

# Attachment A - Key Highlights of Setting Priorities Research

## Arizona

### Program and Project Selection Priorities

Arizona Department of Transportation (ADOT) has established processes that provide percentages of funding to their four major program areas. Projects are selected using performance factors. Performance factors are outlined in state law and the law requires the factors to be considered in decision making and to be weighted. See the table below for more details on the ADOT's programs and weighting of Performance Factors. ADOT's primary focus is on preservation and maintenance. ADOT considers multimodal projects and a percentage of dollars are allocated to non-highway improvements.

Program	% of Program Funding	Performance Factors for Project Selection	Weighting
Preservation	34%	System Preservation	1.2
Modernization	29%	Congestion Relief	1.4
Expansion	27%	Accessibility	1.2
Non-Highway	10%	Safety	1.4
		Economic Benefits	-
		Connectivity to other modes	1.0
		Environmental Impacts/Resource Conservation	1.0
		Cost effectiveness	-
		Operational efficiency	See Congestion Relief
		Project Readiness	-

### Public Involvement

The ADOT Communications Team won an award for best interactive presentation, best external video and best blog at the 2012 TransComm conference.

### Link to Statewide Transportation Plan

Linking Programming to Planning (P2P) is currently being researched at ADOT. Best practices of other State DOTs are the primary focus of the research. The performance factor criteria are considered, but loosely used in project selection.

ADOT has Performance Measures highlighted in their 2010-2035 Statewide Long-Range Transportation Plan that are linked to Goals of: Mobility & Accessibility, Preservation, Economic Growth, Link to Land Use, Environment, Enhance Safety, Strengthen Partnerships, and Promote (Fiscal) Stewardship. Each goal has two to four performance measures. See the matrix for more details.

## Florida

### System Priorities

Florida has a Strategic Intermodal System (SIS) that is a high priority network of hubs, corridors and intermodal connectors established by law in 2003 to enhance economic competitiveness. The SIS carries the majority of traffic in Florida. For SIS the three major programming categories are: Capacity, Preservation (bridge and resurfacing), and Safety.

An Efficient Transportation Decision-Making (ETDM) process incorporates land use and environmental considerations into the FDOT planning process via early resource/regulatory agency involvement (with approximately 30 agencies).

### Data-Driven Tools

Florida Transportation Plan (FTP) Goals and SIS Mobility Objectives are criteria for programming. Many Data-Driven tools used in the process. The SIS Portal Tool is an interactive Oracle database web-based application; the Strategic Investment Tool (SIT) ranks infrastructure improvements assessing goals and measures – goals include Safety & Security,

## Attachment A - Key Highlights of Setting Priorities Research

System Preservation, Mobility, Economics, and Quality of Life. A Cost Feasible Plan Checkbook is a tool that balances available statewide revenue with project costs.

### Progress Reporting

Annual SIS Reports generated to document progress; link to Short-term and long-term FTPs. SIS Process also evaluates the 10-year planning horizon.

### Supporting Policy for New Discretionary Funds

A policy at FDOT is a target of 75% of new discretionary funds to go the SIS. Currently, the program is estimated to be at 67% for SIS for years 2010-2014.

## Kansas

### Legislation Prioritizing Funding to Major Projects

Transportation Works for Kansas (T-WORKS) is a 10-year \$8 Billion major construction project program passed by Kansas legislature in 2010. Its purpose is to promote economic growth. A new project prioritization process, T-LINK was established in 2009. Major Programs include: Preservation, Modernization, and Expansion.

For T-Works, an internal Program Review Committee created consists of the State Transportation Engineer and selected high-level executive staff personnel. This committee approves the selection of new projects using various highway funds as well as major changes in the scope, funding, and scheduling of individual projects. The highest priority in the T-WORKS Program is the preservation of the state's road and bridge infrastructure.

### The Prioritization Process

Kansas (T-LINK) is the KDOT prioritization process and is evolving. Expansion and modernization projects are ranked or scored. Projects are selected and prioritized based on engineering factors, regional priorities, and economic impact -- using a *rolling two-year program approach*. Percentage weighting of programs for criteria are also outlined in the attached matrix

### Public Involvement

KDOT launched the 2009 Kansas Transportation Online Community (KTOC) as a public outreach effort. In October 2009, KDOT conducted local consultation meetings in eight cities. Participants represented a broad range of interests and their input fed into the T-LINK process. The T-WORKS public outreach program will be formally reoccurring every two years. In January 2012, The KTOC system was replaced by KDOT's Facebook page due to redundancies.

### Discretionary/Unanticipated Fund Programming

To prepare for increases in funding, KDOT maintains "pool" projects with ongoing design that are prioritized and available if unanticipated funds become available.

