

Implementation Report on Metropolitan Planning Organization/Rural Planning Organization Prioritization Methodology

May 14, 2014

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This report summarizes the Department's steps to formulate an MPO/RPO approval process, the standards required to receive conditional authorization, and the methodology for each MPO/RPO that received conditional authorization.

On June 19, 2012, Session Law (S.L.) 2012-84 was enacted which amended Section 2 of the General Statutes 136-18 by adding a new subdivision to read:

"The Department shall develop and utilize a process for selection of transportation projects that is based on professional standards in order to most efficiently use limited resources to benefit all citizens of the State. The strategic prioritization process should be a systematic, data-driven process that includes a combination of quantitative data, qualitative input, and multimodal characteristics, and should include local input. The Department shall develop a process for standardizing or approving local methodology used in Metropolitan Planning Organization and Rural Transportation Planning Organization prioritization."

S.L. 2013-183, Strategic Transportation Investments Act, requires 30% of all Regional Tier projects and 50% of all Division Tier project scores to be based on local input. The Department has determined that these local input point percentages will be equally split between the state's Planning Organizations and the Department's Division Engineers. Therefore 15% of Regional Tier project scores and 25% of Division Tier project scores will come from the Metropolitan Planning Organizations (MPO) and Rural Planning Organizations (RPO). The remaining local input point assignments for Regional and Division Tier projects will be generated by the Department's Division Engineers. In developing an MPO/RPO approval process to apply local input points to Regional and Division Tier projects, the Department required each MPO and RPO to develop a transparent methodology to guide the point assignment process that includes public input.

Background

At the time S.L. 2012-84 was enacted, the Department had already begun the development of its next version of the strategic prioritization process, known as P3.0. P3.0 was intended to expand on the prior efforts of P1.0 (initial version started in 2009 and P2.0 in 2011). As conducted in previous iterations, the Department convened a Workgroup (known as P3.0 Workgroup) to assist in making recommendations and in developing guidance on how to implement the local methodology requirements for MPO/RPOs as outlined in S.L. 2012-84. The P3.0 Workgroup included members of the North Carolina Associations of MPOs and RPOs, the Metropolitan Mayors Coalition, the North Carolina League of Municipalities, the North Carolina Association of County Commissioners, and representatives from the Department of Commerce, the Governor's staff, Legislative staff, Department Division Engineers and other internal Department staff including the modal units and program development branch.

Starting on July 25, 2012 (and through subsequent meetings) the P3.0 Workgroup began to discuss suggestions for how to implement S.L. 2012-84. These discussions occurred as time permitted since the focus for the Workgroup at that time was improving the P2.0 process. At the July 25, 2012 meeting, the P3.0 Workgroup recommended (and the Department agreed) that a survey of all current methodologies be conducted to create a baseline starting point for initial guidance. On November 9, 2012 Chief Operating Officer Jim Trogon requested each MPO/RPO submit their current local input prioritization methodologies to the Department by January 4, 2013.

The Department reviewed those methodologies in early 2013. The survey showed a wide range of approaches. Most of the large MPO's had data-driven methodologies and sought public input. However, only a limited number of RPO's had data-driven methodologies and few included public input but based their point determinations on consultation with neighboring planning organizations or their respective Division Engineer. This information was shared with the P3.0 Workgroup with the intent of developing some guidance to implement the law and an expectation to bring all MPOs and RPOs to some acceptable and equitable level of openness and transparency in their local input methodology. The intention was not to apply a "cookie cutter" approach to make each methodology look alike but rather an effort to conform these various methodologies into a set of standards the Workgroup could agree to and recommend. The Department recognized that each MPO/RPO had different transportation needs and expectations on how to address their unique needs. On March 18, 2013 a survey summary of the quantitative and qualitative criteria currently in use by the MPOs and RPOs was provided to the P3.0 Workgroup but no consensus was reached regarding implementing guidance.

On March 26, 2013, House Bill 817 was introduced in the Legislature which envisioned a historic change to transportation funding, otherwise known as the Strategic Transportation Investments (STI) Act. It was clear to the P3.0 Workgroup and the Department that STI required the full attention and energy of the Workgroup to provide recommendations on scoring criteria as outlined in the draft bill. Discussions on implementing guidance for S.L. 2012-84 were delayed until aggressive timelines for STI recommendations were achieved.

Once the STI law was signed by Governor McCrory on June 26, 2013 the P3.0 Workgroup returned its attention to the S.L. 2012-84 requirement at its July 29, 2013 meeting. On September 30, 2013, the P3.0 Workgroup and the Department reached consensus on the next steps of implementation.

Criteria for Conditional Authorization

The Department's intent in developing an MPO and RPO approval process was to mirror the intent of STI: to remove politics from transportation decisions and to create a transparent and objective process to select projects. MPOs and RPOs were directed to follow these tenets/principles: Select at least one quantitative and one qualitative criteria to rank projects across all modes, Develop a narrative to outline how local input points would be assigned to priority projects in the area, Solicit public input and hold a public meeting/hearing on the criteria and preliminary point assignments, consider any public comments prior to the final point assignment, and Post the results for public viewing on planning organization's respective websites. Any changes to point assignments clearly articulated for public consumption and posted on websites

The overall theme of this approach would be "transparency" in identifying an area's highest priority projects and showing how objective measures and public input was a consideration in the final assignment of local points. Each local input methodology would need to be assembled into a single cohesive narrative that could be easily followed by public citizens and consistent with the respective MPO/RPO public involvement procedures. The Department agreed with the P3.0 Workgroup's recommendations and prepared a letter to each MPO and RPO outlining the guidance.

On October 15, 2013, Chief Operating Officer Jim Trogon wrote separate letters to each of the 19 MPOs and 19 RPOs outlining the above steps. Appendix 1 provides a sample of this letter.

Approval Process

In anticipation of submissions requiring a comprehensive review, the Department established a multi-disciplinary internal review committee to review each submission. This committee consisted of representatives from the Transportation Planning Branch (TPB), the Program Development Unit, and the Strategic Prioritization Office (SPOT). The committee has met almost weekly since November 2013 to review submissions. The committee reviews each submission to ensure the six basic tenets/principles are adequately addressed and provides feedback to the submitting organization by consensus. These tenets, as listed above, are consistent with the P3.0 Workgroup's recommendations and Mr. Trogon's October 15, 2013 letter.

Conditional Authorizations

Once the internal review committee was satisfied a submission met the minimum tenets/principles, a "conditional authorization" was provided. Conditional authorization means that the MPO or RPO could continue to follow their public input protocols and as long as there was no revision to their methodology or process.

Each of the methodologies which have received "conditional authorization" will receive official approval after the Department receives Transportation Advisory Committee (policy body of the local planning organization) signed resolutions endorsing the methodologies. A second report with these final methodologies will be provided to the JLTOC after the local input window closes (expected at the end of August 2014).

If the MPO/RPO did not receive conditional authorization prior to the opening of the local input point window, the Department would be forced to withhold the ability of the planning organization to assign local input points.

As of May 14, 2014, the Department has received and approved all submissions from the 38 MPOs and RPOs. Based on the committee's initial review, a collaborative effort to improve the submissions began. Written responses on how to improve the submissions were made by the Department to the MPO/RPO and in many cases, telephone calls were done as a follow-up. Examples of conditionally authorized and acceptable methodologies were also provided to the MPO/RPO in an effort to show the Department's goal was to have their submissions found to be acceptable. Appendix 2 shows the breadth of review and correspondence expended by Department staff in this process.

Appendix 3 is a compilation of MPO methodologies and Appendix 4 is a compilation of RPO methodologies, both appendices are organized in alphabetical order.

Next Steps

The Department's timeline/schedule for the remaining scoring of P3.0 (STI) projects calls for a 90-day window for each MPO and RPO to assign local input points to STI Regional Impact and Division Needs eligible projects. The window is expected to open on June 2, 2014 and close on August 29, 2014. By September 29, the SPOT office will calculate final scores for all projects and submit them to the Program Development Unit. That unit will then develop a draft State Transportation Improvement Program (STIP) to be released as a draft for public comment in December, 2014. A final STIP will then be approved by the Board of Transportation by July 1, 2015.

The next version of Strategic Prioritization known as P4.0 is expected to begin in the summer of 2014. An organizational meeting of the P4.0 Workgroup will be initiated no later than September 1, 2014. The Workgroup will be charged with making recommendations to the Department on improving the data and the process resulting from P3.0. Beginning December 1, 2016 the Department shall report annually to the Joint Legislative Transportation Oversight Committee on any changes made to the highway or non-highway prioritization process and resulting impact to the STIP.

APPENDIX 1

October 15, 2013

MPO/RPO

Address

City, State Zip

ATTENTION: TAC Chair

Subject: Guidance For Implementation of Strategic Prioritization - Session Law 2012-84

Session Law 2012-84 amended Section 2 of the General Statutes 136-18 by adding a new subdivision to read:

“The Department shall develop and utilize a process for selection of transportation projects that is based on professional standards in order to most efficiently use limited resources to benefit all citizens of the State. The strategic prioritization process should be a systematic, data-driven process that includes a combination of quantitative data, qualitative input, and multimodal characteristics, and should include local input. The Department shall develop a process for standardizing or approving local methodology used in Metropolitan Planning Organization and Rural Transportation Planning Organization prioritization.”

The Department engaged the P3.0 Workgroup to assist in developing guidance on how to implement S.L. 2012-84. The emphasis is on an open and transparent process. On September 30th the Workgroup reached agreement on recommended guidance. The Department agrees.

Outlined below is the guidance each MPO and RPO needs to follow in developing their local methodology. This methodology will be used to assign MPO/RPO local input points under the new Strategic Transportation Investments (STI) law. The Department requests you submit your local methodology for approval and address each of the following items:

- Describe the MPO/RPO ranking process for all modes of transportation that identifies at least one quantitative and one qualitative criteria to be used in the scoring process. These criteria should be understandable to the public. In other words, the measures and the percentages assigned to each measure should be defined, described, and outlined in such a way that the public can follow how project points will be assigned.
- Describe how your organization intends to engage and solicit public input on your methodology: i.e., the rationale behind the preliminary assignment of points; posting of this approach on a public website; holding a public hearing to receive comments on the preliminary assignment and/or how your organization followed its public input policies to adhere to this requirement. At least one public review period and public meeting/hearing should be included in the process. This review period needs to allow sufficient time for consideration of any public comments prior to the TCC/TAC making the final point assignment.
- Describe how your Technical Coordinating and Transportation Advisory Committees (TCC/TAC) will consider the input of public comments on the preliminary assignment of points as they develop and ultimately approve the final point assignment.

- Describe how the final local point assignment (approved by your TAC) will be disseminated and shared with the public. Include dates on your schedule you are targeting to achieve this.
- The methodology needs to be approved by the TAC.

Please develop and submit a proposed methodology, a contact person and/or narrative to Don Voelker, Director, Strategic Prioritization Office of Transportation, as soon as you believe your methodology follows the above guidance. The Department will review each submission and provide a response on its acceptability. We look forward to working with each MPO and RPO to ensure an acceptable methodology is in place before local input points are assigned beginning May 1, 2014 (*this was ultimately changed to June 2, 2014*); otherwise, the Department will not accept local input points from the MPO/RPO for that area. This lead time should be sufficient for each MPO/RPO to ensure their local methodologies will meet this guidance.

Sincerely,

Jim Trogdon, P.E.
Chief Deputy for Operations

cc: Don Voelker
cc: MPO/RPO Staff Point of Contact

APPENDIX 2

Review of each MPO/RPO Local Input Methodology

Planning Organization	Contact	Narrative Received by NCDOT	One Quantitative and One Qualitative criteria?	Criteria understandable? Contains description and rationale for criteria use, measures, and percent weights?	Public Involvement - public hearing, input on methodology, posted on website?	NCDOT Comments submitted to MPO / RPO	Conditional Approval provided by NCDOT
Albemarle RPO	Angela Welsh	12/30/13 – 1 st draft 1/13/14 – 2 nd draft	Yes, mix of criteria for highway and non-highway modes	Yes	timelines defined; website link provided	1st draft - 1/9/14 2 nd draft – 1/16/14	1.16.14
Burlington-Graham MPO	Mike Nunn	11/25/13 - 1st draft 12/9/13 - 2nd draft 1/2/14 - 3rd draft	Yes, same criteria for highway & non-highway modes	Yes	timelines defined; website link provided	1st draft - 12/4/13 2nd draft - 12/12/13 3rd draft - 1/9/14 4th draft – 1/16/14	1.16.14
Cabarrus Rowan MPO	Phil Conrad	10/21/13 - 1st draft 1/2/14 - 2nd draft 1/16/14 – 3 rd draft	Yes, separate criteria for highway and non-highway modes	Yes	timelines defined; website link provided	1st draft - 10/24/13 2nd draft - 1/9/14 3rd draft – 1/16/14	1.16.14
CAMPO	Chris Lukasina and Alex Rickard	4/11/14 - 1st draft 4/29/14 - 2nd draft	Yes, and includes modal investment mix and competitive point allocation process	Yes	timelines defined; website link provided	1st draft - 4/15/14 2nd draft - 4/29/14	4.29.14

Planning Organization	Contact	Narrative Received by NCDOT	One Quantitative and One Qualitative criteria?	Criteria understandable? Contains description and rationale for criteria use, measures, and percent weights?	Public Involvement - public hearing, input on methodology, posted on website?	NCDOT Comments submitted to MPO / RPO	Conditional Approval provided by NCDOT
Cape Fear RPO	Allen Serkin	2/7/14 - 1st draft 3/3/14 – 2 nd draft 3/10/14 – 3 rd draft	Yes, same criteria for highway and non-highway modes	Yes	timelines defined; website link provided	1st draft - 2/7/14 2 nd draft – 3/6/14 3 rd draft – 3/13/14	3.13.14
Charlotte Region	Neil Burke	1/10/14 - 1st draft 1/31/14 - 2nd draft	Yes, same criteria for highway and non-highway modes plus modal mix approach	Yes	timelines defined; website link provided	1st draft - 1/16/14 2nd draft - 2/3/14	2.3.14
DCHC	Ellen Beckman	3/10/14 - 1st draft 3/27/14 - 2nd draft 4/17/14 – 3 rd draft	Yes, separate criteria for highway and non-highway modes	Yes	timelines defined; website link provided	1st draft - 3/13/14 2nd draft - 3/28/14 3 rd draft – 4/17/14	4.17.14
Down East RPO	Patrick Flanagan	11/1/13 - 1st draft 4/17/14 – 2 nd draft 4/23/14 – 3 rd draft 4/29/14 – 4 th draft	Yes, same criteria for highway and non-highway modes	Yes	timelines defined; website link provided	1st draft - 11/6/2013 2 nd draft – 4/21/14 3 rd draft – 4/24/14 4 th draft – 4/29/14	4.29.14
Eastern Carolina RPO	Rob Will	3/21/14 - 1st draft 4/23/14 - 2nd draft 4/25/14 – 3 rd draft	Yes, same criteria for highway and non-highway modes	Yes	timelines defined; website link provided	1st draft – 3/28/14 2 nd draft – 4/24/14 3 rd draft – 4/25/14	4.25.14

Planning Organization	Contact	Narrative Received by NCDOT	One Quantitative and One Qualitative criteria?	Criteria understandable? Contains description and rationale for criteria use, measures, and percent weights?	Public Involvement - public hearing, input on methodology, posted on website?	NCDOT Comments submitted to MPO / RPO	Conditional Approval provided by NCDOT
Fayetteville MPO	Michael Rutan	12/17/13 - 1st draft 12/31/13 - 2nd draft 1/17/14 - 3rd draft 2/7/14 - 4 th draft 2/19/14 - 5 th draft	Yes, separate criteria for highway and non-highway modes	Yes	timelines defined; website link provided	1st draft - 12/20/13 2nd draft - 1/9/14 3rd draft - 1/24/14 4 th draft - 2/14/14 5 th draft - 2/20/14	2.20.14
French Broad River MPO	Paul Black	2/28/14 - 1st draft 3/19/14 - 2nd draft	Yes, same criteria for highway and non-highway modes	Yes	timelines defined; website link provided	1st draft - 2/28/14 2nd draft - 3/19/14	3.20.14
Gaston-Cleveland Lincoln MPO	Bjorn Hansen	10/11/13 - 1st draft 12/7/13 - 2nd draft	Yes, same criteria for highway and non-highway modes	Yes	timelines defined; website link provided	1st draft - 10/11/13 2nd draft - 12/12/13	12.12.13
Goldsboro MPO	Jennifer Collins	1st draft - 2/17/14 2nd draft - 3/21/14	Yes, same criteria for highway and non-highway modes	Yes	timelines defined; website link provided	1st draft - 2/26/14 2nd draft - 3/25/14	3.25.14
Grand Strand MPO	Chris Clark	10/7/13 - 1 st draft 3/25/14 - 2 nd draft 4/2/14 - 3 rd draft 4/9/14 - 4 th draft	Yes, separate criteria for highway and non-highway modes	Yes	timelines defined; website link provided	1 st draft - 10/11/13 2 nd draft - 3/28/14 3 rd draft - 4/3/14 4 th draft - 4/10/14	4.10.14
Greater Hickory MPO	John Marshall	3/7/14 - 1 st draft 4/14/14 - 2 nd draft 4/21/14 - 3 rd draft	Yes, separate criteria for highway and non-highway modes	Yes	timelines defined; website link provided	1 st draft 3/13/14 2 nd draft - 4/17/14 3 rd draft - 4/21/14	4.21.14

Planning Organization	Contact	Narrative Received by NCDOT	One Quantitative and One Qualitative criteria?	Criteria understandable? Contains description and rationale for criteria use, measures, and percent weights?	Public Involvement - public hearing, input on methodology, posted on website?	NCDOT Comments submitted to MPO / RPO	Conditional Approval provided by NCDOT
Greensboro MPO	Tyler Meyer	1/14/14 – 1 st draft 1/21/14 – 2 nd draft 3/6/14 – 3 rd draft	Yes, separate criteria for highway and non-highway modes	Yes	timelines defined; website link provided	1 st draft - 1/16/14 2 nd draft - 2/7/14 3 rd draft – 3/6/14	3.6.14
Greenville MPO	Daryl Vreeland	10/23/13 - 1st Draft 12/3/13 - 2nd Draft 12/13/13 - 3rd Draft	Yes, separate criteria for highway and non-highway modes	Yes	timelines defined; website link provided	1 st draft - 10/28/13 2 nd draft - 12/4/13 3 rd draft - 12/20/13	12.20.13
High Country RPO	David Graham	1/27/14 - 1st draft 2/11/14 - 2nd draft 2/17/14 – 3 rd draft	Yes, separate criteria for highway and non-highway modes	Yes	timelines defined; website link provided	1 st draft – 2/7/14 2 nd draft – 2/14/14 3 rd draft – 2/20/14	2.20.14
High Point MPO	Greg Venable	2/19/14 – 1 st draft 3/19/14 – 2 nd draft 3/26/14 – 3 rd draft 4/2/14 – 4 th draft 4/9/14 – 5 th draft	Yes, same criteria for highway and non-highway modes	Yes	timelines defined; website link provided	1st draft - 2/26/14 2nd draft - 3/20/14 3rd draft - 3/28/14 4 th draft – 4/3/14 5 th draft – 4/10/14	4.10.14
Isothermal RPO	Karyl Fuller	1/17/14 - 1st draft 2/14/14 – 2 nd draft	Yes, same criteria for highway and non-highway modes	Yes	timelines defined; website link provided	1 st draft – 2/7/14 2 nd draft – 2/19/14	2.19.14
Jacksonville MPO	Peggy Holland	12/30/13 - 1 st draft 1/16/14 – 2 nd draft 3/3/14 – 3 rd draft 3/7/14 – 4 th draft	Yes, same criteria for highway and non-highway modes	Yes	timelines defined; website link provided	1st draft -- 1/9/14 2 nd draft – 1/24/14 3 rd draft – 3/6/14 4 th draft – 3/7/14	3.7.14

Planning Organization	Contact	Narrative Received by NCDOT	One Quantitative and One Qualitative criteria?	Criteria understandable? Contains description and rationale for criteria use, measures, and percent weights?	Public Involvement - public hearing, input on methodology, posted on website?	NCDOT Comments submitted to MPO / RPO	Conditional Approval provided by NCDOT
Kerr Tar RPO	Mike Ciriello	12/20/13 – 1 st draft 1/17/14 – 2 nd draft 2/26/14 – 3 rd draft	Yes, separate criteria for highway and non-highway modes	Yes	timelines defined; website link provided	1st draft -- 1/9/14 2 nd draft – 2/7/14 3 rd draft - 2/26/14	2.26.14
Land of Sky RPO	Josh King	1/13/14 – 1 st draft 3/24/14 - 2 nd draft 4/4/14 – 3 rd draft	Yes, same criteria for highway and non-highway modes	Yes	timelines defined; website link provided	1st draft - 1/17/14 2nd draft - 3/28/14 3 rd draft – 4/10/14	4.10.14
Lumber River RPO	Janet Robertson	1/8/14 - 1st draft 1/27/14 - 2nd draft 2/22/14 - 3rd draft	Yes, separate criteria for highway and non-highway modes	Yes	timelines defined; website link provided	1st draft – 1/16/14 2nd draft - 2/7/14 3rd draft – 2/26/14	2.26.14
Mid East RPO	Bryant Buck	2/19/14 – 1 st draft 3/5/14 – 2 nd draft	Yes, same criteria for highway and non-highway modes	Yes	timelines defined; website link provided	1st draft - 2/26/14 2nd draft - 3/6/14	3.6.14
Mid-Carolina RPO	Joel Strickland	1/9/14 - 1st draft	Yes, same criteria for highway and non-highway modes	Yes	timelines defined; website link provided	1st draft - 1/16/14	1.16.14
New Bern MPO	Maurizia Chapman	2/20/14 – 1 st draft 3/5/14 – 2 nd draft 3/6/14 – 3 rd draft	Yes, same criteria for highway and non-highway modes	Yes	timelines defined; website link provided	1st draft - 2/26/14 2nd draft - 3/6/14 3rd draft - 3/7/14	3.7.14

Planning Organization	Contact	Narrative Received by NCDOT	One Quantitative and One Qualitative criteria?	Criteria understandable? Contains description and rationale for criteria use, measures, and percent weights?	Public Involvement - public hearing, input on methodology, posted on website?	NCDOT Comments submitted to MPO / RPO	Conditional Approval provided by NCDOT
Northwest Piedmont RPO	Christina Walsh	3/10/14 - 1st draft 3/18/14 - 2nd draft 3/25/14 – 3 rd draft	Yes, separate criteria for highway and non-highway modes	Yes	timelines defined; website link provided	1st draft - 3/11/14 2nd draft - 3/20/14 3 rd draft – 3/28/14	3.28.14
Peanut Belt RPO	Justin Oakes	2/18/14 - 1st draft 3/3/14 - 2nd draft	Yes, same criteria for highway and non-highway modes	Yes	timelines defined; website link provided	1st draft - 2/26/14 2nd draft - 3/6/14	3.6.14
Piedmont Triad RPO	Jesse Day	10/25/2013 - 1st draft 4/2/14 - 2nd draft 4/7/14 – 3 rd draft	Yes, separate criteria for highway and non-highway modes	Yes	timelines defined; website link provided	1st draft - 10/28/13 2nd draft - 4/3/14 3 rd draft – 4/7/14	4.7.14
Rocky Mount MPO	Bob League	12/19/13 - 1st draft 12/31/13 - 2nd draft 1/10/14 – 3 rd draft	Yes, same criteria for highway and non-highway modes	Yes	timelines defined; website link provided	1st draft - 12/20/13 2nd draft - 1/2/14 3rd draft – 1/16/14	1.16.14
Rocky River RPO	Dana Stoogenke	11/3/13 - 1st draft 12/17/13 - 2nd draft 12/27/13 - 3rd draft 1/6/13 - 4th draft	Yes, separate criteria for highway and non-highway modes	Yes	timelines defined; website link provided	1st draft - 11/6/13 2nd draft - 12/20/13 3rd draft - 1/6/13 4th draft - 1/6/14	1.6.14
Southwestern RPO	Philip Moore	10/30/13 - 1st draft 11/7/13 - 2nd draft	Yes, same criteria for highway and non-highway modes	Yes	timelines defined; website link provided	1st draft - 11/6/13 2nd draft - 11/14/13	11.14.13
Triangle RPO	Matt Day	11/4/13 - 1st draft 11/13/13 - 2nd draft	Yes, separate criteria for highway and non-highway modes	Yes	timelines defined; website link provided	1st draft - 11/6/13 2nd draft - 11/18/13	11.18.13

Planning Organization	Contact	Narrative Received by NCDOT	One Quantitative and One Qualitative criteria?	Criteria understandable? Contains description and rationale for criteria use, measures, and percent weights?	Public Involvement - public hearing, input on methodology, posted on website?	NCDOT Comments submitted to MPO / RPO	Conditional Approval provided by NCDOT
Unifour RPO	Kelly Larkins	12/19/13 - 1st draft 3/6/14 - 2nd draft 4/14/14 – 3 rd draft 4/21/14 – 4 th draft	Yes, separate criteria for highway and non-highway modes	yes	timelines defined; website link provided	1 st draft – 12/19/13 2nd draft – 3/13/14 3 rd draft – 4/14/14 4 th draft – 4/21/14	4.21.14
Upper Coastal Plain RPO	James Salmons	12/20/13 - 1st draft 1/13/14 – 2 nd draft 1/21/14 – 3 rd draft 2/12/14 – 4 th draft	Yes, separate criteria for highway and non-highway modes	Yes	timelines defined; website link provided	1st draft - 12/20/13 2nd draft – 1/16/14 3rd draft - 2/7/14 4th draft – 2/14/14	2.14.14
Wilmington MPO	Mike Kozlosky	12/12/13 - 1st draft 12/19/13 - 2nd draft 1/6/14 - 3rd draft	Yes, same criteria for highway and non-highway modes	Yes	timelines defined; website link provided	1st draft - 12/12/13 2nd draft - 12/20/13 3rd draft - 1/8/14	1.8.14
Winston-Salem MPO	Frederick Haith	12/18/13 - 1st draft 1/3/14 – 2 nd draft 2/4/14 – 3 rd draft 2/11/14 – 4 th draft	Yes, same criteria for highway and non-highway modes	Yes	timelines defined; website link provided	1st draft - 12/20/2013 2nd draft - 1/9/14 3rd draft – 2/7/14 4th draft – 2/14/14	2.14.14

APPENDIX 3

MPO Local Input Methodologies (in alphabetical order)

BURLINGTON GRAHAM MPO..... 15

CABARRUS-ROWAN MPO 17

CAPITAL AREA MPO 22

CHARLOTTE REGIONAL TRANSPORTATION PLANNING ORGANIZATION 35

DURHAM CHAPEL HILL MPO 42

FAYETTEVILLE MPO 59

FRENCH BROAD RIVER MPO..... 70

GASTON-CLEVELAND-LINCOLN MPO 75

GOLDSBORO MPO 80

GRAND STRAND MPO..... 88

GREATER HICKORY MPO..... 104

GREENSBORO MPO 110

GREENVILLE MPO 130

HIGH POINT MPO 142

JACKSONVILLE MPO 149

NEW BERN MPO 152

ROCKY MOUNT MPO..... 157

WILMINGTON MPO 164

WINSTON-SALEM MPO 170

Burlington Graham MPO

STIP Project / SPOT Project Evaluation and Ranking Process

State law, House Bill 817, known as Strategic Transportation Investments (STI), requires each MPO to develop and adopt a local project ranking process for all modes of transportation. Under the new STI all modes of transportation compete internally and are evaluated on statewide, division and regional criteria. Statewide projects are 100% data driven are not included in the local BGMPO evaluation criteria/process. Regional (NC and US highway routes, etc.) and projects considered as Division level (all other state facilities, etc.) are included in this evaluation process.

All potential/proposed projects were presented to TCC and TAC at the October 2013 meetings. TCC and TAC will continue to evaluate and consider all projects to May 2014. NCDOT will provide guidance on the local ranking process and approve the local ranking process prior to May 1. The BGMPO will begin assigning local input points to new and existing projects between April 1 and July 31, 2014. The TCC and TAC will evaluate the list of new and existing SPOT projects and provide the local ranking points to the SPOT office by July, 31, 2014.

Local Ranking Methods / Point Assignment:

*The local ranking process is approved by the BGMPO TAC and may need adjustment prior to future TIP/SPOT project evaluation process as needed.

The ranking process will include the evaluation criteria listed below. Each BGMPO jurisdiction will submit projects for evaluation and local ranking. All modes will be evaluated on the listed criteria. Each criterion will be scored on a points system (maximum of 100 points). The project submittals shall include descriptions and specifics that address each of the scoring criteria to allow the public to understand and for TCC/TAC to evaluate each project. Multi modal elements, meaning the use of connected transportation elements to enhance or support highway, bike, rail, pedestrian or public transportation modes, of a project must be defined and specifically listed to receive points. If a project has been studied by the MPO, please indicate the completion date and how to access/review the report.

Regional Level projects will be evaluated using the following criteria: (maximum of 100 points)

SPOT Quantitative Score	25 to 50 = 30 points 51 to 100 = 50 points
Multi Modal Elements	Project is Multimodal = 25 points
L RTP / CTP / TIP	Project is listed = 25 points

Division Level projects will be evaluated using the following criteria: (maximum of 100 points)

SPOT Quantitative Score	25 to 50 = 30 points 51 to 100 = 50 points
L RTP / CTP / TIP	Project is listed = 30 points
Multi Modal	Project is Multimodal = 10 points
Project Study	MPO Study Complete = 10 points (BGMPO project study completed)

Local Point Assignment:

The BGMPO is allocated a total of 1,100 points for local project ranking/prioritization (2014 process) to each level, Regional and Division. TAC will consider all projects on technical merits contained in the above criteria, public input and local need levels. The top eleven (11) projects will receive the maximum local points (100 points each) within the Regional and Division level projects categories.

Per the NCDOT and STI regulations, 1100 points is available to Regional level projects (1100 points) and Division level projects (1100 points) level projects.

Per the STI legislation, 30% of the local input points for Regional level projects are split evenly between the NCDOT Division (15%) and BGMPO (15%). The Division level points (50%) are also equally shared (25%/25%). The Statewide level projects are 100% data driven are not subject to the local ranking process/criteria.

The final local ranking results will be placed on the BGMPO website and distributed to all BGMPO members and the NCDOT Division Engineer Office. Final project submittal will also occur via online process with NCDOT.

Public Input Process:

The MPO will release the draft list of existing and proposed STI projects, solicit for any new projects, and the proposed local ranking methodology for a public review and comment period. The existing SPOT projects with the previous scores will also be included in the materials and available for review at the BGMPO office and posted on the BGMPO website at www.bgmpo.org. The BGMPO will publish the information and announce a public meeting in the general circulation media outlets and also on the BGMPO website. A public input session will be held by May 9, 2014. All public comments received will be submitted to TAC for review (January to May 2014 meetings) and used in the selection of local projects to submit to the SPOT office for technical analysis and score development.

*Schedule may be adjusted to meet NCDOT imposed deadlines or data requirements.

Schedule Summary:

November 2013 to January 2014 – Public review and comment period of projects and information

January 2014 to February 2014 – Submit candidate projects to NCDOT for evaluation

February to May 2014 – TCC and TAC receive public comments and review data

April 2014 to May 2014 – Review of SPOT evaluation results of proposed projects

April 2014 to May 2014 – Conduct Public Meeting

May 20, 2104 TCC/TAC meetings – Allocate local points and develop NCDOT project submittal list / post results to BGMPO website for public comments (top 11 projects receive 100 points)

June/July- apply TAC policy to assign 100 points to the top 11 projects per division and regional level

July 31, 2014 – Submit SPOT projects and publish information on BGMPO website

Cabarrus-Rowan MPO

2014 MTIP Project Solicitation and Ranking Process

Introduction: The NCDOT and the North Carolina General Assembly are requiring that all metropolitan and rural planning organizations develop a project solicitation and ranking process to evaluate all eligible project categories (highway, non-motorized, public transportation, aviation, rail, and ferry). The following process has been approved by the NCDOT to ensure compliance with the legislative intent of this new requirement as stated in Session Law 2012-84.

Applicability: This process would apply to all projects ranked by the MPO in Cabarrus and Rowan counties that are eligible for “regional” and “division” tier funding, as defined in the 2013 Strategic Highway Investments (STI) legislation. Statewide tier eligible projects would be evaluated quantitatively by NCDOT prior to this process. Should those statewide projects not receive statewide tier funds, they would be eligible for regional and division tier evaluation by NCDOT and the MPO local MTIP evaluation process.

