



NORTH CAROLINA
Department of Transportation

Introduction to Prioritization

NCDOT Division of Planning and Programming

August 14, 2024

Prioritization Overview



Bicycle &
Pedestrian



Rail



Public
Transportation



Aviation

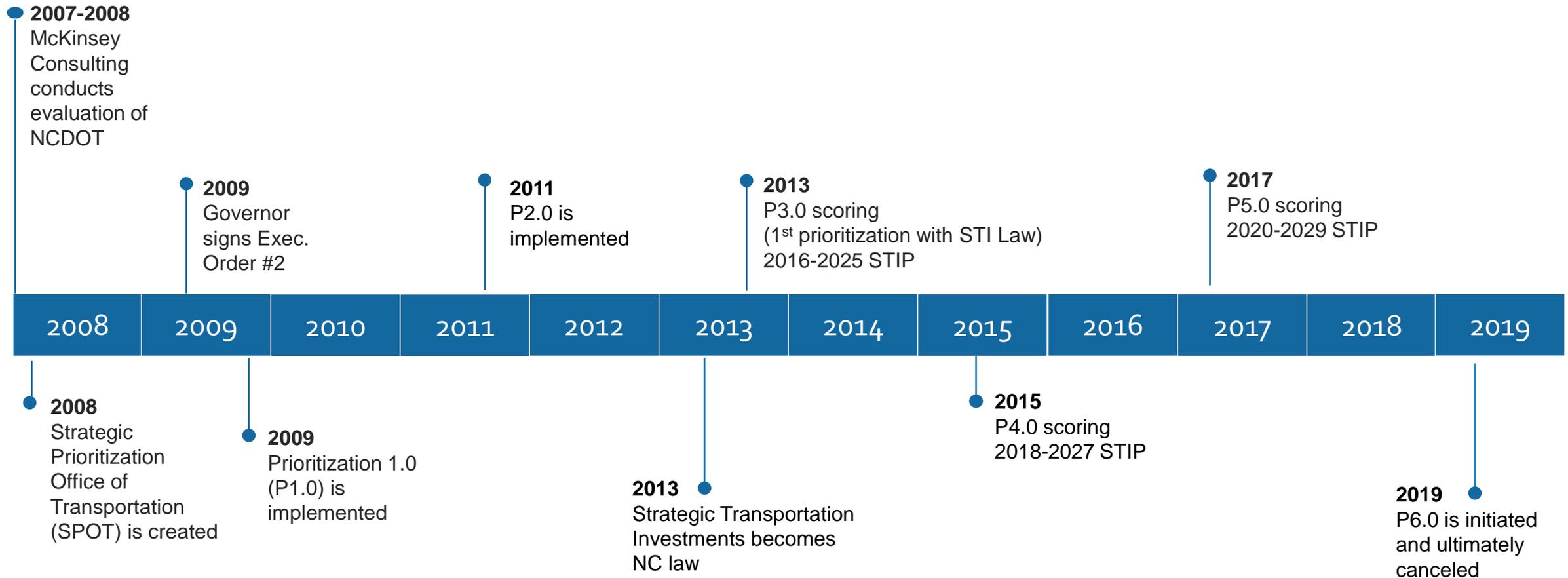


Ferry



Highway

History of Prioritization



Strategic Transportation Investments (STI) Law

- Prioritizes capital expenditures across all modes (Mobility/Expansion + Modernization)
- Needs-based, data-driven
- Directly ties funding to Prioritization results
- Funding comes from Highway Trust Fund and Federal Aid Program
- Workgroup used every cycle for improvement

