



## **NORTH CAROLINA**

Department of Transportation



# STI Prioritization and Programming Process DCHC TCC Meeting

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Strategic Prioritization Office (SPOT)

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# Strategic Transportation Investments Law

# Strategic Transportation Investments (STI) Law

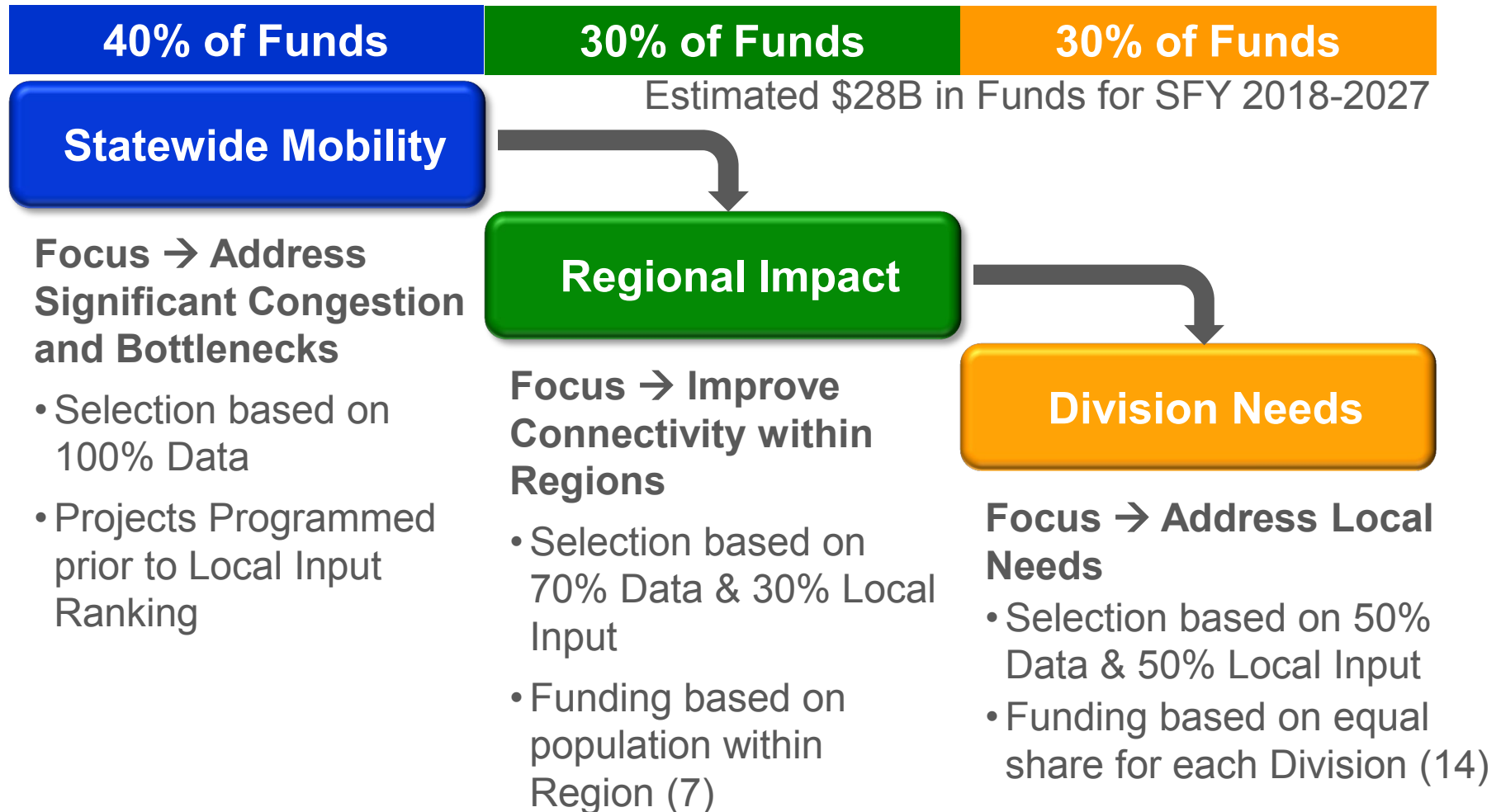
Prioritizes Capital Expenditures across all modes  
(Mobility/Expansion + Modernization)

