



Data Driven Results: North Carolina's Strategic Prioritization Process

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Background

NCDOT is responsible for 6 modes of transportation:

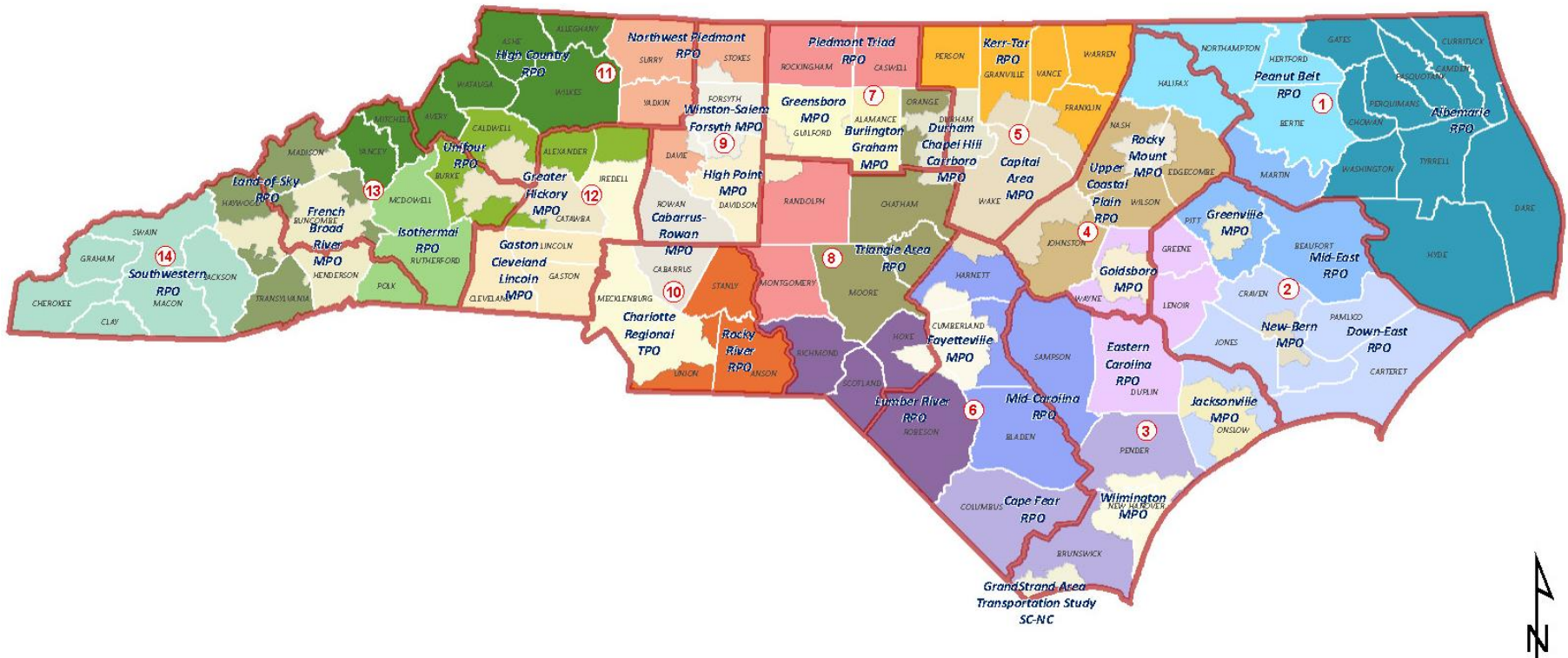
- Aviation (74 publicly-owned airports)
- Bicycle and Pedestrian
- Ferries – 2nd largest system in US (behind Washington)
- Highways – Maintains 80,000 miles (80%) of highways (2nd only to Texas in miles)
- Public Transportation
- Rail

Annual Budget of approx. \$4.3 B (federal dollars account for 25% of total budget)

Background

Key Partners, as shown on colorful map below, include:

- 19 Metropolitan Planning Organizations (MPOs)
- 18 Rural Planning Organizations (RPOs)
- 14 Field Offices (Divisions)