STI Law

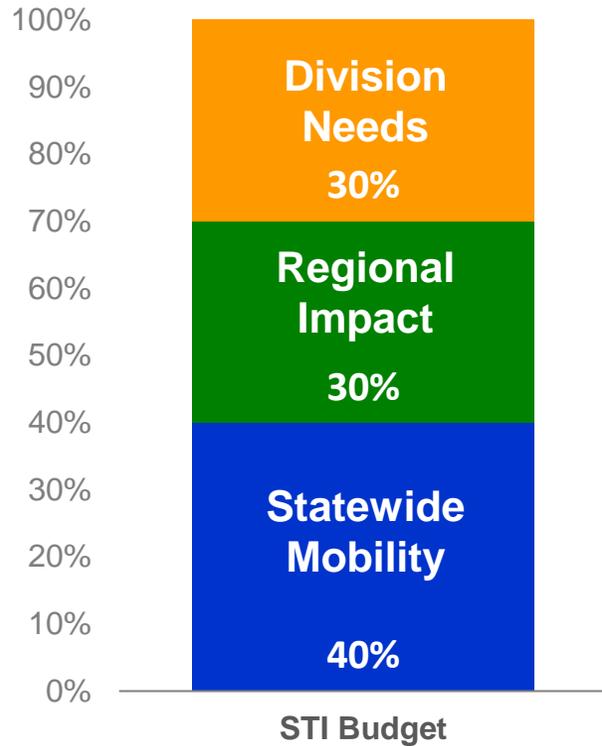
STI Law (§ 136-189.11) defines:

- Funding Categories and Percentages
- Project Eligibility
- Highway Scoring Criteria Names
- Funding Constraints

Recommendations developed by Workgroup and NCDOT BOT adopts:

- Scoring Process (timeframe, submittals, carryovers, etc.)
- Highway Measures and Weights
- Non-Highway Criteria, Measures, and Weights
- Normalization (funding allocation between modes)
- Local Input Points

STI Categories

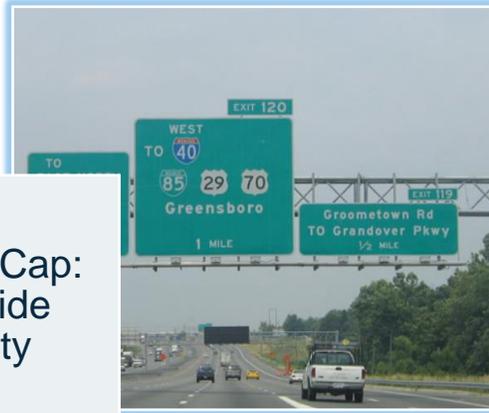


Mode	Statewide Mobility	Regional Impact	Division Needs
Highway	<ul style="list-style-type: none"> Interstates (existing & future) National Highway System routes (as of 2013) STRAHNET¹ Designated Toll Facilities 	Other US and NC Routes	<ul style="list-style-type: none"> All Secondary Roads (SR) Federal-Aid Eligible Local Roads
Aviation	Large Commercial Service Airports <i>cap - \$500K / project / year</i>	Other Commercial Service Airports not in Statewide <i>cap - \$300K / project / year</i>	All Airports without Commercial Service (General Aviation) <i>cap - \$18.5M annual program</i>
Bicycle-Pedestrian	N/A	N/A	All projects (\$0 state highway trust 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)

¹ STRAHNET – Strategic Highway Network, system of roads deemed necessary for emergency mobilization and peacetime movement of personnel and equipment to support U.S. military operations

STI Legislation Funding Caps and Restrictions Impacting Programming

Corridor Cap:
Statewide
Mobility



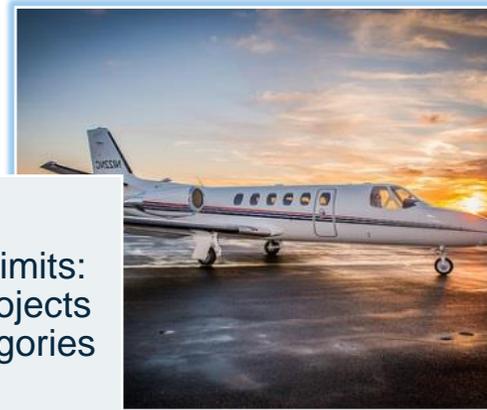
Funding limits:
Light rail and
commuter rail
projects



