

Project Prioritization & Programming

How are projects selected for funding?

Transportation Planning 101

May 21, 2014



Moving from Plans to Projects

Step 1: Identify Needs

At this step, the full set of transportation needs in an area is defined based on plans for the area

Step 2: Submit Projects

MPOs, RPOs, and NCDOT Divisions submit lists of projects to NCDOT to be considered for funding

Step 3: Score Projects

NCDOT will score each submitted project using a set of quantitative criteria that make up 50-100% of the final score

Step 4: Prioritize Projects

MPOs, RPOs, and Divisions will assign points to projects based on local and regional priorities, comprising a portion of the final score

Step 5: Develop STIP

NCDOT will use final project scores to program projects for construction

Step 1: Identify Needs

- Local governments, MPOs/RPOs, transit providers, airport managers, railroads, and other transportation agencies refer to their plans (such as CTPs) and identify projects that should be pursued within the timeframe of the upcoming NCDOT Work Plan
- The timeframe for the work plan is typically ten years



Step 2: Submit Projects

- After identifying needs, local governments and transit agencies submit those needs to the RPO
- The RPO selects the identified needs that it will submit to NCDOT for scoring and potential funding (subject to certain limitations, such as a limit on the number of new projects in each mode of transportation and minimum eligibility requirements)
- For the current round of project prioritization (SPOT 3.0), TARPO had to submit its “new” projects in January/February 2014



Step 2: Submit Projects

In the TARPO area, our policy calls for the jurisdictions and agencies within each county to work together on a ranked listing of projects for consideration (making note of new projects to be added and old projects to be removed)

This requested project list was approved by the Chatham County Board of Commissioners, Siler City Board of Commissioners, and Goldston Town Council on October 21, 2013, and by the Pittsboro Board of Commissioners on October 28, 2013. For an explanation of the reasoning behind the rankings, click [here](#).

Ranked Priority Projects - these are the projects considered to be the highest priorities in the county based on local government input

1. US 15-501 (Hillsboro St) widening with curb & gutter, sidewalks, and bike lanes from Launis Street to Powell Place in Pittsboro (corresponds to SPOT ID H090560)
2. US 64 (11th St) from US 421 Bypass to Greensboro Ave in Siler City - add median, sidewalk, crosswalks, bike lanes, and multi-use side path (new highway project)
3. Obstruction removal at Siler City Municipal Airport (new aviation project)
4. US 15-501 (Sanford Rd) three-lane widening plus bike lanes and sidewalks, from NC 87 to Roberson Creek in Pittsboro (corresponds to SPOT ID H090562)
5. 25-foot Light Transit Vehicle (LTV) for Pittsboro-Sanford Shuttle by Chatham Transit Network (new transit project)
6. NC 87 widening to provide 12-foot lanes and 4-foot shoulders from Granite Springs Road to the Alamance County line (corresponds to SPOT ID H090302)
7. E Thompson St sidewalk in Pittsboro, from Martin Luther King Jr Dr to US 64 Business (new pedestrian project)
8. E Raleigh St in Siler City - multiuse sidepath from US 64 to S 10th Ave & sidewalk from S 10th Ave to S 6th Ave (new pedestrian project)
9. X Campbell Rd Extension in Pittsboro - connecting existing X Campbell Rd at Old Graham Rd to US 15-501 with 2 lanes on new location, including multi-use sidepath on the section west of stream crossing and sidewalks/bike lanes on the section east of stream crossing (new highway project)
10. Siler City Municipal Airport Parallel Taxiway Phase 1 - 50% taxiway planning and construction on the 22 approach (northern approach) (new aviation project)
11. Widening and bike lanes on Hamlets Chapel Rd and Jones Ferry Rd from US 15-501 to the Orange County line (corresponds to SPOT ID H090957)
12. Operating Centers Feasibility Study for Chatham Transit Network (new transit project)
13. Old Graham Rd minor widening from NC 87 to Chicken Bridge Rd, including paved shoulders/bike lanes (corresponds to SPOT ID H090561)
14. US 64 (11th St) from Greensboro Ave to the eastern intersection of Stockyard Rd in Siler City - add median, sidewalks, crosswalks, and bike lanes (new highway project)
15. Industrial-US 15-501 Connector - new two-lane road in Pittsboro connecting US 15-501 to Industrial Park Dr, including bike lanes and sidewalks (new highway project)
16. E 3rd St sidewalk in Siler City, from US 64 to N 5th Ave (new pedestrian project)
17. 2nd Ave in Siler City, from Greensboro Ave to Fayetteville Ave - convert existing 5-lane cross-section into 2-lane cross-section with medians, bike lanes, and parking (new highway project)
18. Crossing signals and gates at W Elk St railroad crossing in Siler City (new rail project)
19. Siler City Municipal Airport Parallel Taxiway Phase 2 - 50% taxiway planning and construction on the 4 approach (southern approach) (new aviation project)
20. US 15-501 Multilane Widening from Proposed Pittsboro Bypass to Lee County line (corresponds to SPOT ID H090554)

Additional Unranked Projects - these are projects that the local governments wish to be submitted to NCDOT for consideration/scoring, but that were considered a lower priority and left unranked.



