

Attachment B - Setting Priorities for Programming and Resource Allocation
State Departments of Transportation

State DOT	Supporting Policies & Legislation	Program Level Criteria	Project Level Criteria	Public Outreach Component (Yes or No)	Performance Measures & Progress Reporting	Link to Statewide Plan (Yes or No)	Discretionary/Unanticipated Fund Programming & Resource Allocation	Successes/Lessons Learned/Other Comments
Arizona	Per Arizona Revised Statute 28-505 ADOT shall develop and use 10 performance factors in their project selection process. See the list of ten factors under the Project Level Criteria column. The statute also mandates ADOT weighting the 10 factors.	Programs are funded as follows: 34% to preservation 29% to modernization 27% to expansion 10% to non-highway See lessons learned for more details on how this distribution was decided.	The 10 Arizona Performance Factors are: 1. System preservation, 2. Congestion relief, 3. Accessibility, 4. Safety, 5. Economic benefits 6. Integration and connectivity to other modes 7. Air quality and other environmental impacts, 8. Cost-effectiveness of project or service, 9. Operational efficiency 10. Project readiness. These factors are used to: (1) select projects in the 5-year transportation facilities construction program and the long-range statewide transportation plan; and (2) Allocate state and federal financial resources among programs. Per the <i>Move AZ</i> Plan of 2004, Performance Measure Category Weights (based on Performance Factors) are: <ul style="list-style-type: none"> • Mobility 1.4 • Reliability 1.0 • Connectivity 1.0 • Accessibility 1.2 • Safety 1.4 • Preservation 1.2 • Resource Conservation 1.0 	Yes. The ADOT Communication and Community Partnerships Office conducts public outreach for programs and projects, from planning to completion. The ADOT Communications Team won an award for best interactive presentation, best external video and best blog at the 2012 TransComm conference.	Performance Measures are highlighted in the ADOT <i>What Moves You Arizona – Long-Range Transportation Plan 2010-2035</i> and are linked to goals bolded in the list below. <ul style="list-style-type: none"> • Mobility & Accessibility – Congestion, Speed, and Travel delay • Preservation – Pavement and bridge deficiencies; maintenance spending • Economic Growth - Congestion, Speed, and Travel delay; resources available for economic growth • Link to Land Use - Congestion, Speed, and Travel delay and improved access management • Consider Environment – change in vehicle emissions, level of environmental certification • Enhance Safety – Fatalities and serious injuries • Strengthen Partnerships • Promote Fiscal Stewardship 	Yes. The current LRP has goals linked to performance measures. Linking Programming to Planning (P2P) is currently being researched.		After constructing several expansion projects, ADOT subsequently realized that their preservation and maintenance expenses went up substantially; therefore, their primary focus is now preservation and maintenance. ADOT also recognized the need to consider multimodal projects and put a percentage towards non-highway improvements. Several program percentage scenarios were evaluated and selected the one presented in the programming criteria column. Successfully engaging the public in programming and project development is a challenge. Per ADOT staff member selection criteria are considered and loosely used.
Florida	The Strategic Intermodal System (SIS) 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.	The SIS- Efficient Transportation Decision-Making (ETDM) process incorporates land use and environmental considerations into the planning process via early resource agency involvement (30 agencies). For SIS, Capacity, Preservation (bridge and resurfacing), and Safety are the three major programming categories.	Florida Transportation Plan (FTP) Goals and SIS Mobility Objectives are criteria for programming. Strategic Investment Tool (SIT) uses SIS Goals and Measures to score/rank projects. Goals are: <ul style="list-style-type: none"> • Safety and Security – • System Preservation – • Mobility – • Economics – • Quality of Life – Several measures are used for each goal.	Considers planning partner input; 30 resource/regulatory agencies are engaged early in the planning and programming process.	Annual SIS Reports generated to document progress; link to Short-term and long-term FTPs. SIS Process also evaluates the 10-year planning horizon.	Yes. Both short- and long term Plans via a link to LRP goals and objectives.	Policy to set a target of 75% of new discretionary funds to the SIS; at 67% for SIS for 2010-2014.	Many Data-Driven tools used in the process. SIS Portal Tool – an interactive Oracle database web-based application; Strategic Investment Tool (SIT) – ranks infrastructure improvements assessing goals and measures; and a Cost Feasible Plan Checkbook.

