
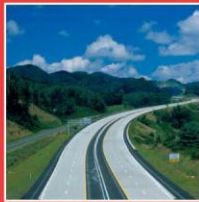


NC Mobility Fund - 2010

Session Law 2010-31, Section 28.7

- **Fund transportation projects of statewide and regional significance that relieve congestion and enhance mobility across all modes of transportation.**
- **Department shall establish project selection criteria in collaboration with six key planning partners (Workgroup)**
- **Preferential consideration to projects qualifying for Congestion Relief and Intermodal Fund.**
- **First project to be funded → Yadkin River Bridge Phase II**
- **Final report to Legislature by December 15, 2010**





To Be Eligible for Consideration a Project Must:

Be on Statewide or Regional Tier facilities (“Tier” defined by NCDOT)

Be ready for construction within 5 years.

Be identified on an adopted long-range transportation plan; must be consistent with local land use plans (where available).

Be in a conforming air quality plan in non-attainment or maintenance areas.

**Be for capital expenditures only (construction & right-of-way);
Maintenance, Operational & Planning costs ineligible.**

***Note:* No minimum project cost used as threshold for funding.**





Project Selection Criteria & Weights - 2010

CRITERIA	WEIGHT	DESCRIPTION
Mobility / Congestion	60%	<ul style="list-style-type: none"> • Measured by travel time savings (in vehicle hours) • Used to compare projects across transportation modes
Multimodal / Intermodal	20%	<ul style="list-style-type: none"> • Yes / No question • Project improves more than one mode of travel
Intermodal Fund – Preferential Consideration	20%	<ul style="list-style-type: none"> • Yes / No question • Project meets requirements of the Intermodal & Congestion Relief Fund

Note: Project Scoring will occur on a 0 to 100 point scale



2011 Legislative Session

Changed requirements

- *“Preferential consideration for projects eligible for Congestion Relief and Intermodal 21st Century Funds”*
- *References to “public and stakeholder input”*

Reaffirmed financial support

- \$31 million in FY 12 for Yadkin River Bridge Phase II

Allocated (Pending final review/acceptance by JLTOC)

- \$45 million in FY13 to DOT Prioritization Reserve Fund
- \$58 million in FY 14+ to DOT Prioritization Reserve Fund

Report to JLTOC by October 15, 2011





NCDOT Follow Up

Spring/Summer 2011 – Department adjusted criteria based on results of Legislative session

September 7, 2011 – Board of Transportation approves revised project selection criteria

October 11, 2011 – Presentation to JLTOC

2012 – Accept project proposals for scoring and ranking





Recommended Project Selection Criteria & Weights - 2011

CRITERIA	WEIGHT	DESCRIPTION
Mobility Benefit / Cost	80%	<ul style="list-style-type: none"> • Measured by travel time savings (in vehicle hours) • Divided by “cost to Mobility Fund” • Used to compare projects across transportation modes
Multimodal / Intermodal	20%	<ul style="list-style-type: none"> • Yes / No question • Project improves more than one mode of travel • Sliding scale

No Cap on the Mobility Benefit/Cost Scoring

No Change to Minimum Eligibility Requirements



Urban Loop Prioritization

25 Urban Loop TIP Projects

- Asheville, Gastonia, Winston-Salem, Greensboro, Charlotte, Durham, Raleigh, Fayetteville, Wilmington, Greenville

Public and partner input (Fall 2009-Spring 2010)

- Two rounds of public comments & webinars
- Changes to selection criteria and scoring methodology
- Urban area staff reviewed and approved data inputs prior to NCDOT's ranking

DRAFT Urban Loop 10-year funding schedule, prioritization methodology and data available at:

<http://www.ncdot.org/performance/reform/prioritization/>





Urban Loop Prioritization

Benefit / Cost Type Formula

Needs Factors

- Congestion needs 10%
- Safety needs 5%

Benefits Factors

- Travel time savings (each project) 10%
- Travel time savings (all projects) 15%
- Economic Development 15%
- Freight Volume 10%
- Total Traffic 10%
- Multi-modal 5%
- Protected Right-of-way 10%
- Connectivity 10%

Cost





Urban Loop Limited Segment Analysis (March - June 2011)

Two segments for analysis selected by urban area staff

Data used for analysis was pre-approved by urban area staff

NC Department of Commerce provided review/assistance

Segments analyzed using same scoring methodology as initial effort





Urban Loop Limited Segment Results

Durham, Fayetteville, Greensboro segments score well and score higher than full projects

Winston Salem - segments between I-40 Bus. & US 311 score higher than entire Eastern Loop

Asheville - I-26 widening segment scores much higher than entire Connector

Greenville - northern most section scores higher than full SW Bypass





Urban Loop Acceleration Plan

\$400 Million of GARVEE Bonds

GARVEE (Grant Anticipation Revenues) - tax-exempt borrowing tool

- Based on 1) stability of future Federal Revenue & 2) no Gas Tax cap
- Interest paid back through Equity Formula
- Applied directly to results of segment analysis

No area with project in first 5 years of Loop schedule was affected

- Positive shift for projects in FY 2016 and beyond

Presented to BOT & Plan distributed in September





Urban Loop Next Steps

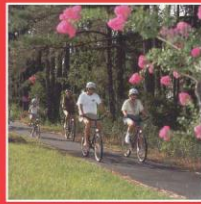
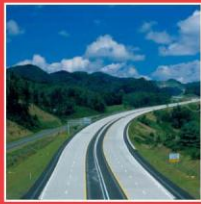
Section 28.34 (a) . G.S. 136-180 directs NCDOT to designate Loop projects and continue a prioritization process. Continue funding for:

- Charlotte (I-485)
- Greensboro (I-840)
- Wilmington (I-140)

Work with local communities to seek other creative funding strategies – every local dollar increases chances for accelerated delivery

Conduct formal prioritization for all projects in 2014





QUESTIONS?