Strategic Transportation Investment (STI)

New funding formula for NCDOT's Capital Expenditures

- Focus on Mobility/Expansion and Modernization projects for all modes where needs are the greatest
- All modes must compete for the same funds
- Replaces former geographic equity funding formula

House Bill 817 signed into Law June 26, 2013

- Most significant transportation legislation in NC since 1989
- Overwhelming support in both House (105-7) and Senate (44-2)

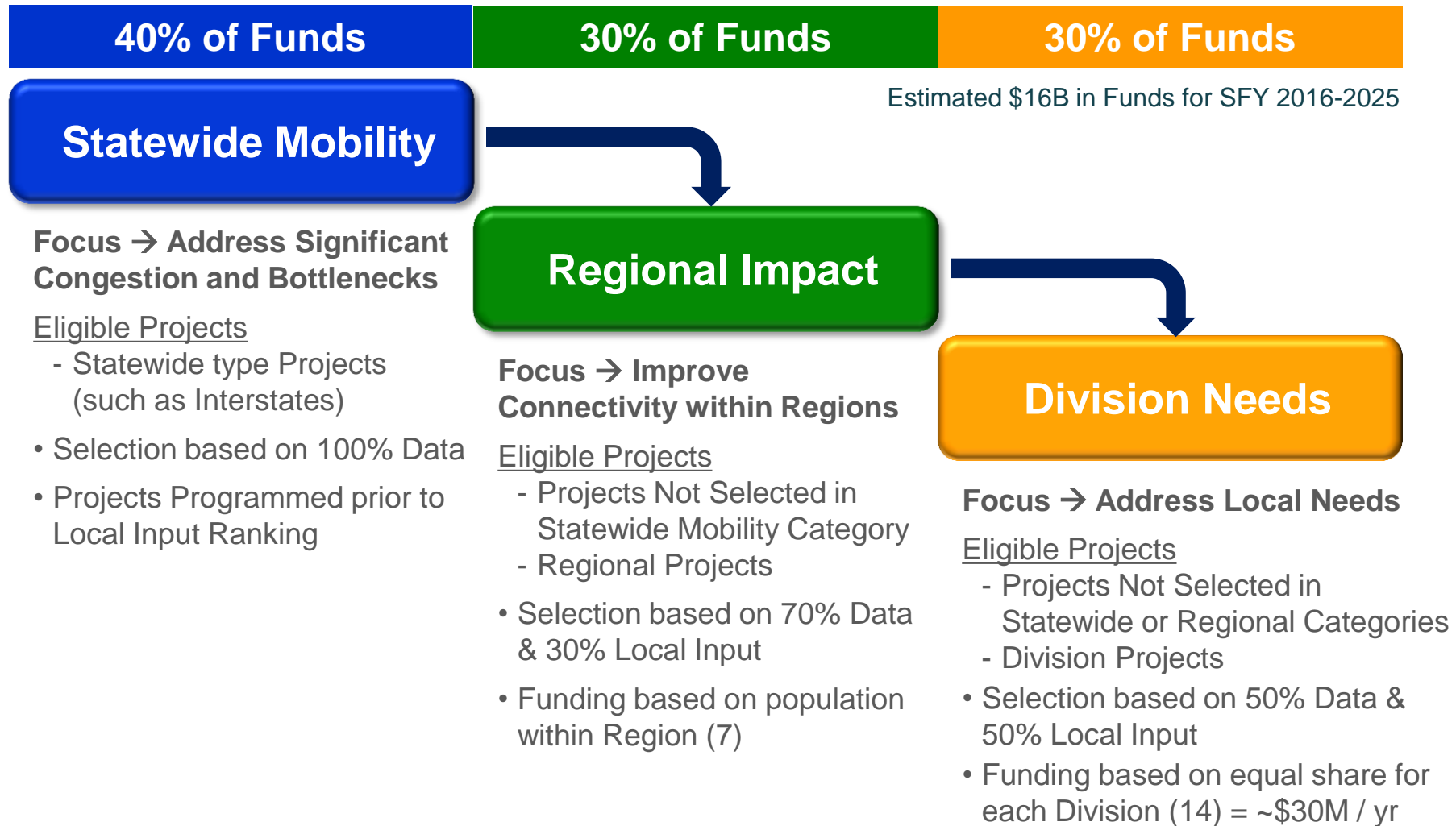
After initial implementation (2015), funding based on prioritization results are for projects 6-10 years in the future