Schedule

Project Solicitation: The MPO will solicit candidate projects for a minimum of 28 days beginning in November 2013. Those candidate projects will be presented to the TAC at the January 22, 2014 meeting, where the TAC will be asked to endorse the project list for submittal and evaluation by NCDOT. In the event that the number of new projects exceeds the maximum acceptable to NCDOT, the TAC will endorse projects based on technical review by the TCC, Division 9 and 10 staff recommendations. MPO staff will subsequently submit the MPO’s endorsed projects into NCDOT’s SPOT Online tool (web-based system) for project evaluation and quantitative scoring.

Project Ranking: The TCC and TAC will evaluate the full list of new and previously-scored projects for the two counties between February and June 2014, with local points assigned and submitted to the SPOT office by the July 31, 2014 deadline.

Schedule Summary:

November 2013 to January 2014 – Public solicitation of new candidate projects
January 2014 to February 2014 – Submit candidate projects to NCDOT for evaluation
January to May 2014 – TCC and TAC receive public comments and review data
April 2014 to May 2014 – Review of SPOT evaluation results of proposed projects
May 28, 2104 MPO meeting – Allocate local points and develop NCDOT project submittal list / post results to CRMPO website for public comments
June 25, 2014 - review public comments and endorse final project’s list for submittal to NCDOT
July 31, 2014 – Submit SPOT projects and publish information on CRMPO website

Public Input Process

Project Solicitation: The MPO will announce a 28-day new project solicitation period to all member governments and interested persons. The MPO will publicize the project solicitation on the MPO’s website. Any new project will be presented to the TCC and TAC for their approval prior to submission to NCDOT’s Strategic Prioritization Office for Transportation (SPOT) for technical evaluation and scoring.

Project Ranking: The MPO will present the recommended local point assignments to the TCC at their May 2014 meeting. Upon the approval of the TAC, the MPO will release the recommended projects, point assignments, and a narrative of how the points are assigned for a 28-day public comment period. The 28-day period will be advertised on the MPO website and in newspapers of general circulation in Cabarrus and Rowan

counties as well as the County Planning Offices in Salisbury and Concord. The results of the public input will be presented to the TCC and TAC at their June 2014 meetings. At that time the TAC will be asked to approve a project list and final point assignment, which will be published on the MPO website (www.crmipo.org).

Ranking Process

Highway Projects: All highway projects both division tier and regional tier will be scored using the following local criteria. The NCDOT has determined that MPO input will be weighted at 15 percent of the total score for regional tier projects and 25 percent of the total score for division tier projects. The NCDOT Division Engineer's will be afforded the same level of influence through their project point assignment for regional tier and division tier eligible projects.

The total maximum qualitative highway project score would be 50 points. Because the congestion score and safety score will be generated quantitatively by NCDOT, these scores will fluctuate with each version of SPOT's quantitative formula. Under SPOT version 2.0, the highest congestion score was a 93.76, weighted to a score of 28 in the local methodology. The highest safety score was an 88.8, weighted to a score of 13. Therefore the maximum theoretical score for a highway project would be 91 under this scenario.

1. **Element of the Metropolitan TIP** - The project must be in the CR MPO Metropolitan Transportation Improvement Program (MTIP). (If project is fully funded =10 points; Partially funded = 7 points; Unfunded = 5 points)
2. **Element of the Comprehensive Transportation Plan** - The project must be in the CR MPO Comprehensive Transportation Plan. (Yes=5 points; No=0 points)
3. **Element of an Economic or Land Development Plan** - The project must be in a locally adopted economic or land development plan. (Yes=5 points; No=0 points)
4. **Element of the 2040 Metropolitan Transportation Plan** - The project must be in the fiscally constrained CR MPO 2035 Long Range Transportation Plan. (Yes=10 points; No=0 points)
5. **Congestion Score** - This item refers to the Volume to Capacity (V/C) ratio for road projects. The formula is $60\% \times (100 \times (\text{Volume}/\text{Capacity})) + 40\% \times (\text{Volume}/1000)$. Please note that the Congestion Score can be over 100, based on the volume and capacity of the roadway. This numerical score will be multiplied by 30 percent to produce the final congestion score. This score will come from the SPOT database.
6. **Safety Score** - For safety, the numerical crash score is determined by the NCDOT Mobility and Safety Division. The score is based on the crash density, crash severity, and critical crash rate long the roadway where the project is located. A higher score (up to 100) are considered to have poorer highway safety performance. This numerical score will be multiplied by 15 percent to produce the final safety score. This score will come from the SPOT database.
7. **Promotes Interstate or Intrastate Connections** - Points are awarded for this item if the project provides connections or enhancements to the interstate or intrastate highway system. (Yes=10 points; No=0 points)
8. **Has Minimal Impacts on the Natural or Built Environment** - Points are awarded if the road project is on a recognized alignment where there is minimal right-of-way impact. This criteria is a qualitative assessment by local staff and will not include a statistical evaluation of disturbed acres. (Yes=5 points; No=0 points)
9. **Has Minimal Impacts on the Human Environment** - Points are awarded if the road project is on a recognized alignment where there is minimal right-of-way impact to residential properties, particularly minority or low income residents. This criteria is a qualitative assessment by local staff and will not include

a statistical evaluation of displaced residents. (Yes=5 points; No=0 points)

Bicycle and Pedestrian Projects: All bicycle and pedestrian projects will be scored using the following local criteria. All data for each criteria will be locally generated for each prospective bicycle and pedestrian project. The total maximum qualitative bicycle and pedestrian project score would be 100 points. Under the previous SPOT submittal process, the maximum local score for a bicycle project was 72 and the maximum local score for a pedestrian project 87.

BICYCLE AND PEDESTRIAN PRIORITIZATION CRITERIA			
Criteria	Points Allowed	Points Awarded	Notes
1. % of ROW, easements, and or real property owned	25	1 point per 10%	Amount of publicly owned land easements, and/or real property for the proposed project improvement. Additional 15 points if 100 percent of ROW, easement, and/or real property are owned publicly.
2. Amount of local funding available as a percentage of the total project costs	10	5 pts for up to 20%; 10 pts greater than 20%	The amount of local funding available for the project.
3. Access to School, Park, Transit stop, or Library	15	Yes/No	Project improvement is within ½ mile of a school, park, transit stop, or library.
4. Access to population density	10	Relative rank	The persons per square mile within ½ mile of the project improvement.
5. Network, which could include sidewalk, greenway, transit route, or trail, existing to support improvement	10	1 point per access point	The number of road and non-road physical access points per mile to the project improvement. (Driveways are not included).
6. Mix of residential and employment uses for potential to provide non-auto work trip and related travel	10	5 points for planned; 10 points for existing	Does the project improvement connect residential development with shopping or employment center?
7. Included on a local greenway, pedestrian or other Plan	10	Yes/No	Identified in a planning document with local government approval.
8. Project design	10	Yes/No	Has there been a preliminary plan or design completed on the project improvement?
Total	100		

Aviation Projects: All aviation projects will be scored using the following local criteria. All data for each criteria will be locally generated for each prospective aviation project, although items 1, 4, 5, and 6 will require information from external sources to the MPO and local membership. The total maximum qualitative aviation project score would be 40 points.

1. Element of Statewide System plan-Must be identified and approved by NcDOA in the STIP projects.- Yes-5 No-0
2. Airport must have an approved Master Plan and approved ultimate ALP and project must be element of Master Plan-Yes- 5 No- 0
3. Element of Governing Authority CIP plan-Project must be part of an approved Capital Improvement Plan-Yes- 5, No- 0
4. Airport FAA Classification- or General Aviation Airport Group- Commercial Service-10, General Aviation Airports by Category. National-7, Regional-5, Local-3, Basic-1.
5. Congestion-Number of Airport operations -250,00+ -10, 100,000-250,000 – 5, 50,000-100,000 – 3, Less than 50,000 – 1
6. Safety Related Projects- Is project a safety related project in accordance with FAA guidance? Yes-5, No-0. If all safety related projects are complete then project receives 5 points.

Public Transit Capital Projects: All public transit capital projects will be scored using the following local criteria. All data for each criteria will be locally generated for each prospective bicycle and pedestrian project. The total maximum qualitative public transit capital project score would be 45 points.

1. Element of a current Planning Document. -5 points in STIP, 5 points in TDP/Other
2. Access to employment. Yes- 5 No- 0
3. Factor in improving safety or security. – 5 points for safety, 5 points for security
4. Intermodal Connectivity. – 5 points for (3) or more modes, 3 points for (2) or more modes.
5. Local Funding Availability. – 5 points for 50+ percent funding, 3 points for 10 to 20 percent funding, 1 point for less than 10 percent.
6. Access to Bike/Ped projects. 1 point per connection for a max of 5 pts.
7. Preservation of existing level of service. Yes -5 No-0

Use of Public Input and Comments in Final Rankings: The TCC and TAC will review all input received through the public input process to confirm the individual candidate project descriptions and details. (All TCC and TAC meetings are open to the public and advertised with the local media and on the MPO website.) The TCC and TAC may choose to remove or modify projects before ultimately approving the point assignments, but no projects can be modified or added after the NCDOT deadline for submitting candidate projects for evaluation through the SPOT process.

Final Ranking and Local Points Assignment: All eligible projects by tier (Regional or Division) could receive some variation of points with the maximum being 100 points per project. NCDOT has indicated that the Cabarrus-Rowan MPO will receive 1600 points to distribute for Regional tier eligible projects and 1600 points to distribute for Division tier eligible projects. The intent of the MPO is to award the maximum number of points (100) within each category (division and regional) to the top 16 highway projects. If the MPO elects to award points to projects outside the quantitative rank order and/or to non-highway projects, a justification for this adjustment will be shared with the public and interested stakeholders during the public comment period and on the MPO's website (www.crmmpo.org). As an example, some consideration may be given to competitive rank within the division (9 or 10) and funding region (D and E) by mode. Project point assignment or adjustment to non-highway mode projects based on this logic will be properly documented in the published narrative.

Capital Area MPO



North Carolina Department of Transportation Strategic Prioritization and the Capital Area Metropolitan Project Prioritization Process

NCDOT's Strategic Prioritization Process is designed to evaluate transportation projects across the state and assist in the prioritization of those projects for inclusion in the State Transportation Improvement Program (STIP). The STIP contains transportation projects funded through a combination of federal, state, and local funds for the next ten years. The Strategic Prioritization Process is a transparent, data-driven process for evaluating and ranking projects for roadway, bicycle and pedestrian, rail, public transportation, ferry, and aviation. The North Carolina Capital Area Metropolitan Planning Organization plays a critical role in the Strategic Prioritization Process by initially submitting projects for evaluation and then assigning additional local priority points to projects deemed most important for the region. This document further describes the methodologies used by the MPO to identify projects to submit, and how local priority points are allocated.

Prioritization starts at the Metropolitan Transportation Plan

The MPO's project prioritization begins with the development of the region's Metropolitan Transportation Plan (MTP), which includes processes for project evaluation, prioritization, and selection for inclusion in the MTP (www.campos-nc.us/2040mtppublicdraft.html). As such, inclusion in the MTP is a fundamental requirement for projects submitted by the MPO into the Strategic Prioritization Process. The MTP project prioritization process includes both quantitative criteria such as: delay reduction (travel time savings), cost-benefit/payback period calculations, multimodal network impacts, user benefits, safety, and environmental impacts as well as qualitative criteria such as inclusion in local transportation plans, local priority, and coordination with regionally significant economic development projects. The development of the MTP is a long and thorough planning process that takes up to thirty months to develop and approve. Furthermore, the MTP incorporates the recommendations developed in smaller area plans and corridor studies such as the Southwest Area Study (SWAS), the Northeast Area Study (NEAS), the US 64 Corridor Study, and the NC 50 Corridor Study that take up to eighteen months each to develop. The public's participation in the MPO's prioritization process also begins with the MTP through a series of public workshops, open houses, formal public comment periods and hearings as well as surveys and stakeholder interviews. All public involvement requirements and policies for the MPO, including those related to MTP development, small area plans, and prioritization are documented in the Public Involvement Plan. Copies of the adopted 2040 Metropolitan Transportation Plan, the MPO Public Involvement Plan, and information on the MPO's smaller area plans and studies are available via the CAMPO website (www.campos-nc.us).

Candidate Project Selection & Prioritization Processes Overview

The MPO's role in Strategic Prioritization is composed of two separate and distinct steps. First is the selection of projects from the MTP submitted for prioritization, and second is the allocation of local priority points to those projects. The entire Strategic Prioritization process takes between nine and twelve months to complete. This process is further illustrated below in Figure 1.

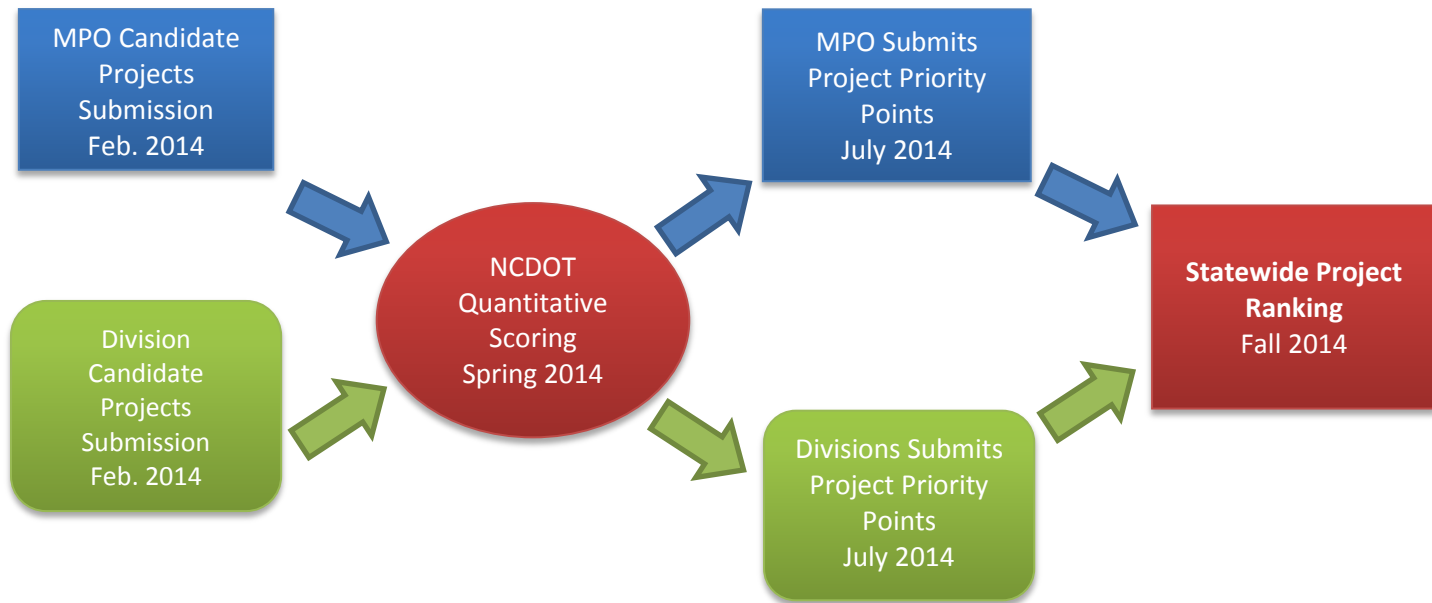


Figure 1. Strategic Prioritization Overview

The MPO begins the selection process several months in advance of the announced NCDOT project submittal deadline (most recently, February 2014). The initial steps of strategic prioritization process begin with a thorough review of the STI criteria and policies. The MPO then issues a call for all non-roadway projects. The MPO begins the technical evaluation of projects by mode and creates a draft recommendation of candidate project lists for each mode. The staff recommendation is presented to the MPO Technical Coordinating Committee (TCC) for review and, pending their recommendation, sent to the MPO Executive Board (TAC). The MPO Executive Board may choose to revise the candidate lists prior to releasing the list for public review and comment for at least 30 days (see Public Involvement Plan). The TCC reviews all public comments received and forwards a recommendation to the MPO Executive Board. The MPO Executive Board then approves the candidate project lists with possible revisions for the MPO staff to submit to the Strategic Prioritization system.

During the time MPO submits the new candidate projects for prioritization and the release of the technical quantitative scores, the MPO STI/SPOT subcommittee meets to review the current adopted prioritization methodology and recommends any revisions necessary. The STI/SPOT subcommittee also reviews and recommends any changes to the target modal mixes for the Regional and Division local input points.

Once the NCDOT quantitative scores are released, the MPO will begin analyzing the projects for their competitiveness with respect to their funding potential, feasibility to be completed with the upcoming TIP/STIP timeframe, NCDOT Division input, and the competing projects within those STI categories and modes. The MPO then drafts an initial point allocation based on the adopted methodology. The TCC reviews the local priority point allocation and makes a recommendation to the MPO Executive Board. The MPO Executive Board then releases the draft point allocation with possible revisions for a 30-day public comment and review period. Upon the conclusion of the 30-day public comment and review period, the TCC reviews all public comments received and forwards a recommendation to the MPO Executive Board. The MPO Executive Board then reviews the TCC's recommendation and all public comments received. If revisions are made to the local point assignment the justification for the revision(s) is documented and attached to the final point allocation. Upon approving the final local priority point allocation, the MPO Executive Board instructs MPO staff to submit the approved point allocation to the strategic prioritization system and publish the final point allocation and documentation to the MPO website. See Appendix C for the complete MPO prioritization schedule.

For more information on Strategic Prioritization and the Strategic Transportation Investments law see <http://www.ncdot.gov/strategictransportationinvestments/> .

Candidate Project Selection Process

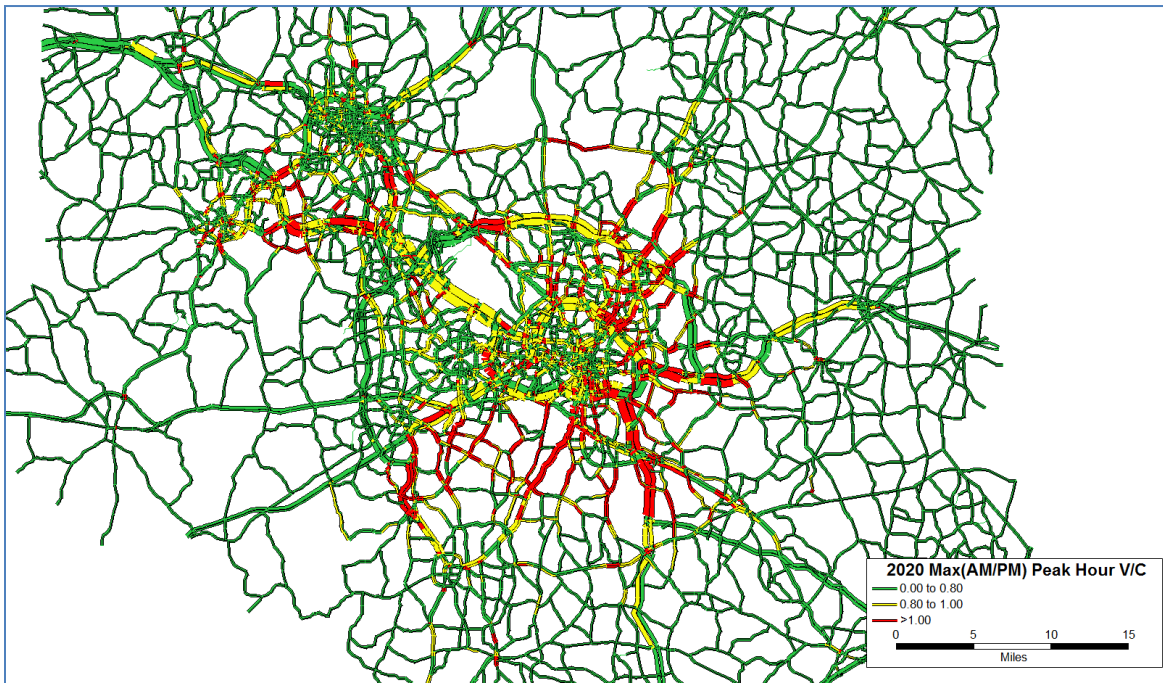
The Capital Area MPO utilizes an internal quantitative evaluation process to select candidate projects to submit for consideration in the Strategic Prioritization process. This selection is based on two primary considerations: implementation of established regional goals and objectives; and compatibility with NCDOT's criteria for each round of Strategic Prioritization. Fundamentally the MPO's process endeavors to identify the severity of a transportation problem and the effectiveness of the proposed solution during the timeframe of the TIP/STIP that is under development.

For the selection of projects to be submitted to SPOT, the MPO develops a ranking process for each transportation mode included in the Strategic Prioritization process. Each project is evaluated for consistency with the MTP, eligibility requirements within STI, feasibility for programming within the STIP cycle in development, and relative competitiveness within the appropriate STI categories. The ranking process for each mode is based on quantitative data (performance measures) and qualitative data (ability to be funded or constructed). For the selection of roadway projects, the MPO uses a combination of quantitative criteria including: delay reduction (travel time savings), cost-benefit/payback period calculations, multimodal network impacts, user benefits, safety, and environmental impacts. The MPO's methodology for the bicycle and pedestrian projects utilizes quantitative criteria similar to NCDOT's in addition to locally available data such as coordination with roadway projects and private development. Public transportation projects are selected and initially prioritized by the region's transit providers. The MPO recognizes that the bulk of capital transit projects are funded through a majority share of federal or local funds. Since most of the federal funds are designated to specific recipients (CAT, CTRAN, and Triangle Transit) through established agreements and local match funds subject to local transit authority approval, the MPO focuses public transportation project submission and subsequent point allocation to capital projects in the first four years of the new TIP/STIP cycle. In other words, transit projects are initially ranked based on the transit system implementation schedules and local match availability.

Roadway

The MPO only considers projects that are included in the region's 2040 Metropolitan Transportation Plan (2040 MTP). The MTP includes over 300 regional priority projects that have demonstrated regional need, air quality conformity and fiscal constraint over the next three decades. This list of projects is further refined based on which projects are not already included in the TIP/STIP and not subject to reprioritization, projects that had been submitted to NCDOT-SPOT during previous SPOT cycles, and projects in the 2020 and 2030 horizon years of the MTP. Projects from these two horizon years are identified as probable candidates for selection. As noted above, several regional projects are carried over by NCDOT from previous STIP development cycles. Those projects that are carried over and in the 2020 or 2030 horizon years of the MTP are filtered out as they are already considered submitted by NCDOT.

The MPO recognizes that the STIP and thus Strategic Prioritization focus on higher-order facilities, primarily those that qualify for the Statewide Mobility and Regional Impact categories under the Strategic Transportation Investments Law (STI). Additionally, facilities that qualify under the Division Needs category (formerly subregional tier) in the MTP's 2020 and 2030 horizon years were evaluated and considered for submission.



Primary evaluation criteria included regional travel demand model derived volume to capacity ratios (Figure 2), travel time and delay metrics (Figure 3), as well as socio-economic growth patterns and user benefit calculations in the base year and future horizon years. These technical results are reviewed by the TCC and the public prior to approval by the TAC for submission to NCDOT. As noted above, the public is provided opportunities to comment through the regular TCC and TAC meetings, including a public hearing and formal 30 day comment period, as well as through submission of comments to the MPO.

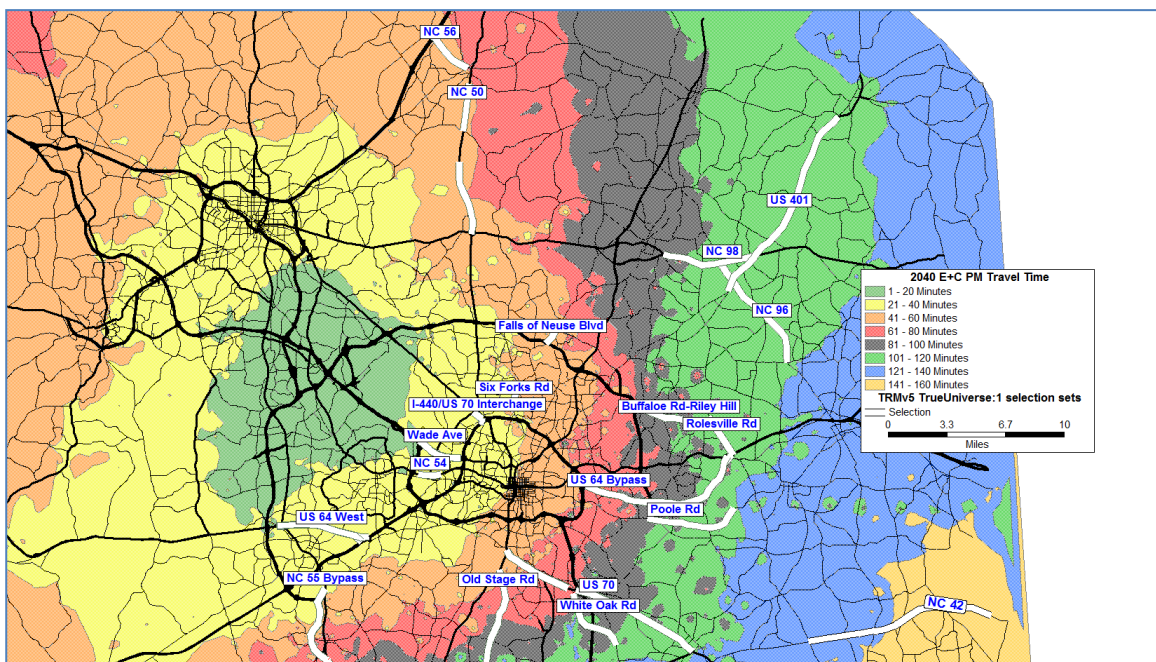


Figure 3. Candidate Projects and regional travel time benefits from the adopted Triangle Regional Model

The approved roadway candidate project list is shown in Appendix A along with the quantitative selection criteria.

Bicycle & Pedestrian

The first step of the MPO Bicycle/Pedestrian Candidate Project selection process is a call for projects. This is due to the Strategic Prioritization process requirements for local match and the guidance from NCDOT that restricts requests for right-of-way acquisition through this process. Without a local project funding partner, a project cannot be considered for submission. MPO member governments submit project request forms for each bicycle and pedestrian project. This initial call for projects was necessary due to the purging of all previously submitted bicycle/pedestrian projects from previous rounds of strategic prioritization. It is expected that the MPO STI/SPOT subcommittee will review this step in the coming months prior to the next strategic prioritization cycle and incorporate this call for projects into the MPO's annual call for projects in October for LAPP, TAP, and special studies. Upon the close of the call for projects, the MPO calculates a project selection score based largely on the NCDOT bicycle/pedestrian prioritization criteria and weights. Appendix B shows the 21 projects submitted for strategic prioritization along with the specific criteria and MPO generated scores used for selection prioritization.

Public Transportation

All transit agencies were given the opportunity by NCDOT to submit an unlimited number of projects for Strategic Prioritization. Each project was submitted as one of the following three categories: expansion vehicles, facilities, or fixed guideway. Furthermore, expansion vehicles and facilities were subcategorized as either demand-response or fixed route. The deadline for transit agencies to submit projects was November 29, 2013. MPOs and RPOs were allowed to submit transit projects on behalf of the transit agencies up until the final project submittal deadline. As such, the MPO submitted six additional transit projects on behalf of the transit agencies in the region.

Aviation

The Capital Area MPO region contains two public airports, Raleigh-Durham International airport (RDU) and Triangle North Executive Airport (LHZ). Due to its size and commercial service, Raleigh-Durham International airport is classified in the Statewide Mobility STI category. Triangle North Executive Airport is considered a general aviation airport and as such is categorized in the Division Needs STI category. Triangle North Executive Airport worked closely with NCDOT Division of Aviation to select projects from their long-range plan. NCDOT Division of Aviation submitted several projects on behalf of the Triangle North Executive Airport. The MPO coordinated with both NCDOT Division of Aviation and Triangle North Executive Airport to ensure all project requests from Triangle North Executive Airport were submitted.

Rail

SPOT 3.0 is the first time rail project can be submitted for consideration under Strategic Prioritization. Similar to the Bicycle/Pedestrian projects, the MPO initiated a call for rail projects. The MPO was allowed to submit five rail projects for strategic prioritization. The MPO received six requests for rail projects from member governments. Each rail project was reviewed with NCDOT staff and one was determined to not meet the requirements for strategic prioritization. The remaining five projects were submitted as rail projects for strategic prioritization.

Strategic Prioritization Point Allocation Process

The second step of assigning local priority points is based on a combination of the quantitative technical score provided by SPOT, an evaluation of the competitiveness of each project with respect to its potential funding category, and qualitative factors that reflect established regional goals and objectives. Every project in the strategic prioritization is classified into one of three categories: Statewide Mobility, Regional Impact, and Division Needs. Furthermore, NCDOT's methodology includes a weighting of the MPO's and Division's points by

category. The MPO's ranking points contribute more towards a project's final score in the Division Needs category than the Regional Impact category. The Statewide Mobility category scoring is 100 percent quantitative. Table 1 below displays the contribution towards the final score for the NCDOT's quantitative data, Division points, and MPO/RPO points.

Category	Quantitative Data	Division Ranking Points	MPO/RPO Ranking Points
Statewide Mobility	100%	-	-
Regional Impact	70%	15%	15%
Division Needs	50%	25%	25%

Table 1. NCDOT Strategic Prioritization Categories

The Strategic Transportation Investments law (STI) states that projects in the Statewide Mobility category that are not programmed with funds from that category will also compete within the Regional Impact category. Likewise, projects that are not programmed at the Regional Impact category will also compete for the remaining funds in the Division Needs category. This aspect of the STI law is commonly referred to as “cascading”.

It is the policy of the North Carolina Capital Area Metropolitan Planning Organization that the MPO will, by default, not assign points to any cascading project, but reserves the right to address cascading projects on a case-by-case basis, and will provide written explanation and justification for any cascading project that justifies exception.

NCDOT assigns the number of local prioritization points for each MPO, RPO, and Division based on the area's population. For the third round of Strategic Prioritization (SPOT 3), CAMPO has 2500 points for the Regional Impacts category and 2500 points for the Division Needs category. Each MPO, RPO, and Division can assign a maximum of 100 points and a minimum of 4 points to each project; however, projects receiving zero priority points are still included in the prioritization with their total scores being based solely on their quantitative data points. For projects that span multiple MPOs/RPOs, the maximum points each organization can submit is equal to the percentage of the project in the organization (for a high priority, CAMPO would allocate 45 points for a project 45% within the CAMPO region). Organizations are allowed to donate points to a neighboring MPO/RPO for a project outside of their area that is a high priority.

The MPO recognizes that no single project is a silver bullet that solves all the major transportation challenges in a region as large and diverse as the Capital Area MPO. The MPO developed a methodology for distribution of prioritization points that maximizes the number of projects deemed to be competitive for advancement into the fiscal constraint phase of the process and that addresses as many quantified regional transportation needs as possible. This process is based on the TAC decision to maximize the number of projects demonstrating need that score high enough to be considered for potential funding. This approach ensures that the maximum overall improvement to our regional network can be prioritized and potentially funded in the TIP/STIP after fiscal constraint, STI funding requirements, and regulatory compliance are met. This notion of maximizing funding potential and the number of competitive projects is the fundamental principle guiding the MPO's local priority point allocation.

Competitiveness describes the likelihood of a project advancing to the next step of programming. It should be noted that prioritization is simply one step of many towards the actual programming and completion of a project. The MPO estimates competitiveness based on a number of factors, including the projected revenue for the upcoming programming period, the priorities of neighboring MPOs and RPOs, how Division Engineers prioritized projects in previous cycles, and the other transportation projects competing for funding within a given STI category. After reviewing all relevant factors, the MPO estimates the minimum SPOT score needed for consideration for programming. The MPO then examines the NCDOT calculated quantitative scores and assigns local priority points to the highest scoring projects in order to maximize the number of projects that meet the competitive threshold. The following figures are from Prioritization 2.0 and illustrate this methodology.

Figure 4 shows the statewide tier projects plotted by their NCDOT calculated quantitative scores. In this example the MPO estimated the competitive threshold for the statewide tier to be approximately 43, shown as the red line. Projects already exceeding a score of 43 are already deemed competitive and thus do not benefit from additional local priority points.