Funding limits:
Regional Impact
transit projects



Funding limits:
Airport projects
in all categories



Prohibition:
State funds as
the match
federal-aid for
independent
bike/ped projects



Projects in the STIP

Projects selected through Prioritization (\$28 B)

Statewide Mobility

Regional Impact

Division Needs

Alternate Criteria (\$6 B)

Funded: STI Category based on route eligibility

Interstate Maintenance

Safety

Bridge Replacement

Bridge Rehabilitation

Funded: Division Needs Category

MPO Direct Attributable (DA)

Transportation Alternatives

National Electric Vehicle Infrastructure (NEVI)

Highway-Rail Crossing

Economic Development

Exempt (\$200 M)

Funded: outside of Statewide Mobility, Regional Impact, and Division Needs categories

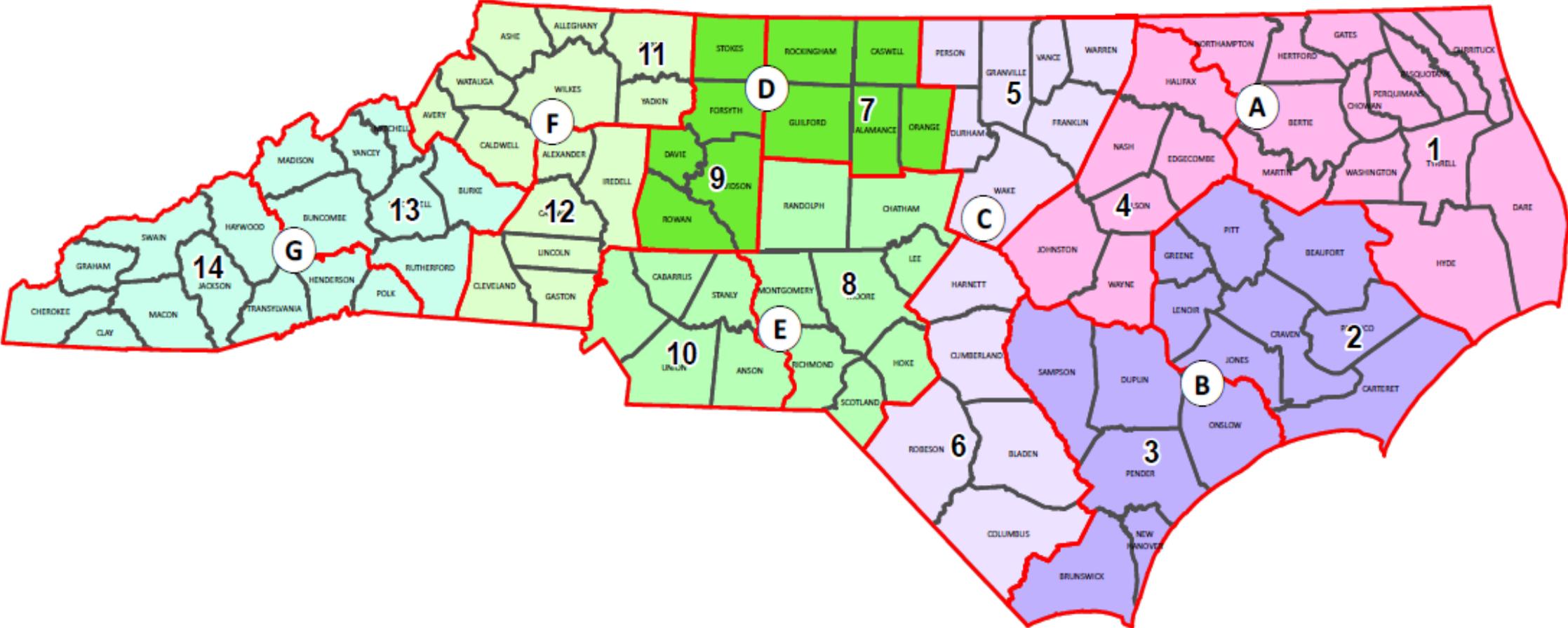
Appalachian Development Highway System (ADHS)

