



NORTH CAROLINA

Department of Transportation



STI / Prioritization Overview

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October 2019

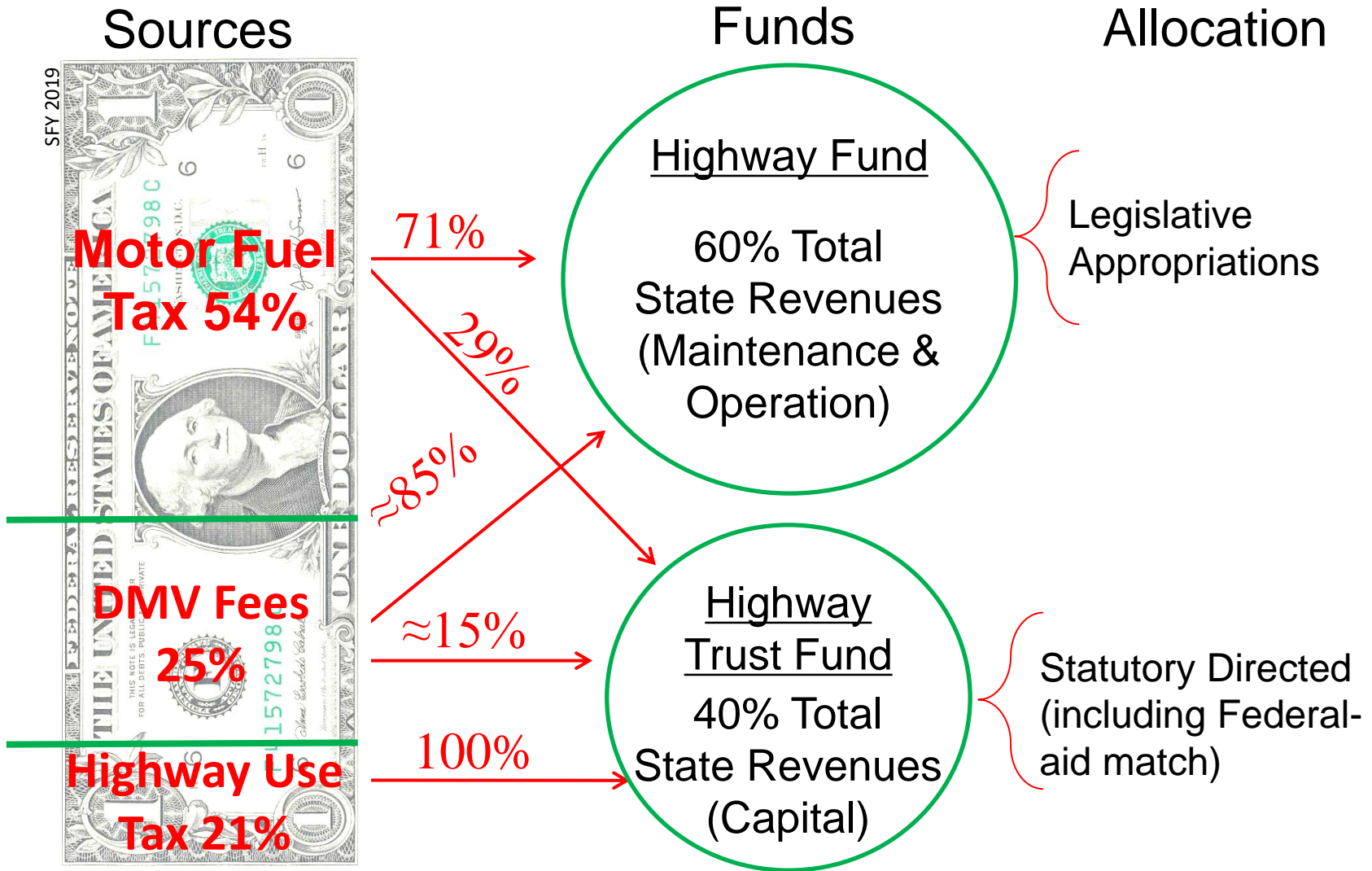
Previous Perception



STIP Revenues



Sources, Funds, Allocation & Distribution



2011 – 2012

Prioritization Process is now in Law

“The Department shall develop and utilize a process for selection of transportation projects that is based on professional standards in order to most efficiently use limited resources to benefit all citizens of the State.

