Wireless Access: “RTPguest”
(May have to open web browser)
Desired Meeting Outcomes

- Reach Consensus on P6.0 overall schedule and Workgroup meeting schedule / approach
- Reach consensus on Committed Project Definition
Agenda

• Subcommittee Updates
  • Bike/Ped
  • Transit
  • Aviation

• P6.0 Schedule and Workgroup Meeting Schedule / Approach

• Committed Project Definition

• Items in Motion

• Draft P6.0 Topic Schedule

• Future Interstate Completion Factor

• Local Input Points

• Wrap Up / Next Steps
Logistics

• Restrooms

• Wifi

• Parking Lot

• Lunch $
Bike/Ped Subcommittee Update
Bike/Ped Subcommittee Update

Membership:

• NCDOT Prioritization staff
• NCDOT Bicycle/Pedestrian staff
• Interested Workgroup members (all invited)
• NCDOT STIP staff
• NCDOT Multimodal
• Legislative staff
Bike/Ped Subcommittee Update

First meeting on Thursday, October 18th:

- Intent of subcommittee
- P5.0 Bike/Ped scoring review
- Review of Workgroup topic exercise
- Discussions of additional potential improvements

Next steps:

- Next meeting on DATE
- Discuss potential improvements
Transit Subcommittee Update
Transit Subcommittee Update

Membership:

- NCDOT Prioritization staff
- NCDOT Public Transportation staff
- ITRE
- Various transit system directors
- Interested Workgroup members (all invited)
- NCDOT STIP staff
- NCDOT Multimodal
- Legislative staff
Transit Subcommittee Update

First meeting on Thursday, October 18th:
- Intent of subcommittee
- P5.0 Public Transportation scoring review
- Review of Workgroup topic exercise
- Discussions of additional potential improvements

Next steps:
- Next meeting on DATE
- Discuss potential improvements
Aviation Subcommittee Update
Aviation Subcommittee Update

Membership:

• NCDOT Division of Aviation staff
• NCDOT Prioritization staff
• Various airport directors
• Workgroup MPO / Commercial Service (Statewide) representative
• Workgroup Commercial Service (Regional) representative
• Workgroup RPO / General Aviation representative
• NCDOT Multimodal
Aviation Subcommittee Update

First meeting on Friday, October 19th:

• Intent of subcommittee
• Division of Aviation program introduction
• STI overall process review
• P5.0 Aviation scoring review
• Brief discussions on potential improvements

Next steps:

• Next meeting on Friday, November 9th
• Discuss potential improvements
P6.0 Overall Schedule and Workgroup Meeting Schedule / Approach
P6.0 Overall Schedule

**DRAFT Prioritization 6.0 Schedule**

**Key Dates:**
- **June 2019:** BOT approves P6.0 Criteria & Weights
- **July 2019:** SPOT Online opens for testing, entering, and submitting projects (closes Sept. 27)
- **July 2019:** Existing Project Deletions due for receiving extra new submittals (one out, one in)
- **Existing Project Modifications due**
- **September 2019:** Alternate Criteria and Weights due
  SPOT Online closes for submitting projects
- **End of March 2020:** Quantitative scores for all projects released
- **Draft list of Programmed Statewide Mobility projects released**
- **April 1, 2020:** Regional Impact Local Input Point window opens for 4 months
- **Deadline for Approval of Local Input Point Assignment Methodologies**
- **End of August 2020:** Draft list of Programmed Regional Impact Projects released
- **September 1, 2020:** Division Needs Local Input Point window opens for 2 months
- **January 2021:** 2022-2031 Draft STIP released

**Notes:**
- Blue Box = Approval of P6.0 Scoring
- Yellow Box = MPO/RPO/DIVISION Input

**MPOs, RPOs, & Divisions assign Regional Impact Local Input Points (with option to assign Division Needs Local Input Points)**