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Kansas	<p>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 spur economic growth.</p>	<p>New selection process, T-LINK established in 2009. Major Programs include Preservation; Modernization, Expansion. Weighting of programs for criteria categories are outlined below.</p> <table border="1"> <thead> <tr> <th>Program</th> <th>Engineering</th> <th>Regional input via local consult</th> <th>TREDIS Economic Impact Analysis</th> </tr> </thead> <tbody> <tr> <td>Preservation projects</td> <td align="center">100%</td> <td></td> <td></td> </tr> <tr> <td>Modernization projects</td> <td align="center">80%</td> <td align="center">20%</td> <td></td> </tr> <tr> <td>Expansion projects</td> <td align="center">50%</td> <td align="center">25%</td> <td align="center">25%</td> </tr> </tbody> </table> <p>For T-Works, an internal Program Review Committee created consists of the State Transportation Engineer and selected high-level executive staff personnel. At the Program Level, 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.</p>	Program	Engineering	Regional input via local consult	TREDIS Economic Impact Analysis	Preservation projects	100%			Modernization projects	80%	20%		Expansion projects	50%	25%	25%	<p>Transportation-Leveraging Investments in 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 <i>rolling two-year program approach</i>. See the Programming Criteria column for more information.</p> <p>The highest priority in the T-WORKS Program is the preservation of the state's road and bridge infrastructure, which are being funded at 100% of anticipated need.</p>	<p>A (T-LINK) Task Force is a 35-member team assembled by Governor Sebelius in August 2008. The Task Force crafted the new project selection process. The T-LINK gives local officials more input into the process</p> <p>In October 2009, KDOT conducted local consultation meetings in eight cities. Participants represented a broad diversity of interests.</p> <p>KDOT launched the 2009 Kansas Transportation Online Community (KTOC) as a public outreach effort. In January 2012, this system has been replaced by KDOT's Facebook page due to redundancies. The T-WORKS public outreach program will be formally reoccurring every two years.</p>	<p>KDOT has a public performance measure dashboard for (more detailed information is provided via a link for each category):</p> <p>Safety</p> <ul style="list-style-type: none"> • # of Fatalities • # of Injuries • % of Population wearing seat belts <p>System Condition - % in good condition for:</p> <ul style="list-style-type: none"> • Bridges • Non-Interstates • Interstates <p>T-WORKS Program Delivery</p> <ul style="list-style-type: none"> • % on Time – 95.2% • % on Budget = 1.6% <p>Employee Turnover</p> <ul style="list-style-type: none"> • % of All • % of Engineers <p>Operations - % of Peak Hour Traffic moving below;</p> <ul style="list-style-type: none"> • 20mph • 30mph <p>Modes</p> <ul style="list-style-type: none"> • Transit - # of counties with Public Transit • Aviation - % of population within 30 min of air ambulance airport • Rail - # of Short Line miles accommodating 286K lb. cars. 	<p>Yes. The 2008 LRP calls for developing a process for selecting projects more frequently focusing on preservation and economic development.</p>	<p>KDOT maintains "pool" projects with ongoing design that are prioritized and available if discretionary/unanticipated funds become available.</p>	<p>Per KDOT staff, this data-driven approach is effective for preservation projects, but not as good for expansion projects, and is being reevaluated.</p>
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Michigan	<p>Public Act 1951 dictates that Federal Funds be distributed at 75% to the State and 25% to Locals.</p> <p>A Transportation Funding Task Force was created in response to Public Act 221 of 2007.</p> <p>The Task Force is</p>	<p>MDOT uses an economic assessment benefits tool to make decisions at the program level. Programs categories funded include:</p> <ul style="list-style-type: none"> • Aviation • Freight • Highway Expansion • Highway Other • Highway Preservation • Highway Modernization • Multi-modal • Preservation 	<p>A call for projects to the Regions occurs. Program Goals and Objectives are stated in the Call for Projects announcement. Call for projects guides the 5-year investment strategy. Regions assess general needs.</p> <p>The project selection process includes a Return on Investment Analysis that includes a review of:</p> <p>Recommended number of jobs created by (highway, aviation, intermodal freight and intermodal passengers improvements)mode</p>	<p>MDOT is updating their Public Involvement Plan and hopes to complete this soon. Public Involvement is an ongoing effort. MDOT has 27 Transportation Service Centers across the state that coordinate at the local level. This has replaced their project offices. These Centers house transportation engineers that represent</p>	<p>Performance Measures that are specific are reported for both MDOT and the State. Example in 1997 10 year goal to get at 90% Good and Fair pavement condition and in 2007 that goal was met.</p>	<p>Goals, Objectives and Performance Measures are discussed in a White Paper that accompanies the LRP.</p>	<p>High-Level Leadership at MDOT assesses finances monthly to discuss where dollars go in terms of programming. After funds identified for Programming they go through the traditional project selection process.</p>	<p>Cooperation, Collaboration and Coordination are key elements to success. Having good tools/technology to inform forecasts is critical. Focus on few key things to get buy in from all of the Department and public.</p>																