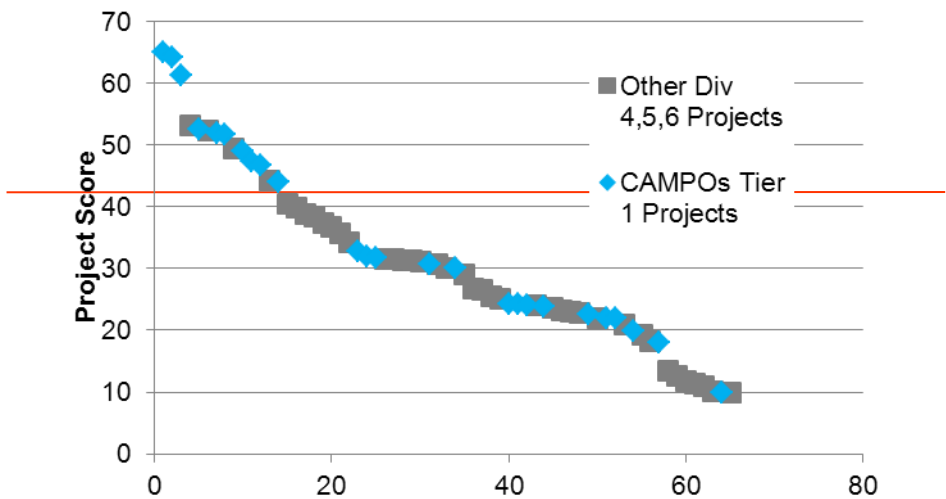


Figure 4. SPOT 2.0 Statewide Roadway Quantitative Scores & estimated competitive threshold

Figure 5 shows the results of assigning local priority points to those projects just under the competitive threshold. This methodology results in more MPO projects ultimately being considered for the next step of programming.

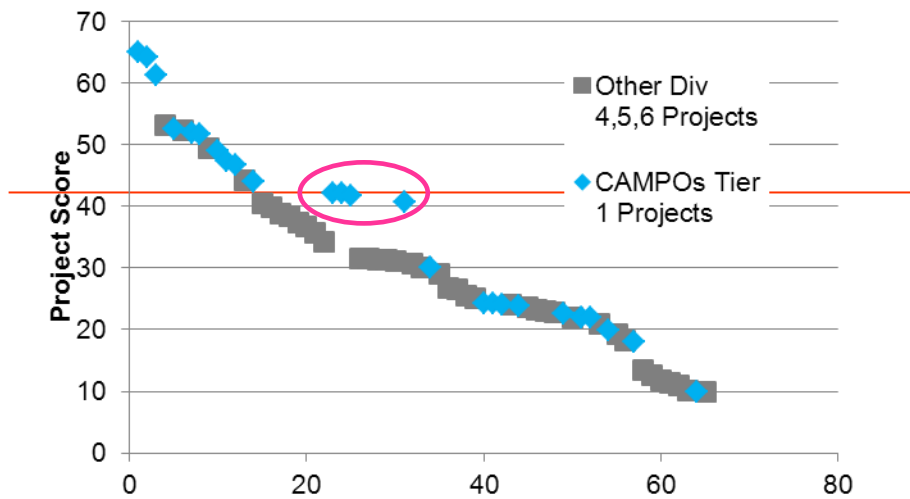


Figure 5. SPOT 2.0 Statewide Roadway Project after Local Priority Points Assigned

It should be noted that in some cases a project's quantitative score may be so low that it may not meet the competitive threshold even with the maximum number of local priority points (100 points). In these cases the project is deemed uncompetitive and local priority points are not assigned. Competitiveness varies across STI categories and modes because the amount of funding changes as does the number and types of projects competing for funding. A quantitative score of 50 in Johnston County (Region A, Division 4) may be deemed

more competitive than a quantitative score of 60 in Wake County (Region C, Division 5) because of the competition and funding for those two different Regions and Divisions. Therefore, the MPO estimates competitive thresholds for all STI Regions, Divisions, and modes.

This methodology recognizes that a high score in the Strategic Prioritization process is the first step, with many other major contributing factors impacting the TIP/STIP project funding decisions. In part, these include fiscal constraint (both state/federal and local/private), cash flow, regulatory compatibility and funding source availability/eligibility for the region.

To achieve maximum funding potential for the maximum number of projects, the 2,500 points per category are applied where they have the greatest overall impact to the network, thus making a group of projects that are highly effective potentially competitive for TIP/STIP programming. Point allocation for each STI category is evaluated separately because funding levels are set by STI category, and projects are initially prioritized with other projects of the same category. Once the competitive threshold is determined, points are applied to the highest-scoring projects to meet the threshold for each STI category. This approach ensures that the MPO is prioritizing a suite of improvements that provide for the maximum network benefit.

To address prioritization across all modes of transportation, the MPO establishes target modal mixes for both the Regional Impact and Division Needs categories. These target point mixes are flexible but provide the initial budget of points per mode. Table 2 shows the target modal mixes adopted by the MPO for Strategic Prioritization three (SPOT 3).

Mode	Regional Impact	Division Needs
Aviation	100	100
Bicycle / Pedestrian	N/A	400
Public Transportation	500	600
Rail	300	400
Roadway	1600	1000
Total	2500	2500

Table 2. Capital Area MPO Strategic Prioritization Target Modal Mixes

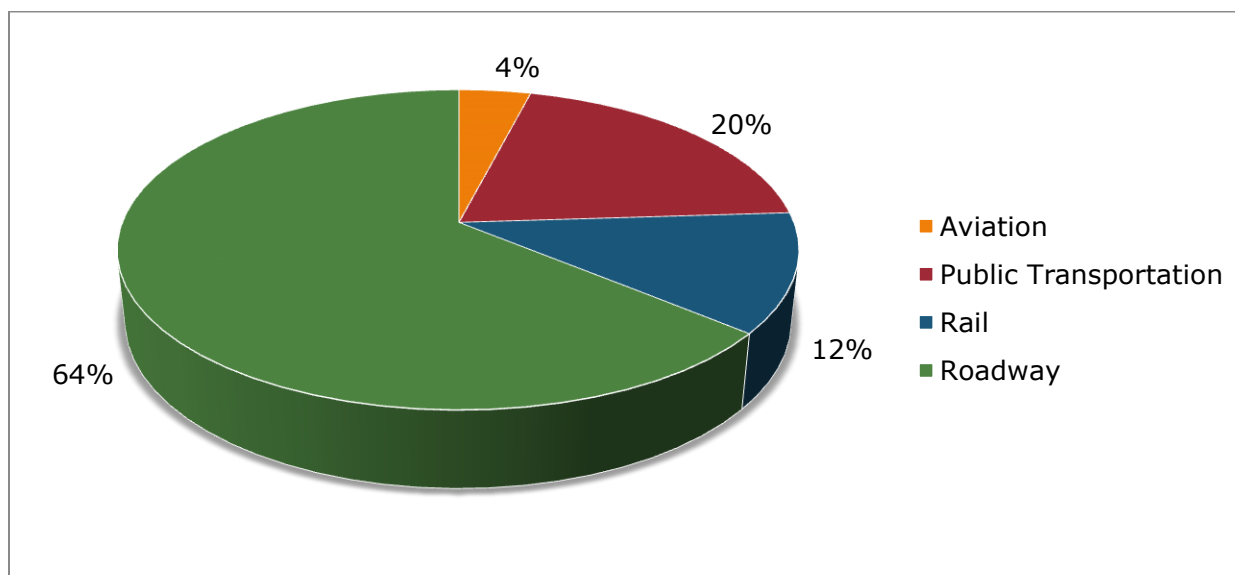


Figure 6. Regional Impact Category Target Modal Mixes

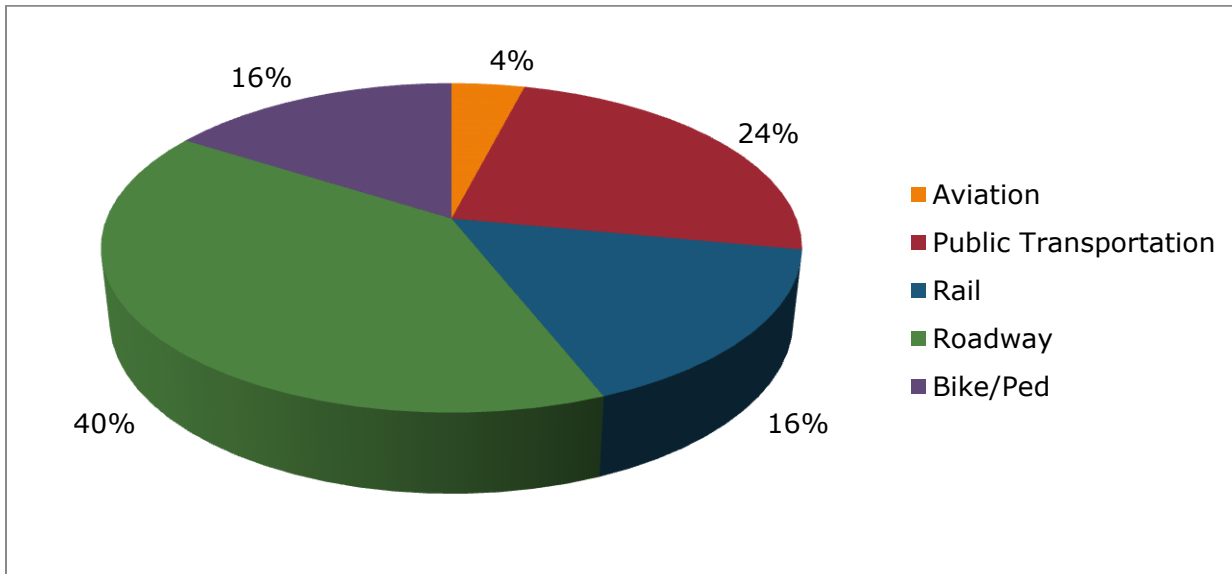


Figure 7. Division Needs Category Target Modal Mixes

During the prioritization process the MPO estimates the competitive threshold as described previously and allocates points from each target mix to maximize the number of competitive projects for that mode. For SPOT 3.0, 1600 local priority points are reserved for Regional Impact roadway projects. The MPO will assign those 1600 points to the roadway projects with the highest NCDOT calculated quantitative score in order to maximize the number of roadway projects that exceed the competitive threshold for that region. The same process applies to the other modes and other STI categories. As stated previously, projects that cannot meet the competitive threshold even with the maximum number of local priority points are deemed uncompetitive and are not assigned points. In the absence of a competitive project(s) for a mode, the target modal points are redistributed across the other modes based on the original distribution percentages.

The MPO's STI/SPOT subcommittee reviews the target modal mixes for each Strategic Prioritization cycle and recommends adjustments to the targets as necessary. The TCC and MPO Executive Board approve the target modal mixes, which allows staff to begin the recommended point allocation. The final point allocation is determined by the MPO Executive Board. To determine the modal mix for the third round of Strategic Prioritization (SPOT 3), the MPO's STI/SPOT subcommittee reviewed the past transportation investments summits, previous cycles of Strategic Prioritization, historic funding by mode, and the goals and objectives set forth in the MTP.

For each mode and in each STI category, the MPO estimates competitive thresholds, plots all projects based on the NCDOT quantitative scores, and then assigns local priority points in order to maximize the number of projects that will be considered for the next step of programming. The following sections describe the methodology and criteria used by the NCDOT to calculate the quantitative scores for all projects and the additional qualitative factors the MPO may use to adjust local priority points. In the event the MPO adjusts local priority points from the initial point allocation based strictly on competitiveness and NCDOT quantitative scores, the MPO documents the justification and makes it available for public review along with all other prioritization documents and information.

Roadway

The roadway projects eligible for local prioritization points include: projects carried over from previous prioritization cycles, new projects submitted by the MPO, new projects submitted by the NCDOT Division, new projects submitted by an internal NCDOT Unit, and projects that may have been submitted by a neighboring

RPO or MPO that cross over into part of the Capital Area MPO. The list includes both capacity widening projects and modernization projects. Many modernization projects are for adding bicycle facilities, sidewalks, transit amenities, shoulders, and/or curb-and-gutter to two-lane roads (over \$1 million cost). These roadway projects are scored using the following criteria generated by NCDOT: Benefit/Cost, Congestion, Economic Competitiveness, Safety, Multimodal, Lane Width, and Shoulder Width. Each criterion is scored out of 100 points. The criteria are weighted to produce the total score. The maximum total score is 100 points. The criteria and weighting vary by STI category. Furthermore, the MPOs, RPOs, and Divisions 1 & 4 have agreed to use alternate criteria and weighting for projects in Region A and Division 4. The Congestion, Lane Width, Shoulder Width, and Multimodal scores were reviewed for accuracy and compared to the CAMPO regional scoring methodologies. As a result of this comparison it was determined that projects in each NCDOT category were ranking consistently when compared to other projects within that scoring category. Table 3 below displays the specific criteria and weighting for Capital Area MPO roadway projects across all STI categories, regions, and divisions.

Roadway Scoring Criteria	Statewide Mobility	Regional Impact		Division Needs	
		Region A (Div 1 & 4)	Region C (Div 5 & 6)	Division 4	Divisions 5 & 6
[Travel Time] Benefit/Cost	30%	20%	30%	10%	20%
Congestion	30%	15%	30%	10%	20%
Econ. Competitiveness	10%				
Safety	10%	15%	10%	10%	10%
Multimodal	20%				
Lane Width		10%		10%	
Shoulder Width		10%		10%	
Total	100%	70%	70%	50%	50%

Table 3. STI Roadway Categories, Criteria, & Weighting

To assign the local priority points for the roadway mode, the MPO first estimates the competitive threshold for each STI category, region, and division. Points are then allocated in order to maximize the funding potential and the maximum number of competitive projects for each STI category, region, and division. In some cases, the quantitative score for a project may be too high or possibly too low to warrant additional local priority points.

Public Transportation

Public Transportation projects submitted for Strategic Prioritization are categorized into the Statewide Mobility, Regional Impacts, and Division Needs categories as defined by House Bill 817 (STI). NCDOT-PTD has developed an approach that creates a quantitative score for each candidate project submitted. This approach categorizes all public transportation projects as: Expansion Vehicles, Facilities, or Fixed Guideway and further classifies expansion vehicles and facilities into the subcategories of Demand Response or Fixed Route. Each of these categories and subcategories utilizes different criteria and weights. Table 4 below displays the criteria and weights for each project category/subcategory at both the Regional Impacts and Division Needs levels.

Public Transportation Project Category	Regional Impact		Division Needs	
	Demand Response	Fixed Route	Demand Response	Fixed Route
Expansion Vehicles				
Benefit-Cost	45%	45%	25%	25%
Vehicle Utilization Data	5%	5%	5%	5%
System Safety	5%	5%	5%	5%
Connectivity	5%	5%	5%	5%
System Operational Efficiency	10%	10%	10%	10%
Total	70%	70%	50%	50%
Facilities				
Age of Facility Facility Demand Park & Ride Bus Shelter	40%	40%	30%	30%
Benefit-Cost	5%	5%	5%	5%
System Operational Efficiency	5%	5%	5%	5%
Facility Capacity	20%	20%	10%	10%
Total	70%	70%	50%	50%
Fixed Guideway				
Mobility	20%		15%	
Cost Effectiveness	15%		15%	
Economic Development	20%		10%	
Congestion Relief	15%		10%	
Total	70%		50%	

Table 4. STI Public Transportation Categories, Subcategories, Criteria & Weighting

Like roadway and other modes, each MPO prioritizes transit projects by assigning up to 100 local priority points per project. Projects that are in multiple MPOs get the cumulative score provided by the MPOs for that project with a 100 point maximum per project. One major difference from the prioritization of other modes is that most transit projects in the Capital Area MPO region are only competing for a state match that typically does not exceed 10 percent of the project cost. The majority of the federal funds for public transportation are designated to specific recipients (CAT, CTRAN, and Triangle Transit) through established agreements. Furthermore, required local match funds are subject to local transit authority approval. As such, a greater influence in the priority point allocation is given to qualitative criteria such as transit operator capital improvement program priorities and potential impact to service in major regional transit corridors. The MPO initially ranks all submitted public transportation projects based on the transit systems' implementation schedules and local match availability. The MPO then allocates local priority points to maximize the number of potentially competitive projects based on the relative competitiveness across STI categories, regions, and divisions.

Bicycle & Pedestrian

The Strategic Transportation Investments law (STI) only allows bicycle and pedestrian projects to be programmed from the Division Needs category. STI also sets a required twenty percent (20%) local match for all bicycle and pedestrian projects and prohibits state funds for stand-alone bicycle and pedestrian projects outside of Powell Bill funds. Additional requirements for bicycle and pedestrian projects include a minimum project cost of \$100,000 and inclusion in a locally adopted bicycle or pedestrian plan. The criteria and weights used to calculate the quantitative score for bicycle and pedestrian projects is shown in Table 5.

Criteria	Weight
Safety	15%
Access	10%
Density	10%
Constructability	5%
Benefit-Cost	10%
Total	50%

Table 5. STI Bicycle & Pedestrian Criteria & Weighting

Each of the quantitative criteria are scored out of 100 and weighted to produce the total quantitative score. Like other modes, bicycle and pedestrian projects can receive up to 100 local priority points from the MPO and additional priority points from the NCDOT Division.

The MPO initially ranks the submitted bicycle and pedestrian projects based on their NCDOT calculated quantitative scores. Local priority points are then allocated in order to maximize the number of potentially competitive projects in the Division Needs category across all three NCDOT Divisions.

Aviation

As the only airport in the region with projects subject to local prioritization, Triangle North Executive Airport has significant influence on the prioritization process for aviation projects. Aviation projects are evaluated with the following criteria and weights shown in Table 6.

Criteria	Division Needs
NCDOA Project Rating	30%
FAA ACIP Rating	10%
Local Investment Index	5%
Federal Investment Index	
Volume/Demand Index	5%
Total	50%

Table 6. STI Aviation Criteria & Weighting

The MPO coordinates with Triangle North Executive Airport and the NCDOT Division of Aviation throughout the project selection process to ensure the airport's highest priority projects are submitted. The MPO initially ranks the aviation projects with respect to their quantitative scores, reviews the projects for competitiveness within the

Division Needs STI category and assigns local prioritization points in order to maximize funding potential and the number of potentially competitive projects with respect to the target modal mixes.

Rail

The Strategic Prioritization process categorizes all rail projects as: Freight Track & Structures; Freight Intermodal; Intercity Passenger Track & Structures; or Intercity Passenger Service & Stations. The Strategic Transportation Investments law (STI) also defines which project types are eligible for each STI category along with the criteria and weighting. Table 7 illustrates the STI category eligibility, criteria, and weighting for each rail project.

The rail projects eligible for local prioritization points include a list of previously submitted rail projects produced by NCDOT, new projects submitted by the MPO, new projects submitted by the NCDOT Division, new projects submitted by an internal NCDOT Unit, and projects that may have been submitted by a neighboring RPO or MPO that cross over into part of the Capital Area MPO.

The MPO initially prioritizes the rail projects for the region based on the quantitative score calculated by NCDOT and then allocates prioritization points in order to maximize the funding potential and potential competitiveness of projects across the STI categories with respect to the target modal mixes.

	Statewide Freight	Regional Tracks & Structures		Division Tracks & Structures		Regional Intercity Passenger	Division Intermodal Facilities / Intercity Service & Stations
		Freight	Passenger	Freight	Passenger		
Benefit/Cost	20%	10%	10%	10%	10%	15%	10%
Econ. Competitiveness	10%						
Capacity/Congestion	15%	15%	25%	10%	15%	25%	15%
Safety	15%	15%	15%	10%	10%		
Accessibility	10%	10%		5%			
Connectivity	10%	5%		5%		10%	10%
Mobility	20%	15%	20%	10%	15%	20%	15%
Total	100%	70%	70%	50%	50%	70%	50%

Table 7. STI Rail Project Categories, Criteria & Weighting

Charlotte Regional Transportation Planning Organization

DATE: February 19, 2014

SUBJECT: Prioritization 3.0 (P3.0) – Local Input Point Methodology

BACKGROUND

The NCDOT's Strategic Planning Office of Transportation (SPOT) has been tasked with carrying out the project evaluation process outlined in the Strategic Transportation Investment (STI) legislation enacted on June 26, 2013. One of the most significant tasks that must be accomplished by each MPO/RPO and NCDOT Division Office is to create a methodology that explains how the MPO/RPO/Division Office will allocate the eligible local input points assigned to projects (of all modes) in the prioritization database.

As stipulated by the STI legislation, local points may be assigned to projects in the Regional Impact and Division Needs categories, but not the Statewide Mobility category. The Charlotte Regional Transportation Planning Organization (CRTPO) may allocate the following number of local points for projects in the eligible categories:

- 2500 points – Regional Impact projects
- 2500 points – Division Needs projects

A committee of TCC members was created to develop a local input point methodology. The contents of this memorandum describe the methodology developed by the committee, which the CRTPO proposes to use to allocate its local input points. NCDOT requires that the methodology include the following components:

- A minimum of one quantitative criteria
- A minimum of one qualitative criteria
- Public involvement (on the proposed methodology, and the preliminary assignment of local input points to projects based on the approved methodology)
- Dissemination of methodology, local points and public input on CRTPO's website (crtpo.org)

PROPOSED LOCAL INPUT METHODOLOGY

Overview

The following principles will be used for the allocation of CRTPO's local points:

- The maximum amount of local points eligible per project will be applied in order to make each project as competitive as possible (i.e. each project will either receive 100 local points, or will not receive any local points)
- Projects will be divided as either highway projects or non-highway projects, to coincide with the STI legislation; and, the specific percentage of local input points given to highway vs. non-highway projects will coincide with the funding assumptions made by the CRTPO in its 2040 MTP for highway vs. non-highway projects (see modal dispersal criteria for details)
- Projects will be divided as either Regional Impact projects or Division Needs projects, to coincide with how the local points are assigned by the STI legislation
- Local points from the Division Needs category should not be applied to Statewide Mobility category projects that cascade into the Division Needs category

Project Screening

All projects, regardless of mode, will be subject to the following screening to determine which projects will have the most reasonable chance for funding based on the P3.0 quantitative score.

Screening for Highway & Non-highway projects	Measure	STI Category (Mode)
<p>Reasonable chance for funding based on P3.0 quantitative score</p> <p><i>(Note that this score will be identified after all P3.0 quantitative scores are released)</i></p>	<ul style="list-style-type: none"> Identify the project with the lowest quantitative score that can be funded (based on funding assumptions – i.e. total amount of funds assumed to be available per category, established by NCDOT) Subtract maximum amount of eligible MPO local points (based on category – 15% Reg., 25% Div.) from quantitative project score (issued by SPOT) Projects below the resulting score should not proceed for further evaluation 	Regional Impact & Division Needs

Proposed Criteria -

Clarify that all projects (regardless of mode) will run through below criteria (see table below)

Quantitative & Qualitative Criteria	Measure	STI Category
<p>MTP consideration (Highway projects only)</p> <ul style="list-style-type: none"> <i>This criteria will be the primary consideration for highway projects to receive local points</i> 	The MTP rank* = the priority order for projects which will receive local points	Regional Impact & Division Needs
<p>P3.0 quantitative score (Highway & Non-Highway projects)</p> <ul style="list-style-type: none"> <i>This criteria will be the secondary consideration for highway projects to receive local points, but will be the primary consideration for non-highway projects to receive local points</i> 	The P3.0 quantitative score = the priority order for projects which will receive local points	Regional Impact & Division Needs
<p>Modal allocation</p> <ul style="list-style-type: none"> <i>See table in the Application of Criteria</i> 	<ul style="list-style-type: none"> Consider allocating up to 15% of regional category points to non-highway projects 	Regional Impact & Division Needs

<p><i>section for an explanation of how the local points will be split between highway vs. non-highway projects</i></p> <ul style="list-style-type: none"> • <i>See Example under Non-highway project section for an explanation of how local points will be split among non-highway modes</i> 	<ul style="list-style-type: none"> ▪ Consider allocating up to 20% of division category points to non-highway projects ▪ Consider allocating local points to each mode represented in each category 	
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**The MTP rank is based on quantitative and qualitative criteria developed by the MPO. This criteria is the primary criteria for determining the local points for highway projects (see attached)*

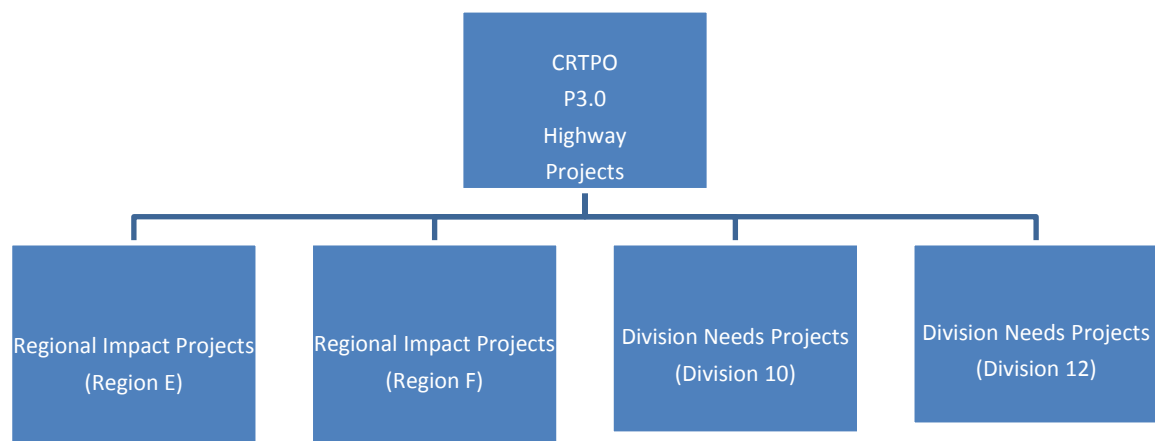
Application of Criteria

Divide local points by mode (highway vs. non-highway)

Regional Impact Projects (15% of local points to non-highway based on MPO assumption to allocate 15% of anticipated revenues to non-highway Regional Impact projects)	2500 total points	
	2200 points highway	300 points non-highway
Division Needs Projects (20% of local points to non-highway based on MPO assumption to allocate 20% of anticipated revenues to non-highway Division Needs projects)	2500 total points	
	2000 points highway	500 points non-highway

Highway Projects:

- Filter process will be applied using the “Reasonable chance for funding based on P3.0 quantitative score” criteria
 - After filter, eligible projects remaining will be categorized as follows



- The following criteria is then applied in successive order
- 1) MTP Rank (attach MTP ranking methodology as supplemental information)
 - Highest scoring MTP project = highest ranked P3.0 highway project
 - 2) P3.0 Quantitative Score
 - After all MTP projects have been assigned points, highest quantitative scoring P3.0 project = next highest ranked P3.0 highway project
 - 3) NCDOT Division Office Coordination (Divisions 10 and 12)
 - Each Division's local points account for 15% of the Regional Impact score and 25% of the Division Needs score; therefore, coordination with the respective Division Office will occur as CRTPO's local points are being allocated
 - 4) MPO Input
 - MPO must approve final list of projects using local input methodology
 - Public comments on preliminary points allocated to projects also considered

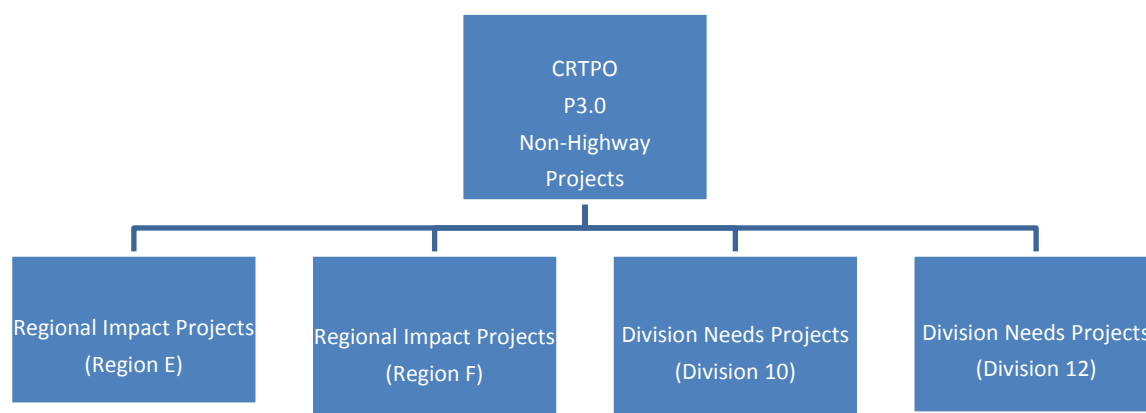
Example of Regional and Division Points Assignment for Highway Projects

Criteria	Regional Impact project	Division Needs project
Project Screening Reasonable chance for funding based on P3.0 quantitative score <i>(Note that 60 is a hypothetical example, and that this score will be identified after all P3.0 quantitative scores are released)</i>	(Assume that based on funding available in this category, projects that score less than 60 points will not be able to be funded in the TIP) ▪ MPO local input represents 15% of total score, which is 9 points out of 60 ▪ 60-9 = 51 points ▪ CRTPO will not consider any Regional Impact highway projects with a P3.0 quantitative score less than 51 points (the 2 qualitative criteria below will be applied to CRTPO Regional Impact projects with a P3.0 quantitative score of 51 points or higher)	(Assume that based on funding available in this category, projects that score less than 60 points will not be able to be funded in the TIP) ▪ MPO local input represents 25% of total score, which is 15 points out of 60 ▪ 60-15 = 45 points ▪ CRTPO will not consider any Division Needs highway projects with a P3.0 quantitative score less than 45 points (the 2 qualitative criteria below will be applied to CRTPO Division Needs projects with a P3.0 quantitative score of 45 points or higher)
Quantitative & Qualitative	↓	↓
MTP consideration	▪ Highest ranked MTP project in this category receives 100 local points ▪ Next highest ranked MTP project receives 100 local points (And so on until all Regional impact MTP projects have received 100 local points)	▪ Highest ranked MTP project in this category receives 100 local points ▪ Next highest ranked MTP project receives 100 local points (And so on until all Division impact MTP projects have received 100 local points)
	↓	↓
P3.0 quantitative score	▪ Highest CRTPO quantitative scoring P3.0	▪ Highest CRTPO quantitative scoring P3.0

	project in this category receives 100 local points <ul style="list-style-type: none"> ▪ Next highest CRTPO quantitative scoring project receives 100 local points (And so on until all the local points are used for highway projects)	project in this category receives 100 local points <ul style="list-style-type: none"> ▪ Next highest CRTPO quantitative scoring project receives 100 local points (And so on until all the local points are used for highway projects)
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Non-Highway Projects:

- Filter process will be applied using “Reasonable chance for funding based on P3.0 quantitative score” criteria
 - After filter, eligible projects remaining will be categorized as follows



- The following qualitative criteria is then applied
 - 1) P3.0 Quantitative Score
 - Highest scoring project representing each mode gets 100 points

Regional Impact

 - The CRTPO rail project with the highest P3.0 quantitative score receives 100 local points
 - If no other modes are represented in this category then the points would be allocated to other rail projects
 - If no other non-highway projects are represented in this category then the points would be allocated to CRTPO highway projects (in which case, the CRTPO highway local input point methodology previously outlined would be used)

Division Needs:





 - The CRTPO aviation, rail, transit and bicycle/pedestrian projects with the highest P3.0 quantitative scores each would receive 100 local points
 - The final 100 local points would go to the non-highway project with the next highest P3.0 quantitative score, regardless of mode
 - If there are not projects to represent four modes, then each of the highest P3.0 quantitative scores for the three modes represented would receive 100 local points each, and the next two highest P3.0 quantitative scores for non-highway projects, regardless of mode, would receive 100 local points each (and so on)
 - 2) NCDOT Division Office Coordination (Divisions 10 and 12)

- Each Division's local points account for 15% of the Regional Impact score and 25% of the Division Needs score; therefore, coordination with the respective Division Office will occur as CRTPO's local points are being allocated

3) MPO Input

- MPO must approve final list of projects using local input methodology
- Public comments on preliminary points allocated to projects also considered

Example of Regional and Division Points Assignment for Non-Highway Projects

Criteria	Regional Impact project	Division Needs project
Project Screening		
Reasonable chance for funding based on P3.0 quantitative score	<p>(Assume that based on funding available in this category, projects that score less than 80 points will not be able to be funded in the TIP)</p> <ul style="list-style-type: none"> ▪ MPO local input represents 15% of total score, which is 12 points out of 80 ▪ $80 - 12 = 68$ points ▪ CRTPO will not consider any Regional Impact non-highway projects with a P3.0 quantitative score less than 68 points 	<p>(Assume that based on funding available in this category, projects that score less than 80 points will not be able to be funded in the TIP)</p> <ul style="list-style-type: none"> ▪ MPO local input represents 25% of total score, which is 20 points out of 80 ▪ $80 - 20 = 60$ points ▪ CRTPO will not consider any Division Needs non-highway projects with a P3.0 quantitative score less than 60 points
Quantitative & Qualitative		
P3.0 Quantitative Score & Modal allocation	<ul style="list-style-type: none"> ▪ Highest CRTPO P3.0 quantitative scoring non-highway project for each mode represented in this category receives 100 local points (i.e. highest scoring aviation project = 100 local points; highest scoring rail project = 100 points) <p style="text-align: center;">  </p> <ul style="list-style-type: none"> ▪ If local points are still available, next highest CRTPO P3.0 quantitative scoring project receives 100 local points – regardless of mode (i.e. if there are eligible aviation and rail projects left, the highest P3.0 score among the remaining projects receives 100 points) 	<ul style="list-style-type: none"> ▪ Highest CRTPO P3.0 quantitative scoring non-highway project for each mode represented in this category receives 100 local points (i.e. highest scoring aviation project = 100 points; highest scoring bicycle/pedestrian project = 100 local points; highest scoring rail project = 100 points; highest scoring transit project = 100 local points) <p style="text-align: center;">  </p> <ul style="list-style-type: none"> ▪ The remaining local points would be applied to the next highest CRTPO P3.0 quantitative scoring project – regardless of mode (i.e. if there are eligible aviation, bicycle/pedestrian

	<ul style="list-style-type: none"> ▪ If there are no CRTPO non-highway projects remaining in this category, the local points would be assigned to highway projects using the CRTPO highway criteria 	and rail projects left, the highest P3.0 score among the remaining projects receives 100 points, until the points are gone)
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Public Involvement Process

- CRTPO's proposed local input point methodology will be posted on the CRTPO website for review and comment (crtpo.org), and the MPO board meeting will also serve as an opportunity for public comment on the proposed local input point methodology (all comments received via the website will also be presented to the board members);
- After the local input point methodology is approved by the MPO board and the NCDOT, and quantitative scores are known, the process of applying the local input point methodology will begin;
- A minimum 2-week public comment period will be provided to allow time for the public to review the results of the local point allocation (based on the approved local input point methodology);
- Staff will share the quantitative scores received from the SPOT office with the TCC, MPO board, and will post this information to the CRTPO website.
- The MPO board's final action regarding the local input point allocation may be based on comments received; and
- CRTPO's final local input point methodology, allocation of local points and consideration of public comments will be posted on the CRTPO website (crtpo.org).