Workgroup charged with providing recommendations to NCDOT on weights and criteria. Reps include:

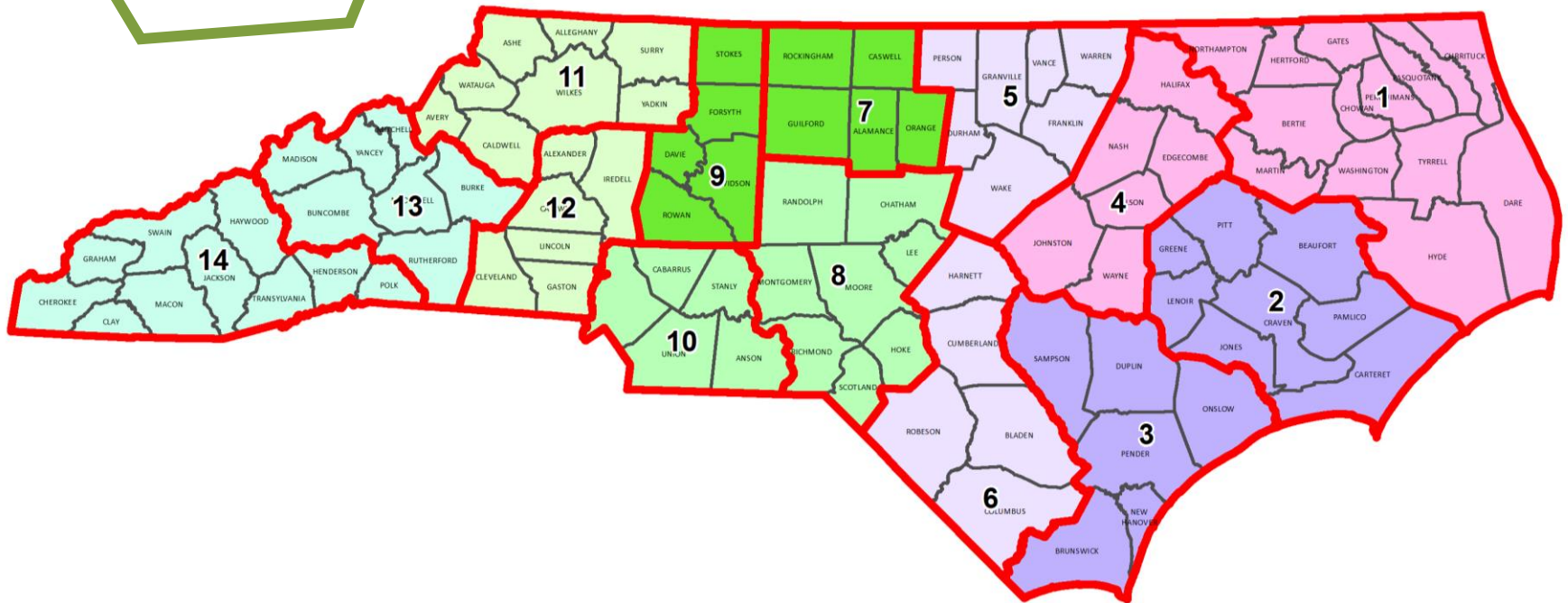
- MPOs & RPOs
- NCDOT Division Engineers
- Local Government Advocacy Groups



How the STI Works



regions & divisions



Eligibility Definitions - Highways

	Statewide	Regional	Division
Highway	<ul style="list-style-type: none">• Interstates and Future Interstates• Routes on the NHS as of July 1, 2012• Routes on Department of Defense Strategic Highway Network (STRAHNET)• Appalachian Development Highway System Routes• Uncompleted Intrastate projects• Designated Toll Facilities <p>~4,500 miles</p>	<ul style="list-style-type: none">• Other US and NC Routes <p>~10,500 miles</p>	<ul style="list-style-type: none">• All SR Routes• ~65,000 miles