Needs-based

Directly ties funding to Prioritization Results

Workgroup used every cycle for improvement












# How STI Works



# Workgroup Members in Law

- 4 MPO reps
- 4 RPO reps
- Metro Mayors Coalition
- League of Municipalities
- Regional Council of Governments
- Association of County Commissioners
- 12 NCDOT reps
- Advisory reps

# Highway Scoring – Criteria w/ P5.0 Measures

<u>Criteria</u>	<u>Measure(s)</u>	<u>Existing Conditions</u>	<u>Project Benefits (Future Conditions)</u>
<b>Congestion</b>	(Volume/Capacity) + Volume		
<b>Benefit / Cost</b>	((Travel Time Savings \$ + Safety Benefits \$) / Cost to NCDOT) + Funding Leverage		
<b>Safety Score</b>	Critical Crash Rate + Density + Severity + Safety Benefits		
<b>Economic Competitiveness</b>	Percent Change in Jobs + Percent Change in County Economy		
<b>Accessibility / Connectivity</b>	County Economic Indicator + Improve Mobility		
<b>Freight</b>	Truck Volume + Truck Percentage + Future Interstate Completion		
<b>Multimodal</b>	Multimodal Benefits		
<b>Lane Width</b>	Existing Width vs. Standard Width		
<b>Shoulder Width</b>	Existing Width vs. Standard Width		
<b>Pavement Score</b>	Pavement Condition Rating		

# P5.0 Highway Criteria & Weights (Default)

Funding Category	<u>QUANTITATIVE</u>	<u>LOCAL INPUT</u>	
	Data	Division	MPO/RPO
<b>Statewide Mobility</b>	Congestion = 30% Benefit-Cost = 25% Freight = 25% Safety = 10% Economic Comp. = 10%	100%	--
<b>Regional Impact</b>	Congestion = 20% Benefit-Cost = 20% Safety = 10% Accessibility/Connectivity = 10% Freight = 10%	70%	15%
<b>Division Needs</b>	Congestion = 15% Benefit-Cost = 15% Safety = 10% Accessibility/Connectivity = 5% Freight = 5%	50%	25%

Note: Region A and Divisions 1, 5, 6, 7, 8, 11, 13, and 14 use Area-Specific Criteria Weights



# P5.0 Non-Highway Criteria

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



# How Projects are Prioritized / Get into STIP

MPO/RPO/Division staff submit projects into SPOT Online from approved lists by TAC Members / Division Engineers

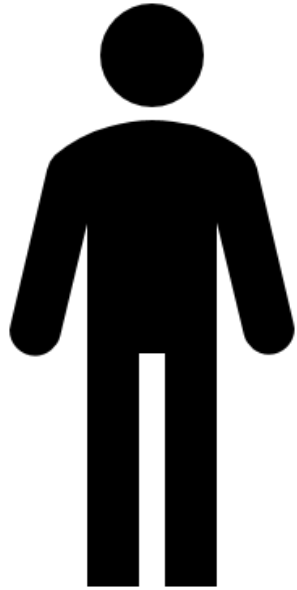
SPOT Office and Central NCDOT staff develop quantitative scores based on existing data and project benefits

Regional Impact and Division Needs projects receive Local Input Points from MPO/RPO/Division staff

Final scores are released

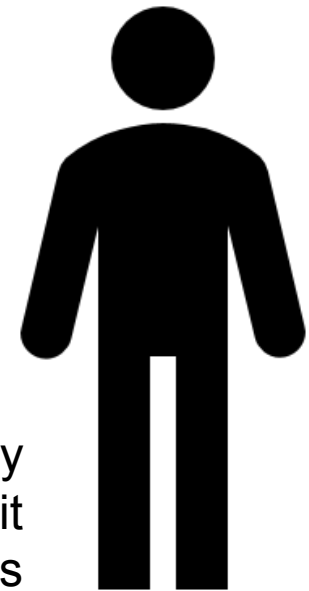
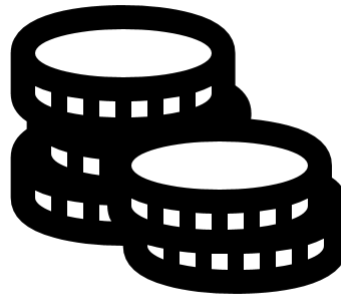
STIP programming and scheduling occurs

# How Projects are Prioritized / Get into STIP



Jason Schronce  
SPOT Office  
Scores Projects

**SPOT and STIP are two  
sides of the same coin**



Mike Stanley  
STIP Unit  
Funds and Schedules Projects



# State Transportation Improvement Program

# State Transportation Improvement Program (STIP)

STIP identifies funding and scheduling of projects in NCDOT's capital program (~55% of DOT Budget)