Congestion Mitigation and Air Quality (CMAQ)

CARBON Reduction Program

Bonus Allocation

Regions and Divisions



Workgroup Process

§ 136-189.11. Transportation Investment Strategy Formula

(h) Improvement of Prioritization Process. –

The Department shall endeavor to **continually improve the methodology and criteria** used to score highway and non-highway projects pursuant to this Article, including the use of normalization techniques, and methods to strengthen the data collection process.

The Department is directed to continue the **use of a workgroup process** to develop improvements to the prioritization process.

Workgroup Process

Members (26)			
MPO Representatives	x4	RPO Representatives	x4
Metro Mayors Coalition	x1	League of Municipalities	x1
Regional Council of Governments	x1	Association of County Commissioners	x1
NC Rural Center	x1	NCDOT Division Engineers	x4
NCDOT Multi-Modal	x1	NCDOT Subject Matter Experts	x8

Advisory / SME
Modal Directors
Legislative Staff
FHWA
Technical Experts
Support Staff

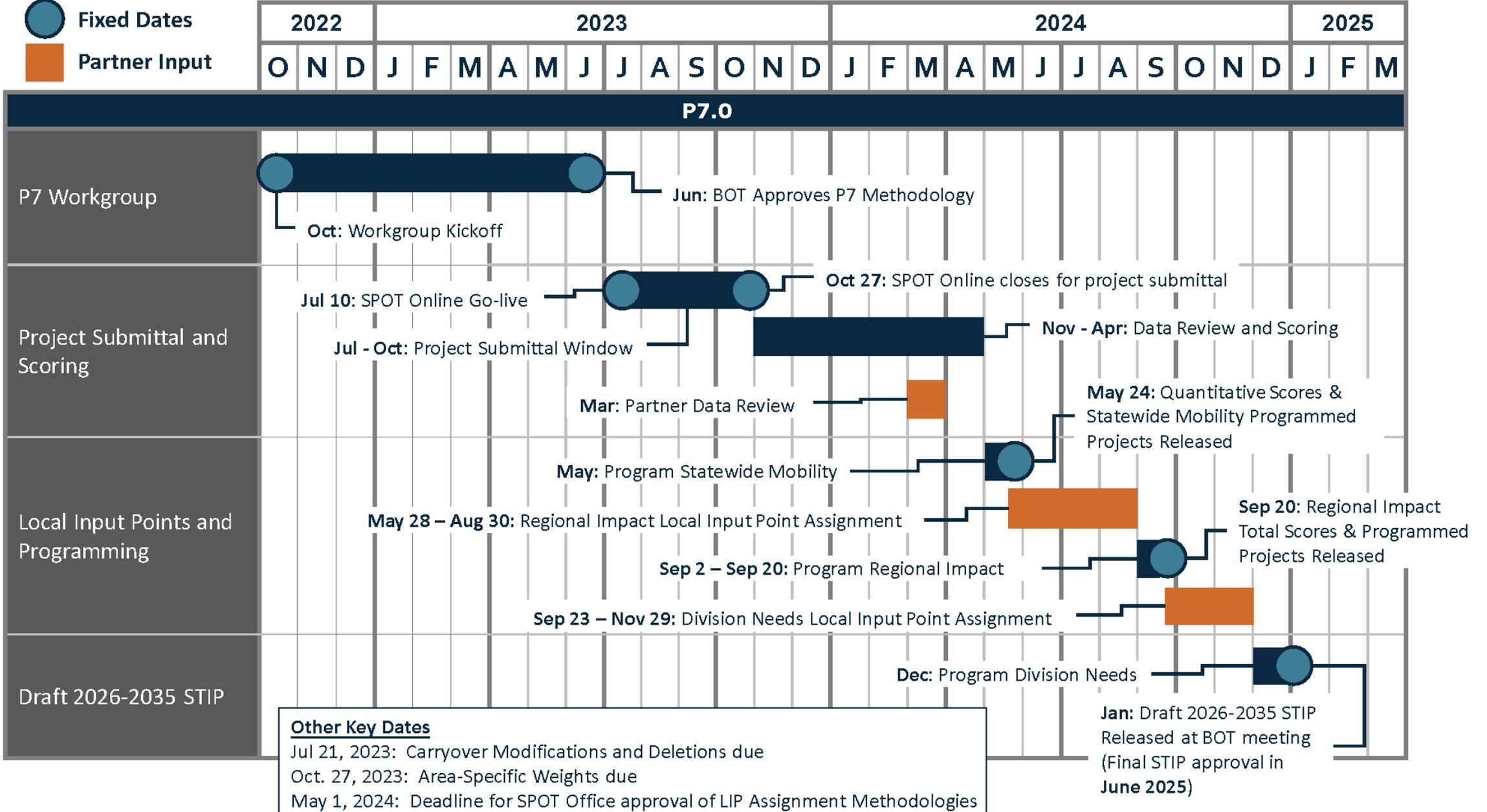
- Department participants in the Workgroup shall not exceed half of the total group