The strategic prioritization process should be a systematic, data-driven process that includes a combination of quantitative data, qualitative input, and multimodal characteristics, and should include local input.

The Department shall develop a process for standardizing or approving local methodology used in Metropolitan Planning Organization and Rural Transportation Planning Organization prioritization.” - S.L. 2012-84

Strategic Transportation Investments (STI) Law

Signed in law in 2013 with overwhelming support

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

Needs-based, data-driven process

- Projects scored using data + local input

Directly ties funding to prioritization results

Strategic Transportation Investments (STI) Law

Prioritization Workgroup charged with providing recommendations to NCDOT on weights and criteria

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

Funding (Highway Trust Fund and Federal Aid)

Bonus Allocation (Highway)

- 50% of local commitment of non-State/Federal funds will be returned to local area for other high scoring projects in that area

GS 136-189.10 and .11

“Article 14B.

Strategic Prioritization Funding Plan for Transportation Investments.

§ 136-189.10. Definitions.

The following definitions apply in this Article:

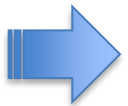


Priorities

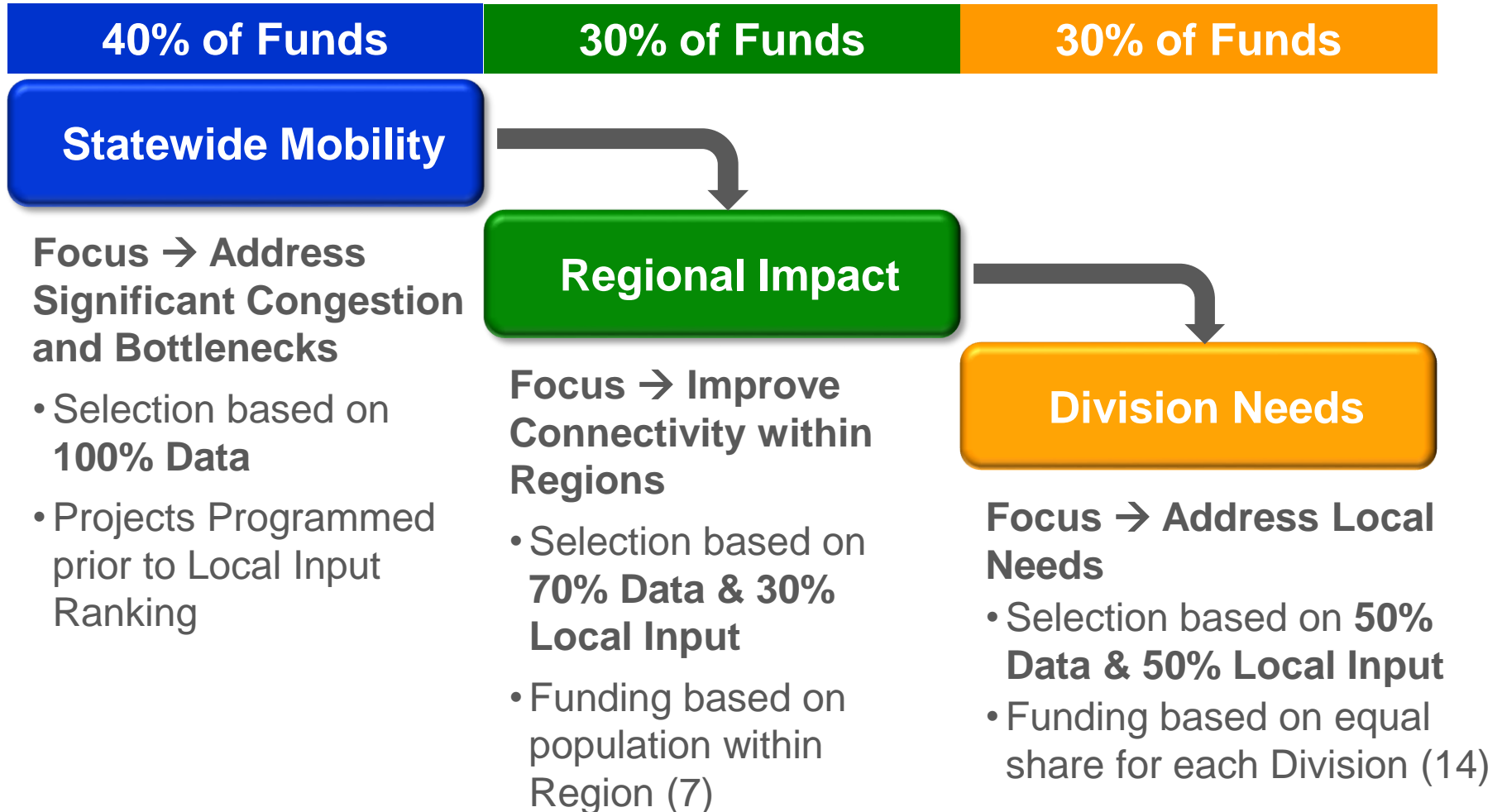
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How STI Works