**SPOT finalizes Regional Impact scores and TIP Unit programs Regional Impact projects**

**MPOs, RPOs, & Divisions assign Division Needs Local Input Points**

**SPOT finalizes Division Needs Scores and TIP Unit programs Division Needs projects**

**NCDOT releases Programmed Statewide Mobility Projects**

**NCDOT Provides Report to JLTCC**

**NCDOT Draft STIP Released**
## Proposed Workgroup meeting dates:

<table>
<thead>
<tr>
<th>Workgroup Meeting #</th>
<th>Date</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Monday, November 2, 2018</td>
<td>RTP Headquarters</td>
</tr>
<tr>
<td>3</td>
<td>Monday, December 3, 2018</td>
<td>RTP Headquarters</td>
</tr>
<tr>
<td>4</td>
<td>Monday, January 7, 2019</td>
<td>RTP Headquarters</td>
</tr>
<tr>
<td>5</td>
<td>Monday, March 4, 2019</td>
<td>RTP Headquarters</td>
</tr>
<tr>
<td>6</td>
<td>Monday, April 1, 2019</td>
<td>RTP Headquarters</td>
</tr>
<tr>
<td>7</td>
<td>Monday, April 29, 2019</td>
<td>RTP Headquarters</td>
</tr>
<tr>
<td>8</td>
<td>Monday, June 3, 2019 (if needed)</td>
<td>RTP Headquarters</td>
</tr>
</tbody>
</table>
P6.0 Approach Proposal:

- Topic schedule will focus on survey responses and dot voting exercise
- If topic discussions lead to related concerns, they will be addressed
- Use of technical subcommittees for detailed discussions
- Recommendations from subcommittees presented to Workgroup for consensus
- Overall P6.0 scoring components including criteria, measures, and weights presented by end of Workgroup
P6.0 Workgroup Meeting
Schedule/Approach

Discussion?

Desire to reach consensus
• P6.0 overall schedule
• P6.0 Workgroup meeting schedule
• P6.0 Workgroup approach
• P6.0 use of subcommittees
Committed Project Definition
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 STIP currently under development
(2020-2029 STIP for P6.0 definition of Committed Projects)

• Applies to all modes
• Applies to first year of programming (ROW or CON)
• Future dollars tied up
Committed Projects

NCDOT goal of creating additional stability and reliability for project delivery
• Deliver projects communicated to public
• Minimize spending dollars on projects that won’t get built
• Minimize shifting of priorities

Still allow for flexibility and new projects to get funded through STI
• Allows for some changing of priorities
• Allows for adjusting of scoring criteria to reflect desires of Workgroup
• New opportunities/projects arise that NCDOT needs to be responsive to
Committed Projects

Creating additional stability & reliability for project delivery can be accomplished by:

• Extending committed project years
• Minimizing scoring changes (with same set of projects)
• Limiting new project submittals / competition
• All or part of the above
P4.0 to P5.0 Scoring Changes

Highways
• Revised Freight scoring and increased weight in Statewide
• Added Safety Benefits to Safety Criteria
• Updated Economic Competitiveness

Rail – Reorganized & clarified criteria

Public Transportation – Complete revamp to 3 categories

Bike&Ped, Aviation – Minor changes

Ferry – No changes
Committed Projects

35 projects funded in SW in P4 that had to recompete in P5
• 18 funded in SW in P5.0
• 7 funded in REG in P5.0
• 10 not funded in SW/REG in P5.0

74 projects funded in REG in P4 that had to recompete in P5
• 2 funded in SW in P5.0
• 19 funded in REG in P5.0
• 53 not funded in SW/REG in P5.0 (1 Exempt)

117 projects funded in DIV in P4 that had to recompete in P5
• 7 funded in REG in P5.0
• ___ funded in DIV in P5.0
• ___ not funded in P5.0
Committed Projects

35 Projects funded in SW in P4 that had to recompete in P5
• 10 not funded in SW/REG in P5.0 (1 included in another project)

<table>
<thead>
<tr>
<th>SPOTID</th>
<th>P4.0 REG LIP</th>
<th>P5.0 REG LIP</th>
<th>LIP Difference (P5-P4)</th>
<th>SW Quant. Score Diff (P5-P4)</th>
<th>REG Quant. Score Diff (P5-P4)</th>
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</table>
Committed Projects

74 Projects funded in REG in P4.0 that had to recompete

• 52 not funded in SW/REG in P5.0

Local Input Point & Policy Changes

• 6 Aviation – 5 projects had less local input points
• 32 Highway – 12 projects has less local input points
• 6 Rail – 1 project had less local input points
• 8 Transit – 7 projects changed eligibility from P4 to P5
Committed Projects