P7 Schedule

Revised – March 2024

Dates set per P7 Workgroup in October 2022

- Fixed Dates
- Partner Input



Scoring Process

Projects Submitted by MPOs, RPOs, & Divisions

SPOT Review

1. Reviewed for category eligibility
2. Data screened
3. Quantitative scores calculated

Statewide Mobility
40% of Funds

1. Projects programmed
2. Projects not programmed cascaded to next category

Regional Impact
30% of Funds

1. Local input points assigned
2. Total scores calculated
3. Projects programmed
4. Projects not programmed cascaded to next category

Division Needs
30% of Funds

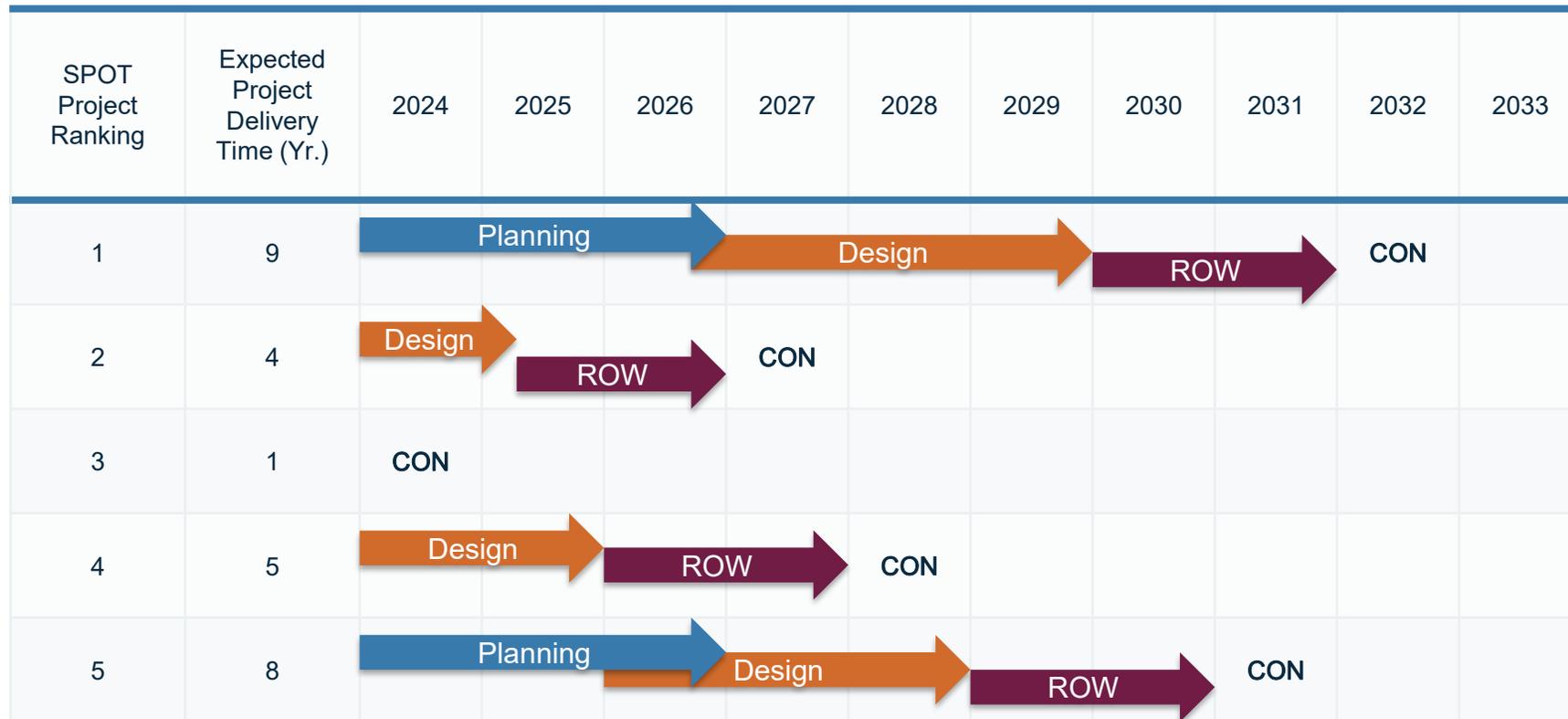
1. Local input points assigned
2. Total scores calculated
3. Projects programmed