Step 3: Score Projects

- NCDOT runs all projects (existing and new) through its scoring model
- There are different scoring models for each bucket of funding (statewide, regional, division) and each mode of transportation (highway, transit, aviation, rail, ferry, and bicycle/pedestrian)
- For SPOT 3.0, we received the final quantitative scores just last week (on May 14th)



Step 3: Score Projects

- The Statewide Mobility funding category is determined entirely based on the NCDOT quantitative score (and certain funding caps established in the STI law). Only a limited set of highway, rail, and aviation projects are eligible for this category.
- 40% of available state-controlled funding is allocated to this category.
- In SPOT 3.0, the TARPO region did not receive Statewide Mobility funding for any of our projects



Step 3: Score Projects

- Regional Impact funds are assigned to 7 funding regions in the state, with each region's share being proportional to its population
- 70% of the total score for Regional Impact projects is based on the quantitative score, with 15% based on the MPO or RPO point assignment and 15% on the NCDOT Division point assignment
- 30% of available state-controlled funding is allocated to this category
- US & NC highway routes, commercial service airports, and certain rail, transit, and ferry projects are eligible

Step 3: Score Projects

- Division Needs funds are assigned to 14 divisions in the state, with each region's share being equal
- 50% of the total score for Division Needs projects is based on the quantitative score, with 25% based on the MPO or RPO point assignment and 25% on the NCDOT Division point assignment
- 30% of available state-controlled funding is allocated to this category
- All project types are eligible for this category

Step 4: Prioritize Projects

- TARPO will have an opportunity to assign local prioritization points to projects
- We will have 1400 points to assign to “regional” projects, accounting for 15% of their final score
- We will also have 1400 points to assign to “division” projects, accounting for 25% of their final score
- TARPO has an adopted process for developing draft point assignments (see next slide)
- These local points will be assigned in June 2014
- NCDOT Divisions also assign points to projects, based on their own prioritization policy – the RPO will coordinate with the Divisions to the extent possible



Step 4: Prioritize Projects

Draft Regional Impact Point Assignments:

- H140374 – NC 54 widening to 4-lanes, from Orange Grove Rd to Old Fayetteville Rd (Orange County)
- H090263 – NC 42 & Broadway Rd widening from Horner Blvd to Harrington Ave/Buckhorn Rd (Lee County)
- H111164 – Horner Blvd “complete street” improvements, from US 1 to former ACL railroad crossing (Lee County)
- H090295 – Upgrade intersection at US 1 & Pendergrass Rd to interchange, including realignment of NC 78 (Lee County)
- H090560 – Hillsboro St (US 15-501) widening to 3-lanes with C&G, bike lanes, sidewalks, from Launis St to Powell Place (Chatham County)
- H140366 – US 64 (11th St) in Siler City – add median, sidewalks, bike lanes, crosswalks, multi-use path, from US 421 Bypass to Greensboro Ave (Chatham County)
- H111300 – Access management improvements on US 1, from Old US 1 in Southern Pines to US 15-501 South in Aberdeen (Moore County)
- H090562 – Sanford Rd (US 15-501) widening to 3 lanes with C&G, sidewalks, bike lanes, from Robeson Creek to NC 87 (Chatham County)
- H140384 – Access management improvements on US 15-501, from US 1 in Aberdeen to Brucewood Rd in Southern Pines (Moore County)
- H090302 – NC 87 widening to provide 12-foot lanes & 4-foot paved shoulders, from NC 902 to Alamance County line (Chatham County)
- H090159 – NC 211 widening to 4 lanes, from US 15-501 in Aberdeen to US 401 in Raeford (Moore County)
- H090114 – NC 24/27 widening to 4 lanes, from US 220 in Biscoe to proposed Carthage Bypass (Moore County)
- H090296 – NC 5 turn lane improvements, from US 1 in Aberdeen to Pinehurst limits (Moore County)
- H141391 – NC 54 widening to multilanes, from Orange Grove Rd in Orange County to NC 119 in Alamance County (Orange County)

