



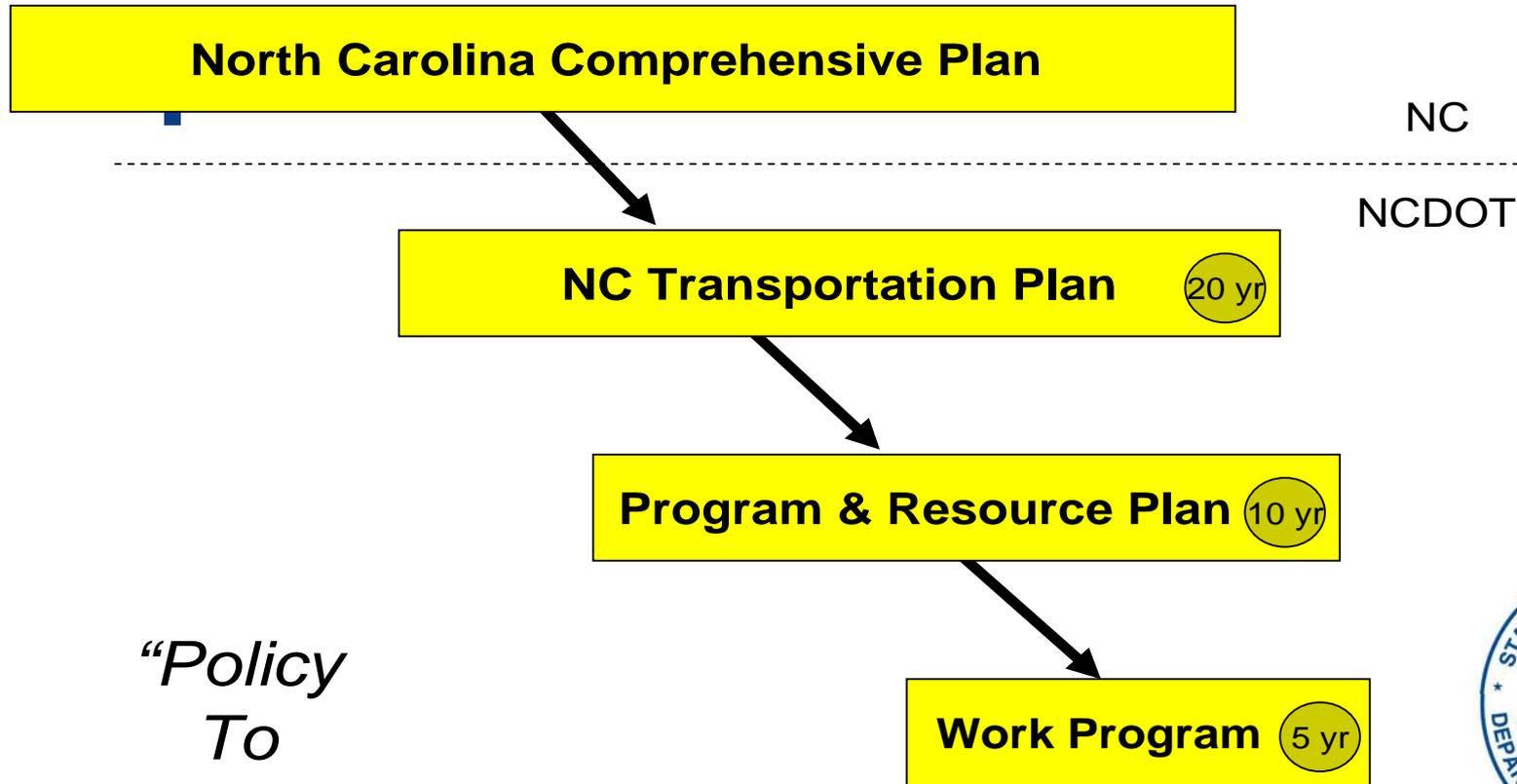
# Transportation Reform – Work Program Feedback

January 2010



Five Year Work Program

# Reform Framework



*“Policy  
To  
Projects”*





## Five Year Work Program

# Why Transportation Reform is needed

## State of North Carolina



BEVERLY EAVES PERDUE  
GOVERNOR

### EXECUTIVE ORDER NO 2

#### REFORMING DEPARTMENT OF TRANSPORTATION

**WHEREAS**, the State, through the Office of the Governor, has an obligation to assure that highway construction plans are developed and that projects are awarded based on professional standards designed to meet the needs of citizens and communities across the State fairly, efficiently and effectively; and

**WHEREAS**, the present process for developing plans and approving projects needs to be reformed in order to assure that plans are developed and projects are awarded based on professional standards and not other considerations.