NEXT STEPS/TIMELINE

- MPO board and NCDOT approve local input point methodology (March 2014)
- Quantitative scores are given to P3.0 projects (May 2014)
- Proposed local input points are allocated to P3.0 projects (May-July 2014)
- A minimum 2-week public comment period is provided to review and comment on local input point allocations (June-July 2014)
- MPO endorses final local input point allocations and submits them to NCDOT (July 2014)
- Final scores are issued to P3.0 projects and posted on the CRTPO website (August 2014)

Durham Chapel Hill MPO

METHODOLOGY FOR RANKING TRANSPORTATION IMPROVEMENT PROGRAM PROJECT REQUESTS (FY 2016-2022)

INTRODUCTION

According to U.S. Code 23 Section 134, Metropolitan Planning Organizations are required to develop a Transportation Improvement Program in cooperation with the State and public transportation providers through a performance-driven, outcome-based approach to planning. The TIP should contain projects consistent with the Metropolitan Transportation Plan (MTP) and should reflect the investment priorities established in the current MTP. There should be the opportunity for public participation in developing the TIP including consultation, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation.

Furthermore, as a Transportation Management Area (TMA), according to U.S. Code 23 Section 134, all federally funded projects within the DCHC MPO (excluding projects carried out on the National Highway System) shall be selected for implementation from the approved TIP by the MPO in consultation with the State and any public transportation operator. Projects on the National Highway System shall be selected for implementation from the TIP by the State in cooperation with the MPO.

North Carolina's Strategic Transportation Investments (STI) legislation, passed in 2013, establishes a formula and process by which transportation funding is distributed across the State and across transportation modes. The outcome of the STI process is the draft State Transportation Improvement Program. The STI legislation applies uniformly across the State regardless of the boundaries of MPOs and MPOs that are TMAs. The STI legislation requires the identification and submittal of potential transportation projects by NCDOT and the MPO, the evaluation of projects according to a NCDOT-developed quantitative scoring methodology, and the allocation of ranking points among certain projects by NCDOT and the MPO.

The DCHC MPO's Methodology for Ranking TIP Project Requests is the process that the MPO will follow to develop the MPO's allocation of ranking points among projects for input to the STI process. The Methodology will also inform the MPO's development of the Transportation Improvement Program. The Methodology is designed to address the federal requirement that the TIP be consistent with the projects and investment priorities of the MTP while being compatible with the State's STI process.

The DCHC MPO retains the authority to develop the TIP for the MPO area as required by federal regulations. Participation in the STI process through submitting projects and/or allocating ranking points to projects does not require the MPO to include these projects in the TIP.

OBJECTIVE

The Methodology outlined below is designed to address multi-modal transportation needs, ensure regional balance, and prioritize projects that are needed based on technical criteria. The goal is to produce a project priority ranking which satisfies MPO goals, is simple enough for project-level analysis without requiring unnecessary data collection, and is understandable by the general public.

The DCHC MPO's Technical Coordinating Committee (TCC) will use the Methodology to develop a draft allocation of ranking points. This draft allocation of ranking points is to be used as a guide by the Transportation Advisory Committee (TAC) for the approval of the final allocation of ranking points. If the TAC varies from the recommended allocation of points, documentation and reasoning will be provided. Reasons why the TAC may vary from the recommended points include achieving jurisdictional and geographical balance, reflecting the TAC members' knowledge of the urban area and the policies of their communities, addressing public comments, ensuring coordination with NCDOT's Division Engineers, and maximizing the MPO's opportunities for receiving funding.

While the Methodology attempts to comprehensively address the MPO's transportation needs, there will always be factors that are not easily measured that should be considerations in the development of the MPO's project priorities. The TCC will make its technical recommendation of the allocation of ranking points based on the methodology described in this document, and the TAC will then be afforded the opportunity to make changes with appropriate documentation. All public involvement for this process will be conducted in accordance with the DCHC MPO's [Public Involvement Policy](#). Details of our public involvement policy are described below.

PROCEDURE FOR RANKING PROJECTS

1) Goals for the Methodology for Ranking TIP Project Requests

Since the Project Priority Ranking should be a subset of the DCHC MPO MTP, the goals for the Methodology are the same as the DCHC MPO goals and objectives in the 2040 MTP.

- A safe, sustainable, efficient, attractive, multi-modal transportation system that: supports local land use; accommodates trip-making choices; maintains mobility and access; protects the environment and neighborhoods; and improves the quality of life for urban area residents.
- An attractive multi-modal street and highway system that allows people and goods to be moved safely, conveniently, and efficiently.
- A convenient, accessible, and affordable public transportation system, provided by public and private operators, that enhances mobility and economic development.
- A pedestrian and bicycle system that: provides a safe alternative means of transportation; allows greater access to public transit; supports recreational opportunities; and includes off-road trails
- A Transportation Plan that is integrated with local land use plans and development policies.
- A multi-modal transportation system which provides access and mobility to all residents, while protecting the public health, natural environment, cultural resources, and social systems.
- An ongoing program to inform and involve citizens throughout all stages of the development, update, and implementation of the Transportation Plan.
- Continue to improve transportation safety and ensure the security of the transportation system.
- Improve mobility and accessibility of freight and urban goods movement.

2) Submission of Local Priority Lists to the MPO

All MPO member jurisdictions and Triangle Transit will submit a local priority list to the MPO. The DCHC MPO requests that the local jurisdictions apply screening criteria during the development of these lists. The screening criteria are:

- a) Regional Goals - How well does the project meet the adopted regional goals? Is the project an element of the current MTP? Does it implement community objectives? For the intrastate system, does it meet NCDOT mobility objectives? Does the project have a broad base of local support?
- b) Cost Effectiveness - How much benefit does the project offer compared to the estimated cost?
- c) Timing – Is the project needed within the TIP funding cycle? Is timing a critical element for the project (one-time opportunity)? Will the opportunity to do the project be lost if it is not in the current priority cycle?

Local jurisdictions may also elect to use a ranking methodology to create their local priority lists but are not required to do so. The TCC will review local priority lists for adherence to these screening criteria before recommending the submission of these projects.

Local jurisdictions shall provide the DCHC MPO a list of projects. The list should be grouped by mode (highway, public transit, rail, and bicycle and pedestrian). The local jurisdictions shall provide a short description of the project, including the project limits, name, mileage, and cost. The description should note any essential elements of the project such as bike lanes, sidewalks, transit accommodations, vehicle types, etc.

3) **Submission of Projects to the STI Process**

For the 2016-2022 TIP, the DCHC MPO will submit projects to NCDOT's Strategic Planning Office of Transportation by March 3, 2014, for the application of the NCDOT's quantitative ranking methodology. The MPO is limited to fourteen new highway projects, but can submit an additional project for each existing project removed from the system. The MPO is limited to twenty bicycle and pedestrian projects, five rail projects, and an unlimited number of public transit projects. Previously submitted highway projects do not need to be re-submitted. Public transit operators can submit an unlimited number of projects directly to NCDOT. The NCDOT Rail Division can submit an unlimited number of projects to the process. And NCDOT Division Engineers can also submit projects.

DCHC MPO will combine the local priority lists into a list that the MPO will submit to NCDOT. In the event that more highway projects are submitted to the MPO than the MPO is allowed submit to NCDOT, the TCC will select projects based on the screening criteria, the air quality horizon year in the MTP, regional significance, geographic distribution, and local priority. The MPO will also consider requesting that the Division Engineers submit any additional highway projects in the 2040 MTP that are not in the MPO's submittal.

Since the MPO is limited to only 20 bicycle and pedestrian projects and an initial review of candidate projects revealed more than 70 potential projects, the MPO requests that the Town of Chapel Hill, Town of Carrboro, Town of Hillsborough, Orange County, and Chatham County submit four projects each, and the City of Durham and Durham County submit eight projects each. Of the potential 36 project submissions, the TCC will apply a **preliminary ranking** based on the following criteria:

- Safety
 - 20% crash data from 2008-2012 – 4 points per crash; maximum of 20 points
 - 20% posted speed limit – 40-50 mph = 20 points; 30-39 mph = 10 points; 25 mph = 5 points
- Access to destinations

- 10% number of destinations – 1 point per major destination; maximum of 7 points; ½ point for secondary destinations; maximum of 3 points
- Demand/Density
 - 10% Traffic Analysis Zone population density;
 - 10% Traffic Analysis Zone employment density
- Constructability
 - 10% Right-of-Way availability
 - 10% Design status
- Schools
 - 10% if the project is within 2 miles of a K-8 school.

Projects that the MPO cannot submit will be requested to be submitted by the NCDOT Division Engineers.

Any public transit or rail project submitted by a member government or transit operator will be considered for submission by the MPO. Projects will be screened to make sure they are consistent with the 2040 MTP and other adopted transit and rail plans.

4) Application of the MPO Ranking Methodology and Recommended Allocation of Ranking Points

Upon submission by the MPO and NCDOT Division Engineers, projects within the MPO will be scored according to NCDOT's quantitative ranking methodology. The DCHC MPO will receive these scores and project data used to develop the scores. DCHC MPO staff in coordination with local staff will use the project data and collect additional data to apply the MPO methodology. The Project Priority Ranking will then be presented to the TCC.

While the methodology is very detailed and specific about scoring, there is always the chance for human error and incomplete or inaccurate information. DCHC MPO staff will request that all local technical staff on the TCC review the application of the methodology to catch any inadvertent errors. If the TCC finds that there are any errors or inconsistencies, the TCC can agree to change some data inputs to improve accuracy.

There are separate ranking methodologies based on the primary mode of transportation and project type: 1) highway; 2) bicycle and pedestrian; 3) transit-expansion; 4) transit-facilities; 5) transit-fixed guideway; 6) rail-track and structure (passenger); 7) rail-track and structure (freight); 8) rail-facilities (passenger). Furthermore, there are variations within each of these methodologies for the STI funding category (Regional or Division). There are no ferry routes or eligible airports within the DCHC MPO. Similar to the NCDOT quantitative methodology, the ranking methodologies are independent of each other and the points for different modes are not directly comparable.

In total, there are 14 different MPO methodologies for the various modes, project types, and categories.

		Category		
		Statewide	Regional	Division
Mode/Project Type	Highway	No MPO	Yes	Yes
	Bicycle/Pedestrian	Methodology. The MPO does not submit ranking points to projects in the Statewide category.	No. The STI legislation does not allow any bike/ped to be considered for Regional funding.	Yes
	Public Transit-Expansion		Yes	Yes
	Public Transit-Facilities		Yes	Yes
	Public Transit-Fixed Guideway		Yes	Yes
	Rail-Track and Structure	Passenger	Yes	Yes
		Freight	Yes	Yes
	Rail-Facilities	Passenger	No. The DCHC MPO does not have any qualifying projects.	Yes
		Freight		No. The DCHC MPO does not have any qualifying projects.

If a Statewide project cascades down to the Regional category, it will be scored according to the Regional methodology. If a Statewide or Regional project cascades down to the Division category, it will be scored according to the Division methodology.

The result of the application of the ranking methodology will be up to 14 lists of projects in priority order by mode /project type/category. The next step is to assign the MPO's ranking points to specific projects. The MPO has 1,800 points to allocate among Regional projects and 1,800 points to allocate among Division projects.

For the MPO's 1,800 Regional points, the MPO staff's recommendation to the TCC will assign points among modes and project types according to the following:

- 800 points to Highway
- 200 points to Public Transit – Expansion and Facilities
- 100 points to Public Transit – Fixed Guideway
- 700 points could be assigned to any mode and project type

For the MPO's 1,800 Division points, the MPO staff's recommendation to the TCC will assign points among modes and project types according to the following:

- 300 points to Highway
- 500 points to Public Transit - Expansion and Facilities
- 200 points to Bicycle and Pedestrian
- 100 points to Rail – Stations
- 700 points could be assigned to any mode and project type

Within each mode and project type, points will be assigned in order of the MPO's score. Exceptions may be made if the project costs more than the funding available in that category or if the project will not be competitive within its Region or Division even with the application of local input points. Statewide projects that cascade down to the Regional category will only be considered for Regional local input points

if the project is not considered likely to be competitive for Statewide category funding during the next Prioritization cycle. Statewide or Regional projects that cascade down to Division will only be considered for Division local input points if the project is less than \$5 million. This limitation is due to the very limited amount of funding available in the Division category that is not STPDA or TAP (funding that is directly allocated to certain MPOs and that is not subject to the Prioritization process but is subject to the STI legislation), and the number of projects that only qualify in the Division category (all bicycle/pedestrian, DATA, and Chapel Hill Transit projects). Points will generally be concentrated among fewer projects. The minimum number of points will be assigned to each project to ensure that it maintains its relative position in its Region or Division.

The MPO staff's recommendation to the TCC for the 700 unassigned points in the Regional and Division categories will be informed by:

- The priorities of the 2040 MTP including the adopted distribution of funding between modes and the air quality horizon year of projects;
- The number of eligible projects within the MPO within each funding mode /project type/category;
- The likelihood of receiving funding through STI considering the amount of funding available within each Division or Region, historical funding levels for the mode, and the normalization limitations that NCDOT has adopted;
- The effect that receiving funding for a project may have on the likelihood of other projects being funded in the Division or Region considering the limitations set by the STI legislation; and
- Geographic and jurisdictional balance.

MPO staff will document the reasoning used to justify the proposed assignment of points.

The TCC will receive the MPO's staff's recommendation and may consider adjustments based on the above factors for its recommendation to the TAC. Again the reasoning used to develop the recommended assignment of points will be clearly documented.

During the period that the draft point assignment is released for public comment, the MPO staff and the TCC may make further adjustments to their recommendation based on the above factors as well as:

- Coordination with the Division Engineers on the assignment of points;
- Public input and support as evidenced through public comments submitted to the MPO, the MPO's public hearing, public involvement efforts of local governments, and local referenda;

All public involvement for this process will be conducted in accordance with the DCHC MPO's [Public Involvement Policy](#). Details of our public involvement policy are described below.

5) Approval of Ranking Points

The TAC will release the draft Project Priority Ranking and application of ranking points for public comment and hold a public hearing at a TAC meeting. After review and public comment, the TAC will approve the final application of ranking points. The TAC's approval will be informed by:

- The priorities of the 2040 MTP including the adopted distribution of funding between modes and the air quality horizon year of projects;
- The number of eligible projects within the MPO within each funding mode /project type/category;

- The likelihood of receiving funding through STI considering the amount of funding available within each Division or Region, historical funding levels for the mode, and the normalization limitations that NCDOT has adopted;
- The effect that receiving funding for a project may have on the likelihood of other projects being funded in the Division or Region considering the limitations set by the STI legislation;
- Geographic and jurisdictional balance;
- Coordination with the Division Engineers on the assignment of points;
- Public input and support as evidenced through public comments submitted to the MPO, the MPO's public hearing, public involvement efforts of local governments, and local referenda;
- The TAC members' knowledge of the urban area and the policies of their communities; and
- Other factors as identified.

If the TAC varies from the recommended allocation of points, MPO staff will document the rationale and will post this on the MPO's website. All public involvement for this process will be conducted in accordance with the DCHC MPO's [Public Involvement Policy](#). Details of our public involvement policy are described below.

Finally, MPO staff will submit these points to NCDOT for use in the STI process.

Public Involvement

All public involvement for this process will be conducted in accordance with the DCHC MPO's [Public Involvement Policy](#).

As is the MPO's standard practice for all TCC and TAC agenda items, all relevant materials, documentation of this process, and TCC and TAC meeting materials and minutes will be posted on the DCHC MPO's website www.dchcmopo.org. Documentation of the process will include a description of the TAC's rationale for assigning points to projects.

The Public Involvement Policy sets a minimum 21-day public comment period for this process and requires a public hearing at a TAC meeting. This public comment period and public hearing will be advertised to the public in accordance with the Public Involvement Policy. Public comments will be documented, summarized, and responses will be provided. In addition, all DCHC MPO TCC and TAC meetings are public meetings and include the opportunity for public comment. Comments provided at any meeting will be considered.

SCHEDULE FOR FY 2016-2022 TIP STRATEGIC TRANSPORTATION INVESTMENTS PROCESS

Steps for submission of projects:

October 23, 2013	Deadline to modify an existing highway project
November 29, 2013	Transit project submission deadline for Prioritization 3.0 for transit operators.
January 8, 2014	DCHC MPO TAC votes on highway and bicycle/pedestrian projects to submit for Prioritization 3.0.
February 12, 2014	DCHC MPO TAC votes on rail projects to submit for Prioritization 3.0 and considers any modifications needed for highway, bicycle/pedestrian, and transit projects.
March 3, 2014	Highway, rail, bicycle/pedestrian, transit submission deadline for Prioritization 3.0.

Steps for developing local ranking methodology:

January –April 2014	MPO develops and approves a local ranking methodology
February 26, 2014	TCC forwards draft local ranking methodology for TAC review and NCDOT review committee review
March 12, 2013	TAC reviews draft local ranking methodology
March 26, 2014	TCC makes recommendation on local ranking methodology in response to TAC and NCDOT review committee comments
April 9, 2014	TAC receives update (approval delayed due to new NCDOT review committee comments provided after the TCC meeting)
April 23, 2014	TCC makes recommendation on revised local ranking methodology in response to new NCDOT review committee comments.
May 14, 2014	TAC adopts local ranking methodology

Steps for developing local input points (2 timelines due to uncertainty in release of NCDOT scores):

Before May 13	NCDOT releases quantitative scores
May	MPO staff applies local ranking methodology and develops MPO staff recommendation
May 14, 2014	TAC authorizes the release of the local ranking methodology results and proposed local input points for public comment subject to TCC recommendation.
May 28, 2014	TCC develops recommendation on local input points. MPO staff releases recommendation for public comment.
June 11, 2014	TAC holds public hearing on local input points *evening meeting*
June 18, 2014	TCC makes recommendation on final local input points
June 25, 2014	TAC approves local input points
July 31, 2014	MPO submits local input points
After May 13	NCDOT releases quantitative scores
May	MPO staff applies local ranking methodology and develops MPO staff recommendation
May 28, 2014	TCC develops recommendation on local input points.
June 11, 2014	TAC releases the local ranking methodology results and proposed local input points for public comment.
June 25, 2014	TAC holds public hearing on local input points *evening meeting*
July 23, 2014	TCC makes recommendation on final local input points
August 13, 2014	TAC approves local input points
August	MPO submits local input points

Highway

NCDOT SPOT Prioritization 3.0					Proposed DCHC MPO Project Ranking Methodology				Green font = SPOT data used fully or partially
Criteria	Metric	% of Score - Statewide Category	% of Score - Regional Category	% of Score - Division Category	Criteria	Metric	% of Score - Regional Category	% of Score - Division Category	Reasoning
Congestion	$((\text{exist. V/C ratio} \times 100) \times 60\%) + ((\text{exist vol.}/1,000) \times 40\%)$	30%	25%	20%	Congestion	Use SPOT scoring	30%	30%	Prioritize projects that relieve congestion and are on higher volume roads
Safety	Segment: (Crash Density x 33%) + (Severity Index x 33%) + (Critical Crash Rate x 33%); Intersections: (Crash Frequency x 50%) + (Severity Index x 50%)	10%	10%	10%	Safety	Use SPOT scoring	20%	20%	Prioritize projects with higher more severe crashes
Benefit/Cost	Travel time savings over 30 years in \$/Project Cost to NCDOT	30%	25%	20%	Benefit/Cost	$((\text{Travel time savings over 30 years in } \$/\text{total of all public funding}) \times 25\%) + ((\text{Average of congestion, safety, and complete street scores}^*/\text{total of all public funding}) \times 75\%)$	25%	20%	Modify NCDOT's method to reflect a broader consideration of project benefits. Use total of all public money (local, state, and federal). *the congestion, safety, and complete street scores will be multiplied by a factor to ensure that they are on a scale comparable to the travel time savings score.
Economic Competitiveness	Primary inputs are Travel Time Savings, Location, and Freight Traffic; Output is # of long-term jobs created (50%) + Value added in \$ (50%) based on % change in NCDOT Div. Economy	10%			Do not include				Subcommittee considered including this, but could not develop a metric that would reflect transportation projects' role to support our current and desired economic development.
Multi-modal (Freight & Military)	25% - V/C Ratio on projects on Non-Interstate STRAHNET Routes; 25% - V/C Ratio on projects on routes that provide direct connection to a transportation terminal; 50% - Truck Volumes / 100	20%			Do not include				Most freight traffic is on interstates which are on the statewide tier
Accessibility/Connectivity	20% County tier designation and volume; 40% if the project upgrades how the roadway functions, volume/200; 40% (average commute time - 20)*5		10%		Do not include				All DCHC MPO counties are Tier 3; Bigger roads are not always the appropriate solution; Prioritizing projects in areas with higher average commute time may reward sprawl
not included					Complete Street	25% project adds pedestrian facility; 25% project adds bicycle facility; 25% variable based on number of buses per day on facility; 25% project serves future rail station	10%	20%	Direct resources towards implementing NCDOT's Complete Streets policy and providing access to future rail stations.
not included					Environmental and Community Impacts	Air quality impacts and GIS analysis of wetlands, streams, species habitat, water supply watershed, parks, historic resources, and cemeteries. Fewer potential impacts yields more points	15%	10%	The scoring methodology presumes all highway projects have negative environmental impacts. Environmental justice is not included as it is difficult to analyze the impacts at this stage of development (could be positive and/or negative).
MPO Rank		-	15%	25%					
Division Rank		-	15%	25%					
Total		100%	100%	100%					

BikePed

NCDOT SPOT Prioritization 3.0					Proposed DCHC MPO Project Ranking Methodology			Green font = SPOT data used fully or partially
Criteria	Metric	% of Score - Statewide Category	% of Score - Regional Category	% of Score - Division category	Criteria	Metric	% of Score - Division category	Reasoning
Benefit/Cost	{Access + Demand Scores}/Cost	Per STI legislation, no Bike/Ped is categorized as Statewide.	Per STI legislation, no Bike/Ped is categorized as Regional	10%	Benefit/Cost	{Access+Safety+Demand/Density+Speed Limit+Environmental Justice Scores)/Total of all public funding	10%	Include all project benefit scores. Include all costs, including any costs incurred by local government, as it is all public money.
Constructability	Amount of right-of-way acquired, preliminary work completed, environmental impact			5%	not included			Do not include. Most projects will be similar: most R/W acquired, no design completed, CE expected
Access	Number of major centers and secondary centers within 0.5 miles of ped, 1.5 miles of bike + Distance to Prime Destination			10%	Access	Number of major centers (add schools and future rail transit stations) and secondary centers within 0.5 miles of ped, 1.5 miles of bike + Distance to Prime Destination	20%	Prioritize projects near more destinations/generators. MPO method classifies schools as primary centers instead of secondary centers. Future transit stations are also not included as centers.
Safety	Number of Bike/Ped crashes + Posted speed limit			15%	Safety	Number of Bike/Ped crashes	30%	Prioritize projects with more crashes
Demand/Density	Population density within 0.5 miles of ped facility or 1.5 miles of bicycle facility			10%	Demand/Density	Population density within 0.5 miles of ped facility or 1.5 miles of bicycle facility	20%	Prioritize projects in more dense areas.
not included					Speed Limit	100 points for routes > 35 mph; 50 points for routes 25-35 mph; 0 points <25 mph	10%	Fatality rates are highest for crashes over 35 mph.
not included					Environmental Justice	GIS analysis of benefit to minority and low-income population	10%	Prioritize projects in EJ communities.
Divison Rank				25%				
MPO Rank				25%				
Total				100%	100%			

Transit - Expansion

NCDOT SPOT Prioritization 3.0					Proposed DCHC MPO Project Ranking Methodology				Green font = SPOT data used fully or partially
Criteria	Metric	% of Score - Statewide Category	% of Score - Regional Category	% of Score - Division Category	Criteria	Metric	% of Score - Regional Category	% of Score - Division Category	Reasoning
Benefit/Cost	Ann. Avg. trips per vehicle x life expectancy/state match amt (Demand Response); Ridership for life of vehicle/state match amt (Fixed Route); Route ridership on the existing route for the life of the vehicle/the state match amt (Headway Reduction)	Per STI legislation, no public transit is categorized as Statewide.	45%	25%	Benefit/Cost	Ann. Avg. trips per vehicle x life expectancy/state match amt (Demand Response); Ridership for life of vehicle/state match amt (Fixed Route); Route ridership on the existing route for the life of the vehicle/the state match amt (Headway Reduction)	32.1%	25%	Include all SPOT metrics to make the composite SPOT quantitative score equal to half of the MPO score. Want consistency between the MPO score and SPOT quantitative score.
Vehicle Utilization Data	Max vehicles utilized during peak hr/total fleet size (DR); # vehicles operated at max service/# vehicles available at max service (FR)		5%	5%	Vehicle Utilization Data	Max vehicles utilized during peak hr/total fleet size (DR); # vehicles operated at max service/# vehicles available at max service (FR)	3.6%	5%	
System Safety	(National average reportable incidents/PMT – System reported incidents/PMT) + (National average reportable injuries/PMT – System reported injuries/PMT) + (National average reportable fatalities/PMT – System reported fatalities/PMT) = Safety Result.		5%	5%	System Safety	(National average reportable incidents/PMT – System reported incidents/PMT) + (National average reportable injuries/PMT – System reported injuries/PMT) + (National average reportable fatalities/PMT – System reported fatalities/PMT) = Safety Result.	3.6%	5%	
Connectivity	Projected increase in ridership weighted according to the types of destinations the expansion of service will serve. (20% per destination: medical, employment, commercial, education, and other transportation terminal/transfer): (Ridership Increase x Facility Destination) / System Ridership = Weighted % Increase in Ridership		5%	5%	Connectivity	Projected increase in ridership weighted according to the types of destinations the expansion of service will serve. (20% per destination: medical, employment, commercial, education, and other transportation terminal/transfer): (Ridership Increase x Facility Destination) / System Ridership = Weighted % Increase in Ridership	3.6%	5%	
System Operational Efficiency	Annual ridership / total hours. Demand Response = Trips / Service Hours Fixed Route = Trips / Revenue Hours		10%	10%	System Operational Efficiency	Annual ridership / total hours. Demand Response = Trips / Service Hours Fixed Route = Trips / Revenue Hours	7.1%	10%	
not included					Fleet Age	Variable points based on average fleet age.	10%	10%	Older fleets will benefit from new expansion vehicles.
not included					Transit Dependency Index Percentage	TDIP includes: no vehicle households, elderly population, youth population, persons with disabilities population, below-poverty population.	10%	10%	Direct transit resources towards transit dependent population areas.
not included					Local System Priority	Allow each transit agency to prioritize their projects and identify which projects they expect to be able to provide federal funding towards.	30%	30%	Almost all projects require significant federal funding which is directly allocated to the transit agencies through the MPO. Transit systems will decide how to allocate the federal funding among their priorities. Want consistency between the MPO score and the local priority.
Division Rank			15%	25%					
MPO Rank			15%	25%					
Total			100%	100%			100%	100%	

Transit - Facilities

NCDOT SPOT Prioritization 3.0					Proposed DCHC MPO Project Ranking Methodology				Green font = SPOT data used fully or partially
Criteria	Metric	% of Score - Statewide Category	% of Score - Regional Category	% of Score - Division Category	Criteria	Metric	% of Score - Regional Category	% of Score - Division Category	Reasoning
Age of Facility, Facility Demand, Park-n-Ride, Bus Shelters	Facility Age/Useful life (Age); Peak Service/Capacity (Demand); (Number of Spaces x Utilization) / State Match (P&R); Avg. Boardings + Avg. Alightings (Shelters)	Per STI legislation, no public transit is categorized as Statewide.			Age of Facility, Facility Demand, Park-n-Ride, Bus Shelters	Facility Age/Useful life (Age); Peak Service/Capacity (Demand); (Number of Spaces x Utilization) / State Match (P&R); Avg. Boardings + Avg. Alightings (Shelters)			Include all SPOT metrics to make the composite SPOT quantitative score equal to half of the MPO score. Want consistency between the MPO score and SPOT quantitative score.
Benefit/Cost	Annual Trips/State Match		40%	30%	Benefit/Cost	Annual Trips/State Match	28.6%	30%	
System Operational Efficiency	Demand Response = Trips / Service Hour Fixed Route = Trips / Revenue Hour		5%	5%	System Operational Efficiency	Demand Response = Trips / Service Hour Fixed Route = Trips / Revenue Hour	3.6%	5%	
Facility Capacity	Facility (Transit & Admin) = ((proposed capacity – current usage)/existing design capacity) x 33% Park & Ride = ((proposed capacity – current usage)/existing design capacity) x 33%; Shelters = ((proposed capacity – current usage)/existing design capacity) X 33%		20%	10%	Facility Capacity	Facility (Transit & Admin) = ((proposed capacity – current usage)/existing design capacity) x 33% Park & Ride = ((proposed capacity – current usage)/existing design capacity) x 33%; Shelters = ((proposed capacity – current usage)/existing design capacity) X 33%	14.3%	10%	
not included					Transit Dependency Index Percentage	TDIP includes: no vehicle households, elderly population, youth population, persons with disabilities population, below-poverty population.	10%	10%	Direct transit resources towards transit dependent population areas.
not included					Local System Priority	Allow each transit agency to prioritize their projects and identify which projects they expect to be able to provide federal funding towards.	40%	40%	Almost all projects require significant federal funding which is directly allocated to the transit agencies through the MPO. Transit systems will decide how to allocate the federal funding among their priorities. Want consistency between the MPO score and the local priority.
Division Rank			15%	25%					
MPO Rank			15%	25%					
Total			100%	100%					
							100%	100%	

Transit - Fixed Guideway

NCDOT SPOT Prioritization 3.0					Proposed DCHC MPO Project Ranking Methodology				Green font = SPOT data used fully or partially
Criteria	Metric	% of Score - Statewide Category	% of Score - Regional Category	% of Score - Division Category	Criteria	Metric	% of Score - Regional Category	% of Score - Division Category	Reasoning
Mobility	1 point for every 250,000 trips	Per STI legislation, no public transit is categorized as Statewide.	20%	15%	not included				The county transit plans were developed with extensive study and cooperation. The public has indicated support through the sales tax referenda.
Cost Effectiveness	100 points for a cost of \$4.00 or less per trip; decreasing by 1 point for each \$0.11 increase per trip.		15%	15%	not included				
Economic Development	1 point per 1,000 new employees and 1 point per 500 new residents in the fixed guideway corridor over 20 years.		20%	10%	not included				
Congestion Relief	Travel time savings. 0-100 point scale TBD; Max points = 100 (values over 100 are capped)		15%	10%	not included				
not included					Public support	Maximum points if a project is included in a county transit plan with a successful sales tax referendum.	100%	100%	
Division Rank			15%	25%					
MPO Rank			15%	25%					
Total			100%	100%	100%				100%