Statewide Mobility Score =
100% Quantitative

Regional Impact Score =
70% Quantitative +
30% Local Input

Division Needs Score =
50% Quantitative +
50% Local Input

Project Programming vs. Scheduling



- Regardless of priority, projects cannot be programmed for Right-of-Way (ROW) or Construction (CON) prior to completion of planning/environmental and design work
- A lower-scoring project that can be delivered soon may get scheduled prior to a higher-ranking project that still needs extensive work

SPOT ONLINE

Functionality:

- Project submission, mapping
- Local Input Points

Training in advance of project submittal window opening

The screenshot displays the SPOT ONLINE web application. The browser address bar shows the URL gis13.services.ncdot.gov/SpotOnline/default.aspx. The user is logged in as Becca Gallas (SPOT Office). The interface features a 'My Projects' table and a map view.

Flag	SPOTID	Mode	Project Category	Status
✓✓	A130310	Aviation	Division Needs	Submitted
✓✓	A130311	Aviation	Division Needs	Submitted
✓✓	A130316	Aviation	Division Needs	Submitted
✓✓	A130318	Aviation	Division Needs	Submitted
✓✓	A150871	Aviation	Division Needs	Submitted
✓✓	A150872	Aviation	Division Needs	Submitted
✓✓	A192715	Aviation	Division Needs	Submitted
✓✓	A192718	Aviation	Division Needs	Submitted
✓✓	A192720	Aviation	Division Needs	Submitted
✓✓	B150104	Bicycle & Pedestrian	Division Needs	Submitted
✓✓	B150122	Bicycle & Pedestrian	Division Needs	Submitted
✓✓	B150405	Bicycle & Pedestrian	Division Needs	Submitted
✓✓	B170468	Bicycle & Pedestrian	Division Needs	Submitted
✓✓	B170469	Bicycle & Pedestrian	Division Needs	Submitted
✓✓	B170478	Bicycle & Pedestrian	Division Needs	Submitted
✓✓	B170479	Bicycle & Pedestrian	Division Needs	Submitted
✓✓	B170480	Bicycle & Pedestrian	Division Needs	Submitted
✓✓	B170481	Bicycle & Pedestrian	Division Needs	Submitted

Thank you!

Brian Wert, P.E.
SPOT Manager/Central STIP Unit Manager
bmwert@ncdot.gov
919.707.4657