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	<p>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. See comments for more details.</p>	<ul style="list-style-type: none"> Multi-modal Expansion <p>A Rural Task Force Program provides federal dollars to rural counties with a population under 400,000 (78 out of 83 counties). These dollars must be spent in their geographic areas and both road and transit capital projects are eligible.</p> <p>All project selection is through the Rural Task Force which is comprised of equal representation from the county road commission, the cities and villages under 5,000 populations within the county, and the rural transit provider.</p>	<p>are identified to consider as current, do nothing, good, and better scenarios.</p> <p>A summary of economic benefits at the "good" level are identified for</p> <ul style="list-style-type: none"> 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 <p>A "good" return on household investment identifies dollars saved related to:</p> <ul style="list-style-type: none"> Travel time reductions Reduced vehicle maintenance costs Increased personal income Improved safety TOTAL CONSUMER SAVINGS 	<p>MDOT at the local level.</p> <p>The Asset Management Council is working on how to engage more local partners in their Asset Management process.</p>				<p>MDOT has an advanced Asset Management Program established in 1990's including an Asset Management Council that leads the program. The Council generates annual reports.</p> <p>An external multi-interest Transportation Funding Task Force was created in response to state law in 2007. Its purpose is to "review the adequacy of surface transportation and aeronautics service provision and finance."</p>
Minnesota	<p>State law requires programming for a 10_year horizon in addition to the STIP.</p> <p>Ten Policies from the Statewide Policy Plan include:</p> <ul style="list-style-type: none"> Traveler Safety Infrastructure Preservation Maintenance and Security National and Global Connections Statewide Connections Twin Cities Mobility Greater Minnesota Metropolitan and Region Mobility. Community Development & Transportation Energy and Environment 	<p>MnDOT has 23 programs with funds divided for each District. Funding is distributed to Districts, based on an established formula, prior to their bridge funding process initiating.</p> <p>Target formula priority weighting for Area Transportation Partnership programs is as follows:</p> <p>Safety – 10% Mobility – 30% Preservation- 60%</p> <ul style="list-style-type: none"> Preservation is based on average bridge needs, heavy commercial vehicle miles traveled, and average pavement needs. Safety is based on a factor of a 3-year average of fatal/serious injury crashes. Mobility factors include congested VMT, number of buses and future VMT. 	<p>According to the 2010 <i>Overview of Planning & Programming in Minnesota</i>:</p> <p>City projects are ranked based on: traffic safety and hazard elimination, traffic volume, pavement serviceability, economic development, recent or prior project in the current STIP, and city-county-state jurisdiction.</p> <p>County projects are ranked based on: pavement quality index, heavy commercial average daily traffic (HCADT), percent deficient in design speed, driving lane width, shoulder width, equity formula, regional significance, intermodal design features, and cost effectiveness.</p> <p>Regional Significance is based on: economic factors; health, social, and environmental factors; access factors; project design; etc.</p> <p>Bridge projects are ranked based on: sufficiency rating, cost effective (average daily traffic multiplied by sufficiency/cost), net detour (how</p>	<p>Yes. Area Transportation Partnerships (ATPs) and the Regional Development Commissions involve the public in the MnDOT programming process. ATP meetings are open to the public and public notices and meeting notifications are distributed. Scheduled ATP meetings are advertised or communicated to interested stakeholders and the general public in a variety of ways, including:</p> <ul style="list-style-type: none"> Websites Public information spots on TV E-mail announcements Public meeting notice Regional Development Commission 	<p>Safety projects are approved by the Commission and selected by Districts. Idea is to decentralize dollars approved by a central entity.</p> <p>Performance measures are listed for each strategic priority. 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.</p>	<p>Yes, via policy categories to Performance Measures.</p>		<p>A Working Committee was recently established to work on developing a new programming and project selection process. Committee works closely with MnDOT Districts and seeking more District/Region engagement in their process.</p> <p>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. (a sub-part of Project Management). Using risk to inform investment and project</p>