## Michigan

### State Funding Task Force

A Funding Task Force was created in response to Public Act 221 of 2007. Its purpose is to "review the adequacy of surface transportation and aeronautics service provision and finance." The Task Force is comprised of 13 members. Nine represent interests including manufacturing, labor, transportation, agriculture, aviation, commerce, public transit, tourism, the general public and four members of the state Legislature.

## Attachment A - Key Highlights of Setting Priorities Research

### Identification of Quantitative Measures for When Things are Good

A summary of economic benefits at the “good” level are identified for:

- Value of Travel-Time Saved (households and business)
- Reduced Vehicle Maintenance Costs
- Improved Safety
- New Jobs Created
- Annual Increased Personal Income
- Annual Increase Gross State Product

A “good” return on household investment identifies dollars saved related to:

- Travel time reductions
- Reduced vehicle maintenance costs
- Increased personal income
- Improved safety

TOTAL CONSUMER SAVINGS

### Advanced Asset Management Program

MDOT has an advanced Asset Management Program that was established in 1990’s, that includes an Asset Management Council that leads the program. The Council generates annual reports and has been in existence for 10 years. The Asset Management Council is working on how to engage more local partners in their Asset Management process.

### Minnesota

#### Programming Priorities

Minnesota has Area Transportation Partnership programs and their Districts.

A target formula priority weighting for Area Transportation Partnership programs is as follows in the table below:

Program	% of Program Funds	Factors for Program Selection
Safety	10%	Three-year average of fatal/serious injury crashes
Mobility	30%	Congested VMT, number of buses and future VMT
Preservation	60%	Average bridge needs, heavy commercial vehicle miles traveled, and average pavement needs

Each Project Type is ranked on its own criteria. Types include: City, County, Bridge, Regional, Transit, and Enhancement. Safety projects are approved by the Commission and selected by Districts. The desire is to promote decentralizing of dollars approved by a central entity, see the attached matrix for more details.

#### Performance Measures

Performance measures are listed for each strategic priority. The Statewide Plan cites measures, targets, relevance/purpose, data sources, performance measures methodology, and transportation trends. MnDOT developed an annual performance measure scorecard. Performance categories are linked to the 10 Statewide Policy Plan policies.

#### Risk Management

MnDOT has begun formally incorporating risk management into the transportation planning process. Risk Management is the process of management that deals with identifying, quantifying, and responding to, and controlling the risks in a program, project, decision, etc.

#### Strategic Improvements/Managed Lanes a Primary Focus

MnDOT’s focus is on strategic capacity improvements in urban areas due to dwindling funds, i.e., more emphasis on managed lanes.

# Attachment A - Key Highlights of Setting Priorities Research

## Washington State

### Supporting Legislation

Transportation Policy Goals were codified in state law. The goals are: Economic Vitality, Preservation, Safety, Mobility, Environment, and Stewardship/Effectiveness & Efficiency.

### Sample Criteria for Project Selection

Sample Criteria for project selection (for North Spokane Corridor) included:

#### Economic Competitiveness

- Travel Time Reduction
- Annual Fuel Savings
- Freight flow

#### Livability

- Travel Time Reduction
- Alternative Modes of Travel Constructed

#### Sustainability

- Reduces Vehicle Emissions

#### Safety

- Accident Cost Savings
- Access control
- Interchanges Constructed
- Rail conflicts removed

Each project type has specific criteria that are used to evaluate and rank the projects. Project priority rankings are reviewed every two years. Projects that require a change in rank are taken before the Washington State Transportation Commission, to approve revisions.

### Performance Measures

The *Gray Notebook* is the quarterly reporting of performance measures based on Policy Goal categories.

## Wisconsin

### Project Selection Process

Projects undergo a Project Deficiency Analysis. Quantitative and professional judgment is used to compare projects. Initial assessment occurs at the District Level. Data-driven asset management processes have increased in reliance for decision making. Public review of this program occurs. Part of the process is to determine the extent of public acceptance or local support. Major projects may have public hearings every even-numbered year (every two years).

### Project Selection Criteria

Project selection criteria are weighted. There are Economic Measures – which get a weighting of 40%, Traffic Flow Measures receive 20%, Safety Measures 20%, Environmental Measures 10%, and Community Input Measures 10%. More detailed breakdown of the measures for each category and their weighting is provided in the matrix.

### Performance Goals & Measures

There are five key performance goals/categories which are: Mobility, Accountability, Preservation, Safety and Service. Each goal/category has several measures that provide information how to measure it in a dashboard format. Reporting occurs quarterly.

### Priority Corridors

Thirty-seven System Level Priority Corridors are identified in the *Connections 2030 Plan*, WisDOT's Statewide Transportation Plan. In the Plan, designation as a High Priority Corridor is one of the project selection criteria.

### Discretionary/Unanticipated Fund Programming

Discretionary/Unanticipated funds are programmed based on needs of the system. Legislative direction requires a complete design inventory of projects capable of being advanced to utilize unanticipated funds. It is anticipated that future dollars will be spent due to MAP-21 performance requirements.