STI Law 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	<ul style="list-style-type: none"> • All County (SR) Routes • Federal-Aid Eligible Local Roads
Aviation	Large Commercial Service Airports (\$500K cap)	Other Commercial Service Airports not in Statewide (\$300K cap)	All Airports without Commercial Service (General Aviation) (\$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	Vessel or infrastructure expansion	Replacement vessels
Rail	Freight Service on Class I Railroad Corridors	Rail service spanning two or more counties not in Statewide	All other service, including terminals and stations (no short lines)

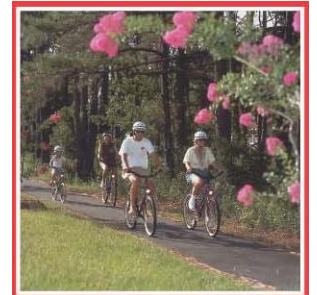
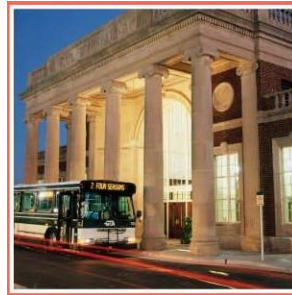
STI Law Highway Scoring Overview

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	Quantitative Criteria can be different for each Region	Quantitative Criteria can be different for each Division