Eligibility Definitions – Non-Highways

	Statewide	Regional	Division
Aviation	Large Commercial Service Airports. Funding not to exceed \$500K per airport project per year	Other Commercial Service Airports not in Statewide. Funding not to exceed \$300K per airport project per year	All Airports without Commercial Service. Funding not to exceed \$18.5M for airports within this category
Bicycle-Pedestrian	N/A	N/A	All routes
Public Transportation	N/A	Service spanning two or more counties and serving more than one municipality. Funding amounts not to exceed 10% of regional allocation.	Service not included on Regional. Multimodal terminals and stations serving passenger transit systems
Ferry	N/A	State maintained routes, excluding replacement vessels	Replacement of vessels
Rail	Freight Capacity Service on Class I Railroad Corridors	Rail service spanning two or more counties not included on Statewide	Rail service not included on Statewide or Regional

Highway Project Scoring Overview

	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

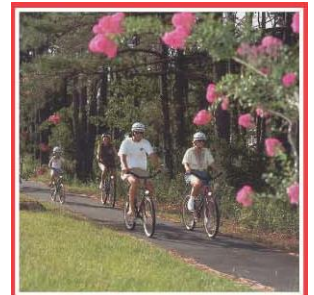
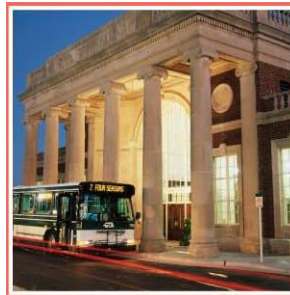
Highway Scoring – Eligible Quantitative Criteria

<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)		
- Economic Competitiveness (Jobs, Change County Economy)		
- Accessibility / Connectivity (County Economic Indicator, Improve Mobility)		
- Freight (Truck Volumes, STRAHNet/Future Interstate, Freight Terminals)		
- Multimodal (Passenger Terminals)		
- Lane Width (Existing Width vs. Standard Width)		
- Shoulder Width (Existing Width vs. Standard Width)		
- Pavement Score (Pavement Condition Rating)		

STI – Non-Highway Criteria

Separate prioritization processes for each mode

- Must have minimum of 4 quantitative criteria
- Criteria based on 0-100 point scale with no bonus points and not favoring any particular mode of transportation



Results – Projects Scored and Programmed

Nearly 3100 projects (highway + non-highway)

- Highways – 1800 (250+ intersection/interchange projects)
- Bike/Ped – 500
- Public Transportation – 200
- Aviation – 500
- Ferry – 50
- Rail – 50

Nearly 500 Projects Programmed in STIP (2016-2025)