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	<ul style="list-style-type: none"> • Transparency & Accountability 		<p>detours impact costs), average daily traffic, regional significance, and intermodal significance.</p> <p>Transit capital projects are ranked based on: mileage, months of service, maintenance and repair costs, and compelling need or other factors.</p> <p>Enhancement projects need to be: within the Area Transportation Partnership boundaries; estimated total cost of at least \$50,000; assured match of at least 20 percent; project maintained and operated with no change in right-of-way or land ownership without approval of MnDOT and FHWA. Other conditions apply.</p>	newsletters				<p>decisions is not an entirely new concept for MnDOT.</p> <p>MnDOT's focus is on strategic capacity improvements in urban areas due to dwindling funds, i.e., more emphasis on managed lanes. Region Stakeholders have been brought together to review MAP-21 and how to invest in the future.</p>
Washington State	<p>Transportation Policy Goals from the Revised Code of Washington (RCW 47.04.280)</p> <ul style="list-style-type: none"> • Economic Vitality • Preservation • Safety • Mobility • Environment • Stewardship /Effectiveness & Efficiency 	<p>The prioritization process is outlined in the (RCW 47.05). This process includes the following steps:</p> <ol style="list-style-type: none"> 1. Identify a problem or deficiency. 2. Explore possible solutions. 3. Develop a scope for the project, which takes into consideration possible environmental impacts, roadway design issues, and stakeholder concerns. 4. Based on the project scope, develop a cost estimate or estimated range. 5. Determine the benefit the project will provide. 6. Compare the costs and benefits of this project with other projects of its type to determine its order of rank and priority. 	<p>Each project type has specific criteria that are used to evaluate and rank the projects. The programs and project types are:</p> <ul style="list-style-type: none"> • Stand-alone Safety • Preservation – Pavement & Bridge • Mobility Improvements (multimodal capacity improvements) • Economic- All-weather roads (addresses freeze-thaw cycles); Restricted bridges (low clearance and/or weight restricted); Rest areas (new construction); Four-lane trunk system • Environmental Retrofit - Water quality/quantity (stormwater retrofit); Fish barrier; Noise reduction • Other facilities - Safety rest areas (preservation); Weigh stations; Unstable slopes (slide areas); Major drainage and electrical rehabilitation (i.e., electrical components of lift bridges) <p>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.</p>	Undetermined. The Scoping and Programming process outlined in Chapter 300 of WSDOT policies does not specifically indicate public involvement until the preliminary environmental review summary phase of programming that coordinates with public agencies in obtaining environmental GIS data.	The <i>Gray Notebook</i> is the quarterly reporting of performance measures based on Policy Goal categories highlighted under the Supporting Policies column.	Washington State Transportation Plan (WTP) 2030 recommends continuing with the evolution performance-based planning as a strategic direction.		<p>Sample Criteria for project selection (for North Spokane Corridor) included:</p> <p>Economic Competitiveness</p> <ul style="list-style-type: none"> • Travel Time Reduction • Annual Fuel Savings • Freight flow <p>Livability</p> <ul style="list-style-type: none"> • Travel Time Reduction • Alternative Modes of Travel Constructed <p>Sustainability</p> <ul style="list-style-type: none"> • Reduces Vehicle Emissions <p>Safety</p> <ul style="list-style-type: none"> • Accident Cost Savings • Access control • Interchanges Constructed • Rail conflicts removed

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Wisconsin	Administration codification to initiate the process in 1990s. Trans 209 includes criteria for project identification. Trans 209.11 covers Public Review requirements. Transportation Project Commission makes recommendations of candidate projects to the legislature.	Projects undergo a Project Deficiency Analysis. Quantitative and professional judgment 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 the program occurs.	<p>EVALUATION</p>	Determine extent of public acceptance or local support is part of proposed evaluation process. Major projects may have public hearings every even-numbered year (every two years).	<p>The five key performance goals/categories are:</p> <ul style="list-style-type: none"> • Mobility • Accountability • Preservation • Safety • Service <p>Each goal/category has several measures that provide information how we measure it, current report period, goal met (yes or no), trend (favorable or unfavorable) and comments in a dashboard format. Reporting occurs quarterly.</p>	Yes. Thirty-seven System Level Priority Corridors are identified in the <i>Connections 2030 Plan</i> . Designation as a High Priority Corridor is one of the project selection criteria.	Based on needs of the system. Legislative direction requires a complete design inventory of projects capable of being advanced to utilize unanticipated funds.	Future dollars will also be expended to help address performance goals established by MAP-21 or other performance measures.

Description of Column Content

Supporting Policies and Legislation – Includes information regarding policies or legislation that supports or mandates the prioritization methods used during programming and resource allocation. Other details may include when the policies/laws were established.

Program Level Criteria – Highlights details on the criteria used for programming of funds. In some instances, the programming types are described and percentages funneled to programs are presented.

Project Selection Criteria – Includes details on the criteria used for project selection. Information, such as the criteria, if the criteria are weighted, and project types, is provided.

Public Outreach Component – Identifies a public outreach component associated with a State DOT prioritization process, and the types of parties involved if this information is available.

Performance Measures and Progress Reporting – Includes information on what the State DOT’s have related to public performance measures and the frequency of progress reporting.

Link to the Statewide Plan – Demonstrates if and how a link between programming and resource allocation exists with the Statewide Plan.

Discretionary/Unanticipated Fund Programming and Resource Allocation – Includes information on the identification of policies or procedures that assist in resource allocation when unanticipated/discretionary funds are identified.

Successes/Lessons Learned/Comments – Highlights the successes experienced by the State DOT’s in their respective approach or processes related to setting priorities and lessons learned. Also included is additional information that was discussed with State DOT staff that may prove helpful to the Department.