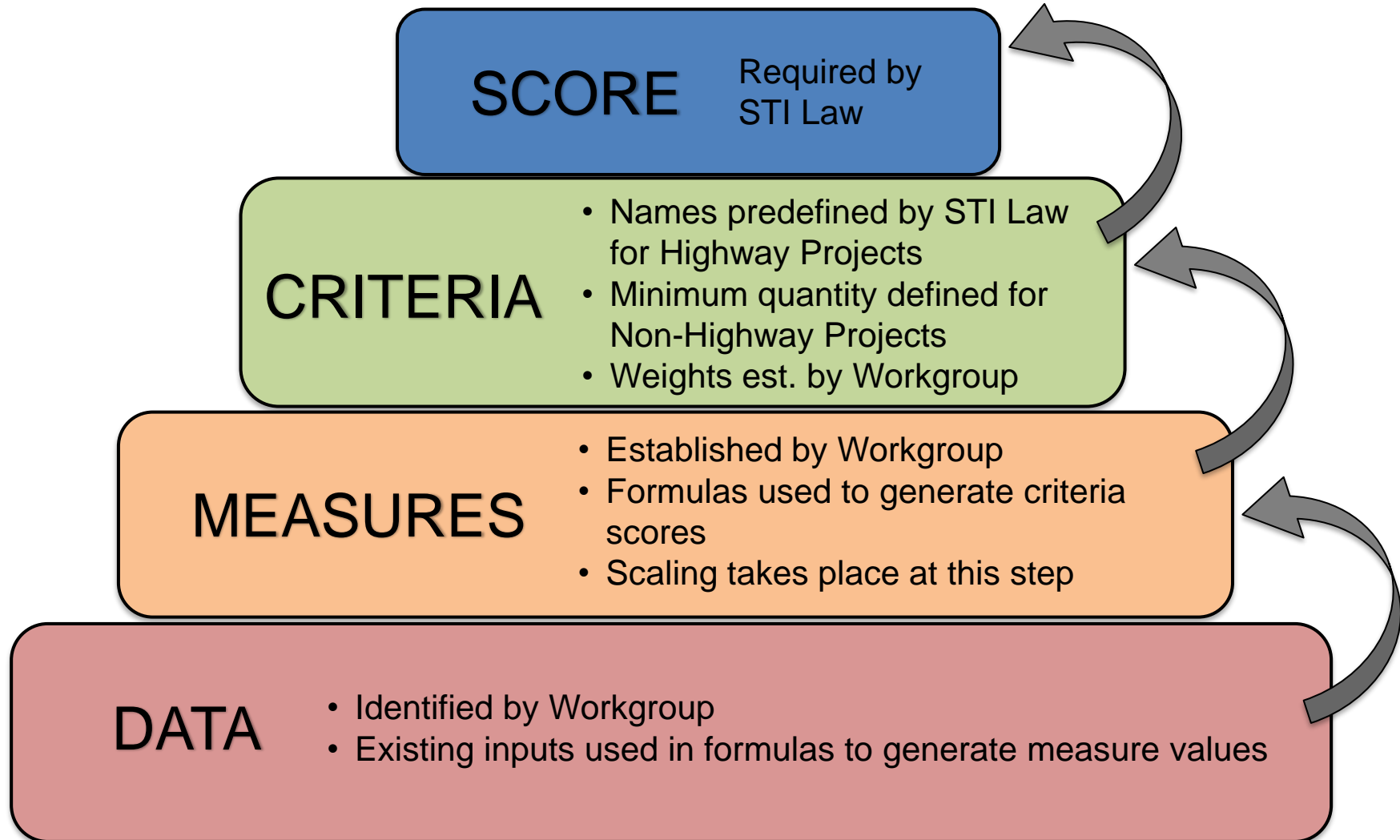
Non-Highway Criteria

Separate prioritization processes for each mode




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
















Quantitative Score Building Blocks



Quantitative Score vs. Local Input

Funding Category	<u>QUANTITATIVE</u>		<u>LOCAL INPUT</u>	
	Data		Division	MPO/RPO
Statewide Mobility	Criteria 1 = 30% Criteria 2 = 25% Criteria 3 = 15% Criteria 4 = 10% Criteria 5 = 15% Criteria 6 = 5%	 100%	--	--
Regional Impact	Criteria 1 = 20% Criteria 2 = 20% Criteria 3 = 10% Criteria 4 = 10% Criteria 5 = 10%	 70%	15%	15%
Division Needs	Criteria 1 = 15% Criteria 2 = 15% Criteria 3 = 10% Criteria 4 = 5% Criteria 5 = 5%	 50%	25%	25%

Highway Scoring – Criteria w/ P6.0 Measures

<u>Criteria</u>	<u>Measure(s)</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) + Funding Leverage		
Safety Score	Critical Crash Rate + Density + Severity + Safety Benefits		
Economic Competitiveness	Percent Change in Jobs + Percent Change in County Economy		
Accessibility / Connectivity	County Economic Indicator + Improve Mobility		
Freight	Truck Volume + Truck Percentage + 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		

P6.0 Non-Highway Criteria

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



Bicycle & Pedestrian Scoring

Eligibility Requirements

- Minimum total project cost = \$100,000
- Eligible costs include right-of-way, preliminary engineering, and construction
- 20% of total project cost is required as non-federal match by local governments
- Project must be included in an adopted plan (per Division of Bike/Ped)
 - Includes adopted bicycle plans, greenway plans, pedestrian plans, Safe Routes to School action plans, comprehensive transportation plans (CTPs), and long range transportation plans