Step 4: Prioritize Projects

Draft Division Needs Point Assignments:

- A130467 – Easement acquisition & obstruction clearing, Runways 22 and 4 at Siler City Municipal Airport (Chatham County)
- H140374 – NC 54 widening to 4-lanes, from Orange Grove Rd to Old Fayetteville Rd (Orange County)
- H090263 – NC 42 & Broadway Rd widening from Horner Blvd to Harrington Ave/Buckhorn Rd (Lee County)
- H111164 – Horner Blvd “complete street” improvements, from US 1 to former ACL railroad crossing (Lee County)
- H090295 – Upgrade intersection at US 1 & Pendergrass Rd to interchange, including realignment of NC 78 (Lee County)
- H090560 – Hillsboro St (US 15-501) widening to 3-lanes with C&G, bike lanes, sidewalks, from Launis St to Powell Place (Chatham County)
- H090557 – Buckhorn Rd widening to multilanes with bicycle and pedestrian facilities, from US 70 to West Ten Rd (Orange County)
- H140366 – US 64 (11th St) in Siler City – add median, sidewalks, bike lanes, crosswalks, multi-use path, from US 421 Bypass to Greensboro Ave (Chatham County)
- H140482 – Carthage St “complete street” improvements, from Fire Tower Rd to Wicker St, including roundabouts at Fields Dr & at Wicker St (Lee County)
- B140575 – Multi-use sidepath on East Raleigh St in Siler City, from US 64 to South 10th Ave, and sidewalk on East Raleigh St from S 10th Ave to S 6th Ave (Chatham County)
- B140587 – Mid-block pedestrian crossing with median refuge on US 1 at Aberdeen Lake Park in Aberdeen (Moore County)
- B141050 – Greenway and sidewalk improvements in Knoll Rd corridor in Southern Pines, including crossing improvement at Midland Rd (Moore County)
- H111300 – Access management improvements on US 1, from Old US 1 in Southern Pines to US 15-501 South in Aberdeen (Moore County)
- H090559 – Modernization, turn lanes, widening to 12-foot lanes, bike lanes, on Efland-Cedar Grove Rd from Highland Farm Rd to north of Carr Store Rd (Orange County)

Step 5: Develop STIP

- NCDOT will develop the Statewide Transportation Improvement Program based on the outcome of the project scoring, in addition to factors such as project readiness/scheduling, cash flow, and funding caps
- The first five years of this plan will be a “committed” project list. The second five years will be a “developmental” project list.
- We expect a draft STIP to be released for comment around December 2014
- The STIP must be adopted before July 1, 2015

Funds Outside of SPOT/STI Process

- Operations & Maintenance funded out of Highway Fund (STI only covers the Highway Trust Fund and federal funding sources)
- Powell Bill
- Congestion Mitigation & Air Quality (CMAQ)
- Competitive/Discretionary Grants
- Appalachian Development Highway Funds

Funds Partly Outside of SPOT/STI Process

- Bridge replacement, Interstate maintenance, and highway safety funds are subject to their own prioritization processes, but do still count toward the funding total for the applicable funding category of the roadway (statewide, regional, or division)
- STP-DA, Transportation Alternatives, and Rail crossing improvements have their own project selection processes, but count toward the funding total in the division category (exception: STP-DA funds spent on statewide or regional projects will count toward the regional pool)

Funds Partly Outside of SPOT/STI Process

- \$15 billion anticipated in capital funds from 2016-2025
 - \$6 billion for Statewide Mobility
 - \$4.5 billion for Regional Impact (divided to regions by population)
 - \$4.5 billion for Division Needs (divided to divisions by equal share for ~ \$32 M per year per division)

Questions?

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Highway Scoring Criteria and Weights

Note: Divisions 1,2,3,4 have agreed to use alternate criteria in Regional Impact and Division Needs categories.

Funding Category	<u>QUANTITATIVE</u>	<u>LOCAL INPUT</u>	
	Data	Division Rank	MPO/RPO Rank
Statewide Mobility	[Travel Time] Benefit/Cost = 30%		
	Congestion = 30%		
	Economic Competitiveness = 10%		
	Safety = 10%	--	--
	<u>Multimodal [& Freight + Military] = 20%</u>		
	Total = 100%		
Regional Impact	[Travel Time] Benefit/Cost = 25%		
	Congestion = 25%		
	Safety = 10%	15%	15%
	<u>Accessibility/Connectivity = 10%</u>		
	Total = 70%		
Division Needs	[Travel Time] Benefit/Cost = 20%		
	Congestion = 20%		
	Safety = 10%	25%	25%
	Total = 50%		