Rail - Track and Structure

NCDOT SPOT Prioritization 3.0							Proposed DCHC MPO Project Ranking Methodology							Green font = SPOT data used fully
Criteria	Metric	% of Score - Statewide Category	% of Score - Regional Category		% of Score - Division Category		Criteria	Metric	% of Score - Regional Category		% of Score - Division Category		Reasoning	
		Freight Only	Freight	Passenger	Freight	Passenger			Freight	Passenger	Freight	Passenger		
Benefit-Cost	Emissions, highway-to-rail diversion, fuel savings, travel time savings	20%	10%	10%	10%	10%	Benefit-Cost	Emissions, highway-to-rail diversion, fuel savings, travel time savings	15%	15%	15%	15%	Include all SPOT metrics to ensure consistency between SPOT ranking and MPO ranking. The MPO does not have previous experience with ranking rail projects and thus will heavily rely on the SPOT system for P 3.0.	
Economic Competitiveness	Long-term economic benefits	10%					Not included. No SPOT data will be available for Regional or Division Category projects.							
Capacity/ Congestion	Volume-to-capacity	15%	15%	25%	10%	15%	Capacity/ Congestion	Volume-to-capacity	15%	20%	15%	20%		
Safety	RR/Hwy crossing incidents	15%	15%	15%	10%	10%	Safety	RR/Hwy crossing incidents	15%	15%	15%	15%		
Accessibility	New or enhanced accessibility	10%	10%		5%		Accessibility	New or enhanced accessibility	10%		10%			
Connectivity	Multimodal improvement	10%	5%		5%		Connectivity	Multimodal improvement	10%		10%			
Mobility	Service improvement	20%	15%	20%	10%	15%	Mobility	Service improvement	15%	20%	15%	20%		
not included							TSS Recommendation	Maximum points if the project is in a Traffic Separation Study.	10%	15%	10%	15%		
not included							Potential Benefit to Commuter Rail	Maximum points if the project is co-located along future commuter rail line.	10%	15%	10%	15%		
Division Rank			15%	15%	25%	25%								
MPO Rank			15%	15%	25%	25%								
Total			100%	100%	100%	100%			100%	100%	100%	100%		

Rail - Facilities

NCDOT SPOT Prioritization 3.0					Proposed DCHC MPO Project Ranking Methodology				Green font = SPOT data used fully or par
Criteria	Metric	% of Score - Statewide Category	% of Score - Regional Category	% of Score - Division Category	Criteria	Metric	% of Score - Regional Category	% of Score - Division Category	Reasoning
			Intercity Passenger Service Only	Facilities/ Intercity Passenger Service & Stations			Intercity Passenger Service Only	Facilities/ Intercity Passenger Service & Stations	
Benefit-Cost	Emissions, highway-to-rail diversion, fuel savings, travel time savings	Per STI legislation, no rail facilities are categorized as Statewide	15%	10%	Benefit-Cost	Emissions, highway-to-rail diversion, fuel savings, travel time savings	No DCHC MPO rail facilities projects would be considered Regional	15%	Include all SPOT metrics to ensure consistency between SPOT ranking and MPO ranking. The MPO does not have previous experience with ranking rail projects and thus will heavily rely on the SPOT system for P 3.0.
Economic Competitiveness	Long-term economic benefits				Not included.				
Capacity/ Congestion	Volume-to-capacity		25%	15%	Capacity/ Congestion	Volume-to-capacity		25%	
Connectivity	Multimodal improvement		10%	10%	Connectivity	Multimodal improvement		15%	
Mobility	Service improvement		20%	15%	Mobility	Service improvement		25%	
Not included					Potential Benefit to Commuter Rail	Maximum points if the project is co-located along future commuter rail line.			
Division Rank			15%	25%					
MPO Rank			15%	25%					
Total			100%	100%	0%				100%

Point Assignment

	Estimated Number of Projects Eligible in DCHC MPO*	Estimated Amount of Funding Available Over 10 Years of the TIP	Recommended Minimum Points
<u>Statewide</u>	31	\$6 billion	n/a
Highway	25		n/a
Non-Highway	6		n/a
Rail - Freight	6		n/a
Aviation - Commercial Service	0		n/a
<u>Regional</u>	45	Total of \$2.642 billion for all 3 DCHC MPO Regions	1800
Region 5+6	37	\$978 million (includes Raleigh and Fayetteville areas)	
Region 7+9	12	\$766 million (includes Greensboro and Winston-Salem areas)	
Region 8+10	1	\$898 million (includes Charlotte area)	
Highway	25	Subject to "Normalization" limits described below	800
Region 5+6	20		
Region 7+9	8		
Region 8+10	1		
Non-Highway		Subject to "Normalization" described below	
Rail - Passenger Track	2		0
Region 5+6	2		
Region 7+9	0		
Region 8+10	0		
Public Transit - Expansion and Facilities (Triangle Transit bus only eligible)	17	Capped at 10% of Each Region's Funding	200
Region 5+6	14	Capped at \$98 million	
Region 7+9	3	Capped at \$77 million	
Region 8+10	0	Capped at \$90 million	
Public Transit - Fixed Guideway (D-O LRT only eligible)	1	Capped at 10% of Each Region's Funding	100
Region 5+6	1	Capped at \$98 million	
Region 7+9	1	Capped at \$77 million	
Region 8+10	0	Capped at \$90 million	
Will consider Statewide projects	31		0
Total Number of Points Allocated With Minimums			1100

Unassigned Points			700
Division	180	\$736 million for all 3 Divisions (excludes estimated STPDA+TAP)	1800
Division 5	110	\$160 million	
Division 7	67	\$259 million	
Division 8	5	\$318 million	
Highway	56	Subject to "Normalization" described below	300
Division 5	29		
Division 7	27		
Division 8	1		
Non-Highway	124	Subject to "Normalization" described below	
Transit	89		500
Division 5	65		
Division 7	24		
Division 8	0		
Bike/Ped	34	Following historical funding levels, \$60 million total across state	200
Division 5	16		
Division 7	15		
Division 8	4		
Rail - Stations	1		100
Division 5	0		
Division 7	1		
Division 8	0		
Will consider small cost (under \$5M) Statewide or Regional projects	Unsure of number of projects under \$5M		0
Total Number of Points Allocated With Minimums			1100
Unassigned Points			700

*Estimate

NCDOT "Normalization" applies only to the \$9 billion available in Regional and Division Categories

	minimum	maximum
Highway	90% of Regional + Division = \$8.1 billion over 10 years	96% of Regional + Division = \$8.64 billion over 10 years
Non-Highway	4% of Regional + Division = \$360 million over 10 years	10% of Regional + Division = \$900 million over 10 years

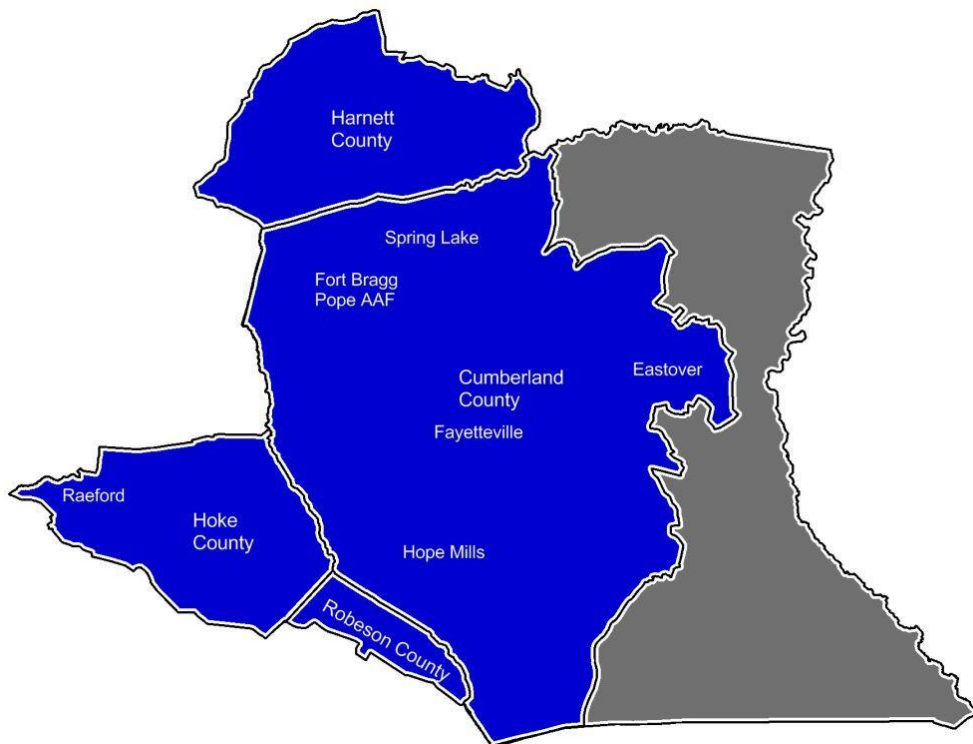
FAMPO

Fayetteville Area Metropolitan Planning Organization

Implementation of Strategic Prioritization

Session Law 2012-84

PROJECT RANKING PROCESS



April 16, 2014

Continuing • Comprehensive • Cooperative • Transportation Planning

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Introduction

Session Law 2012-84 amended Section 2 of the General Statutes 136-18 by adding a new subdivision to read:

“The Department shall develop and utilize a process for selection of transportation projects that is based on professional standards in order to most efficiently use limited resources to benefit all citizens of the State. The strategic prioritization process should be a systematic, data-driven process that includes a combination of quantitative data, qualitative input, and multimodal characteristics, and should include local input. The Department shall develop a process for standardizing or approving local methodology used in Metropolitan Planning Organization and Rural Transportation Planning Organization prioritization.”

The Department engaged the P3.0 Workgroup to assist in developing guidance on how to implement S.L. 2012-84. The emphasis is on an open and transparent process. On September 30th the Workgroup reached agreement on recommended guidance. The Department agrees.

Outlined below is the guidance each MPO and RPO needs to follow in developing their local methodology. This methodology will be used to assign MPO/RPO local input points under the new Strategic Transportation Investments (STI) law. The Department requests you submit your local methodology for approval and address each of the following items:

- Describe the MPO/RPO ranking process for all modes of transportation that identifies at least one quantitative and one qualitative criteria to be used in the scoring process. These criteria should be understandable to the public. In other words, the measures and the percentages assigned to each measure should be defined, described, and outlined in such a way that the public can follow how project points will be assigned.
- Describe how your organization intends to engage and solicit public input on your methodology: i.e., the rationale behind the preliminary assignment of points; posting of this approach on a public website; holding a public hearing to receive comments on the preliminary assignment and/or how your organization followed its public input policies to adhere to this requirement. At least one public review period and public meeting/hearing should be included in the process. This review period needs to allow sufficient time for consideration of any public comments prior to the TCC/TAC making the final point assignment.
- Describe how your Technical Coordinating and Transportation Advisory Committees (TCC/TAC) will consider the input of public comments on the preliminary assignment of points as they develop and ultimately approve the final point assignment.
- Describe how the final local point assignment (approved by your TAC) will be disseminated and shared with the public. Include dates on your schedule you are targeting to achieve this.
- The methodology needs to be approved by the TAC.

Applicability

This process applies to all projects within the MPO that are ranked and identified in the 2013 Strategic Highway Investments (STI) Legislation as either “regional” or “division”. Attachment 2, Fayetteville MPO Strategic Transportation Investment Facilities Map, identifies these facilities.

Schedule and Public Involvement

FAMPO issued a new candidate projects solicitation in December 2013 to all member jurisdictions. Member jurisdictions are requested to submit new candidate projects to FAMPO by January 2, 2014.

Draft local methodology will be presented at the January 2014 Citizen Advisory Committee (CAC), Technical Coordinating Committee (TCC), and Transportation Policy Board (TPB) meetings, and delivered to SPOT offices for their comment. **A 30 day public comment period on the methodology will open on February 19, 2014. FAMPO will host a series of public meetings throughout the planning area in February to gain citizen input into the process. The methodology will be available on our website (www.fampo.org) as well as in our offices during normal business hours, and this will be advertised in the major local newspaper. The methodology will also be distributed via our Citizen Notification Database (approximately 400 citizens).**

Beginning in February 2014, new projects submittals will be vetted by FAMPO staff and, if needed, the FAMPO CAC, TCC, and TPB committees before being submitted to the SPOT offices.

After receiving and considering comments from the public, FAMPO’s committees, and the SPOT offices, the local methodology will be presented for approval at the April 2014 CAC, TCC, and TPB meetings. **A public hearing on the proposed methodology will be held at the April TPB meeting, and this will be advertised in the major local newspaper and the FAMPO website.**

Beginning in May 2014 local points will be assigned according to the approved methodology. **The results will be made available on FAMPO’s website and at our offices for public comment for 30 days, and this will be advertised in the major local newspaper. The results will also be distributed via our Citizen Notification Database. A summary of comments received will be presented to TPB for consideration. The TPB may modify the scoring prior to approval based on these comments at their July 2014 meeting.**

At the July CAC, TCC, and TPB meetings the local points assignment will be presented for approval before being submitted to the SPOT office. **All final point assignments per project and any final adjustments made to the scoring by the FAMPO TPB will be posted on our website after July 31, 2014.**

Ranking Process

Introduction

The proposed process outlined on the following pages will be used to assign local input points to all projects within the FAMPO Metropolitan Planning Area. FAMPO receives 1700 points to distribute to Regional Level projects and 1700 points to distribute to Division Level projects.

The Fayetteville Area MPO proposes giving the top ranked projects in the Regional Funding Category and the top ranked projects in the Division Category the maximum points each, until the 1700 total points per category have been met. The remaining projects will receive no local input points from the MPO, but will receive their only points based upon the SPOT assigned quantitative scoring system.

Scoring Criteria Descriptions

- **Existing Congestion:** a measure of the volume/capacity ratio of a facility or transit service taken from SPOT data.
- **Safety Score:** a calculation based on the crash frequency and severity along sections of a particular roadway. The safety score is the score generated in the quantitative scoring process and is calculated in accordance with the SPOT calculation detailed in Attachment 1 of this document.
- **Freight Volume:** the number of trucks or equivalent vehicles that utilize the facility on a daily basis. Percentage of truck volume of average daily traffic converted to a number of trucks or equivalent. Data generated by NCDOT SPOT offices will be used for this measure.
- **Transportation Plan Consistency:** a yes or no question to determine if the proposed project is found in an existing adopted transportation plan for the area.
- **Corridor Continuity:** a measure of the project completing or continuing improvements on a defined transportation corridor.
- **Multimodal Accommodations:** a yes or no measure of the incorporation of pedestrian, bicycle or transit elements into a project.
- **Public Support:** Public support for the project as documented through feedback received through public outreach efforts, including surveys, Citizen Advisory Committee input, and public meetings.
- **Supports Environmental Justice, Land Use, or Economic Development:** a qualitative measure of EJ, land use and transportation integration, and local economic development benefits gauged by coordination with technical experts from the respective areas (E.G. NCDOT Transportation Planning Branch, local government planning departments and economic development departments.)

- **Transit Expansion:** a yes or no measure of the project expanding passenger service on existing routes or opening new routes for increased service
- **Serves Activity Center(s):** a yes or no measure of the project serving a large employment center, trauma center, institution of higher learning, tourist center or other high traffic facility/site.
- **Airport Passenger Service:** a yes or no measure of the project materially improving an airport's ability to increase passenger service capacity.

Regional Needs Ranking

Certain highway, aviation, transit, and rail projects are scored at the regional impact level, as well as any projects that cascade into the regional impact category from the statewide mobility category. FAMPO's methodology allows for non-highway projects to be scored independently, thus the table below applies only to highway projects.

Regional Ranking – Criteria and Weights					
Criteria	0 Points	5 Points	10 Points	15 Points	20 Points
Existing Congestion (20 Max)	Volume to capacity less than 0.5	Volume to capacity between 0.51 and 0.75	Volume to capacity between 0.76 and 0.9	Volume to capacity between 0.91 and 1.0	Volume to Capacity over 1.0
Safety Score (15 Max)	SPOT safety points less than 30	SPOT safety points between 31-50	SPOT safety points between 51-65	SPOT safety points greater than 66	
Freight Volume (10 Max)	Less than 500 trucks/equivalent per day	Between 500-1000 trucks/equivalent per day	More than 1000 trucks/equivalent per day		
Transportation Plan Consistency (5 Max)	Project is not in CTP of TP	Project is in CTP or TP			
Corridor Continuity (10 Max)	Project does not complete of continue corridor improvement		Project does continue corridor improvement		
Multimodal Accommodations (10 Max)	Project does not include ped/bike/transit facilities		Project does include ped/bike/transit facilities		
Public Support (10 Max)		Minimal public support	Strong public support		
Supports Environmental Justice, Land Use, or Economic Development (20 Max)	Project adds capacity or accessibility where growth is not encouraged		Project adds some new capacity or accessibility in support of EJ, land use, or economic developments		Project adds significant new capacity or accessibility in support of EJ, land use, or economic development

Division Needs Ranking

Certain highway, aviation, bicycle and pedestrian, transit, and rail projects are scored at the division needs level, as well as any projects that cascade into the division needs category from the regional impact category. FAMPO's methodology allows for non-highway projects to be scored independently, thus the table below applies only to highway projects.

Highway Project Division Impact Ranking – Criteria and Weights					
Criteria	0 Points	5 Points	10 Points	15 Points	20 Points
Existing Congestion (20 Max)	Volume to capacity less than 0.5	Volume to capacity between 0.51 and 0.75	Volume to capacity between 0.76 and 0.9	Volume to capacity between 0.91 and 1.0	Volume to Capacity over 1.0
Safety Score (15 Max)	SPOT safety points less than 30	SPOT safety points between 31-50	SPOT safety points between 51-65	SPOT safety points greater than 66	
Transportation Plan Consistency (10 Max)	Project is not in CTP of TP		Project is in CTP or TP		
Multimodal Accommodations (15 Max)	Project does not include ped/bike/transit facilities			Project does include ped/bike/transit facilities	
Public Support (20 Max)		Minimal public support			Strong public support
Supports Environmental Justice, Land Use, or Economic Development (20 Max)	Project adds capacity or accessibility where growth is not encouraged		Project adds some new capacity or accessibility in support of EJ, land use, or economic developments		Project adds significant new capacity or accessibility in support of EJ, land use, or economic development

Non-Highway Projects Ranking

Due to the inherent difficulties in comparing highway projects to other modes, FAMPO proposes assigning a minimum number of points to non-highway modes, including rail, transit, bicycle and pedestrian, and aviation projects. A total of 300 of the 1700 Division points (17.65%) will be assigned to non-highway modes. The projects will be ranked based on the following table and **the top scoring project in each mode will receive 75 points**. Any remaining points will be assigned to the top ranking project after the top project in each category receives its points.

Non-Highway Projects Division Impact Ranking – Criteria and Weights					
Criteria	0 Points	5 Points	10 Points	15 Points	20 Points
Transit Expansion (15 max)	Project does not expand passenger service			Project expands passenger service	
Transportation Plan Consistency (20 Max)	Project is not in CTP of TP				Project is in CTP or TP
Airport Service (15 Max)	Project does not expand passenger service			Project expands passenger service	
Public Support (20 Max)		Minimal public support			Strong public support
Supports Environmental Justice, Land Use, or Economic Development (20 Max)	Project adds capacity or accessibility where growth is not encouraged		Project adds some new capacity or accessibility in support of EJ, land use, or economic developments		Project adds significant new capacity or accessibility in support of EJ, land use, or economic development
Serves Activity Center(s) (10 Max)	Project does not serve activity center		Project does serve activity center		

Attachment 1: Safety Score Explanation for Highway Projects

SAFETY SCORES FOR PRIORITIZATION 3.0

The calculation of safety scores varies depending on whether the project is located along a roadway segment or at an intersection:

Segments → (Crash Density x 33%) + (Severity Index x 33%) + (Critical Crash Rate x 33%)

Intersections → (Crash Frequency x 50%) + (Severity Index x 50%)

Safety scores for segment projects will be calculated automatically in the SPOT Online tool, based on a GIS safety score data layer provided by the Mobility and Safety Division. This layer contains the Crash Density, Severity Index, and Critical Crash Rate scores for all segments on state-maintained roadways (each safety component is scored using a 0-100 point scale). Scores are based on a 2010-2012 crash data.

Intersection safety scores will be calculated manually by the Mobility and Safety Division.

Definitions for each safety component are as follows:

- **Crash Density:** Number of reported crashes per mile.
- **Severity Index:** Locations with a high severity index have higher than average injury rates and/or more severe injuries. This index uses the reported "Crash Severity" data described below. NCDOT has established "Equivalent Property Damage Only" (EPDO) coefficients which are used to compare crash severity types among each other. One "B-injury" crash or "C-injury" crash is equivalent to 8.4 "PDO" crashes. One "K-injury" crash or "A-injury" crash is equivalent to 76.8 "PDO" crashes. The severity index of a location is equal to the total EPDO divided by the number of crashes.

Crash Severity: Crash severity is reported based on the "KABCO" scale. The crash injury status is the most severe injury to a person involved in the crash.

K-Fatal – A death results from injuries within 12 months after the crash.

A-Disabling – Prevents the person from performing normal activities for at least one day.

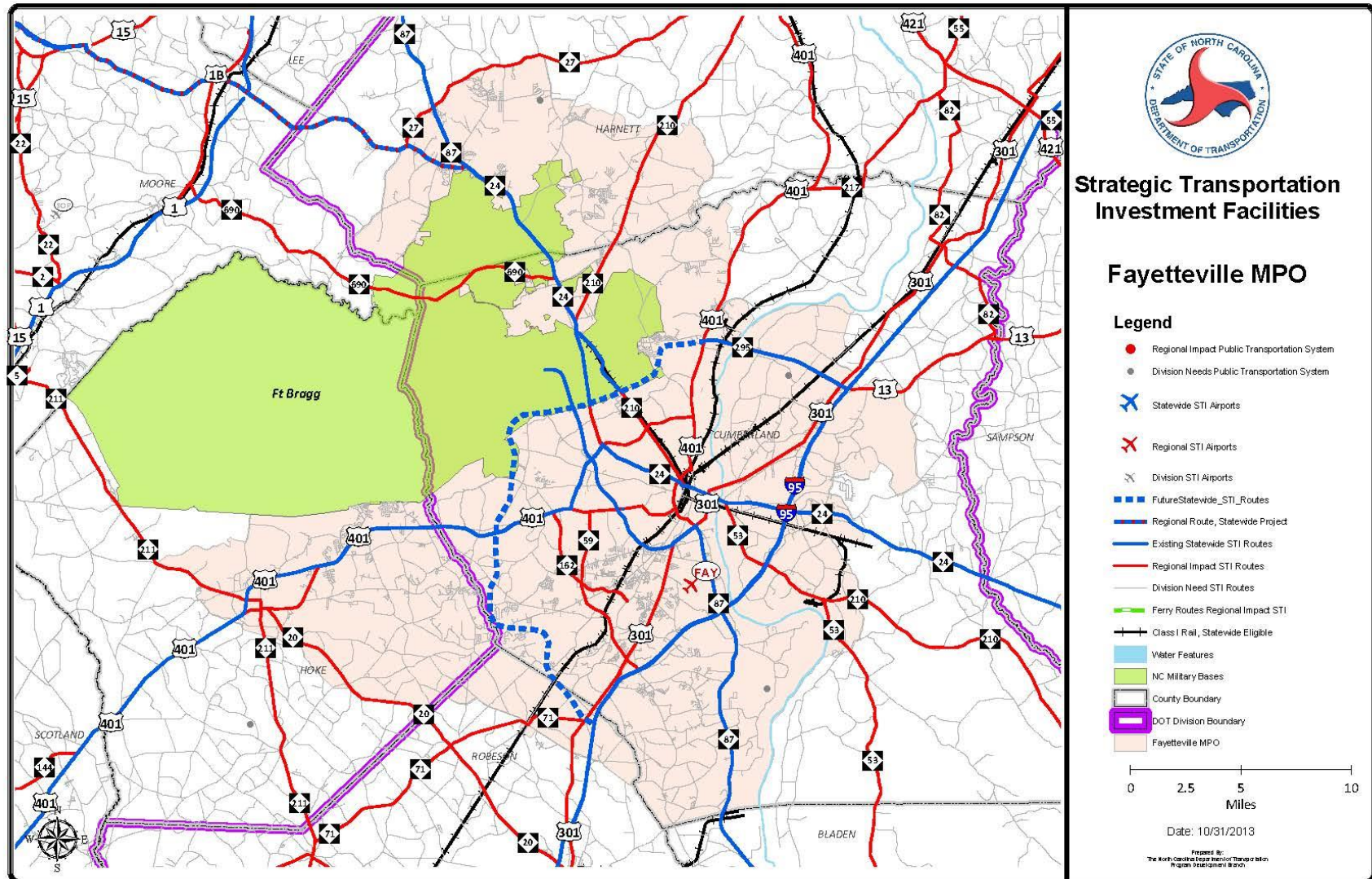
B- Evident – Obvious injury.

C- Possible – No visible injury may have momentary loss of consciousness.

O- Property Damage Only (PDO).

- **Critical Crash Rate:** A statistically derived number, which is often used a screening tool to identify locations where crash rates are higher than should be expected for a given facility type and where further engineering investigations may be considered. Crash Rate is defined for a section of highway as the number of crashes per 100 million vehicle miles travelled.
- **Crash Frequency:** The number of reported crashes during a given timeframe.

Attachment 2: FAMPO STI Facilities Map 9



French Broad River MPO

DATE: March 17, 2014

SUBJECT: Prioritization 3.0 (P3.0) – Draft Local Input Point Methodology

BACKGROUND

The NCDOT's Strategic Planning Office of Transportation (SPOT) has been tasked with carrying out the project evaluation process outlined in the Strategic Transportation Investment (STI) legislation enacted on June 26, 2013. One of the most significant tasks that must be accomplished by each MPO/RPO and NCDOT Division Office is to create a methodology that explains how the MPO/RPO/Division Office will allocate the eligible local input points assigned to projects (of all modes) in the prioritization database.

As stipulated by the STI legislation, local points may be assigned to projects in the Regional Impact and Division Needs categories, but not the Statewide Mobility category. The French Broad River Metropolitan Planning Organization (FBRMPO) may allocate the following number of local points for projects in the eligible categories:

- 1800 points – Regional Impact projects
- 1800 points – Division Needs projects

A committee of TCC and MPO Board members was created to develop a local input point methodology. The contents of this memorandum describe the methodology developed by the committee, which the FBRMPO proposes to use to allocate its local input points. NCDOT requires that the methodology include the following components:

- A minimum of one quantitative criteria
- A minimum of one qualitative criteria
- Public involvement (on the proposed methodology, and the preliminary assignment of local input points to projects based on the approved methodology) (on both methodology and preliminary assignment of points to projects based on the methodology)
- Dissemination of methodology, local points and public input on FBRMPO's website (www.fbrmpo.org)

PROPOSED LOCAL INPUT METHODOLOGY

Overview

The following principles will be used for the allocation of FBRMPO's local points:

- The MPO will by default not assign points to any cascading project, but reserves the right to address cascading projects on a case-by-case basis, and will provide written explanation and justification for any cascading project that justifies an exception.

- The same philosophy will guide assignment of points to any non-highway mode: They will not be given points as a default, but exceptions can be awarded points if written explanation and justification is provided for each exception.

The committee reviewed the vision and goals in the FBRMPO 2035 Long Range Transportation Plan, and reviewed a number of ways that other MPOs around the country attempt to measure progress toward those goals. The highway method table below represents the melding of the local interests with the methodology used by the Nashville, TN MPO.

There are overarching criteria that link back to goals in the LRTP (shown in blue in the table). The sub criteria under each criterion describe the data points that the FBRMPO use to measure the merits of a particular highway project. Criteria for the other modes follow the remainder of the narrative.

Criteria (Category in blue, components in white)	Party	Description of Criterion	Max Points	% of score	Regional Points	Division Points
QUALITY GROWTH, SUSTAINABLE DEVELOPMENT, & ECONOMIC PROSPERITY			6.00	13.33%	2.00	
Project Located Near Existing Jobs	MPO Staff	500' buffer of centerline touches TAZ with significant jobs: 0-149=1point , 150-405=2, 406 +=3 (based on statistical "natural breaks" algorithm)	3	6.67%	1.00	
Located in High Job Growth Areas	MPO Staff	500' buffer of centerline touches TAZ with significant jobs forecast between 2010 and 2040: 0-149=1 point, 150-405=2, 406 +=3 (based on statistical "natural breaks" algorithm)	3	6.67%	1.00	
MULTI-MODAL OPTIONS			4.00	8.89%	1.33	
Bike Ped indicated in LRTP	MPO Staff	Project indicates bike/ped component in the LRTP highway project table, 0 point if not include 1 point if included	1	2.22%	0.33	
Multimodal Options	MPO Staff	Can achieve 1 point each (for a maximum of 3 total possible points) if: project is included in local or regional bike plan (1 point), pedestrian plan (1 point), or is on a transit fixed route or spine of deviated fixed route (1 point)	3	6.67%	1.00	

CONGESTION MANAGEMENT			5.00	11.11%	1.67	
In high volume corridor	MPO Staff	Scaled for Regional & Division (not Statewide) Tiers: over 30,000=3 points, 20-30k=2, 10-20k=1, under 10 =0	3	6.67%	1.00	
Identified as CMP Hotspot/includes access man/ITS	MPO Staff	Projects in a CMP designated "Hot Spot" corridor = 2 points; Projects that are not in a hot spot but implement a congestion management strategy that is not adding a lane (e.g. ITS, access management)	2	4.44%	0.67	
SAFETY & SECURITY			2.00	4.44%	0.67	
Lane Width	MPO Staff	Project addresses moving a deficient lane width closer to NCDOT current standard width. Any improvement toward the standard will get one point.	1	2.22%	0.33	
Shoulder Width	MPO Staff	Project addresses moving a deficient shoulder width closer to NCDOT current standard width. Any improvement toward the standard will get one point.	1	2.22%	0.33	
FREIGHT & GOODS MOVEMENT			2.00	4.44%	0.67	
Project improves Freight Route	MPO Staff	Project on a "shielded" NC, US, or Interstate route not on official network: 1 point, project on official NCDOT freight network: 2 points	2	4.44%	0.67	
HEALTH & ENVIRONMENT			3.00	6.67%	1.00	
Project Provides Increased Accessibility for Low-Income & Minority Communities	MPO Staff	Will use 5 Environmental Justice demographic variables by block group: population 65 plus, minority, low income, zero vehicle households and Low English Proficiency. Project must touch at least one qualifying block group to get points. Since most other criteria do not go to five points, the initial recommendation is to use a 3 point scale for this category: • Social Equity Index of 1 and Multi-modal Criteria of at least 1: Score of 0.5 • Social Equity Index of 2 and Multi-modal Criteria of at least 1: Score of 1 • Social Equity Index of 3 and Multi-modal criteria of at least 1: Score of 1.5 • Social Equity Index of 4 and Multi-modal criteria score of at least 1: Score of 2 • Social Equity Index of 5 and Multi-modal criteria of at least 1: Score of 3	3	6.67%	1.00	

PROJECT HISTORY			23.00	51.11%	7.67	
Identified as Top Local Priority (Primary Qualitative Criterion)	Local Representatives	County-level Transportation Advisory Committees will rank order projects and assign points in descending order with top priority getting 18 points until they run out of projects or run out of points. A one-page summary of the ranking methodology will be provided by each County-level TAC.	18	40.00%	6.00	
Additional Planning or Preliminary Engineering & Design Conducted	Local Staff/MPO Staff	Recommendation was to give a point if any planning work beyond CTP/LRTP had been completed. Examples include Waynesville Main Street Studies, US 70 Corridor Study, Draft EIS for I-2513, et cetera. Local project sponsors will need to provide the documents if they are not readily evident to the MPO staff. Planning document (up to 8% design) is worth one point, full EIS or engineering to begin ROW or better =2 points	2	4.44%	0.67	
LRTP Tier	MPO Staff	Projects in the FBRMPO 2035 LRTP Tier I get three points, Tier II = 2, and Tier III = 1. Projects not in the LRTP get no points.	3	6.67%	1.00	

Projects with the highest MPO Scores will be given the maximum number of points allowable within their native tier until the MPO points are expended. The MPO Board can adjust projects receiving points or adjust the number of points given to a project based on their discretion and/or public input. Any exceptions will require written explanation to be provided to NCDOT SPOT and be part of an open, public process that complies with Chapter 143, Article 33C of the North Carolina General Statutes.

Public Involvement Process

Public Involvement Process for the Prioritization List will include the following steps based on the FBRMPO's adopted **Public Involvement Plan**, section V.C. on page 16:

- After consideration and preliminary adoption by the MPO Board, the draft Prioritization List will be published for a minimum two-week (14-day) public comment period and the notice will be advertised using our media resources provided in Appendix C of the Plan.
- The notices for the public comment period and the public hearing will include an announcement stating that persons with disabilities will be accommodated. Special provisions will be made if notified 48 hours in advance (i.e. having available large print documents, audio material, someone proficient in sign language, a translator or other provisions as requested). The Prioritization List will be on file for review at the Land-of-Sky Regional Council Office, and available in a PDF format for downloading from the FBRMPO website. Written comments will be received during the comment period and will be directed to the FBRMPO. The FBRMPO's contact person, phone number and e-mail address will be

included in the public notice. The FBRMPO will assemble all comments and forward comments to the MPO Board.

