



Prioritization 5.0 - Identification of Projects for Evaluation by NCDOT

Background. The original Transportation Reform was initiated under Executive Order No. 2 in 2009. It mandates a professional approval process for project selection. In response, NCDOT created the Strategic Prioritization Process. Prioritization Process 1.0, 2.0, and 3.0 were used to develop Transportation Improvement Programs (TIP) between FY 2012 and FY 2025. Significant changes were made to the process driven by House Bill 817 also known as Strategic Transportation Investments (STI). The bill established funding tiers (Statewide, Regional, and Division) and allocations across all modes. The new process was used for Prioritization 4.0, which supported the FY 2018-2027 TIP and will be used for Prioritization 5.0. You may view more information on the Strategic Transportation Investments (STI) at <http://www.ncdot.gov/strategictransportationinvestments/default.html>.

Prioritization 5.0 will be used for the 2019-2029 TIP development.

The criteria for the Prioritization process is currently under review, but is not expected to have drastic changes. NCDOT Board of Transportation will approve the criteria in June 2017. Projects may be submitted to NCDOT beginning in July.

The first five years (2019-2023), also known as the Five Year Work Program, is considered committed. NCDOT has stated its intent to deliver at least 95% of the program within this five year time frame. While the Developmental Plan (years 2024-2029) is subject to change. Prioritization 5.0 continues to be a multi-modal process. Highway, transit, bicycle, pedestrian, aviation, and rail project needs will be evaluated. Prioritization 5.0 will cover newly submitted project needs as well as projects categorized as *Carryover* from Prioritization 4.0 but which were unfunded.

The first step of Prioritization 5.0 is the identification of projects for evaluation and scoring by NCDOT's Strategic Planning Office of Transportation (SPOT).

Status of Projects

NCDOT has streamlined the listing of projects in the database. The database currently includes projects which have been categorized as either *Committed* or *Carryover*. The definition of each of these categories is as follows:

- **Committed**- funded for right-of-way and/or construction through 2022; not subject to reevaluation

- **Carryover**- programmed in 2018-2027 TIP (generally programmed for construction or right-of- way in 2023 or later; sibling of a programmed project; or has a NEPA document underway as of December 2016.
- **Holding Tank**- unfunded and must be resubmitted to be considered for funding.

Please review any **Carryover** projects to be sure they are described properly. All modifications to projects currently in the database are **due to NCDOT by Friday, June 16, 2017**. Also review the **Holding Tank** projects, as these can be resubmitted.

Identifying Candidate Projects

This document focuses solely on the first step of this process. Key aspects include:

- Resubmitting *Holding Tank* or New roadway, public transportation, bicycle, pedestrian, aviation, or rail projects. (Note: *Holding Tank* projects not resubmitted will be permanently deleted.)
- Up to **21** roadway, public transportation, bicycle/pedestrian, aviation, or rail projects can be submitted. (i.e., 21 roadway, 21 bicycle/pedestrian, 21 public transportation, etc.)

KTRPO staff will then work with our P5.0 Subcommittee and TAC/TCC members to screen the candidate project list to narrow it to not exceed the maximum number of new project submittals. The screening process will consider a range of factors including:

- Eligibility requirements;
- Relative need;
- Competitiveness based on the NCDOT ranking process and criteria;
- Realistic potential for funding and implementation between FY 2019-2029.

It is intended that the TAC will review and take action on the recommended list of new project submittals at the *August 2017* meeting.