P6.0 Projects to Evaluate

Committed Projects

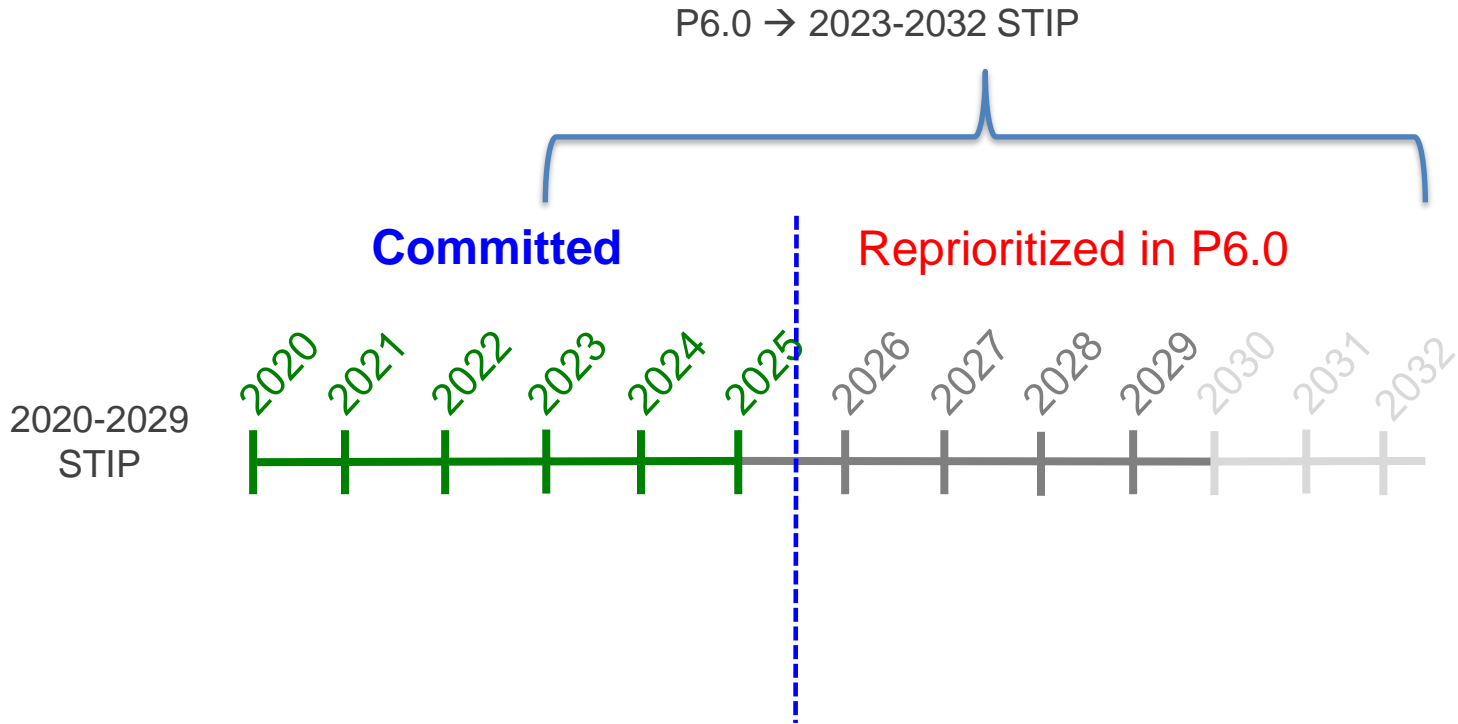
Definition: Projects NOT subject to re-evaluation in next round of Prioritization

- Department is moving forward with these projects
- Subject to the Reprioritization of Committed Projects policy

Applies to 2020-2029 STIP (currently under development)

- Applies to all modes
 - Applies to first year of programming (ROW or CON)
 - Future dollars tied up
- Programmed for R/W or CON between 2020 and 2025

6-Year Committed Window



Carryover Projects

Projects that automatically carry over from P5.0 for evaluation in P6.0

- In STIP, not committed
- Sibling of programmed (will fall under same NEPA/SEPA doc)
- Active or completed NEPA/SEPA (scoping meeting by 12/31/2018)

Modifications

- Segmenting counts, scope changes don't
- 1 out / 1 in

All other projects “removed” and available for resubmittal [Holding Tank]