- The Board will hold a public hearing on the draft Prioritization List. The public hearing will be held at a location which is accessible to persons with disabilities. The Board will approve a final Prioritization List after considering the public comments received. The Prioritization List shall be submitted to the NCDOT at or before the NCDOT public hearings for input into the STIP. The MPO Board may elect to open a dialogue with the State on specific project priorities.

NEXT STEPS/TIMELINE

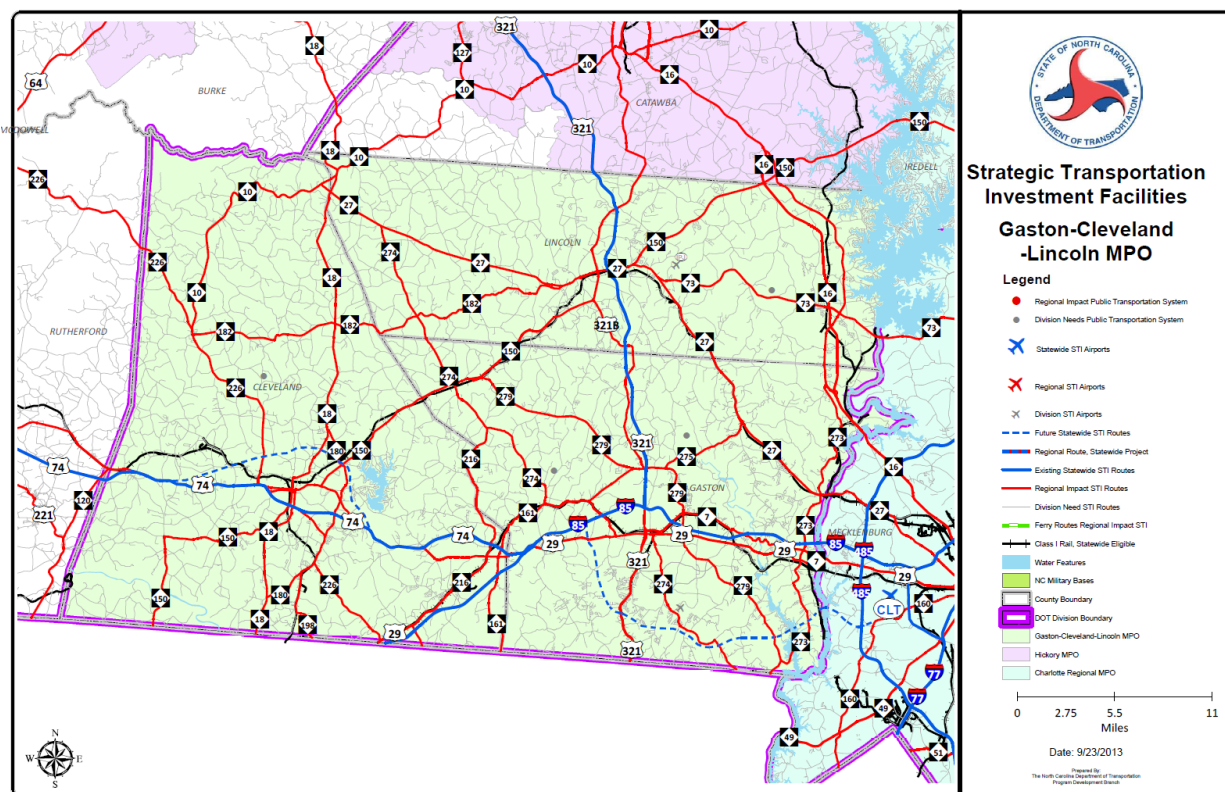
- MPO board and NCDOT approve local input point methodology (March 2014)
- Quantitative scores are given to P3.0 projects (May 2014)
- Proposed Local input points are allocated to P3.0 projects (May-July 2014)
- A minimum 2-week public comment period is provided to review and comment on local input point allocations (June 2014)
- MPO endorses final local input point allocations and submits them to NCDOT and submits to NCDOT (June 2014)
- Final scores are issued to P3.0 projects and posted on the FBRMPO website and released on FBRMPO's website (June-August 2014)

Gaston-Cleveland-Lincoln MPO

Gaston-Cleveland-Lincoln MPO 2014 STIP Project Solicitation and Ranking Process Adoption Date: December 4, 2013

Introduction: The NCDOT and North Carolina legislature have required that all metropolitan and rural planning organizations develop a project solicitation and ranking process to evaluate all eligible project categories (highway, non-motorized, public transportation, aviation, rail and ferry). This process has been approved by the NCDOT to ensure compliance with the legislative intent of the mandate.

Applicability: This process would apply to all projects ranked by the MPO in Cleveland, Gaston, or Lincoln counties that fall in the "regional" and "division" levels, as defined in the 2013 Strategic Highway Investments (STI) legislation and depicted in the map below.



Schedule

Project Solicitation: The MPO will solicit candidate projects for 30 days in November 2013. The results of this process were presented to the TAC at its December 4, 2013 meeting, where the TAC reviewed the list. The TAC will then endorse a project list at its

January 28, 2014 meeting for submittal to NCDOT. In the event that the number of new projects exceeds the maximum possible the TAC will choose projects to submit based on Division 12 and MPO staff recommendations. MPO staff will subsequently submit the TAC endorsed projects into NCDOT's SPOT On!line tool (web based system) for project evaluation and quantitative scoring.

Project Ranking: The TCC and TAC of the MPO will evaluate the full list of new and previously-evaluated projects for the three counties between May and July 2014, with local points assigned and submitted to the SPOT office by July 31, 2014.

Public Input Process

Project Solicitation: The MPO announced a 30-day project solicitation period to all member governments and interested persons. The MPO issued press releases in newspapers of general circulation in Cleveland, Gaston, and Lincoln counties soliciting candidate projects. The MPO also held a public input session in each of the three counties in November 2013. Information regarding the public input sessions and this solicitation period was also advertised through the MPO website. The results of the input sessions and all submitted projects were presented to the TAC for their review at their December 4th meeting, who will use the input in determining which projects to submit for technical evaluation by the NCDOT's Strategic Prioritization Office for Transportation (SPOT), who develops the technical scores for candidate projects. The MPO will be able to submit up to 14 new projects, with the ability to replace five previously submitted projects with new candidate projects.

Project Ranking: The MPO will present the recommended local points assignments to the TCC at their May 2014 meeting. Upon the approval of the TAC, the MPO will release the recommended projects, points assignments, and the methodology used to assign the points for a 30-day public comment period. 30-day period will also be advertised on the MPO website. The results of the public comment period will be presented to the TCC and TAC at their July 2014 meetings. At that time the TAC will be asked to approve a project list and final points assignment and after this approval the project list and points assigned will be available on the MPO website.

Regional and Division Level projects will be ranked based on the criteria listed in the table below. While most criteria are self-explanatory, some do merit additional explanation.

The **safety score** is a calculation based on the crash frequency and severity along sections of a particular roadway. The crashes are then normalized based on traffic volumes to establish rates. These rates are compared to statewide averages for similar facilities to determine how the road performs compared to its peers.

Cost-Effectiveness is a calculation of the cost per vehicle or user to improve a road one mile. This calculation allows different types of roads or projects to be compared based on how much it costs to improve the road per individual vehicle or implement the project per individual user.

Transportation Plan Consistency is a yes or no question to determine if the proposed project is found in an existing adopted transportation plan for the area.

Addressing **Environmental Justice (EJ), Land Use and Economic Development** is a goal of the GCL MPO. The MPO wants to help implement projects that increase mobility and accessibility to communities with concentrations of lower-income households, persons of color, and households without access to automobiles. The MPO also wants to help implement projects that support local land use and economic development plans and initiatives.

Ranking Process

Regional Level Projects: All NC routes, US 29, and US 74 east of I-85 in Gaston County are found on the Regional Level. These projects would be evaluated by the criteria, weighting, and scoring as detailed in the table below. Only highway and multi-county public transportation capital projects would fall under this category.

Regional Level Projects					
Criteria	0 points	5 points	10 points	15 points	20 points
Existing Congestion (20 max)	Volume to capacity less than 0.5	Volume to capacity btw 0.51 and 0.75	Volume to capacity btw 0.76 and 0.9	Volume to capacity btw 0.91 and 1.0	Volume to capacity over 1.0
Existing Safety (20 max)	SPOT safety points less than 30	SPOT safety points btw 31-50	SPOT safety points btw 51-65	SPOT safety points btw 66-80	SPOT safety points over 80
Cost-Effectiveness (15 max)	Cost per vehicle/equivalent greater than \$1,500 per mile	Cost per vehicle/equivalent btw \$1,000-\$1,500 per mile	Cost per vehicle/equivalent btw \$500-\$999 per mile	Cost per vehicle/equivalent less than \$499 per mile	
Freight Volume (10 max)	Less than 500 trucks/equivalent per day	Btw 500-1,000 trucks/equivalent per day	More than 1,000 trucks/equivalent per day		
Transportation Plan Consistency (10 max)	Project is not in CTP or TP		Project in CTP or TP		
Cost (10 max)	Cost over \$50 million	Cost \$25-49 million	Cost less than \$25 million		
Multimodal Accommodations (5 max)	Project does not include bike/ped/transit facilities	Project includes bike/ped/transit facilities			
Supports Environmental Justice (EJ), Land Use and Economic Development (10 max)	Project adds capacity or accessibility where growth is not encouraged	Project adds some new capacity or accessibility in support of EJ, land use or economic development	Project adds significant new capacity or accessibility in support of EJ, land use or economic development		

Division Level Projects: All highway projects on SR roads, and all other modes (public transportation, bicycle/pedestrian, and ferry projects) would be evaluated through the process detailed below.

Division Level Projects					
Criteria	0 points	5 points	10 points	15 points	20 points
Existing Lack of Capacity (20 max)	Volume to capacity less than 0.5 (roads and rail), existing facilities available (other modes)		Volume to capacity btw 0.51 and 0.75 (roads and rail), intermittent or incomplete facilities/transit available (other modes)		Volume to capacity over 0.75 (roads and rail), no facilities/transit available (other modes)
Cost-Effectiveness (20 max)	Cost per daily user greater than \$4,000 per user per unit per mile	Cost per daily user btw \$2,000-\$4,000 per user per unit per mile	Cost per daily user btw \$1,500-\$1,999 per user per unit per mile	Cost per daily user btw \$1,000-\$1,499 per user per unit per mile	Cost per daily user less than \$999 per user per unit per mile
Total Cost (10 max)	Cost over \$10 million	Cost \$5-10 million	Cost less than \$5 million		
Plan Consistency (10 max)	Project is not in an adopted land use, transportation, transit or other plan		Project is in an adopted land use, transportation, transit or other plan		
Project Feasibility (10 max)	Significant ROW, EJ or environmental concerns	Moderate ROW, EJ or environmental concerns	No ROW, EJ or environmental concerns		
Multimodal Accommodations (10 max)	Project does not include bike/ped/transit facilities		Project includes bike/ped/transit facilities		
Supports Environmental Justice (EJ), Land Use and Economic Development (20 max)	Project adds capacity or accessibility where growth is not encouraged		Project adds some new capacity or accessibility in support of EJ, land use or economic development		Project adds significant new capacity or accessibility in support of EJ, land use or economic development

Use of Public Input and Comments in Final Rankings: The TCC and TAC will review all input received through the public input process to confirm the individual candidate project descriptions and details. The TCC and TAC may choose remove or modify projects before ultimately approving the points assignments, but no new projects will be added after the NCDOT deadline for submitting candidate projects for evaluation through the SPOT process.

Final Ranking and Local Points Assignment: The GCL MPO receives 1,800 points to allocate to projects for local prioritization. All eligible projects by level (Regional or Division) would receive the maximum points, based on the weighting provided to the MPO within the STI legislation. The MPO would assign maximum points to the top 18 projects in the Regional and Division levels based on rankings created through the processes described in this document.

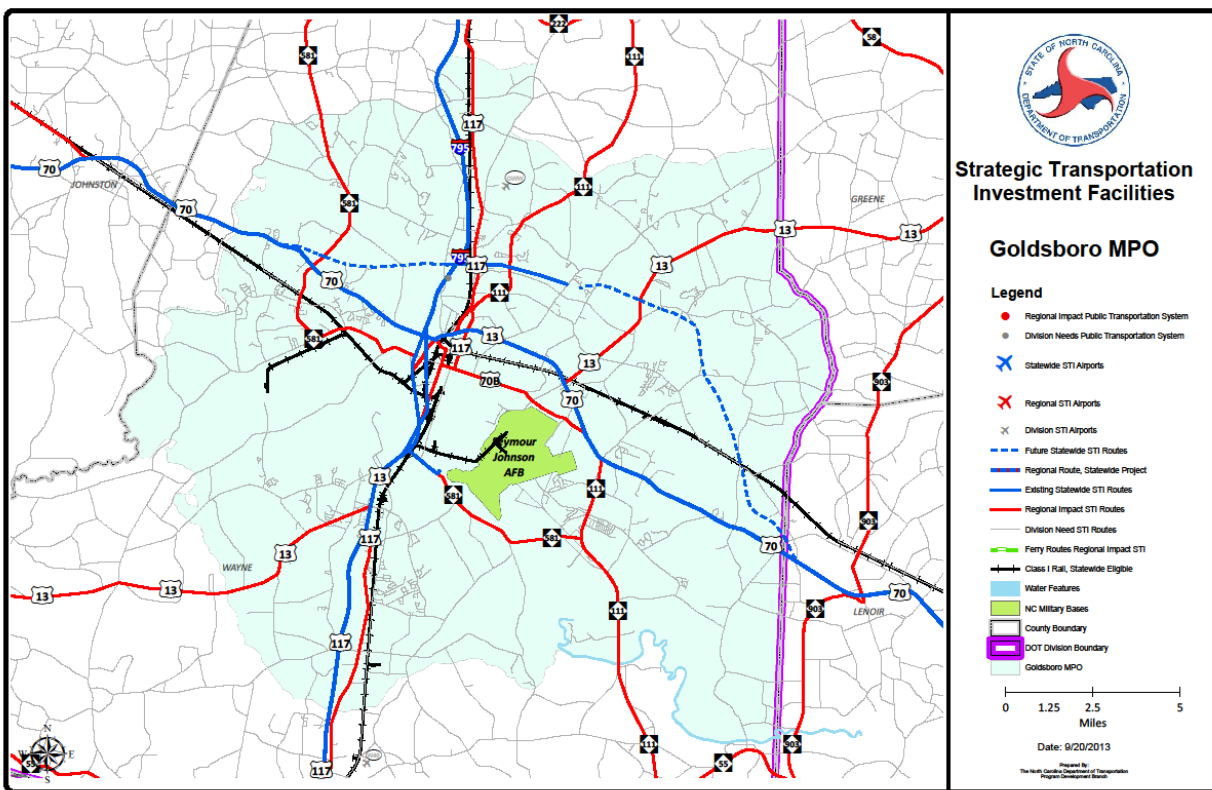
Goldsboro MPO

Introduction: The NCDOT and North Carolina legislature have required that all metropolitan and rural planning organizations develop a project solicitation and ranking process to evaluate all eligible project categories (highway, non-motorized, public transportation, aviation, rail and ferry). This process has been approved by the NCDOT to ensure compliance with the legislative intent of the mandate.

NC General Assembly Session Law 2012-84 requires MPO to adopt a local project ranking process for all modes of transportation. This ranking process is the local methodology of the MPO used to evaluate and determine an assignment of input points towards priority projects to submit to NCDOT. NCDOT has provided guidance for the MPO to identify quantitative and qualitative criteria in its scoring process that is shared and understood by the public and outlined in such a way that the public can ultimately follow how resulting points are assigned to projects across modes of transportation. This document represents the MPO's efforts to follow the guidance and fulfill the law.

For information on other Goldsboro MPO transportation plans and news of STI and Prioritization visit the MPO website at www.goldsboronc.gov and NCDOT at www.ncdot.gov/strategictransportationinvestments/.

Applicability: This process would apply to all projects ranked by the MPO in the City of Goldsboro and Wayne County that fall in the “regional” and “division” levels, as defined in the 2013 Strategic Highway Investments (STI) legislation and depicted in the map below.



Schedule

Project Solicitation: The MPO will solicit candidate projects for 30 days in November 2013. The results of this process will be presented to the TAC at its December meeting, where the TAC will be asked to endorse the project list for submittal to NCDOT. In the event that the number of new projects exceeds the maximum possible the TAC will choose projects to submit based on Division 4 and MPO staff recommendations. MPO staff will subsequently submit the TAC endorsed projects into NCDOT's SPOT On!ine tool (web based system) for project evaluation and quantitative scoring.

Project Ranking: The TCC and TAC of the MPO will evaluate the full list of new and previously-evaluated projects for the Goldsboro Urbanized Area between May and July 2014, with local points assigned and submitted to the SPOT office by July 31, 2014.

Classification of Transportation Projects

Transportation projects in the Prioritization process fall into one of three categories, *Statewide, Regional, or Division*. The projects are also classified by mode of transportation (i.e. Highway, Aviation, Bike/Pedestrian, Public Transportation, Rail, and Ferry). The Strategic Transportation Investments law specifies the percentage of funding allocated to each geographical category:

Statewide (Mobility)	40%
Regional (Impact)	30%
Division (Needs)	30%

Highway projects associated with I-795/US 117 or US 70 in the Goldsboro MPO are classified as Statewide projects. Such projects are evaluated and prioritized by NCDOT solely on quantitative data provided by the MPO and NCDOT. No local input ranking is applied to Statewide projects (Note: The MPO does have the option to assign local input points to Statewide Mobility projects that cascade down into the Regional and Division Needs categories).

The Goldsboro MPO lies within Region A which is comprised of NCDOT Highway Divisions One and Four. Region A is generally the northeastern part of the state of NC (Dare, Currituck, Camden, Pasquotank, Perquimans, Chowan, Gates, Northampton, Hertford, Bertie, Martin, Washington, Tyrrell, Hyde, Halifax, Nash, Edgecombe, Wilson, Johnston and Wayne counties). The state is divided into seven regions each having two highway divisions. Regional funds are distributed by population. With about 8% of the state's population, Region A will receive the smallest funding amount in the state for Regional category projects. (Region C, NCDOT Divisions 5 & 6 will receive the largest amount – about 22%)

Goldsboro MPO Regional highway projects are associated with US 13 (Berkeley Boulevard), US 70 Business (Ash Street), US 117A and NC 581. All Regional projects (i.e. all modes) will receive a quantitative evaluation by NCDOT. In addition to this quantitative score local input will be added to the project evaluation. For Regional projects, the NCDOT quantitative value will be 70% and the local input will be 30% of the project evaluation.

The Goldsboro MPO is included in NCDOT Highway Division Four, which includes the counties of Halifax, Nash, Edgecombe, Wilson, Johnston and Wayne. The 14 Highway Divisions of the state will receive equal funding amounts for Division category projects. Highway projects associated with NC Secondary Routes (i.e. SR#'s) will fall into the Division category. The NCDOT quantitative score for Division projects

will comprise of 50% of the project evaluation. The local input value for Division projects will be 50% of the project evaluation.

The local input for Goldsboro MPO Regional and Division projects will come from the MPO and the NCDOT Division Four (i.e. the TAC and Division Four Engineer). In each case (i.e. Regional and Division projects) the local input will be equally divided between the MPO and Division Engineer.

Quantitative and Qualitative Criteria

The State of North Carolina, NCDOT and the MPO will implement transportation projects which fulfill the requirements of the STI law. To ensure the projects of the STIP are beneficial to the community and support the public good, projects in the Prioritization 3.0 process must be evaluated using both quantitative and qualitative criteria.

NCDOT will calculate a quantitative score for all projects submitted to the Prioritization 3.0 process. This number is developed by NCDOT using the project description and supporting project facts provided by the MPO. NCDOT will supply to the MPO this quantitative score in May 2014.

The MPO will have the opportunity to add a local input score to transportation projects in the Regional and Division categories. The local input score must be based on quantitative and qualitative evaluations of the project. The Goldsboro MPO proposes that the quantitative and qualitative criteria for local input weigh equally in the Prioritization 3.0 process (i.e. 50% each).

The local input quantitative criteria will be the quantitative value calculated by NCDOT and provided in May 2014. Project Viability will be the local qualitative criteria used by the Goldsboro MPO in the Prioritization 3.0 process. Project viability is a qualitative assessment of the practicality and reasonableness of a project.

Although values of quality cannot be measured specifically like tangible quantities, the MPO will assess the viability of a project. The table below identifies the attributes used to describe the viability of a project. Both Regional and Division projects of all modes will be evaluated for viability. The combination of the SPOT score plus the output of the viability score will be added together and assigned as the preliminary input points for the Goldsboro MPO projects.

Viability	Score (range)
Transportation Plan Consistency	0 to 20 (20)*
Access and Connections	0 to 20 (10)
Amount of R-O-W Needed	0 to 20 (10)
Project Feasibility	0 to 5 (5)
Multimodal Accommodations	0 to 5 (5)
Viability Score (Total)	0 to 70 (50)
	*Score in () represents max for Division projects

The MPO will use the following guidelines to establish the project viability score. The point score shown in () is for Division category projects.

Transportation Plan Consistency: Projects in the MTP (Metropolitan Transportation Plan), STIP or other locally adopted plan will receive points as follows:

3 or more plans	20 points (20)
2 plans	10 points (10)
1 plan	5 points (5)

Access and Connections: Project gets more points the more of the following it connects to: Health care, Military facilities, Interstate, Tourist destinations, Education facilities, or Job centers.

4 or more connections	20 points (10)
2 or more connections	10 points (5)
1 connection	5 points (2)

Amount of Right-of-Way Needed: Project receives points based on amount of right-of-way expected to be needed as follows:

R-O-W needs established	5 points (2)
R-O-W purchase has started	10 points (5)
R-O-W needs are in hand	20 points (10)

Project Feasibility: Project gets more points the further along it is in project development at time of point assignment and will receive points as follows:

Planning/NEPA and Design has started	1 points (1)
Planning/NEPA and Design is preliminary	3 points (3)
Planning/NEPA and Design is complete	5 points (5)

Multimodal Accommodations: Projects with multi-modal attributes will receive points as follows:

Projects which impact two modes of transportation	2 points (2)
Projects which impact more than two modes	5 points (5)

The MPO and NCDOT are the sources for these qualitative measurements to calculate viability. The MPO and NCDOT's Transportation Planning Branch will use the Metropolitan Transportation Plan (MTP), State Transportation Improvement Program (STIP) and project databases to establish the viability evaluation.

All Goldsboro MPO projects in the Prioritization 3.0 process will be given a Priority Ranking, which is a number based on the quantitative and qualitative criteria of each project. The Priority Ranking is a number equal to the NCDOT quantitative score plus the project viability total score.

For example the following numbers represent the possible maximum Priority Ranking for Regional and Division category projects:

	<u>Regional</u>	<u>Division</u>
NCDOT Quantitative	70	50
Viability Total	70	50
Priority Ranking #	140	100

Similarly, the Priority Ranking for each transportation project in the Prioritization 3.0 process will be calculated. By sorting the Priority Ranking numbers in descending order of value, a prioritized order of MPO transportation projects in the Prioritization 3.0 process is established. The Transportation Advisory

Committee (TAC) will approve the Priority Ranking numbers of all projects in the Prioritization 3.0 process.

The Priority Ranking number is used to assign local input, but it is not the value for the MPO transportation projects, which will be reported back to NCDOT in July 2014.

MPO Transportation Projects

The Strategic Prioritization Office of Transportation will accept new projects from January 27 to March 3, 2014 from the MPO to be evaluated in the Prioritization 3.0 process. The list of new projects to be submitted for Prioritization 3.0 will be approved by the MPO's Transportation Advisory Committee in an announced public meeting.

Under the Strategic Transportation Investments law, limitations on new project submittals have been established by NCDOT. The Goldsboro MPO is allowed to submit the following number of new projects:

- | | |
|--------------------------------------|-----------|
| • New Highway Projects | 11 |
| • New Aviation Projects | Unlimited |
| • New Bike/Pedestrian Projects | 20 |
| • New Public Transportation Projects | Unlimited |
| • New Rail Projects | 5 |

The MPO will evaluate highway projects included in the Metropolitan Transportation Plan (MTP) for submittal in all three geographical categories (Statewide, Regional and Division).

Projects for the Wayne Executive Airport fall into the Division category.

Bike/Pedestrian projects are in the Division category.

Goldsboro MPO public transportation projects in the Regional and Division categories are coordinated with the Goldsboro-Wayne Transportation Authority (GATEWAY).

The MPO will collaborate with NCDOT and the CSX RR and NCRR for rail projects in the Statewide and Division categories.

Local Input Points

As previously described, projects in the Prioritization 3.0 process will be evaluated with an NCDOT quantitative score and local input scores from the MPO and the Division Engineer. From this evaluation ranking order of projects is determined. The MPO is permitted to add local input points to these ranked projects.

Based on population, the Goldsboro MPO will have 1200 points to allocate to its Regional Level projects and 1200 points to its Division Level projects. (The state's largest MPO has 2500 points in each category). NCDOT guidelines set a maximum number of 100 points that may be assigned to any one project. There is no requirement to assign local input points to projects.

The Goldsboro MPO will allocate its points based upon transportation mode as follows:

REGIONAL PROJECTS		DIVISION PROJECTS	
MODE	Points Allocated	MODE	Points Allocated
Highway (11 projects)	1100 points	Highway projects)	800-1000 points (8-10
Transit applicable	No projects	Transit applicable	No projects
Aviation applicable	No projects	Aviation (1 project)	100 points
Rail projects applicable	No	Rail project applicable	No
Bike/Ped (1 project)	100 Points	Bike/Ped (3 projects)	100-300 points (1-

Note: All projects receiving points will receive the maximum 100 points allowed per project or maximum number of points allowed if projects are shared by both MPO and RPO.

Note: In order for the project to be given the maximum 100 points it must receive a SPOT score of 50% minimum of the Highest Scoring Project.

Note: Any points not allocated to non-highway modes will transfer to the next highest Priority Ranking Highway project or another MPO or RPO assuming both organizations agree to point sharing. If points are contributed to another MPO or RPO by the Goldsboro MPO a written agreement will be provided to NCDOT.

The methodology of the Goldsboro MPO will be to assign the maximum number of local input points (100) to the highest ranking projects (i.e. highest Priority Ranking number previously described) to the classifications listed above.

If a MPO member assigns local input points to a lower ranked project (i.e. a project with a lower Priority Ranking number) than a higher ranked project without local input points, a written justification must be provided to the TAC. Any such justifications that alter the final points assigned to a particular project will also be shared on the MPO's website.

Public Input Process

Public Solicitation: The MPO will announce the 30-day project solicitation period to all member governments and interested persons. The MPO will also issue press release in newspapers of general circulation in Wayne County soliciting candidate projects. The MPO will also hold a public input session in November 2013. Information regarding the public input session and this solicitation period will also be advertised through the MPO website. The results of the input sessions and all submitted projects will be presented to the TAC for their review (December 2013 meeting), who will use the input in determining which projects to submit for technical evaluation by the NCDOT's Strategic Prioritization Office for Transportation (SPOT), who develops the technical scores for candidate projects.

Project Ranking: Using the methodology described above the MPO will present the recommended local points assignments to the TCC at their May 2014 meeting. Upon the approval of the TAC, the MPO will release the recommended projects, point assignments, and the methodology used to assign the points for a 30 day public comment period. 30-day period will also be advertised on the MPO website. The results of the public comment period will be presented to the TCC and TAC at their July 2014 meetings.

At that time the TAC will be asked to approve a project list with final point assignment and after approval the project list with assigned points will be available on the MPO website.

Use of Public Input and Comments in Final Rankings: The TCC and TAC will review all input received through the public input process to confirm the individual candidate project descriptions and details. The TCC and TAC may choose to remove or modify projects before ultimately approving the points assignments, but no new projects will be added after the NCDOT deadline for submitting candidate projects for evaluation through the SPOT process. Any modifications and rationale for point adjustment will be available for public consumption on the MPO website when final points per project are posted.

Timeline for MPO Local Methodology & Implementation

November 2013

18th – Legal Notice of Call for Projects (Available for 30-Day Review and Comment) posted on Goldsboro MPO website, www.goldsboronc.gov and published in the local newspaper. Receive public comment for Prioritization 3.0 projects via mail, email, telephone, visitation and MPO website.

December 2013

19th –TAC Meeting – Approved new project list for submittal to NCDOT

February 2014

13th – TAC Meeting – Discussion of methodology for assigning local input points and submit to NCDOT for conditional approval. Release Local Methodology for public comment.

24th – Submit new projects to NCDOT

March 2014

Receive public comment for Methodology of assigning local input points. MPO staff will receive comments via mail, email, telephone, visitation and MPO website.

April 2014

10th – Public Hearing/TAC Meeting – Public Hearing for local methodology and adopt local methodology for SPOT local points.

May 2014

1st – Receive Quantitative scores for Prioritization 3.0 projects from NCDOT

8th – TAC Meeting – Recommend the assignment of local input points to Prioritization 3.0 projects. Release and post on the MPO website the proposed point assignments for public comment.

June 2014

6th – Legal notice for July 10th Public Hearing on the scoring of Prioritization 3.0 Projects

July 2014

10th – Public Hearing/TAC Meeting – Adopt final assignment of local input points to Prioritization 3.0 projects.

11th – Send projects to NCDOT with local points assigned. Post Prioritization 3.0 project rankings on the MPO website.

February 2015

12th – TAC Meeting – Release Draft STIP 2016-2025 for public comment

May 2015

14th – Public Hearing/TAC Meeting – Adopt STIP 2016-2025.

Grand Strand MPO

INTRODUCTION

Background

The Grand Strand Area Transportation Study (GSATS) was formed in 1985 to provide a forum for the coordination of regional transportation planning efforts affecting northeastern coastal South Carolina. In 1992, GSATS was designated as the Metropolitan Planning Organization (MPO) for the Myrtle Beach Urbanized Area (UZA). With this designation, GSATS assumed responsibilities for the development of the area's Long Range Transportation Plan (LRTP) and the identification and ranking of projects for funding through an adopted Transportation Improvement Program (TIP).

The 2010 Census reported continued growth for the area and, for the first time, the Myrtle Beach UZA (renamed the Myrtle Beach-Socastee SC/NC Urbanized Area) extended into the southern portions of Brunswick County, North Carolina. As a result, in 2012 GSATS entered into a memorandum of understanding with the North Carolina Department of Transportation (NCDOT), South Carolina Department of Transportation (SCDOT), Brunswick County, and the towns of Calabash, Carolina Shores, Holden Beach, Ocean Isle Beach, Shallotte, Sunset Beach, and Varnamtown. The effect of this memorandum was to create a bi-state MPO with expanded representation on the GSATS Policy Committee (See Chart H-1).