10 Year Program (currently 2018-2027)

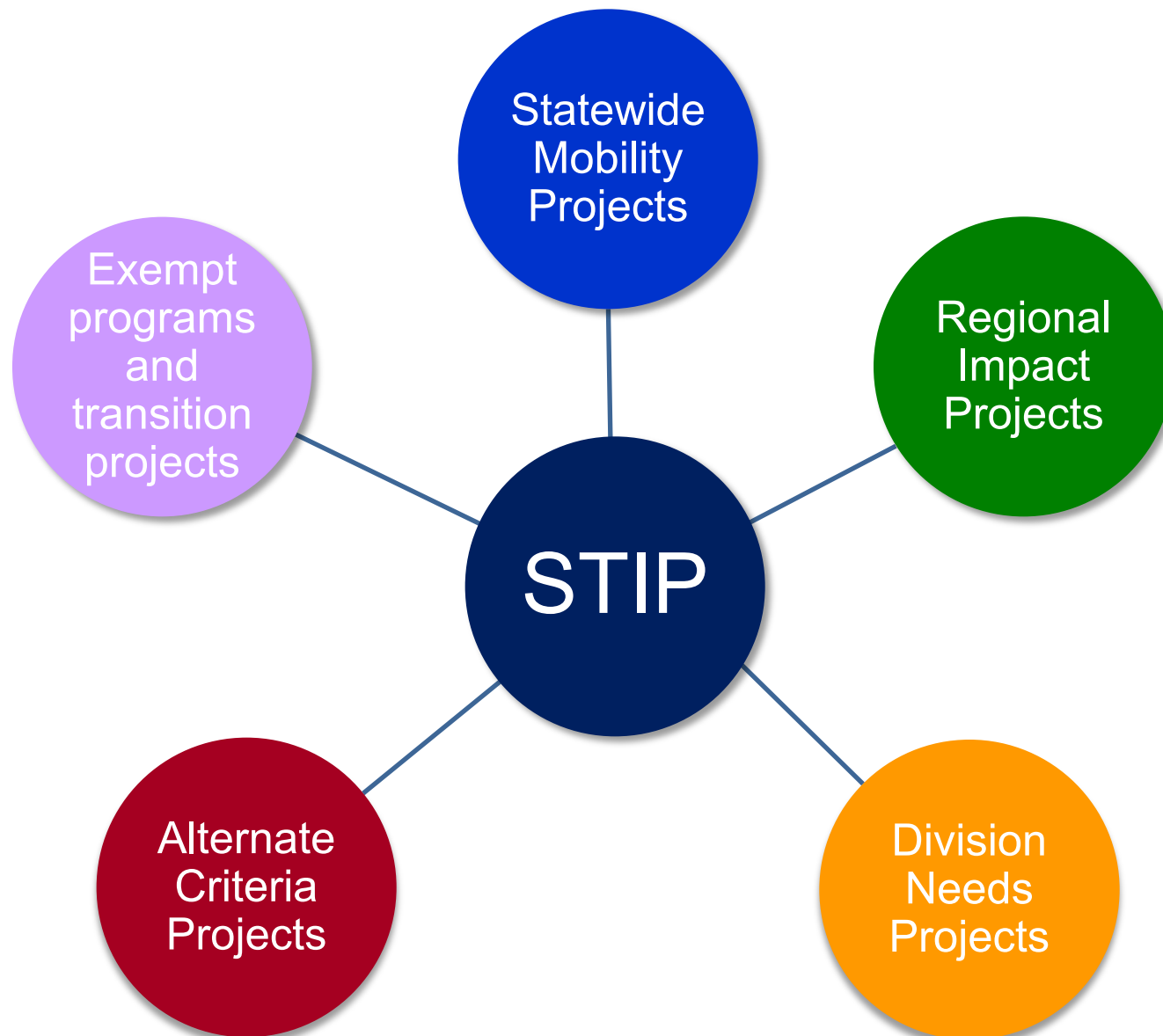
- 1st Five Years is “Delivery STIP” – committed projects
- 2nd Five Years is “Developmental STIP” – projects in early scoping and environmental development stage