Project Submittals

MPOs and RPOs:

Base of 12 submittals per mode, plus:

- + 1 for every 50,000 in population
- + 1 for every 500 centerline miles

New Bern MPO can submit 14 Projects per Mode

Divisions: 14 submittals per mode

Applies to each mode

Same formula as P5.0

2020-2029 STIP (P5.0)

Years 1-6

(Committed Projects)

Years 7-10

Carryover

P6.0 Database

Years 7-10

P5.0 Projects
not in STIP

Siblings of STIP,
Planning underway

Carryover

Siblings of STIP,
Planning underway

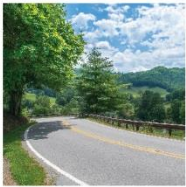
Holding Tank Projects

Submittal

New Project Entries

Submittal

P6.0
Submittals
(total # capped)



P6.0 Local Input Points

Local Input Points

Formula:

**# of Points per Area = Base of 1,000 points
+ 100 points for every 50,000 in population**

- New Bern MPO gets 1200 points per Mode
- Max 2,500 points per area
- 100 point max per project per category
- Same allocation for Regional Impact and Division Needs
- Same formula as P5.0
- Population rounded up to next 50,000 (instead of nearest)

MPOs, RPOs, & Divisions required to have approved methodology for point assignment