Chart H-1 GSATS Policy Committee Voting Membership		
South Carolina Policy Committee Members		
Jurisdiction or Agency	Jurisdiction/Agency Votes	Designated Member
Georgetown County Council	One	Chairman
Horry County Council	Two	Council Chairman and Councilman
City of Conway	One	Mayor
City of Georgetown	One	Mayor
City of Myrtle Beach	Two	Mayor and Councilman
City of North Myrtle Beach	One	Mayor
Town of Atlantic Beach	One	Mayor
Town of Briarcliffe Acres	One	Mayor
Town of Pawleys Island	One	Mayor
Town of Surfside Beach	One	Mayor
Legislative Delegation – Georgetown County	Two	Legislative Delegation Senator and one (1) house member
Legislative Delegation – Horry County	Three	Legislative Delegation Senator and two (2) house members
Waccamaw Regional Transportation Authority	One	Chairman
South Carolina Department of Transportation	Two	District Commissioner and SCDOT Secretary of Transportation or designee
Chart H-1 Continued		

GSATS Policy Committee Voting Membership		
North Carolina Policy Committee Members		
Jurisdiction or Agency	Jurisdiction/Agency Votes	Designated Member
GSATS-NCTAC	Two	Two (2) NCTAC members
Brunswick County	One	County Commissioner
North Carolina Department of Transportation	One	NCBOT Member

Expansion of the GSATS' Study Area also included the creation of two review committees for the North Carolina portion of the MPO. These are the GSATS-North Carolina Technical Coordinating Committee (NCTCC) and the GSATS-North Carolina Transportation Advisory Committee (NCTAC). Representation of these committees is illustrated in Charts H-2 and H-3:

Chart H-2 GSATS-NCTCC Voting Membership		
Jurisdiction or Agency	Jurisdiction/Agency Votes	Designated Member
Brunswick County	One	Planning Director
Calabash	One	Town Administrator
Carolina Shores	One	Town Administrator
Holden Beach	One	Town Manager
Ocean Isle Beach	One	Planning Director
Shallotte	One	Planning Director
Sunset Beach	One	Town Administrator
Varnamtown	One	Planning Director
Brunswick Transit System	One	Executive Director
Cape Fear COG	One	Planning Director
FHWA NC	One	Transportation Planner, Planning and Program Development
NCDOT Division	One	Division 3 Engineer or their representative
NCDOT Transportation Planning Branch	One	TPB GSATS MPO Coordinator
WRCOG	One	GSATS MPO Director

Chart H-3 GSATS-NCTAC Voting Membership		
Jurisdiction or Agency	Jurisdiction/Agency Votes	Designated Member
Brunswick County	Two (one vote per member)	County Commission Chair
		County Commissioner
Calabash	One	Mayor
Carolina Shores	One	Mayor
Holden Beach	One	Mayor
Ocean Isle Beach	One	Mayor
Shallotte	Two (one vote per member)	Mayor
		Town Alderman

Chart H-3 Continued GSATS-NCTAC Voting Membership		
Sunset Beach	One	Mayor
Varnamtown	One	Mayor

Brunswick Transit System	One	Board Chair
NCDOT	One	North Carolina Board of Transportation member as designated by the Secretary of Transportation
North Carolina House of Representatives	One	District 17 Representative or, if reapportioned, House Member representing the largest geographic portion of the Study Area
North Carolina Senate	One	District 8 Senator or, if reapportioned, the Senator representing the largest geographic portion of the Study Area

Organizational Responsibilities

The functions and responsibilities of the GSATS' staff and committees are summarized below:

- MPO Planning Staff: The MPO planning staff carries out the activities of the Unified Planning Work Program (UPWP). Those activities include administration, planning, plan development, program development and maintenance.
- GSATS Study Team: The Study Team serves as a technical advisory committee and makes recommendations to the Policy Committee on proposed projects within the South Carolina portion of the study area (see page 3 of the *GSATS 2035 Long Range Transportation Plan*).
- GSATS-NCTCC: The NCTCC reviews, evaluates, and recommends action on all proposed projects within the North Carolina portion of the GSATS' Study Area. Recommendations from the NCTCC are forwarded to the NCTAC for action or recommendation to the Policy Committee.
- GSATS-NCTAC: The NCTAC serves as the principle review and recommending body to the Policy Committee on projects and issues affecting the North Carolina portion of the study area. For certain activities where issues are particular to North Carolina and/or NCDOT requirements, such as adoption of the Comprehensive Transportation Plan, the NCTAC can exercise final review and approval authority for the MPO.
- GSATS Policy Committee: The Policy Committee receives, reviews, and takes action (approves, denies, or sends back for reconsideration) on all issues and items brought to it by the MPO planning staff, the Study Team, or NCTAC. Review and approval responsibilities include the adoption of the MPO's LRTP.

Purpose of Appendix H

An important role of the MPO is the development of a LRTP, also referred to as a Metropolitan Transportation Plan (MTP). The LRTP provides an overview of the region including transportation conditions and identifies needed/priority transportation projects. GSATS adopted its LRTP in 2011 and the next full update of this plan will be completed by June 2016. As the current plan was developed prior to GSATS' expansion into North Carolina, an interim amendment to the plan is needed to address the additional study area.

The purpose of this amendment (Appendix H of the *GSATS 2035 Long Range Transportation Plan*) is to supplement the existing LRTP by providing an overview of conditions in the North Carolina portion of the study area, detailing the process by which needed projects were identified, providing a detailed summary of each, and discussing the criteria used for project evaluation and ranking. This amendment is also intended to complement NCDOT's SPOT 3.0 Prioritization by outlining the project identification and local input process.

SECTION II. AREA OVERVIEW

The North Carolina portion of the GSATS Study Area extends from the South Carolina state line northward to the Lockwood Folly River and from the Atlantic Ocean westward to just beyond US 17 to include the Town of Shallotte. The GSATS' North Carolina planning area is illustrated by Map H-1.

Population

The *GSATS 2035 Long Range Plan* provides an overview of population growth affecting Horry and Georgetown counties in South Carolina (see page 4 of GSATS' 2035 LRTP). Similar to the Grand Strand area of South Carolina, communities along the southeast region of North Carolina have also experienced steady population growth over the past few decades.

As displayed in Figure H-4 and Table H-5 below, out of the three counties, Horry County has historically had the largest base population. Brunswick County outgrew Georgetown County beginning in the 1990s and has continued its growth since that time. Georgetown County has had slower growth over the past few decades; however, population has steadily increased in the southern portion of the GSATS' Study Area as well.

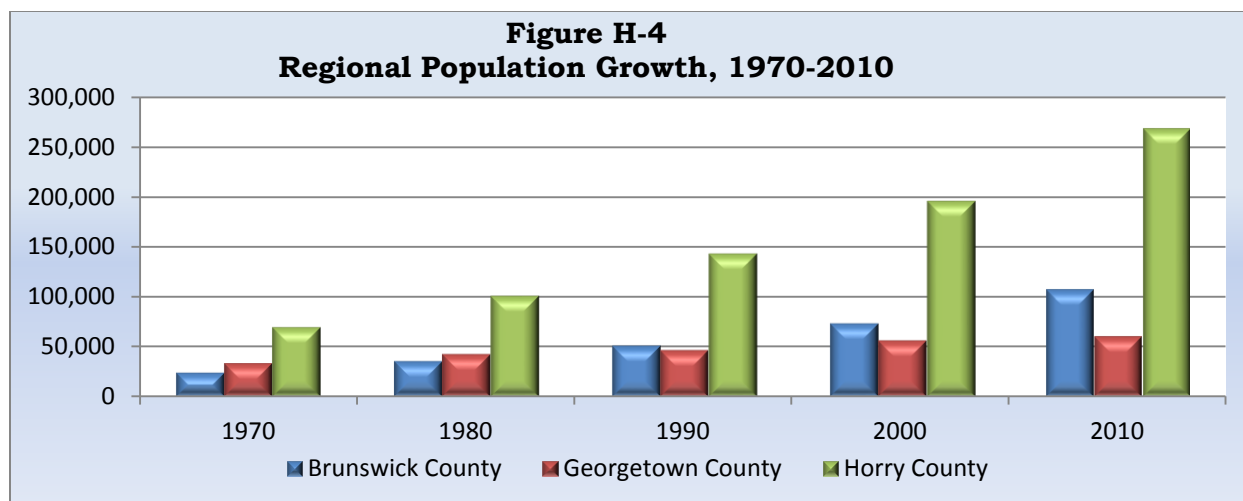


Table H-5 County Population Trend Assessment						
	1970	1980	1990	2000	2010	% Increase 1970-2010
Brunswick, NC	24,223	35,777 47.7% increase	50,985 42.5% increase	73,143 43.4% increase	107,431 46.9% increase	343%
Georgetown, SC	33,500	42,461 26.7% increase	46,302 9.0% increase	55,797 20.5% increase	60,158 7.8% increase	80%
Horry, SC	69,992	101,419 44.9% increase	144,053 42.0% increase	196,629 36.5% increase	269,291 36.9% increase	285%
Entire Region	127,715	179,657 40.6% increase	241,340 34.3% increase	325,569 34.9% increase	436,880 34.2% increase	242%

Census Minor Civil Division Trends

The expanded GSATS' Study Area in North Carolina consists of three Minor Civil Divisions (MCD) as recognized by the US Census Bureau. These geographic units, also referred to as townships, allow for demographic comparison between different areas within a county. MCDs also allow for long-term trend analysis on a smaller scale, rather than projecting data for the entire county. Table H-6 below summarizes the population changes in the Waccamaw, Shallotte, and Lockwood Folly townships of Brunswick County.

Table H-6 Brunswick County Census Minor Civil Division- Population Trends						
MCD	1970	1980	1990	2000	2010	% increase 1970-2010

Waccamaw	1,681	1,982	2,260	2,859	3,448	105%
		17.9% increase	14.0% increase	26.5% increase	20.6% increase	
Shallotte	4,877	6,582	11,818	18,420	26,545	444%
		34.9% increase	79.5% increase	55.9% increase	44.1% increase	
Lockwood Folly	4,748	7,361	10,705	16,100	23,248	390%
		55.0% increase	45.4% increase	50.4% increase	44.4% increase	

Long-term Population Projections

The growth of the GSATS' study region is likely to continue into the foreseeable future. Table H-7 outlines population projections for Horry, Georgetown, and Brunswick counties in five year intervals until 2035. These projections are used as one of the inputs into GSATS' regional traffic model.

Table H-7 Long-term County-level Population Projections 2015-2035						
County	2010	2015	2020	2025	2030	2035
Brunswick, NC	107,431	126,038	141,797	157,556	173,314	189,072
Georgetown, SC	60,158	66,130	69,650	73,180	76,880	80,500
Horry, SC	269,629	291,080	316,810	342,530	367,680	393,160

Population projections in five year intervals for the Waccamaw, Shallotte, and Lockwood Folly townships were incorporated as one of the inputs into GSATS' regional traffic model. By 2035, it is estimated that the Waccamaw Township will have a population of 4,187, the Shallotte Township will have a population of 35,550, and the Lockwood Folly Township will have a population of 37,623.

Traffic Conditions

Traffic on area roads has increased due to population growth and increased tourism. Appendix I, the *Congestion Management Process for the Grand Strand Area Transportation Study*, provides a discussion of traffic conditions on the area's National Highway System (NHS) roadways.

In 2010 and 2013, land use data for the North Carolina portion of the study area was collected and incorporated into GSATS' travel demand model. This allows for the projection of traffic volumes for the future year 2035. Existing traffic volumes and future levels of service are illustrated on Map Exhibits H-2.

SECTION III. PROJECT IDENTIFICATION AND PRIORITIZATION

The development of this LRTP amendment coincides with and complements NCDOT's SPOT 3.0 Prioritization Process. A discussion of the SPOT process and its relationship to LRTP identified projects is provided in this section.

LRTP Project Identification

Projects listed in Section IV and prioritized using the criteria of this section were identified from various sources. These sources include:

- NCDOT Prioritization 2.0
- Brunswick County Transportation Plan
- NCDOT State Transportation Improvement Program
- GSATS 2035 Long Range Transportation Plan
- Non-motorized CTP and East Coast Greenway Components
- Projects submitted by jurisdictions

In addition, the I-74 Feasibility Study, the US 17 Corridor Study, and the Carolina Bays Parkway Extension in South and North Carolina Feasibility Study were consulted. The “most favorable alternatives (E, B, and D)” in the Carolina Bays Parkway Feasibility Study were compared to development that has occurred since the study’s adoption and alternative B was accepted as the most constructible alternative. Alternative B does not follow the existing SC-57 alignment in South Carolina. Build alternatives considered in the Carolina Bays Parkway Feasibility Study are illustrated by Map H-3.

The 2035 LRTP projects adopted in 2011 included project N - 6: Extension of SC 31 (Carolina Bays Parkway) to US 17 in N. Carolina (Hwy 57 / NC1303 improvements) (Tier: 2, Priority: B). The recommendations contained in this LRTP amendment, separates N-6 into two projects:

- (1) Extension of SC 31 (Carolina Bays Parkway) to US 17 in N. Carolina (Tier: 2, Priority: B)- a new 4-lane freeway; and
- (2) SC-57: Widen to a multi-lane facility from State Line to SC-31 (Tier: 2, Priority: B)” a widening project to 4-lanes with a median.

SPOT 3.0 Prioritization Process

The Strategic Transportation Investments (STI) is a process to determine how the North Carolina Department of Transportation, in partnership with local governments, will fund and prioritize transportation projects in the state of North Carolina. Under the STI, all modes will compete for the same funding. This means that roadway projects will compete with ferry projects which will compete with public transportation projects, etcetera.

The STI places projects into three categories: Statewide, Regional, and Division levels. Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs), and division engineers will assign local input points to projects in the Regional and Division levels. MPOs and RPOs are required to develop a methodology for the assignment of local input points. Funding levels are designated according to the 2013 Strategic Transportation Investments law. Each of the three categories identified under the new Strategic Transportation Investments have their own criteria:

➤ *Statewide Level*

- Projects of statewide significance will receive 40% of the available revenue; and
- The project selection process will be 100% data-driven/quantitative scoring.

➤ ***Regional Level***

- Projects of regional significance will receive 30% of the available revenue based on regional population. Projects on this level compete within specific regions made up of two NCDOT Divisions. GSATS is located in Region B; and
- Data / quantitative scoring will comprise 70% of the decision-making process and local rankings will comprise of the remaining 30%.

➤ ***Division Level***

- Projects that address local concerns such as safety, congestion and connectivity will receive 30% of the available revenue shared equally over NCDOT's 14 Transportation Divisions. GSATS is located in NCDOT Division 3; and
- The department will choose projects based 50% on data and 50% on local rankings.

The Strategic Prioritization Office of Transportation (SPOT) will develop quantitative scores for all projects based on the adopted methodology. Default criteria were recommended by the Prioritization 3.0 work group and agreed to by NCDOT to quantitatively score projects across all modes.

MPOs, RPOs and the NCDOT's division engineers were given flexibility to develop their own highway criteria and formulas for the quantitative evaluation and project scoring in the Regional Projects and Division Projects. SPOT required that any deviation from the adopted criteria had to be approved by MPOs and RPOs in the region and/or division by July 1, 2013. A revised set of criteria was approved by the members of Region B and Division 3. These revised criteria include:

❖ **Regional Projects Evaluation Criteria:**

- Multi-modal 25%
- Safety 25%
- Benefit-Cost 20%
- Local Input 30%

❖ **Division Projects Evaluation Criteria:**

- Safety 20%
- Congestion 20%
- Multi-modal 10%
- Local Input 50%

The percentages and weights adopted by Region B and Division 3 are used for the roadway mode only and all non-roadway projects will use the same criteria statewide. For additional definitions of these criteria and the scalability across

factors, please consult the NCDOT's *SPOT Report to the Joint Legislative Transportation Oversight Committee* accessible at:

<https://connect.ncdot.gov/projects/planning/MPORPODocuments/Report%20to%20the%20JLT%20OC.pdf>.

GSATS' Local Input Point Assignment

The following process, along with the prioritization criteria outlined in Insert H-8 and local input, are used by GSATS to allocate local input points in NCDOT's prioritization process. It has been developed by the GSATS MPO for the purposes of participating in determining transportation funding priorities in the regional and division funding level in Prioritization 3.0. This process will be used to rank all projects within the GSATS boundary in Brunswick County and is designed to be both data-driven and responsive to local needs. Local input can come in the form of surveys; comment periods; historical documentation that supports a priority project important to the community; nearby RPO, MPO, or Division priorities; or other evidence made available to the TAC.

The methodology has been developed to meet the requirements of North Carolina Session Law 2012-84 (NC Senate Bill 890), which requires that MPOs and RPOs have a process including both quantitative and qualitative elements for determining project prioritization. The MPO's participation in the Strategic Transportation Investments consists of the following steps: (1) select projects for consideration in the Statewide, Regional and Division levels; (2) develop draft qualitative scoring of projects and ranking; (3) seek public involvement and (4) finalize project scoring and ranking.

Schedule: GSATS proposed a schedule to solicit for projects on October 7, 2013 with the electronic application for candidate projects being due on November 25, 2013. GSATS requested projects from the local member governments (counties, towns, transit departments, airports, and etcetera). NCTCC meetings were held on November 1, 2013, December 13, 2013, and January 3, 2014 to evaluate candidate projects. The NCTAC met on January 10, 2014 and the Policy Committee met on January 17, 2014 to approve the draft prioritized project list and point allocation pending public comment. New projects were submitted to the North Carolina Department of Transportation's Strategic Prioritization Office of Transportation online on March 3, 2014. A 30 day public comment period, as prescribed in the GSATS Public Participation Process, is scheduled for March 21 - April 21, 2014 to be followed by NCTCC, NCTAC, and Policy Committee meetings to consider the public comments and any suggested modifications to the point allocation.

Local Point Methodology: Points are allocated to projects in order of their LRTP quantitative ranking. Projects partially located within the study area can be given up to 100 points and the balance of points necessary to provide 100 points can be shared with the neighboring MPO/RPO. If a points sharing

arrangement is approved, both parties must agree to the amount of points donated and provide this agreement in writing to the SPOT Office. High priority projects that are expected to cascade to the Regional or Division funding levels can be awarded GSATS' local input points at the discretion of the NCTAC.

Non-highway projects will be evaluated when received. The only non-highway candidate projects received during the LRTP solicitation in 2013 were non-motorized. Point allocation for non-motorized projects will only be made when local matching funds can be reasonably expected. The P3.0 non-motorized project score provided by NCDOT will be used, along with local input, to evaluate non-motorized projects. Non-motorized projects were accepted as a priority to the NCTCC and NCTAC during the development of the 2035 LRTP and, for this reason, it is expected that GSATS local input points will be assigned to non-motorized projects.

Note: Direct apportionments of federal funds to GSATS for non-motorized projects will be evaluated with the GSATS' Enhancement Ranking Criteria (see Insert 7.4 of the GSATS 2035 LRTP Appendix I - *Congestion Management Process for the Grand Strand Area Transportation Study* (CMP)).

Project Rankings: The GSATS' NCTCC and NCTAC will evaluate all projects with their respective funding designation upon their release from the SPOT Office. Final approval and point assignment will take place no later than July 31, 2014.

Public Input Process: This prioritization methodology, along with the project rankings and point assignments, will be made readily available to the public. Notice of NCTAC meetings will be provided to the study area's major newspapers. The notices will also let it be known that this methodology and project prioritization will be discussed and will include the GSATS' Website (<http://www.gsats.org>), which will include links to all of these documents and interactive mapping. The notice and website also provide contact information for the public to reach GSATS' staff and members for input.

Use of Public Input: GSATS will gladly accept public comments. The comments will be documented and filed by the MPO and will be shared with the NCTCC and NCTAC for their information in current and future prioritization processes and transportation planning.

Final Ranking and Local Points Assignment: Points are assigned to each project based on project LRTP score and local input. GSATS has 1100 points to assign toward Regional Projects and another 1100 points to assign toward Division Projects. Each project can receive a maximum of 100 points. Consultation with the RPO, Division Engineer, Division Planning Engineer, and District Engineer for each project to gauge Division priority will occur prior to final point allocation. Any justification/rationale for point assignments made by the TAC which deviate from this local methodology will be placed on the GSATS website.

Ranking Formula: GSATS through the NCTCC, NCTAC, and Policy Committee has developed prioritization criteria that allows for the quantitative assessment and ranking of projects. This prioritization criterion will be used to rank all highway projects within the GSATS boundary in Brunswick County. These criteria are illustrated and further described in Chart H-8.

Insert H-8 GSATS' Project Prioritization Criteria		
Widening and Interchange / Large Intersection Improvement Project Criteria*	Criteria	Maximum Points
	Traffic Volume and Congestion	30
	Public Safety	20
	Livability	20
	Financial Viability	10
	Environmental Impact	10
	Functional Class (Truck Traffic)	5
	Consistency with Local Land Use Plans	5
	Alternative Transportation Solutions	Livability
	Potential for Economic Development	Livability
	Pavement Quality Index, Cost, and Total Reduction in Vehicle Miles Traveled	Considered when funding becomes available
	TOTAL	100
New Location Project Criteria*	Criteria	Maximum Points
	Traffic Volume and Congestion	40
	Livability	20
	Financial Viability and Maintenance Cost	20
	Environmental Impact	10
	Functional Class (Truck Traffic)	5
	Consistency with Local Land Use Plans	5
	Alternative Transportation Solutions	Livability
	Potential for Economic Development	Livability
	Cost and Total Reduction in Vehicle Miles Traveled	Considered when funding becomes available
	TOTAL	100

*Intersection Improvement, Transportation Alternatives projects, and Corridor Studies with an estimated cost of less than \$1 million may not be ranked in the 2035 LRTP project list. It is, however, expected that these types of projects will be funded on the GSATS Transportation Improvement Program. When funds become available for the Intersection or Alternatives

program, project locations will be provided by member jurisdictions and the ranking procedure currently in place will be used.

Ranking Criterion Descriptions

Traffic Volume and Congestion – a quantifiable criterion based on future traffic volumes and the associated level-of-service condition (functionality and operational characteristics). Future traffic volume and congestion will be used to evaluate the long-term performance of the highway network, along with the identification of deficiencies and recommended projects. Prior to programming projects in the GSATS' Transportation Improvement Program (TIP), current day traffic volumes and congestion will also be considered in the ranking process for the cost constrained portion of the long-range plan as well as any other candidate projects in an effort to support a “worst-first” approach to project selection. Point assignment is based on projected 2035 volume to capacity ratio from the GSATS 2035 model, with more points going to the more congested roadways.

Traffic Volume and Congestion Points Assignment								
Project Type	Points							
	1 to 5	6 to 10	11 to 15	16 to 20	21 to 25	26 to 30	31 to 35	36 to 40
Widening and Interchange/ Large Intersection	0.105154	0.368039	0.630924	0.893809	1.156694	1.419579		
New Location	0.013487	0.134870	0.296714	0.404610	0.539480	0.674350	0.809220	0.944090

Public Safety – a quantifiable criterion based on accident rate. Point assignment is based on the number of crashes for existing roads from 2008-2005 divided by the length in feet of the improvement. Projects to improve roads with high crash rates receive more points.

Public Safety					
Project Type	Points				
	0 to 0.999	1 to 5.999	6 to 10.999	11 to 15.999	16 to 20
Widening and Interchange/ Large Intersection	0.00000	0.000468	0.002808	0.005148	0.007956
New Location					

Livability – a quantifiable criterion based on distance from defined public facilities/destinations and the project's ability to improve access, connectivity, and mobility for other modes of travel. Point assignment is based on a project's distance from defined public facilities/destinations and the project's ability to improve access, connectivity, and mobility for other modes of travel. Two points maximum each for being within 1/2 mile and one point maximum each for being within one mile of schools, public buildings, parks, libraries, hospitals, transit, or other destinations. A maximum of two points each is possible for each project's ability to support and a maximum one point each for “somewhat” ability to support: complete streets, improve connectivity, and create walkable neighborhoods.

Financial Viability and Maintenance Cost – a quantifiable criterion based on estimated project cost and estimated 20-year maintenance cost in comparison to the six-year Transportation Improvement Program (TIP) budget. Additional consideration will be given to projects supplemented with local project funding and/or other federal and state funding. Point assignment is based on the ratio of the Planning Level Cost Estimate to the current level of funds available in the TIP over a six year period, which is \$39,132,685. This results in high-cost projects receiving fewer points than low-cost projects.

Financial Viability and Maintenance Costs					
Project Type	Points				
	0	1 to 5	6 to 10	11 to 15	16 to 20
Widening and Interchange/ Large Intersection	\$39,132,685	\$35,219,417	\$15,653,074		
New Location	\$39,132,685	\$37,176,051	\$27,392,880	\$17,609,708	\$7,826,537

Functional Class (Truck Traffic) – a quantifiable criterion based on functional class (Expressway, Ramp, Principal Arterial, Minor Arterial, and Collector). In situations where facilities that provide an alternative to a level of service “F” route, the failing route's functional classification will be used. Point assignment is based on the functional class of the road being improved or constructed. Five points for an Expressway, four points for a Ramp, three for a Principal Arterial, two for a Minor Arterial, and one point for a road classified as a Collector.

Functional Class (Truck Traffic)						
Project Type	Points					
	0	1	2	3	4	5
Widening and Interchange/ Large Intersection	Local	Collector	Minor Arterial	Principal Arterial	Ramp	Expressway
New Location	Local	Collector	Minor Arterial	Principal Arterial	Ramp	Expressway

Environmental Impact – a quantifiable criterion based on an assessment of potential impacts to natural, social, and cultural resources (22 Environmental Criteria). Point assignment is based on a number of environmental criteria, including the potential for impacting threatened and endanger species, forested habitat, wetlands, drainage crossings, floodplains, outstanding resource water, uplands, HAZMAT sites, Parks/Refuges/WMA 4(f)/6(f), historic structures, archeological sites, farmland, communities, residencies, planned residence, commercial sites, other relocations, environmental justice impacts, noise receptors, and visual impacts.

Environmental Impact				
Project Type	Points			
	0 to 1	2 to 4	5 to 8	9 to 10
Widening and Interchange/	Environmental Impact	Environmental Impact	Environmental Assessment (EA) and Finding of No	Categorical Exclusion

Large Intersection	Statement (EIS) with major mitigation	Statement (EIS)	Significant Impact (FONSI)	
New Location	Environmental Impact Statement (EIS) with major mitigation	Environmental Impact Statement (EIS)	Environmental Assessment (EA) and Finding of No Significant Impact (FONSI)	Categorical Exclusion

Consistency with Local Land Use Plans – a quantifiable criterion based on support of future land use, comprehensive plan objectives, and established communities. Point assignment is based on the local government’s (city, town, or county) response to a project’s compatibility with the adopted future land use map, comprehensive plan, contribution to walkable communities, open space, or established communities. With each of the five factors offered, one point is possible.

Pavement Quality Index, Cost, and Total Reduction in Vehicle Miles Traveled (Considered when funding becomes available in the TIP) - Based on the State DOT’s schedule for resurfacing in relation to a project’s scope, funding available compared with funding required, and the total reduction in Vehicle Miles Traveled when a project is included in the GSATS Existing and Committed Travel Demand Model.

Unless otherwise available, cost presented in the LRTP Appendix H for the GSATS study area in North Carolina are Planning Level Cost Estimates (PLCE) derived from a project’s length. A contingency and civil engineering and inspections rate of 45 percent was also added. When observed in the field, cost for other factors such as bridging or utility relocation was added on a project by project basis. No right-of-way acquisition cost was added for any project although it can be assumed for all. An exception to the use of PLCE is that alternatives analysis and more refined cost estimates were available for the US 17 improvements and the Carolina Bays Parkway extension.

Greater Hickory MPO

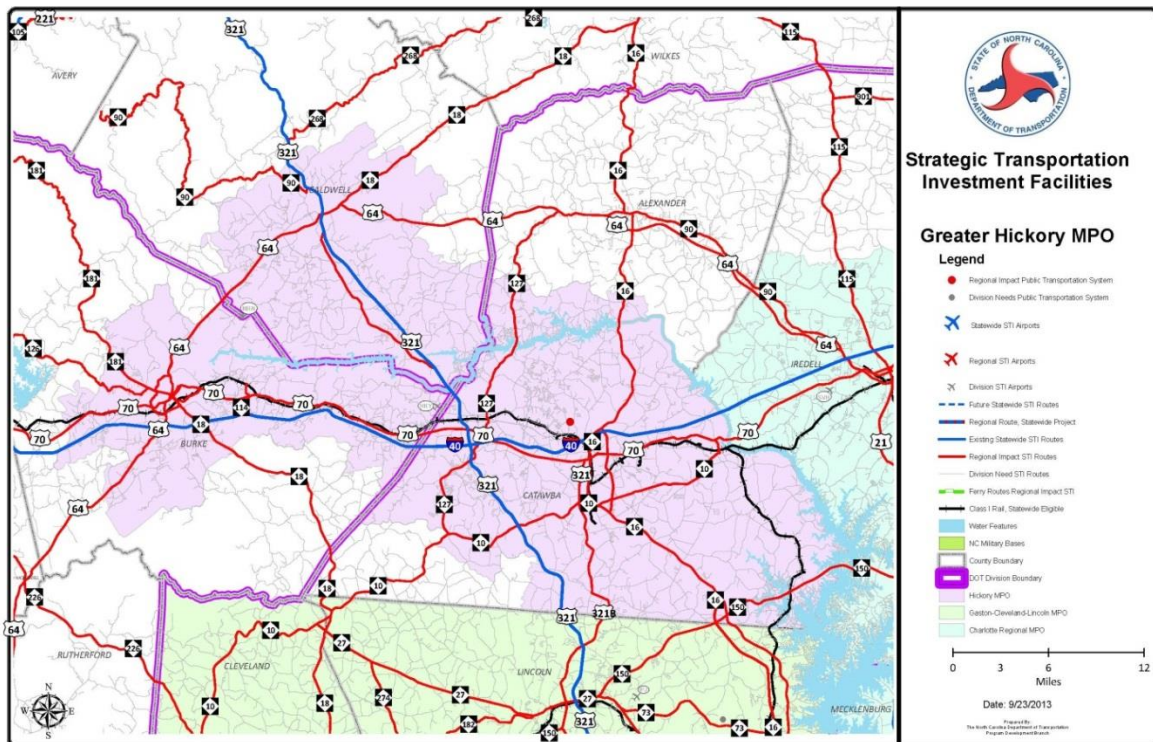
2014 STIP Project Solicitation and Ranking Process

Introduction

The NCDOT and North Carolina legislature have required that all metropolitan and rural planning organizations develop a project solicitation and ranking process to evaluate all eligible project categories (highway, non-motorized, public transportation, aviation, rail and ferry). This process has been approved by the NCDOT to ensure compliance with the legislative intent of the mandate.

Applicability

This process would apply to all projects ranked by the MPO in Alexander, Burke, Caldwell, Catawba, and Iredell counties that fall in the “regional” and “division” levels, as defined in the 2013 Strategic Highway Investments (STI) legislation and depicted in the maps below.



Schedule

Project Solicitation: The MPO solicited candidate projects from November 2013 to February 2014. The results of this process was presented to the TAC at its December 18, 2013 and January 22, 2014 meeting, where the TAC was able to review the list. The TAC endorsed a project list at its January 22, 2014 meeting for submittal to NCDOT.

Project Ranking: The TCC and TAC of the MPO and RPO will evaluate the full list of new and previously-evaluated projects for the five counties between May and July 2014, with local points assigned and submitted to the SPOT office by July 31, 2014.

Key Dates in the SPOT Process

- 08/15/2013 Report submitted to Joint Legislative Transportation Oversight Committee
- 09/10/2013 Presentation to Joint Legislative Transportation Oversight Committee
- 10/04/2013 Approval of STI
- 10/23/2013 Deadline for MPO/Division to modify existing P3.0 project
- 01/27/2014 P.3 Open for New Project Submittals
- 03/03/2014 Deadline for MPO/Division to enter new candidate projects
- 03/31/2014 NCDOT released preliminary highway project scores
- 04/30/2014 Deadline for approval of MPO/Local Input Methodology
- 05/2014 NCDOT plans to release all project scores
- 07/31/2014 Deadline to assign Local Input Points

Ranking and Local Points Assignment and Public Input Process

The methodology for ranking projects includes the following steps:

1. Solicit new projects from MPO member governments.
2. Submit new projects to NCDOT via SPOT Online.
3. Assign points to projects according to local methodologies to create project rankings.
4. Submit project rankings to TACs for approval and open public comment period.
5. Final approval of the project list and point assignments by the TACs.

Project Solicitation: The MPO announced the 30-day project solicitation period to all member governments and interested persons. All submitted projects were presented to the TAC for their review at their December and January meetings, who used the input to determine which projects to submit for technical evaluation by the NCDOT's Strategic Prioritization Office for Transportation (SPOT), who develops the technical scores for candidate projects. The MPO and RPO were able to submit up to 20 new projects, with the ability to replace five previously submitted projects with new candidate projects.

Local Points Assignment: After every project has been scored using the methodology described in this document, MPO and RPO staff will develop a ranked list of projects within the MPO as a whole based on the outcome of the scoring. This ranked list will be used to develop the recommended point assignments that are presented to the public for comment and to the TCC and TAC for approval. The MPO receives 1,600 points and RPO receives 1,200 points each at the Regional Level and Division Level to allocate to projects for local prioritization. The maximum number of points any project can receive is 100.

The MPO will assign the maximum number of points to the top 16 projects in the Regional and Division levels based on rankings created through the processes described in this document. In the event that the RPO has points remaining that have not been distributed, up to 100 points per project will be given the MPO, as agreed by both organizations and communicated to the SPOT office.

Final Project Ranking: The MPO will present the recommended local-points assignments to the TCC at the May 2014 meeting. Upon the approval of the TACs, the MPO will release the recommended projects, point assignments, and the methodology used to assign the points for a 30-day public comment period. The 30-day period will also be advertised on the MPO/RPO website (<http://trans.wpcog.org>). The results of the public

comment period will be presented to the TCC and TAC at their July 2014 meetings for their consideration. At that time the TACs will be asked to approve a project list and final point assignments at which time will be placed on the MPO/RPO website by August 2014.

All final project rankings, points assigned per project and any rationale/justification for point adjustments which deviate from this methodology will be available on the MPO/RPO website by August 2014.

Regional and Division Level eligible projects and Bicycle/Pedestrian projects are ranked based on the criteria listed in the tables 2, 3, and 4. While most Regional and Division Level criteria are self-explanatory, some do merit additional explanation.