- 478 projects under STI vs. 175 from old formula
- 300,000 jobs vs 174,000

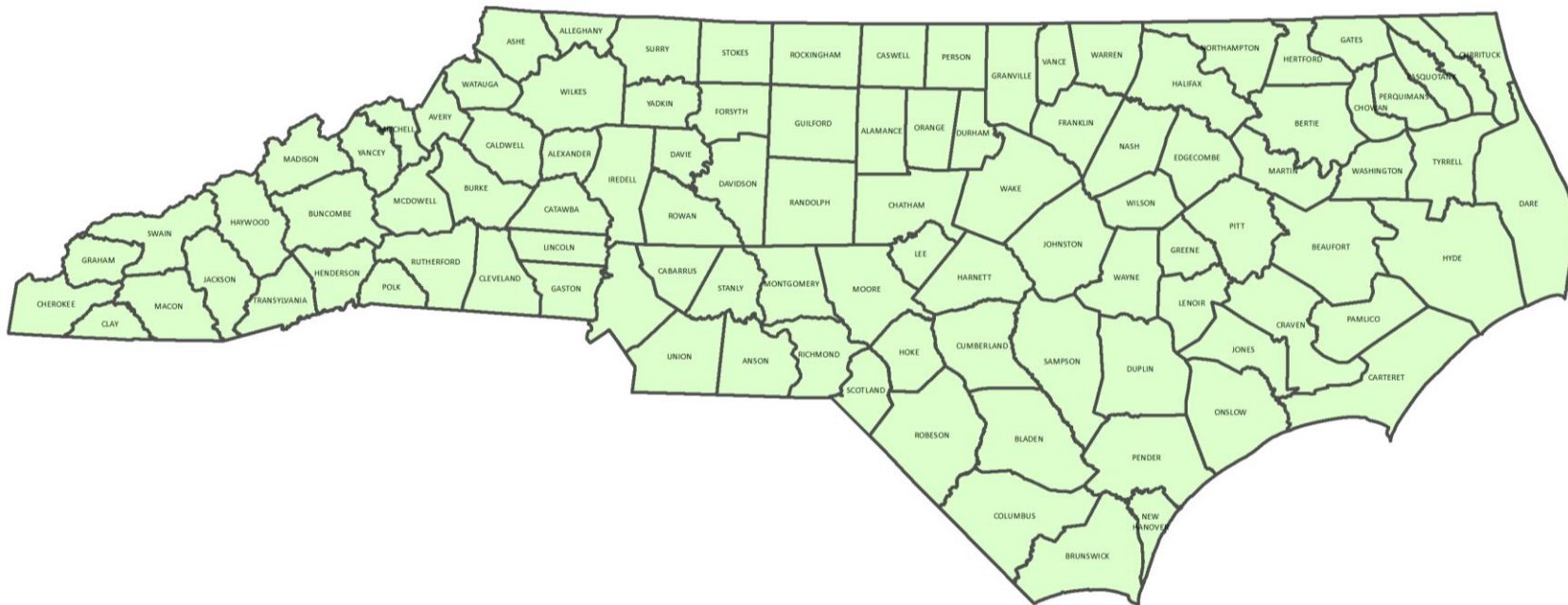
Projects are located where needs are greatest

- 133 intersection/interchange projects to alleviate congestion/bottlenecks

STI Allocations for STIP (\$ in millions)

10 YR ALLOCATION (\$ in 1000'S)	
Statewide (40%)	\$5,633,900
Regional (30%)	\$4,219,350
Division (30%)	\$4,225,430

Statewide Allocations 2016-2015 STIP

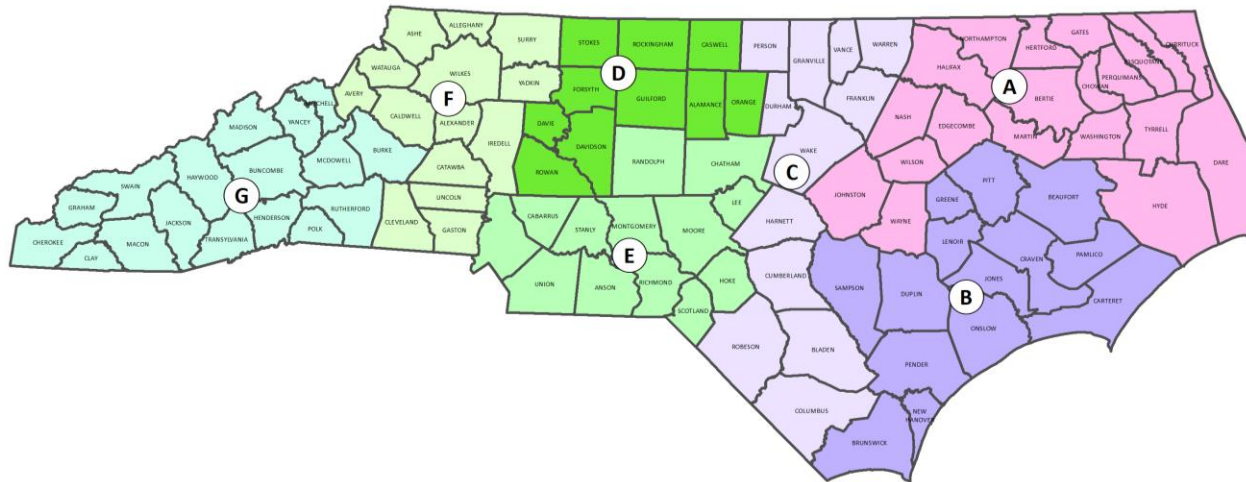


10 YR ALLOCATION (\$ in 1000'S)

Statewide (40%)