Biggest difference appears to be the funding line

• Committed projects in STIP affect available funding
• Cost Increases reduce available funding
• Higher scoring projects could be more expensive
Committed Projects / Years Subject to Reprioritization

Example

2020-2029 STIP

Committed

2022-2031 STIP

Reprioritized in P6.0

Within 15% of budget

Within 10% of budget
Committed Projects

Continue to receive cost increases; many since Statewide and Regional P5.0 projects have been programmed initially

Result:
• Many P5.0 projects initially programmed in first five years will likely have to be pushed to second five years (both SW and REG)
• In many Divisions, no new funding available in first five years

In summary – most P5.0 projects funded in SW and many projects in REG and DIV will likely have to recompete in P6.0 (with 5 year committed window)
Committed Projects

Committed Project window options:
1. Increase to 7 years
2. Increase to 6 years
3. Keep as 5 years (P5.0 approach)

Decision desired prior to programming P5.0 Division Needs projects and release of Draft 2020-2029 STIP
Committed Projects / Years Subject to Reprioritization

2020-2029 STIP

Committed

15%

2022-2031 STIP

Reprioritized in P6.0

Where Should this Line Go?
P5.0 Committed Projects (Option 1)

Projects NOT subject to re-evaluation in P6.0:
- 7 year committed window
- R/W or CON between 2020 – 2026

More stability, less project turnover

<table>
<thead>
<tr>
<th>7 Year Option (2020-2026)</th>
<th>Statewide P5.0 Committed</th>
<th>Statewide P6.0 Recompete</th>
<th>Regional P5.0 Committed</th>
<th>Regional P6.0 Recompete</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aviation</td>
<td>7</td>
<td>7</td>
<td>5</td>
<td>3</td>
</tr>
<tr>
<td>Ferry</td>
<td>N/A</td>
<td>N/A</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Highway</td>
<td>40</td>
<td>10</td>
<td>91</td>
<td>24</td>
</tr>
<tr>
<td>Rail</td>
<td>10</td>
<td>1</td>
<td>5</td>
<td>2</td>
</tr>
<tr>
<td>Transit</td>
<td>N/A</td>
<td>N/A</td>
<td>3</td>
<td>0</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td><strong>57</strong></td>
<td><strong>18</strong></td>
<td><strong>105</strong></td>
<td><strong>31</strong></td>
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</tbody>
</table>
Committed Projects / Years Subject to Reprioritization

- **Green** = Projects considered “Committed”
- **Gray** = Projects not committed
- **Blue** = Projects to Evaluate through Prioritization Process

2018-2027 STIP (resulting from P4.0)

P5.0 Process

2020-2029 STIP (resulting from P5.0)

P6.0 Process

P6.0 results affect 5 years of 2022-2031 STIP
P5.0 Committed Projects (Option 2)

Projects NOT subject to re-evaluation in P6.0:
- 6 year committed window
- R/W or CON between 2020 – 2025

<table>
<thead>
<tr>
<th>6 Year Option (2020-2024)</th>
<th>Statewide P5.0 Committed</th>
<th>Statewide P6.0 Recompete</th>
<th>Regional P5.0 Committed</th>
<th>Regional P6.0 Recompete</th>
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</thead>
<tbody>
<tr>
<td>Aviation</td>
<td>5</td>
<td>9</td>
<td>6</td>
<td>2</td>
</tr>
<tr>
<td>Ferry</td>
<td>N/A</td>
<td>N/A</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Highway</td>
<td>34</td>
<td>16</td>
<td>69</td>
<td>46</td>
</tr>
<tr>
<td>Rail</td>
<td>6</td>
<td>5</td>
<td>5</td>
<td>2</td>
</tr>
<tr>
<td>Transit</td>
<td>N/A</td>
<td>N/A</td>
<td>3</td>
<td>0</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>45</strong></td>
<td><strong>30</strong></td>
<td><strong>84</strong></td>
<td><strong>52</strong></td>
</tr>
</tbody>
</table>
Committed Projects / Years Subject to Reprioritization

Green = Projects considered “Committed”