Updated every 2 years

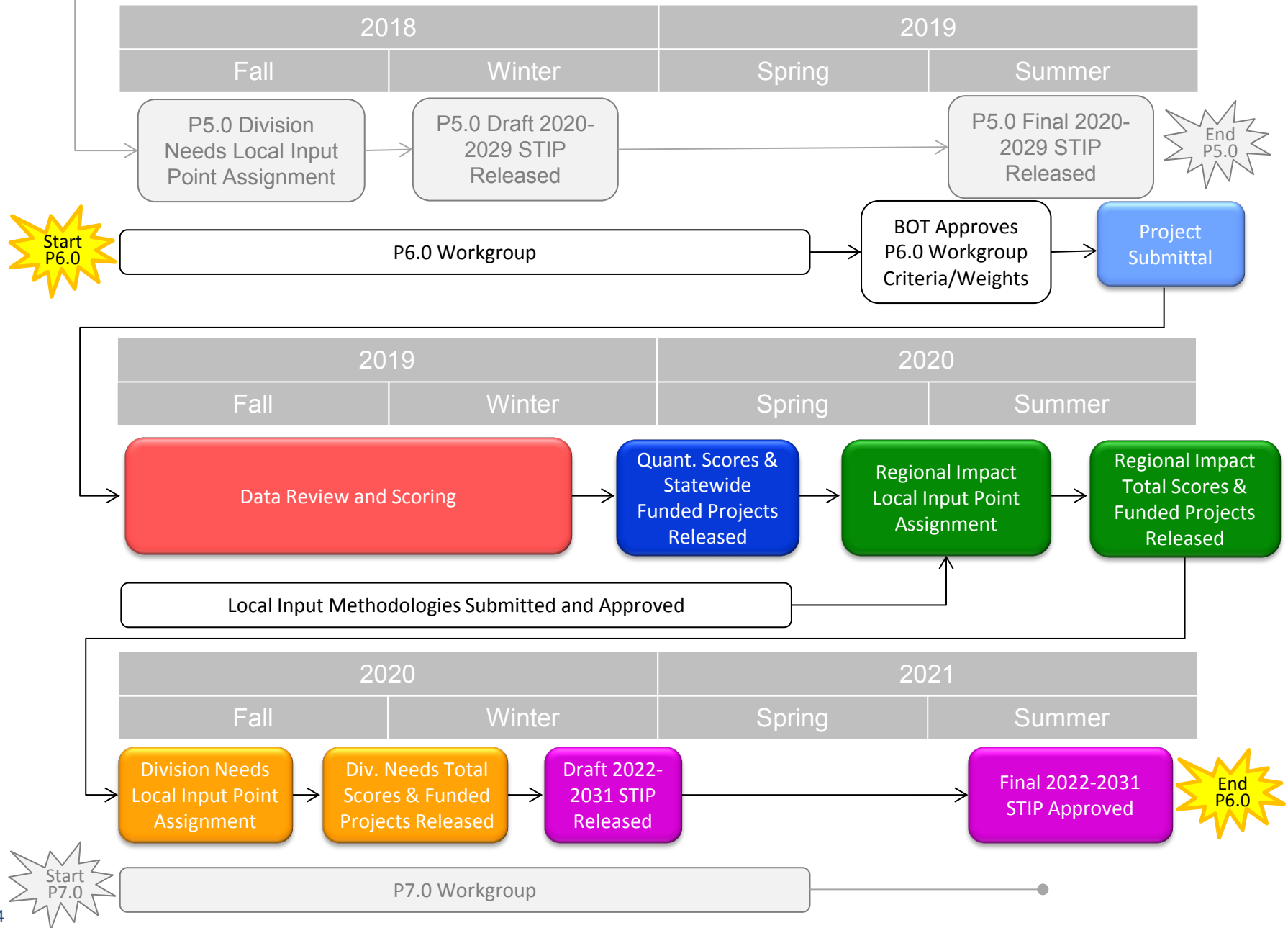
STIP contains different project types:

- Highway, non-highway, bridges, safety, Interstate Maintenance, CMAQ

# Types of Projects in the STIP



# 3-Year Prioritization & 2-Year STIP Cycle



# P6.0 Workgroup

## Teasers on Potential Changes for P6.0 Scoring:

*\*\* These have not been approved by NCDOT BOT \*\**

- Flexing of Local Input Points between Regional and Division Needs
- Extended Committed Window (6-Yrs)
- Mobility and Modernization Default Weights for Highway Scoring
- New automated scoring data for Bike/Ped



# Contact Information

## STRATEGIC TRANSPORTATION INVESTMENTS

*Smart decisions to keep North Carolina moving.*

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