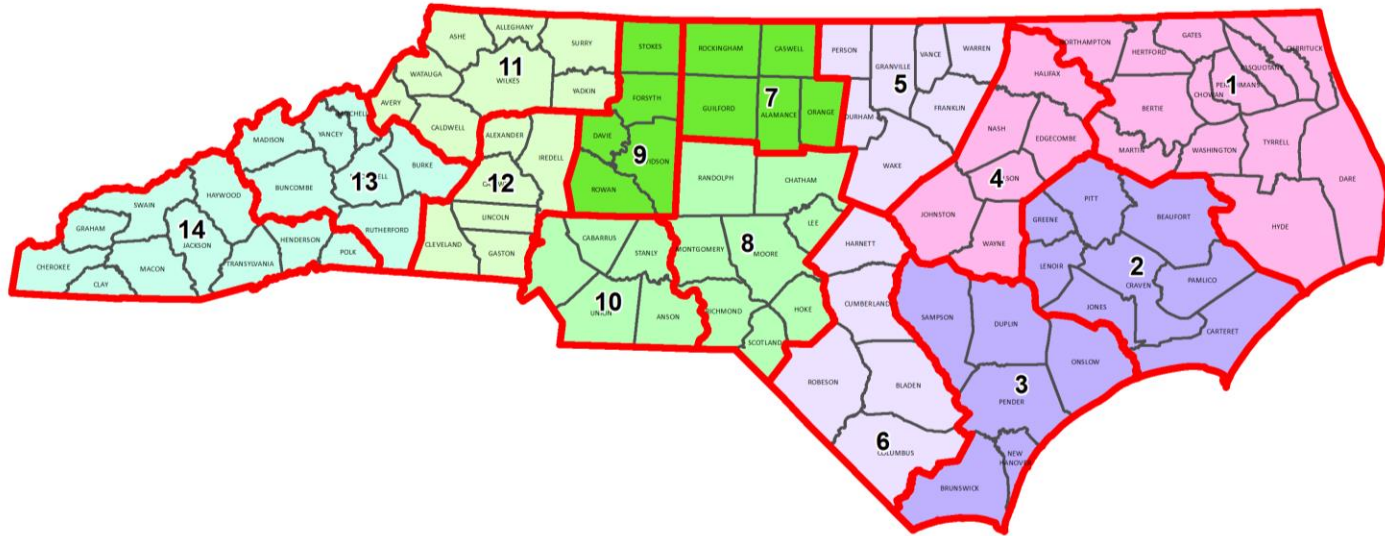
\$5,633,900

Regional Allocations 2016-2015 STIP



Distribution Regions	Population	% of State Population	Regional 10-Year Allocation (in thousands)
A (Divs. 1&4)	850,821	8.63%	\$364,016
B (Divs. 2&3)	1,202,495	12.19%	\$514,477
C (Divs. 5&6)	2,158,804	21.89%	\$923,625
D (Divs. 7&9)	1,667,951	16.91%	\$713,618
E (Divs. 8&10)	1,998,959	20.27%	\$855,237
F (Divs. 11&12)	1,117,339	11.33%	\$478,044
G (Divs. 13&14)	865,583	8.78%	\$370,332
	9,861,952		\$4,219,350