Gray = Projects not committed

Blue = Projects to Evaluate through Prioritization Process

2018-2027 STIP (resulting from P4.0)

P5.0 Process

2020-2029 STIP (resulting from P5.0)

P6.0 Process

6-Yr Option

P6.0 results affect 6 years of 2022-2031 STIP
P5.0 Committed Projects (Option 3)

Projects NOT subject to re-evaluation in P6.0:

- 5 year committed window
- R/W or CON between 2020 – 2024

=P4.0 and P5.0

<table>
<thead>
<tr>
<th>5 Year Option (2020-2024)</th>
<th>Statewide P5.0 Committed</th>
<th>Statewide P6.0 Recompete</th>
<th>Regional P5.0 Committed</th>
<th>Regional P6.0 Recompete</th>
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</thead>
<tbody>
<tr>
<td>Aviation</td>
<td>3</td>
<td>11</td>
<td>4</td>
<td>4</td>
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<tr>
<td>Ferry</td>
<td>N/A</td>
<td>N/A</td>
<td>0</td>
<td>3</td>
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<tr>
<td>Highway</td>
<td>12</td>
<td>38</td>
<td>32</td>
<td>83</td>
</tr>
<tr>
<td>Rail</td>
<td>1</td>
<td>10</td>
<td>2</td>
<td>5</td>
</tr>
<tr>
<td>Transit</td>
<td>N/A</td>
<td>N/A</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>TOTAL</td>
<td>16</td>
<td>59</td>
<td>40</td>
<td>96</td>
</tr>
</tbody>
</table>
Committed Projects / Years Subject to Reprioritization

Green = Projects considered “Committed”

Gray = Projects not committed

Blue = Projects to Evaluate through Prioritization Process

P6.0 results affect 7 years of 2022-2031 STIP
Committed Projects

Options:
1. Increase to 7 years
2. Increase to 6 years
3. Keep as 5 years (P5 approach)

<table>
<thead>
<tr>
<th>OPTIONS</th>
<th>Statewide P5.0 Committed</th>
<th>Statewide P6.0 Recompete</th>
<th>Regional P5.0 Committed</th>
<th>Regional P6.0 Recompete</th>
</tr>
</thead>
<tbody>
<tr>
<td>Option 1 (7 yrs)</td>
<td>57</td>
<td>18</td>
<td>105</td>
<td>31</td>
</tr>
<tr>
<td>Option 2 (6 yrs)</td>
<td>45 ($3B)</td>
<td>30 ($650M)</td>
<td>84</td>
<td>52</td>
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<tr>
<td>Option 3 (5yrs)</td>
<td>16</td>
<td>59 ($2B)</td>
<td>40</td>
<td>96</td>
</tr>
</tbody>
</table>

Discussion?

Desire to reach consensus
Draft P6.0 Topic Schedule
Draft P6.0 Topic Schedule

Schedule will be presented in meeting
Items already in motion from P5.0
Items in Motion Since P5.0 WG

- TOP³S Development
- NC Statewide Model Update – Social Economic Data
- PeakADT Factors Statewide Update
- Reliability Measures using HERE (Highway Congestion)
- Safety Benefit Factors (Traffic Safety / Research)
- TREDIS Outputs – Local Market Access & others
- Accessibility Scoring / Data with Sugar Access
Future Interstate Completion Factor Discussion
**Highway – Freight**

<table>
<thead>
<tr>
<th>Funding Category</th>
<th>Criteria Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Statewide Mobility</td>
<td>25%</td>
</tr>
<tr>
<td>Regional Impact</td>
<td>10%</td>
</tr>
<tr>
<td>Division Needs</td>
<td>5%</td>
</tr>
</tbody>
</table>

**Purpose – Account for key indicators of freight movement**

\[
50\% \text{ (Truck Volume)} + 50\% \text{ (Truck %)} + \text{Future Interstate Completion Factor}
\]

Future Interstate Completion Factor [Modernization Projects] = \((\text{Project Length / Miles Needed to Complete Future Interstate Corridor between NHS Routes}) \times 100) / 2

Future Interstate Completion Factor [All Other Projects] = \((\text{Project Length / Miles Needed to Complete Future Interstate Corridor between NHS Routes}) \times 100) / 2

