



# Prioritization & Intergovernmental Draft Recommendations

Version 3

A low-angle photograph of a tall skyscraper with a grid-like facade, viewed from the side. The building is partially obscured by a dark, semi-transparent overlay that contains the text.

# Priorities

- Mobility
- Preservation
- Safety
- Performance and Accountability
- Increased Cooperation and Collaboration at all levels of Government

A low-angle, black and white photograph of a skyscraper's facade, showing the grid of windows and the building's structure against a light sky. The image is used as a background for the slide.

# Mobility

- Create a Congestion Reduction program focused on the Strategic Highway Corridors and the 7% of the highway system miles which carries 45% of the traffic – Estimated cost \$120 million per year focused on decreasing travel time and increasing travel reliability
- Maximize capacity and utilization of rail freight movement consistent with the recommendations of Intermodal Committee and the North Carolina Railroad long range plans
- Enhance mobility within all areas of the state by continued investment and the completion of Intrastate System Projects and the Strategic Highway Corridors allowing regions to re-prioritize and re-program existing funding consistent with changing transportation demands and economic growth patterns within each region
- Enhance mobility and reduce congestion by **accelerated** investment and completion of all planned urban loops
- Expand use of tolling and congestion pricing to include High Occupancy Tolls (HOT) lanes consistent and complimentary with **current** North Carolina Turnpike Authority projects and **any newly authorized tolling projects**

# Preservation

- ***(Develop and consider language for potential adoption of a Fix-It First Strategy)***
- Fully fund existing Bridge Replacement Needs in North Carolina - \$300 Million
- Create an effective Bridge Maintenance and Rehabilitation Program within existing maintenance funds
- Create an annual Interstate Resurfacing Program within each Highway Division with Interstates from existing Federal Interstate Maintenance Funds and Remove Interstate Maintenance Funding from equity calculations
- Implement a measurable system preservation and maintenance program with quantitative measures of performance and measures of effectiveness (i.e. MOE = remaining service life of road network, MOP=annual miles resurfaced and reconstructed)



# Safety

- Focused external safety and enforcement programs to reduce fatal accidents and serious injuries on transportation facilities
- Fully fund spot safety programs but hold program accountable for accident and injury reduction
- Focus enforcement efforts on top priority of accident and injury reduction based on frequency and severity of occurrence



# Performance and Accountability

- ***(Consider addition of language to specifically address DOT organizational concerns and public trust/confidence)***
- Reduce Transportation Administrative Costs which do not directly improve road, bridge, or other key infrastructure within the State
- Examine existing and recently proposed Department of Transportation organizational structure for opportunities to consolidate policy and programming responsibilities, decentralize project delivery to the greatest extent feasible to Highway Divisions, and */or* reduce redundancy
- Complete the implementation of planned measured performance objectives across the Department of Transportation for all key personnel and offices



## Increased Cooperation and Collaboration at all levels of Government

- The Department of Transportation should work to develop a closer relationship with local government to leverage state/local resources and better coordinate land use with transportation planning through empowerment of decision making responsibilities and accountability to Division Engineers working closely with Board of Transportation Members and Municipalities ***(Consider addition of language to assist in Planning/Zoning considerations for transportation)***
- Push strategic and operational objectives and framework for a range of solutions with adequate resources to field Divisions targeting measurable outcomes allowing for increased flexibility and innovation
- NC General Assembly and NC Department of Transportation should continue to work with League of Municipalities, NC Metropolitan Coalition, and NC Association of County Commissioners to explore opportunities to best deliver transportation services cooperatively and efficiently within these areas ***(Consider addition of specific opportunities to explore and develop)***
- ***(Addition of Intergovernmental Efforts on greater return of Federal Share of Revenues)***

# Discussion

- *Additions*

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