Division Allocations 2016-2015 STIP

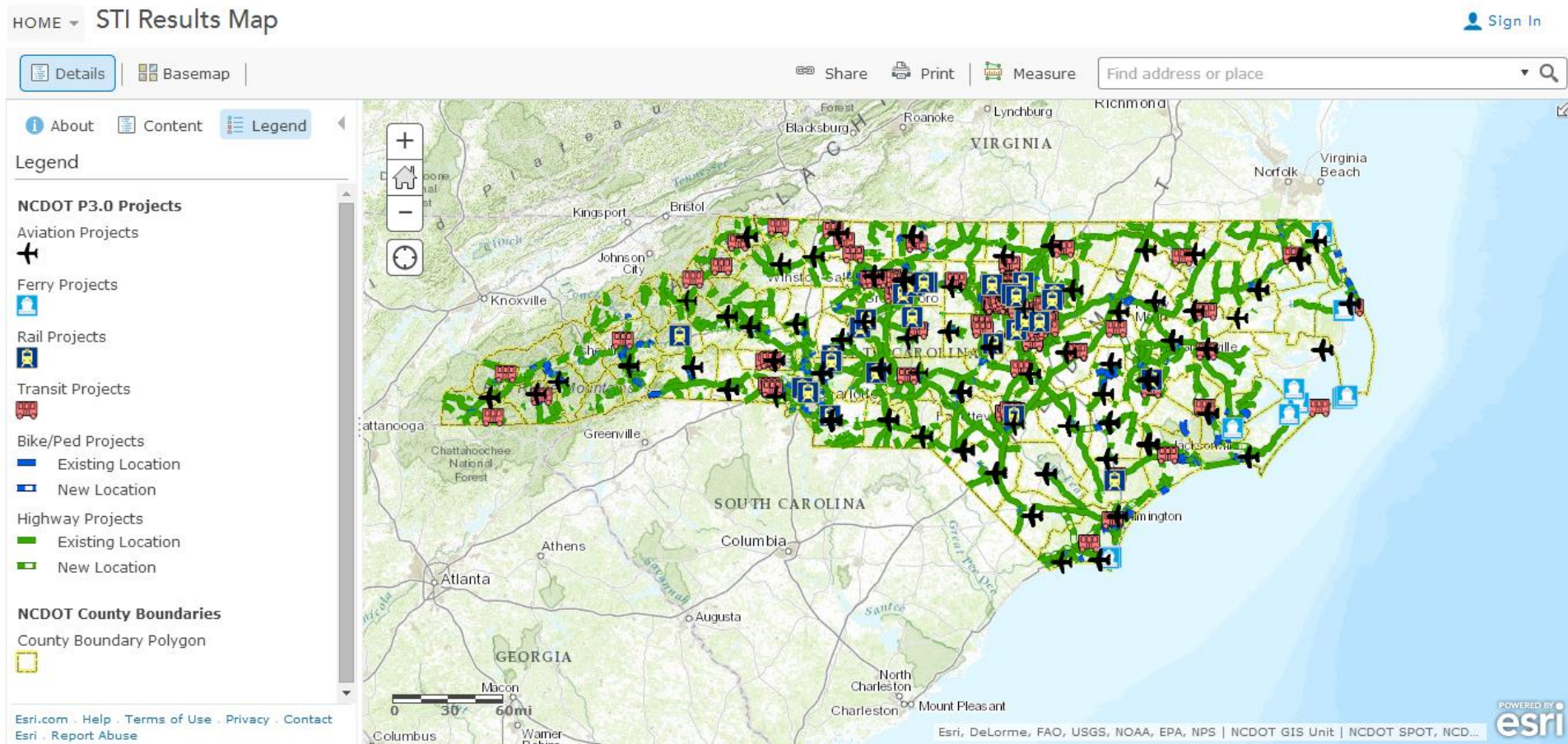


10 YR ALLOCATION (\$ in 1000'S)				
Division 1 (30%)	\$4,225,430		Division 8 (30%)	\$4,225,430
Division 2 (30%)	\$4,225,430		Division 9 (30%)	\$4,225,430
Division 3 (30%)	\$4,225,430		Division 10 (30%)	\$4,225,430
Division 4 (30%)	\$4,225,430		Division 11 (30%)	\$4,225,430
Division 5 (30%)	\$4,225,430		Division 12 (30%)	\$4,225,430
Division 6 (30%)	\$4,225,430		Division 13 (30%)	\$4,225,430
Division 7 (30%)	\$4,225,430		Division 14 (30%)	\$4,225,430

STI Website -

<http://ncdot.gov/strategictransportationinvestments/>

Interactive map (AGOL) of all projects evaluated with data and scores (pdf)



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