


 **NCDOT**
From Policy to Projects
2040 Plan

2040 Plan Update

MPO/RPO Briefing

November 2011

 **NC Statewide Transportation Plan** 



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MPO/RPO Briefing

Briefing Topics

1. 2040 Plan Overview
2. Ongoing activities
 - A. Study process – public & agency involvement
 - B. Modal needs
 - C. Finance
 - D. Investment priorities
 - E. Operating / Strategic policies

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2040 Plan Overview

The 2040 Plan will consist of

1. Challenges & Opportunities
2. Long-term modal infrastructure and service needs
3. A sustainable financing strategy
4. A framework for strategic long-term spending (Safety, Mobility, Infrastructure Health)
5. Policy or procedure adjustments needed to meet program delivery targets

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Schedule

- Needs, funding & processes formulation – summer/fall 2011
- Stakeholder & public review of draft plan – winter 2011/12
- Board of Transportation adoption – June 2012

Task	Major Deliverables	Timing
Project Management	Project Management Plan, Study Schedule	Fall 2010
Public Involvement	Public Involvement Plan PI Delivery	Jan 2011 Mid-April Launch
Issues Identification/Plan Focus	Statewide Economic Activity Forecast Challenges & Opportunities Report	April-June 2011
Modal Elements Identification & Future System Performance /Backlog	Modal Systems Inventory Report Systems Performance Measures Report Modal System Needs Report	Summer, Fall 2011
Financial Analysis	Revenue Forecast and Financial Plan	Fall 2011
Investment Strategy	Program Investment Strategies	Fall 2011
Processes/Policies/Programs	Planning Processes, Policies & Programs Recommendations Report	Winter 2011
Plan Recommendations	Final Report (first draft) Adopted Final Plan	Winter 2011/2012 June 2012

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Where are we now?

Second Round of Public Involvement Initiated

- Public Survey #2 completed in September
- Outreach to Limited English Proficiency populations
- Statewide Stakeholder and Agency Coordination group workshops
- Webinars with Regional Stakeholders






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MPO/RPO Participation

Multiple opportunities for MPO and RPO participation

- Briefings and workshops
 - Individual MPO/RPO briefings
 - NCAMPO/NCARPO quarterly meetings (to review needs and examine policy opportunities)
 - Four regional MPO/RPO workshops in October (to examine investment priorities)
- MPO/RPO document review
- Input and review of estimated modal needs



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Where are we now?

Technical elements are in development

- Estimates of modal needs and system performance
 - Modal needs cost estimates
 - Transportation system performance
- Analysis of Finance Sustainability
 - Current revenue sources
 - Revenue options
- Consideration of strategic investment priorities
- Examination of strategic operating policies & processes

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Modal Needs and System Performance

First, the 2040 Plan is updating estimates of long-term modal needs

- 30 year horizon
- Reporting capital and operating costs
- Needs estimates will reflect costs to achieve “optimal conditions”
- Estimates will also define investment needed to meet or maintain lesser performance
- Urban needs based on adopted MPO plans: highways, transit, and bike/pedestrian facilities

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Finance

Second, 2040 Plan must address an uncertain financial future

- Questionable sustainability of NC motor fuel tax
- Fuel consumption and revenue will decline due to increasing fuel efficiency
- Uncertainty of federal sources

Year	Base Case (\$Mils)	Fuel Efficiency Scenario (\$Mils)
2011	1,550	1,550
2016	1,800	1,800
2021	1,850	1,850
2026	1,950	1,750
2031	2,000	1,730
2036	2,050	1,750

Projected 20% decrease in motor fuel tax revenue in NC

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Finance

New revenue options under consideration

- System tolling of Interstate highways and urban loops
- Fee on vehicle miles travelled
- Local vehicle property tax
- Local option sales tax
- Fee on automobile insurance

What other revenue sources should be considered?

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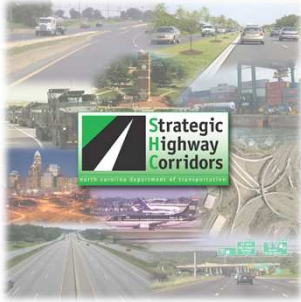
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Investment Priorities

Third, the 2040 Plan will recommend spending priorities and trade-offs defined by:

- Investment goal: Safety, Infrastructure Health, Mobility
- NCMIN tier: Statewide, Regional, Subregional
- Mode: highway, public transportation, rail, aviation, bicycle/pedestrian, ferries and ports



What other investment priorities should be considered?