Max Future Interstate Completion Factor = 25

**No Penalty for projects not on a Future Interstate Route**
Future Interstate Completion Factor

75 Projects Used F.I.C.F.

- 36 Carryovers (Avg SW Quant score increased 14.77 points)
- 23 Holding Tank (Avg SW Quant score increased 18.49 points)
- 16 New Submittals

F.I.C.F. Increased 75 Freight Criteria scores by avg of 10.30 points

17 F.I.C.F. Projects Funded in SW (6) or REG (11)

31 Projects maxed out the 25 F.I.C.F. Points

- 28 had Freight Criteria score of 100
Local Input Points
Local Input Points

History of LIP:

P1.0: Ranking of Top 25 Priorities

P2.0: Ranking with conversion to 1300 points (100 + 96 + 92 +…) or assign 1300 points

P3.0: 1,000 Base + 100 points for 50,000 population (max 2,500)

P4.0: 1,000 Base + 100 points for 50,000 population (max 2,500)

P5.0: 1,000 Base + 100 points for 50,000 population (max 2,500)
Local Input Points

Known issues with current process:

• Low cost projects are local priorities but not worth 100 points / points are more valuable to high cost projects
• At REG, some organizations have more points than projects
• Too many points in general
• Others?
Local Input Points

**Brainstorming Potential Ideas to Improve**

**Step 1 – How to assign points:**
- Project Cost Grouping
- Point to Dollar Conversion
- Assigning Dollars

**Step 2 – How to calculate point quantities per organization:**
- Relate number of points to available funding within Region or Division
- Relate number of points to Cost to NCDOT

Other Ideas to explore?
## P5.0 Project Cost Statistics

<table>
<thead>
<tr>
<th></th>
<th>All P5.0 Projects</th>
<th>Statewide All Modes</th>
<th>Regional All Modes</th>
<th>Division All Modes</th>
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<tbody>
<tr>
<td><strong>Average:</strong></td>
<td>$28,832,315</td>
<td>$71,491,007</td>
<td>$33,873,222</td>
<td>$9,044,592</td>
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<tr>
<td><strong>Median:</strong></td>
<td>$8,400,000</td>
<td>$28,600,000</td>
<td>$21,400,000</td>
<td>$1,766,950</td>
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<tr>
<td><strong>Max:</strong></td>
<td>$1,152,000,000</td>
<td>$1,152,000,000</td>
<td>$750,000,000</td>
<td>$186,000,000</td>
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<td><strong>Min:</strong></td>
<td>$5,500</td>
<td>$500,000</td>
<td>$5,600</td>
<td>$5,500</td>
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</table>
## P5.0 Project Cost Statistics

<table>
<thead>
<tr>
<th></th>
<th>Aviation</th>
<th>Bicycle / Pedestrian</th>
<th>Ferry</th>
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<tbody>
<tr>
<td></td>
<td>Average: $2,901,023</td>
<td>Average: $1,251,773</td>
<td>Average: $13,055,556</td>
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<tr>
<td></td>
<td>Median: $1,010,000</td>
<td>Median: $614,655</td>
<td>Median: $14,000,000</td>
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<tr>
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<td>Max: $34,407,180</td>
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<tr>
<td></td>
<td>Min: $120,000</td>
<td>Min: $75,000</td>
<td>Min: $5,000,000</td>
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<table>
<thead>
<tr>
<th></th>
<th>Highway</th>
<th>Public Transportation</th>
<th>Rail</th>
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<tr>
<td></td>
<td>Average: $44,905,592</td>
<td>Average: $15,091,300</td>
<td>Average: $41,073,759</td>
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<tr>
<td></td>
<td>Median: $24,500,000</td>
<td>Median: $179,650</td>
<td>Median: $14,350,000</td>
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<td></td>
<td>Max: $1,152,000,000</td>
<td>Max: $250,727,364</td>
<td>Max: $752,000,000</td>
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<td></td>
<td>Min: $500,000</td>
<td>Min: $5,500</td>
<td>Min: $650,000</td>
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Wrap Up / Next Steps
Next Meeting

Monday, December 3, 2018
9:30am – 3:00pm
RTP Headquarters