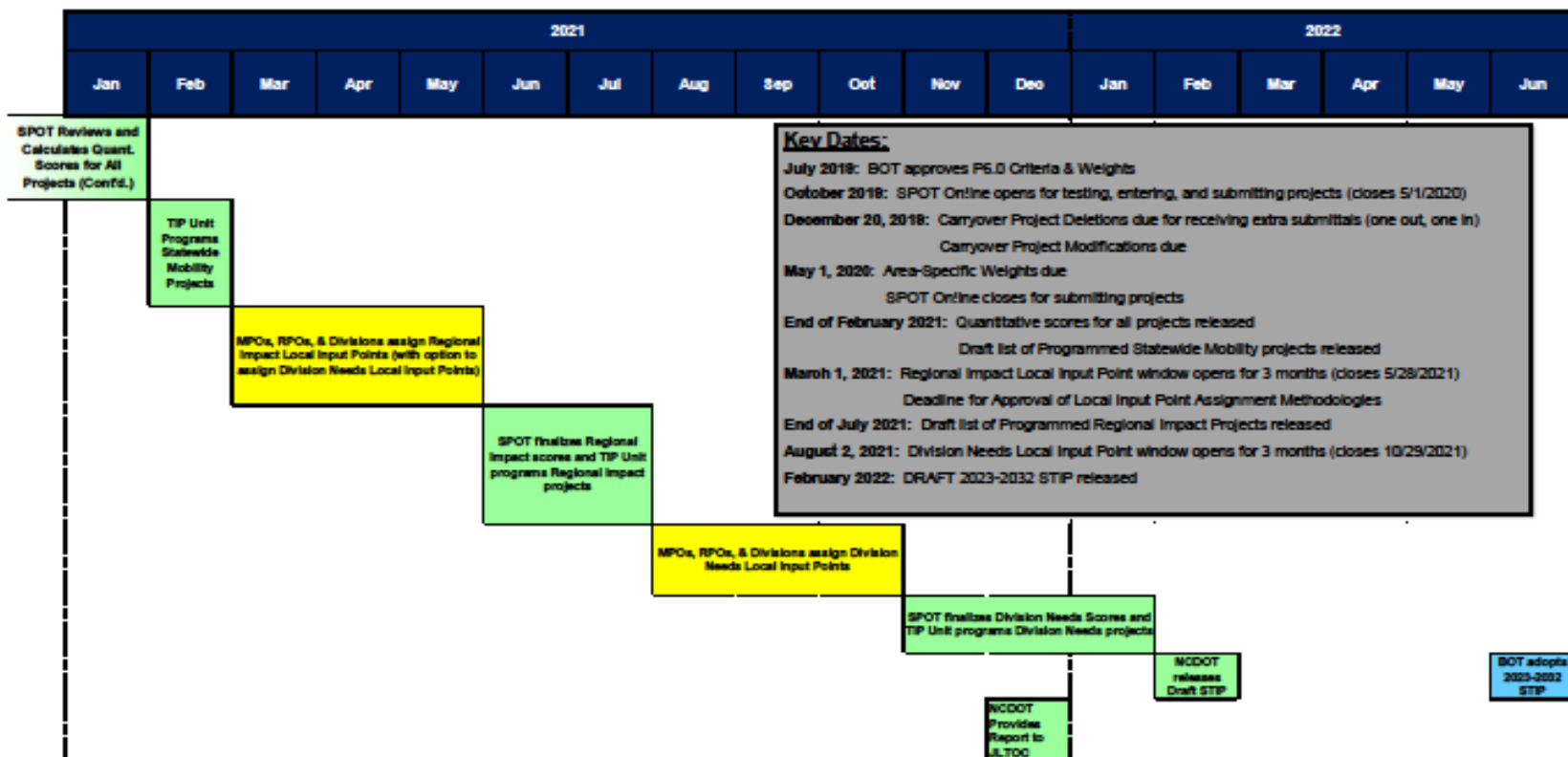
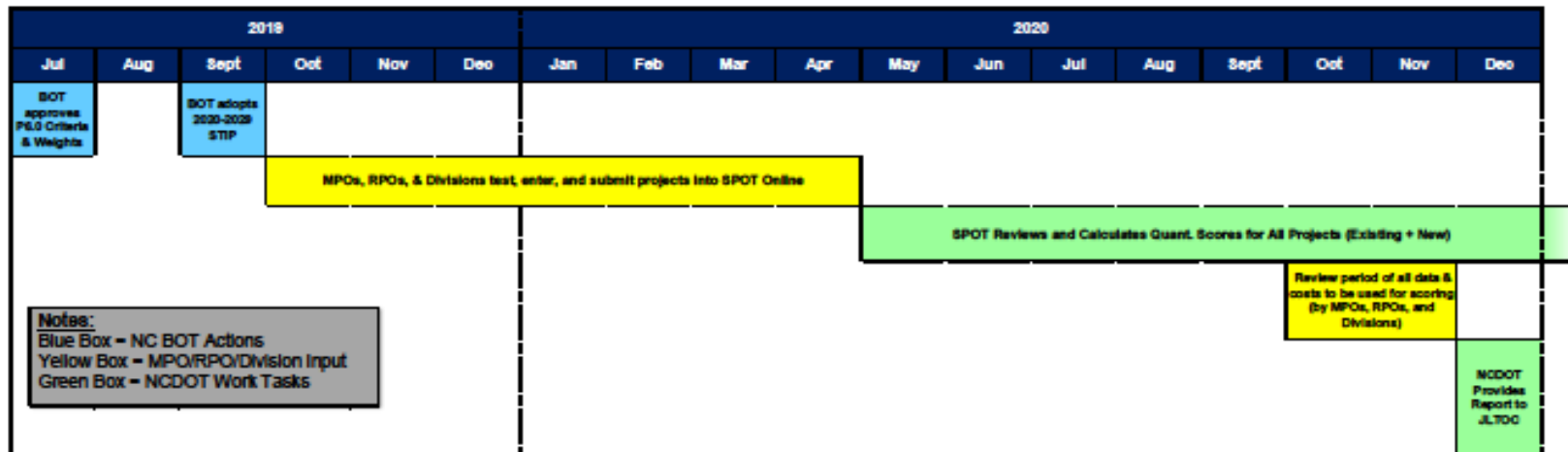
Local Input Points – Flex Policy

Policy: Up to 50% of the base local input points (500 LIPs) can be flexed between Regional Impact and Division Needs within each MPO/RPO or NCDOT Division

- Flexing points would be optional
- Each organization's choice to potentially use flexing would need to be included in the approved LIP methodology (i.e. "flexing clause")
- Allows for more flexibility in addressing various areas' needs in each category and among the different modes/types of projects

Requires additional coordination and planning!

FINAL Prioritization 6.0 Schedule



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Smart decisions to keep North Carolina moving.

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