**NOW, THEREFORE**, pursuant to the authority vested in me as Governor by the Constitution and the laws of the State of North Carolina, **IT IS ORDERED**,

Section 1. Board of Transportation Reform

## State of North Carolina



BEVERLY EAVES PERDUE  
GOVERNOR

### EXECUTIVE ORDER NO. 3

#### ON-SITE AND STATE-STATE PERFORMANCE MANAGEMENT AND ACCOUNTABILITY

**WHEREAS**, the citizens of North Carolina deserve excellent results from government programs and services; and

**WHEREAS**, the State should maximize efficiency and effectiveness when spending taxpayer dollars; and

**WHEREAS**, improving program and management performance requires commonly understood goals, clear measurement of the goals, and transparent reporting of progress; and





# Why Transportation Reform is needed

- Bases project selection on data, not politics
- Makes transportation decision-making transparent
- Allows public to understand and have input into setting priorities for all NCDOT actions





Five Year Work Program

# Reform Plan Components

## NC Transportation Plan (20 Year)

- Documents the mission & goals, objectives and strategies of the Department
- Guides long-term investment decisions

## NCDOT Program and Resource Plan (10 Year)

- Allocations of funds between programs (Highway, Rail, Aviation, etc.)
- Programs and projects evaluated and prioritized based on objective criteria

## NCDOT Work Program (5 Year)

- Comprehensive list of projects, programs and services
- Includes the STIP
- Reliable, stable and fiscally constrained





## Five Year Work Program

# How the Reform Plan differs from TIP

- TIP is primarily about construction
- Work Program covers all activities of NCDOT (maintenance, construction and other modes)
- Is realistic in communicating what can – and should – be accomplished in five years
- Defined by an understandable and transparent process





## Five Year Work Program

# How the 10-Year Program & Resource Plan works with the Five Year Plan

- Projects not in the five-year work program will be evaluated and strategically prioritized
- Allocations of funds between programs (Highway, Rail, Aviation, etc.)
- Provides NCDOT planning staff a list of targeted projects to focus upon – better use of resources





## Five Year Work Program

# How Five-Year Work Program impacts TIP

- TIP will be a section within the 5-Year Work Program
- Goal is to move the 7-year TIP to a 5-year process





Five Year Work Program

# New Project Prioritization Model

Total Score per Hwy Project = Quantitative Score + Qualitative Score + Multimodal Score

**Quantitative score** derived from condition data

- Congestion data
- Pavement Condition data
- Safety data

**Qualitative score** driven by local rank

- MPO/RPO Rank – use local methodology to rank order priorities
- Division Rank – use knowledge of local area to rank order priorities

**Multimodal score** driven by inclusion of multimodal elements in highway project

\*Ranking process is almost complete- Project Rankings are expected to be released at the end of January 2010





Five Year Work Program

# Urban Loop Prioritization Approach

Process is focused on criteria and methodology to prioritize remaining uncompleted loop projects (10 metropolitan areas)

## Proposed Criteria:

**Needs** - Consistent with overall highway prioritization model and uses congestion and safety data.

**Benefits** - Includes travel time savings, economic development, freight, multi-modal, protected right-of-way and non-loop funding factors

**Costs** - Includes capital expenditures (preliminary engineering, right-of-way and construction)





Five Year Work Program

# How you can make a difference

- Review draft “Five Year Work Program” and Prioritization Process located at <http://www.ncdot.org/>

Connecting people and places in North Carolina — safely and efficiently, with accountability and environmental sensitivity.

**NCDOT**  
NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

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**NORTH CAROLINA GOVERNOR'S HIGHWAY SAFETY PROGRAM**

DAVID WEINSTEIN NAMED DIRECTOR OF HIGHWAY SAFETY PROGRAM  
RALEIGH – State Transportation Secretary Gene Conti today announced the appointment of David Weinstein as director of the Governor's Highway Safety Program. Weinstein is a

**Divisions**

- Aviation
- Bicycle & Pedestrian
- Ferry
- Highway
- Public Transportation
- Rail

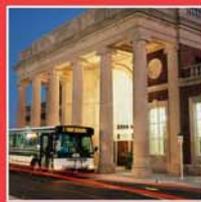
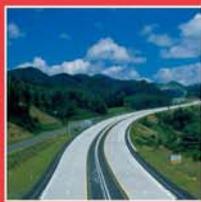
**Connecting With Taxpayers**

- Organizational Performance Dashboard
- Transportation Reform

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5 Year Work Program





## Five Year Work Program

# Ways to provide feedback

- Online survey (coming soon)  
<http://www.ncdot.org/performance/reform/>
- Letters to  
NCDOT Office of Governance  
1501 Mail Service Center  
Raleigh, NC 27699
- Emails to [DOT.GovernanceOffice@ncdot.gov](mailto:DOT.GovernanceOffice@ncdot.gov)
- Call Mark Tyler at (919) 715-8300