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Strategic Operating Policies

Finally, the 2040 Plan is examining implementation requirements – what strategic policy or process changes are needed?


- Adjustments for more effective project and program delivery
- New initiatives to improve system efficiencies
- Programs to enhance economic opportunity

What high priority policy targets should be considered?

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Questions or comments?

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Thank you

Visit 2040 Plan website:

<http://www.ncdot.org/performance/reform/2040Plan/>

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2040 Plan

September 2011 Update

1. Schedule

The study team is on target to meet the December 2011 delivery date for draft report. In August and September, the study team has continued its focus on accelerated Modal Needs development in coordination with SPOT and the Prioritization 2.0 process. Timely completion of Modal Needs development is a critical schedule element and Atkins has received good cooperation from the various NCDOT operating units. Strong support by senior management has been expressed through DOH's Asset Management Team and the Transit Leadership Team. Board briefings, and SPSC and SMC meetings, are scheduled to occur monthly through the end of the year.

2. Unified Public Engagement Process (UPEP)

The UPEP has been updated based on comments from the public, FHWA, MPOs, RPOs, and other NCDOT business units. It will be provided to the Board of Transportation/Statewide Plan sub-committee in September and then transmitted to FHWA.

3. PI and Agency Coordination Activities

The PI program, which includes consultation with MPOs, RPOs, and Indian tribes, has focused on the following activities in recent months:

- **PI Evaluation memo** has been completed and its findings are being incorporated into more focused PI activities.
- **MPO/RPO communication action plan** has been developed and was reviewed with MPOs and RPOs at their respective quarterly meetings; both were receptive of plan recommendations, and recommended a set of regional workshops with TAC members to allow input on Plan content.
- Regularly scheduled **MPO and RPO briefings** have continued, with additional opportunities for input sought at the MPO/RPO quarterly meetings.
- The second **Statewide Stakeholder Group** and **Agency Coordination Group meetings** were held on September 7 to discuss modal needs, finance/investment options, and operational policies.
- Public **Survey 1** documentation has been completed and input has been considered in updating the C&O report and formulating strategic investments.
- Public **Survey 2** has been released and is open until September 30th.
- **LEP Analysis** – document has been updated and submitted for approval by TPB.

Schedule - upcoming PI and agency coordination activities:

- Continued presentations to MPO and RPO TACs and TCCs.
- Regional webinars to be held on September 19th and 20th.
- Conduct four regional MPO/RPO workshops in October, with invitations extended to TAC members.

4. Challenges and Opportunities (C&O) Report

The study team has made final revisions to the report and it has been uploaded to the NCDOT web site.

Task 4: Existing Modal / System Inventory & Task 5: Future Modal Needs and Performance

The **Task 4** deliverable, Modal/System Inventory: comments on the draft report have been received and processed. Determination was made through the SPSC not to reissue the report, but to combine the Task 4 and Task 5 reports and to incorporate revisions into that Task 5 report.

Task 5 (Modal Needs) activities have continued, with extensive collaboration with SPOT to parallel the Prioritization 2.0 Process for basing needs on performance/levels of service. Atkins has been working with all NCDOT modal units and with the MPOs to develop modal and urban/rural needs estimates.

Task 5 Schedule (ongoing):

- September
 - Develop draft summary tables and documentation.
 - Conduct review and vetting sessions.
 - Receive input from SSG and ACG.
- October
 - Brief Statewide Plan Committee.
 - Finalize modal needs and advance to financial analysis.
 - Prepare draft Task 5 documentation.

5. Finance Working Group

The Finance Working Group met on September 9 to review the financial model and its assumptions, financing options, and investment strategies. The Finance team will utilize the modal needs estimates as basis for advancing financial analysis and investment strategy considerations.

Schedule - upcoming Finance WG activities:

- Continue developing finance model in coordination with Finance office.
- Establish development of finance model and analysis assumptions.
- Review options for investment strategies for their incorporation in the financial model.
- Test revenue and financing options.

6. Planning Processes, Policies, and Programs Working Group

The Planning Processes, Policies, and Programs (PPP) Working Group met on August 30th to discuss how transportation planning PPP ought to change going forward based on the results of the interview process (reflected in the revised tech memo prepared by the consulting team), as well as other ideas from the WG.

Schedule - upcoming PPP WG activities:

- Define PPP focus areas.
- Review and prioritize processes, policies and procedures.

Prepared by Atkins
September 14, 2011

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