Table 1: Regional and Division Level Project Criteria and Explanations

Criteria	Explanation	Data Source
Existing Congestion	Ratio of how much traffic is on a road versus the maximum traffic that can be on a road and provide an acceptable level of service.	NC Dept. of Transportation - SPOT Office
Proposed Congestion	Ratio of how much traffic is predicted on a road versus the maximum traffic that can be on a road and provide an acceptable level of service.	NC Dept. of Transportation - SPOT Office
Existing Safety	The safety score is a calculation based on the crash frequency and severity along sections of a particular roadway. The crashes are then normalized based on traffic volumes to establish rates. These rates are compared to statewide averages for similar facilities to determine how the road performs compared to its peers.	NC Dept. of Transportation - SPOT Office
Freight Volume	Average daily number of large freight movers (tractor trailers, etc.) on a road.	NC Dept. of Transportation - Transportation Planning Branch
Transportation Plan Consistency	A yes or no question to determine if the proposed project is found in an existing adopted transportation plan for the area.	GHMPO/URPO
Cost	Projects requiring less money to complete will scoring higher points.	NC Dept. of Transportation - SPOT Office
Multimodal Accommodations	Whether the project includes facilities such as sidewalks, bicycle lanes, etc., or a connection to these type facilities.	GHMPO/URPO
Supports Economic Development	A project will score higher if it is located close to a major employment center.	GHMPO/URPO
Supports Environmental Justice (EJ)	A project will receive points if it enters an area which a high concentration of poverty or has over half of the residents are minorities.	GHMPO/URPO
Lack of Capacity	Ratio of how much traffic is on a road versus the maximum traffic that can be on a road and provide an acceptable level of service.	NC Dept. of Transportation - SPOT Office
Project Feasibility	A project will receive points depending availability of right-of-way (ROW); environmental justice concerns, and impacts on the natural environment.	GHMPO/URPO

Ranking Processes

Table 2: Regional Level Projects

These projects would be evaluated by the criteria, weighting, and scoring as detailed in the table below. Only highway and multi-county public transportation capital projects would fall under this category.

Criteria and Maximum Points	0 points	5 points	10 points	15 points	20 points
Existing Congestion (20 max)	Volume to capacity less than 0.5	Volume to capacity btw 0.51 and 0.75	Volume to capacity btw 0.76 and 0.9	Volume to capacity btw 0.91 and 1.0	Volume to capacity over 1.0
Proposed Congestion (10 max)	Volume to capacity less than 0.5	Volume to capacity btw 0.51 and 0.75	Volume to capacity btw 0.76 and 0.9		
Existing Safety (20 max)	SPOT safety points less than 30	SPOT safety points btw 31-50	SPOT safety points btw 51-65	SPOT safety points btw 66-80	SPOT safety points over 80
Freight Volume (10 max)	Less than 500 trucks/equivalent per day	Btw 500-750 trucks/equivalent per day	More than 750 trucks/equivalent per day		
Transportation Plan Consistency (10 max)	Project is not in CTP or TP		Project in CTP or LRTP		
Cost (10 max)	Cost over \$50 million	Cost btw \$25-49 million	Cost less than \$25 million		
Multimodal Accommodations (5 max)	Project does not include bike/ped/transit facilities	Project includes bike/ped/transit facilities			
Supports Economic Development (10 max)		Intersects TAZ that includes 250 or more employees	Intersects TAZ that includes 500 or more employees		
Supports Environmental Justice (EJ) (5 max)		Intersects TAZ with poverty level of 20% or higher or minority concentration of 50% or higher			

Table 3: Division Level Projects

All highway projects on SR roads and other modes (public trans., rail and airport) would be evaluated through the process detailed below.

Division Level Projects					
Criteria and Maximum Points	0 points	5 points	10 points	15 points	20 points
Existing Lack of Capacity (20 max)	Volume to capacity less than 0.5 (roads and rail), existing facilities available (other modes)		Volume to capacity btw 0.51 and 0.75 (roads and rail), intermittent or incomplete facilities/transit available (other modes)		Volume to capacity over 0.75 (roads and rail), no facilities/transit available (other modes)
Proposed Congestion (10 max)	Volume to capacity less than 0.5 (roads and rail), existing facilities available (other modes)		Volume to capacity btw 0.51 and 0.75 (roads and rail), intermittent or incomplete facilities/transit available (other modes)		
Existing Safety (20 max)	SPOT safety points less than 30	SPOT safety points btw 31-50	SPOT safety points btw 51-65	SPOT safety points btw 66-80	SPOT safety points over 80
Total Cost (10 max)	Cost over \$10 million	Cost \$5-10 million	Cost less than \$5 million		
Plan Consistency (10 max)	Project is not in an adopted land use, transportation, transit or other plan		Project is in an adopted land use, transportation, transit or other plan		
Project Feasibility (10 max)	ROW concerns 0-50%	Moderate ROW concerns 50%+ <100%	No ROW concerns 100%		
Multimodal Accommodations (5 max)	Project does not include bike/ped/transit facilities	Project includes bike/ped/transit facilities			
Supports Economic Development (10 max)		Intersects any TAZ that includes 100 or more employees	Intersects any TAZ that includes 250 or more employees		
Supports Environmental Justice (EJ) (5 max)		Intersects TAZ with poverty level of 20% or higher or minority concentration of 50% or higher			

Table 4: Bicycle and Pedestrian Projects

All bicycle, pedestrian, and greenway projects would be evaluated through the process detailed below.

Bicycle and Pedestrian Projects				
Criteria and Maximum Points	0 points	5 points	10 points	15 points
New Project (10 Max)	All other projects.	Project adds sidewalk/bike lane on a road that currently only has a sidewalk/bike lane on one side.	Project adds sidewalk/bike lane on a road that does not currently have any sidewalks/bike lanes.	
		Any other off-road greenway that is accessible to pedestrians and/or bicyclists.	Off-road greenway that is accessible to pedestrians and/or bicyclists and is close proximity (≤ 500 ft.) to a roadway.	
Crash Exposure (15 max)	All other projects.	AADT $\leq 2,000$ (sidewalks)	AADT = $2,001 \leq 4,999$ (sidewalks)	AADT = $5,000 \leq 10,000$ (sidewalks)
		AADT = $5,000 \leq 10,000$ (bicycle facilities)	AADT = $2,001 \leq 4,999$ (bicycle facilities)	AADT $\leq 2,000$ (bicycle facilities)
Safety (10 max)	All other projects.	Roadway speed limit 40 and under.	Roadway speed limit 45 mph and over.	
Economic Development (10 max)	All other projects.	Project located 1 mile from major employment center (100 + employees).	Project located 1/2 mile from major employment center (100 + employees).	
Connectivity (15 max)	All other projects.	Projects that connect neighborhoods with schools and/or colleges.	Projects that are located in or provide a connection to a central business district, shopping center, park, hospital, or major employment center (100 + employees).	Projects that connect two previously disconnected (or inconveniently connected) sections of bicycle or pedestrian infrastructure (missing links).
Total Cost (10 max)	\$500,000 +	\$250,001 \leq \$500,000	\$100,000 \leq \$250,000	
ROW Acquisition (10 max)	50% or less	51% - 75%	76% - 100%	
Proximity to School (10 max)	All other projects.	1 mile from a school.	½ mile from a school.	
Jurisdictional Collaboration (5 max)	All other projects.	Project funding and/or planning cooperation between two jurisdictions.		
Environmental Justice (5 max)	All other projects.	Intersects TAZ with poverty level of 20%+ or minority concentration of 50%+.		

Greensboro MPO

MPO Project Ranking Methodology *For NCDOT's Strategic Prioritization Process*

Background

The Strategic Prioritization Process is the methodology NCDOT uses to rank and identify projects for the Transportation Improvement Program (TIP). The TIP includes a listing of transportation projects, their funding sources, and schedule for implementation. The Strategic Prioritization Process is primarily performance based and includes an evaluation of all modes as well as local input through the Greensboro Metropolitan Planning Organization (MPO) and NCDOT Division 7. The process was initiated in 2009 with Executive Order No.2 under NCDOT's Transportation Reform.

The first version of the Strategic Prioritization Process (Prioritization 1.0) was used to support development of the Fiscal Years 2012-2018 TIP. The second version (Prioritization 2.0), initiated in June 2011, supported development of the Fiscal Years 2014-2020 TIP. However, due to new federal legislation approval and a change in administration at the state level, the Fiscal Years 2014-2020 TIP was delayed and not approved by the Board of Transportation.

During 2012 and 2013, NCDOT worked with internal and external stakeholders to revamp the process, driven by House Bill 817, also known as Strategic Transportation Investments (STI). The bill established funding tiers (Statewide, Regional, and Division) and allocations across all modes. Approximately \$15 billion from the Highway Trust Fund is estimated to be available to be allocated across the three tiers for capital-related projects for all modes. Small scale operation and maintenance-related projects will not be evaluated under this process and will generally be funded through the Highway Fund.

Prioritization 3.0 will be a primary input for the Fiscal Years 2016-2020 TIP and the Developmental Plan for Fiscal Years 2021-2025. Prioritization is a multi-modal process, in which Highway, Public Transportation, Bicycle and Pedestrian, Rail, and Aviation project needs will be evaluated. The process will cover newly submitted project needs as well as projects (roadway only) that had been submitted under Prioritization 2.0, but which were funded or unfunded in FY 2016 or later.

Also, Senate Bill 890 requires NCDOT to develop a process for approving local methodologies used by the MPOs and Rural Planning Organization (RPOs). Therefore all MPOs and RPOs must develop a local performance based process based on criteria outlined in House Bill 817 (STI). Public involvement is an important component to the development of the local methodologies used and providing local input through the Greensboro MPO and NCDOT Division 7. The Greensboro MPO initially developed criteria during Prioritization 1.0 for the roadways only. However, as NCDOT's process has evolved, the MPO identified additional ranking criteria for Public Transportation, Rail, and Bicycle and Pedestrian modes.

You may view more information on the Strategic Transportation Investments (STI) at <http://www.ncdot.gov/strategictransportationinvestments/default.html>.

Purpose

The MPO Project Ranking Methodology is an important component in Strategic Prioritization Process. The MPO Project Ranking Methodology serves to:

- **Allow the MPO to identify projects that will serve the highest need;**
- **Allow the MPO to communicate local input for specific projects;**
- **Meet NCDOT's requirements for development of a local methodology**

As noted above, NCDOT will rank projects primarily based on quantitative data (i.e., congestion, safety, ridership, accessibility.) But the projects are also ranked on qualitative data also known as local input. The local input, shown below for each tier, is evenly split between the MPO and the NCDOT Division 7 Office. The Statewide tier projects are a 100% quantitatively scored. Therefore local input is only provided for projects included in the Regional and Division tiers.

	TIER	Statewide	Regional	Division
Note:	QUANTITATIVE SCORING %	100	70	50
	LOCAL INPUT SCORING %	N/A	30	50

Projects in the Statewide Tier which are not awarded funding are also eligible to compete at the Regional and Division Tiers. This is also the case for Regional Tiered projects which may compete at the Division Tier if not funded.

MPO Project Ranking Process

The process proposed for use by the Greensboro Urban Area MPO for Prioritization 3.0 includes 6 key steps:

- 1) Identification of candidate projects
- 2) Evaluation of candidate projects
- 3) Submittal of local projects to NCDOT
- 4) Assignment of Local Points
- 5) Public Involvement
- 6) Submittal of local input to NCDOT

Step One: Identification of Candidate Projects

MPO staff will begin the first step by compiling a list of candidate projects for scoring by NCDOT's Strategic Planning Office of Transportation (SPOT). Staff will coordinate with potential implementing sponsor agencies (including the City of Greensboro, Towns of Pleasant Garden, Oak Ridge, Summerfield, Stokesdale, Sedalia, Guilford County Parks & Open Space, GTA, PART, and Guilford County (TAMS)) to compile the list of candidate projects. MPO staff will then screen the candidate project list to narrow it down before the evaluation step. The screening process will consider a range of factors including:

- Eligibility requirements;
- Relative need;
- Competitiveness based on the NCDOT ranking process and criteria;
- Realistic potential for funding and implementation between FY 2016-2020.

The TCC and TAC will be requested to endorse the candidate project list before the second step, evaluation of candidate projects.

Step Two: Evaluation of Candidate Projects

The MPO has developed a ranking methodology based on a close review of NCDOT's criteria. The *Roadway* criteria closely tracks NCDOT's criteria. NCDOT's exact criteria will be used for *Public Transportation, Rail, Bicycle and Pedestrian*, and *Aviation* projects.

Demonstration of project need is key to a project's competitiveness under NCDOT's project selection process. The following pages include the eligibility requirements set by the NCDOT, FHWA, and

the MPO staff. The MPO scoring criteria is provided at the end of the document in the *Appendix* in the following order:

- *Roadway Projects*
- *Public Transportation*
- *Rail*
- *Bicycle & Pedestrian Projects*
- *Aviation*

Step Three: Submittal of Local Projects to NCDOT

MPO staff will provide TCC and TAC final MPO scores for all candidate projects. The total number of projects that can be submitted varies by each mode. The total number of projects to be submitted by mode is as follows:

- **Roadway-** A total of 19 projects may be submitted. This total includes 14 new projects and 5 substitutions for existing projects.
- **Public Transportation-** Unrestricted
- **Bicycle and Pedestrian** – A total of 20 bicycle and pedestrian projects can be submitted.
- **Rail-** A total of 5 projects can be submitted.
- **Aviation** - Unrestricted

Staff will narrow down, if necessary, the project list for each mode based on the results of step two. This list will represent the *Recommended Project List* to be submitted to NCDOT by February 24th.

Step Four: Assignment of Local Points

The results of the MPO Ranking Methodology will be compared to the results of the NCDOT's quantitative scoring of the MPO's projects. Other factors like project readiness (i.e., completed feasibility study, implementable within first five years of the TIP), cost, available funding, relevant funding restrictions, & MPO priorities will also be considered. The MPO has 1700 points that can be allocated to projects across all modes. Up to 100 points can be allocated to a single project. 1700 points each will be available at the Regional and Division Tiers. The scoring varies for each mode ranging from maximum points of 29 to 80. The MPO is allowed local input or assignment of points at the Regional and Division Tiers. However, any projects not funded at the Statewide Tier can pass down to the Regional and Division Tiers. Unfunded Regional projects can pass down to the Division Tier. The MPO will use a 'Step Down One' approach for *unfunded* projects from the Statewide and Regional Tiers. This approach would allow unfunded Statewide projects to pass down to the Regional Tier and unfunded Regional projects to pass down to the Division Tier. This would result in the MPO assigning points to Statewide and Regional projects under the Regional Tier. Under the Division Tier, the MPO will be assigning points to Regional and Division Projects.

Assignment of local points will be based on a combination of quantitative and qualitative factors. The factors have been weighted to reflect their relative importance. Factors include:

- | | |
|---|-----|
| 1. Relative performance in NCDOT's quantitative scoring process | 40% |
| 2. Relative performance in MPO's quantitative scoring process | 10% |

3. Identified on the MPO Priority List 15%
4. Feasibility of obtaining funding and construction of project during fiscal years 2016-2020 15%
5. Impact to local budget 10%
6. Impact to economic development 10%

The MPO will use a matrix to evaluate each project based on these factors. A color scheme *with assigned points* will be used to assess the projects relative performance under each factor. The color scheme will be defined as follows:

- ❖ **Green-** Project performs well or has a positive impact on the factor. (4 points)
- ❖ **Yellow-** Project performs moderately or has little or no impact on the factor (2 points)
- ❖ **Red-** Project performs low or has negative impact on factor (0 points)

Below is a sample of the project matrix:

Tier	Facility	Description	NCDOT's Performance (40%)	MPO's Performance (10%)	MPO Priority List (15%)	Project Feasibility (15%)	Local Budget Impact (10%)	Economic Development Impact (10%)	Total
Regional	Facility 1	XY Street to AB Drive	4	2	0	2	4	0	2.5
Regional	Facility 2	CD Court to XX Street	2	2	4	2	0	4	2.3
Division	Facility 3	YY Street to XY Drive	0	0	0	2	0	4	0.6

The MPO intends to assign the maximum allowed points (100) to the top 17 projects in the Regional and Division Tiers based on the final rankings reflected in the matrix.

Step Five: Public Involvement

The Greensboro Urban Area MPO will follow its Public Participation Plan (PPP, available at www.guampo.org). The Plan is a flexible framework for encouraging public participation on all MPO plans and studies and was developed in consultation with stakeholders and members of the public. The projects being considered for funding in the FY 2016-2020 have a large geographic reach or impact. Therefore, this process will be conducted in accordance with Tier 2 of the PPP. In addition to the Tier 2 requirements, Tier 1 requirements must also be followed. The method of outreach under Tiers 1 and 2 include:

- Public Notice Newspaper Ads
- Posters displayed on transit, parking decks, libraries, and recreation centers
- Press Releases
- Newsletter on the MPO and Prioritization Process
- Public Review and Meeting (*minimum of one*)

The MPO will solicit public review and comments on the MPO Project Ranking Methodology and assignment of local points 3-5 months prior to final submittal to NCDOT in July 2014. Comments will be summarized in a brief report and presented to the TCC and TAC for review. If necessary, the MPO will also document responses to the comments in the report.

MPO staff will present a draft *Recommended Project Assignment of Local Points* to the TCC and TAC for review only. The TCC and TAC will have a month to review assignment of points and

public comments. In addition the public will also be able to voice their comments during the TAC comment period at the beginning of the TAC meeting. MPO staff will request TCC recommendation for approval and TAC approval the following month. The adoption will be noted in the minutes and a notarized resolution.

Step Six: *Submittal of Local Input (Points) to NCDOT*

MPO staff will submit the project assignment of local points as approved by the TAC by July 31, 2014 to NCDOT. The final *Listings of Project Assignment of Local Points* will be available online at www.guampo.org. MPO staff will notify the public by email.

Draft listing of projects to be funded by NCDOT will be in the Draft MPO FY 2016-2020 Metropolitan Transportation Improvement Program (MTIP).

Note: Point assignments may deviate from the MPO Project Ranking Methodology based on TAC advisement. Any deviation from the above methodology will be documented (rationale/ reasoning) and made available online at www.guampo.org , along with public comments and final point assignments.

MPO Project Ranking Process Timeline

PHASE I: Identify Candidate Projects¹

- | | |
|---|----------------------------|
| • Draft MPO Ranking Process | September 25 th |
| • Jurisdiction's Project Submittals due | October 18 th |
| • TAC Endorsement of Projects for Evaluation | October 23 rd |
| • MPO Evaluation of Candidate Projects² | October- December |
| • Transit Agencies Submit Project List | November 1 st |
| • TAC Approval of Recommended Project List | January 29, 2014 |
| • Submit New Projects to NCDOT³ | March 3, 2014 |

PHASE II: Assign Local Points & Final Rankings

- | | |
|---|----------------------|
| • Public Review (<i>Project Ranking Methodology</i>)⁵ | March 2014 |
| • Develop Priority Project List | April 2014 |
| • TAC Approval of MPO Project Ranking Methodology | April 23, 2014 |
| • NCDOT Scores Released | May 1, 2014 |
| • Draft Assignment of Local Points⁴ | May 2014 |
| • Public Meeting (MPO Assignment of Local Points)⁵ | June 2014 |
| • TAC Approval of Project Assignment of Local Points | July 23, 2014 |
| • Submit Project Assigned Local Points to NCDOT⁶ | July 31, 2014 |
| • MPO Draft MTIP Development | October 2014 |

Note: Numbers 1-6 represent the key steps in the Process.

APPENDIX

MPO Ranking Methodology and Scoring Criteria

- *Roadway Projects*
- *Public Transportation*
- *Rail*
- *Bicycle & Pedestrian Projects*
- *Aviation*

Roadway Projects

Project Types

Roadway Mobility

Roadway mobility projects increase roadway capacity to meet traffic demand and move traffic more efficiently. Such projects should be identified in the 2035 Long Range Transportation Plan (LRTP) to be eligible (though small intersection improvements are sometimes exempt). Examples include:

- Roadway widening;
- Construction of a new roadway (including relocation of existing roadway sections);
- Intersection improvements (*may need to be in the 2035 LRTP; will be determined on a project by project basis*);
- Interchange construction or reconstruction; and
- Access management improvements.

Projects for implementation in Fiscal Years 2016-2025 should be submitted.

Modernization Projects (*Not Prioritized*)

Roadway modernization project types are focused on upgrading roadways without adding substantial capacity. Examples of modernization projects include:

- Widening of roadway lane and/or shoulder width;
- Adding turn lanes (*may need to be in the 2035 LRTP; will be determine on a project by project basis*);
- Upgrading to current design standards (including interstate standards); and

Roadway Infrastructure Health Projects (*Not Prioritized*)

Infrastructure health projects include maintenance, rehabilitation, bridge replacement, and related projects.

Roadway Safety Projects (*Not Prioritized*)

Roadway safety projects include a wide range of treatments in response to documented safety issues.

Note: *Most modernization, infrastructure health, and safety projects will not be prioritized. However, any projects within these categories which exceed the Division's cost threshold will need to be prioritized.*

Project Eligibility Requirements

Roadway Projects

Required to be Considered for List of New Project Submittals

- Should be included in the 2035 LRTP (Mobility projects only)
- Must be Functionally Classified route (Most Thoroughfare Plan routes are functionally classified)
- Preliminary Evaluation /Study Completed
 - ✓ Documents the problem or need, recommends an improvement, identifies constraints to implementation (optional), and documents public input (optional).
 - ✓ Helps define minimum problem statement required by NCDOT for all projects.

Required before a Project can Receive MPO Local Points for Submittal to NCDOT

- Local Support (only required if submitted to NCDOT as a ranked project)
 - ✓ Why → Proof of local support through:
 - Inclusion in adopted plan and/ or bond referendum
 - Or Council / Board Resolution of Support

MPO Evaluation & Scoring Criteria

Highway

(Regional and Division Projects)

Quantitative Data

Reduce Congestion Objective: To assess the relationship between the amount of physical and operational capacity provided by the roadway project in comparison to the vehicular travel demand.

Reduction in Vehicle Hours Delay (VHD) *Up to 3 points will be awarded*

$$\frac{\text{Vehicle Hours Traveled}_{\text{NO-BUILD}} - \text{Vehicle Hours Traveled}_{\text{BUILD}}}{\text{Vehicle Hours Traveled}_{\text{NO-BUILD}}} = \text{Vehicle Hours Delay}$$

The % hours delay reduced between no-build and build scenarios. A 2012 model scenario without the improvement will serve as the no-build scenario and the 2012 model scenario with the project improvement will serve as the build scenario. The number of vehicles multiplied by pm peak hours will be calculated for the no-build and build scenarios. The 2012 model scenario will be developed by interpolating between the 2009 base year scenario and 2015 interim year scenario. The 2012 build scenario included all existing and committed projects. Committed projects have not been constructed but have funding in place for future implementation.

A software known as TransModeler will be used to evaluate intersection improvements and proposed grade separations. The analysis will use 2012 count data and require signal time information. The percentage of VHD reduced between the existing and future scenarios will be calculated.

Benefit / Cost Ratio to reduce Congestion *Up to 3 points will be awarded.*

$$\text{Vehicle Hours Delay} / \text{Cost} = \text{Benefit} - \text{Cost Ratio}$$

The ratio of the Vehicle Hours of Delay reduced between the no-build and build scenarios divided by the cost of the project. The cost of the project includes right-of-way and construction. The project is considered cost efficient for a higher ratio and less efficient for a lower ratio.

Safety Objective: The Safety factor measures the existing crash rate per million vehicle miles (MVM) for the project area. Documentation of a serious injury pattern associated with the project area increases the amount of points available.

Existing Crashes *Up to 3 points will be awarded.*

Identify crash density and severity index from NCDOT TEAAS database. A safety composite score will be based on 50% of the crash density and 50% of the severity index. The composite score will determine the number of points awarded.

$$(\text{Crash Density} \times .5) + (\text{Severity Index} \times .5) = \text{Safety Composite}$$

Qualitative Data

MPO Policy Priorities Objective: Awards points for projects that have been identified by the MPO as being a strategic link in the transportation system.

Up to 2 points will be awarded

Feasibility Criteria

Impacts on the Natural Environment Objective: This criterion is a proxy for the number and scope of expected environmental impacts. It is difficult to fully assess the number, scope, and importance of all the environmental impacts of a project during the planning phase. However, the larger and more complex a project the more environmental work that is normally required. An environmental document, for the purpose of ranking, will be selected based on the project scope and past staff experience.

There are three possible NEPA (environmental) documents- Environmental Impact Statements, Environmental Assessments, and Categorical Exclusions.

Environmental Impact Statement (EIS) *Awarded 1 point.*

EIS is prepared for projects where it is known that the action will have a significant effect on the environment.

Environmental Assessment (EA) *Awarded 2 points.*

EA is prepared for actions in which the significance of the environmental impact is not clearly established. Should environmental analysis and interagency review during the EA process find a project to have no significant impact on the quality of the environment, a Finding of NO Significant Impact (FONSI) is issued.

Categorical Exclusions (CE) *Awarded 3 points.*

(CE) are issued for actions that do not individually or cumulatively have a significant effect on the environment.

Potential Funding Availability Objective: Award points based on the project's funding tier category (i.e., Statewide, Regional, or Division), the tier's available funding amount and restrictions, and the potential likelihood that the project or phases thereof could conceivably be accommodated.

<i>Low</i>	<i>1 point</i>
<i>Medium</i>	<i>2 points</i>
<i>High</i>	<i>3 points</i>

Status of Project Objective: Awards points for the existing status of the project. The further along the project is in the project development process, the more points awarded.

<i>Awaiting Study</i>	<i>0 points</i>
<i>Study Underway</i>	<i>1 point</i>
<i>Feasibility Study</i>	<i>2 points</i>
<i>Study Complete</i>	<i>2 points</i>
<i>EA Complete</i>	<i>3 points</i>
<i>Project Under Design</i>	<i>4 points</i>
<i>Project Design Complete</i>	<i>6 points</i>

Additional Criteria

Promotes Intermodal Connectivity Objective: Improve access to existing and potential intermodal facilities

Awarded 3 points if meets any of the 2 criteria.

- Direct Connection (property line) to Transportation Terminal (airport, rail depot, transit, intermodal terminals)
- Truck Volumes greater than 1,000

Local Share Objective: Award points for projects where local share is available to match Federal or State funding. *Awarded 1 point.*

Land Use Conformance Objective: Award points for projects that specifically support economic development plans documented in an approved plan. *Awarded 1 point.*

Multi-modalism Objective: Award points for projects that specifically support multi-modalism documented in an approved plan. *Awarded 1 point.*

Ranking Calculation

Note ranking will be comparative where the highest performing project in that category will receive the highest points. Only 14 new highway projects may be submitted and therefore the top 14 projects will be submitted to NCDOT. In addition 5 existing highway projects in the system may be replaced with 5 new highway projects. Therefore, a total of 19 new highway projects can be submitted to NCDOT.

Public Transportation Projects

Project Types

General Information

Only Major Capital projects that can be accomplished in Fiscal Years 2015 and 2016-2020 should be submitted.

Any phase, start-up or continuation of a capital project can be submitted as long as a discreet portion can be accomplished by 2020. Projects submitted for FY 2015 will not be prioritized (SAFETEA-LU). Any public transportation projects that were listed in the Prioritization 1.0 that remained unfunded should be *resubmitted* and new projects may be added. There is no limit on the number of public transportation projects that can be submitted. NCDOT requires only submitting projects for which a local funding source has been identified.

Expansion Vehicles

These project types are focused on increasing the efficiency. Example projects include:

- New bus routes and/or services (demand response, headway reductions)
- Purchase of new buses or vans

Facilities

These project types are focused on replacing, improving, or constructing new transit related facilities. Example of projects include:

- Transit related facilities
- Park and Ride Lots
- Bus Shelters

Fixed Guideway

These project types are focused on transit service in which vehicles run along an established path at preset times.
Not Applicable at this time.

Project Eligibility Requirements

Public Transportation Projects

Submittal Requirements were not developed for the Public Transportation projects as the available federal funds are designated only for GTA, PART, and Guilford County. Only Capital projects will be scored and ranked. **However, NCDOT is requiring all projects submitted must have a designated local funding source for SFY 2015-2020.**

The criteria below are exactly the same as NCDOT's criteria with the exception of the qualitative criterion.

Criteria

<u>Public Transportation (Expansion)</u>	
Funding Category	<u>Quantitative Data</u>
Regional Impact	Benefit/Cost = 45 points
	<ul style="list-style-type: none"> Assesses the projected ridership for the life of the expansion vehicle relative to the cost of the vehicle to the state
	Vehicle Utilization Data = 5 points
	<ul style="list-style-type: none"> Examines how systems are maximizing current fleet
	System Safety = 5 points
	<ul style="list-style-type: none"> Compares system safety statistics to the national average
Regional Impact	Connectivity = 5 points
	<ul style="list-style-type: none"> Measures the connectivity of the proposed expansion of service to destinations (education, medical, employment, retail, other transfers)
	System Operational Efficiency = 10 points
	<ul style="list-style-type: none"> Compares the number of trips to revenue hours reported

Qualitative Data

Funding Impact and Potential Funding Availability Objective = 10 points

- Composite score will be calculated based on project impact and potential funding. 70% of the points will be based on the relative impact of the funding amount requested on the transit system. 30% of the points will be based on the project's funding tier category (i.e., Statewide, Regional, or Division), the tier's available funding amount and restrictions, and the potential likelihood that the project or phases thereof could conceivably be accommodated.

$$(\text{Funding Impact} \times .7) + (\text{Potential Funding Availability} \times .3) = \text{Composite Score}$$

Total = 80 points

Funding Category

Quantitative Data

Benefit/Cost = 25 points

- Assesses the projected ridership for the life of the expansion vehicle relative to the cost of the vehicle to the state

Vehicle Utilization Data = 5 points

- Examines how systems are maximizing current fleet

System Safety = 5 points

- Compares system safety statistics to the national average

Connectivity = 5 points

- Measures the connectivity of the proposed expansion of service to vital destinations

System Operational Efficiency = 10 points

- Compares the number of trips to revenue hours reported

Division Needs

Qualitative Data

Funding Impact and Potential Funding Availability Objective = 10 points

- Composite score will be calculated based on project impact and potential funding. 70% of the points will be based on the relative impact of the funding amount requested on the transit system. 30% of the points will be based on the project's funding tier category (i.e., Statewide, Regional, or Division), the tier's available funding amount and restrictions, and the potential likelihood that the project or phases thereof could conceivably be accommodated.

$$(\text{Funding Impact} \times .7) + (\text{Potential Funding Availability} \times .3) = \text{Composite Score}$$

Total = 60 points

Public Transportation (Facilities)

Funding Category

Quantitative Data

Age of Facility, Facility Demand, Park & Ride, Bus Shelter = 40 points

- Age: examines the age of the facility compared to the useful life of the facility
- Facility Demand: measures the demand for new or expanded maintenance and operations facilities
- Park & Ride: compares utilization to cost to state to construct

Regional Impact

- Bus Shelter: examines current demand (boardings and alightings) at the proposed shelter location

Benefit-Cost = 5 points

- Examines the benefit (trips) relative to the cost of the project to the state.

System Operational Efficiency = 5 points

- Compares the number of trips to revenue hours reported

Facility Capacity = 20 points

- Identifies the need for additional capacity by comparing proposed capacity, current usage, and current capacity
-

Qualitative Data

Funding Impact and Potential Funding Availability Objective = 10 points

- Composite score will be calculated based on potential project impact and potential funding. 70% of the points will be based on the relative impact of the funding amount requested on the transit system. 30% of the points will be based on the project's funding tier category (i.e., Statewide, Regional, or Division), the tier's available funding amount and restrictions, and the potential likelihood that the project or phases thereof could conceivably be accommodated.

(Funding Impact*.7) + (Potential Funding Availability*.3)= Composite Score

Total = 80 points

Quantitative Data

Age of Facility, Facility Demand, Park & Ride, Bus Shelter = 30 points

- Age: examines the age of the facility compared to the useful life of the facility
- Facility Demand: measures the demand for new or expanded maintenance and operations facilities
- Park & Ride: compares utilization to cost to state to construct
- Bus Shelter: examines current demand (boardings and alightings) at the proposed shelter location

**Division
Needs**

Benefit-Cost = 5 points

- Examines the benefit (trips) relative to the cost of the project to the state.

System Operational Efficiency = 5 points

- Compares the number of trips to revenue hours reported

Facility Capacity = 10 points

- Identifies the need for additional capacity by comparing proposed capacity, current usage, and current capacity

Qualitative Data

Funding Impact and Potential Funding Availability Objective = 10 points

- Composite score will be calculated based on project impact and potential funding. 70% of the points will be based on the relative impact of the funding amount requested on the transit system. 30% of the points will be based on the project's funding tier category (i.e., Statewide, Regional, or Division), the tier's available funding amount and restrictions, and the potential likelihood that the project or phases thereof could conceivably be accommodated.

(Funding Impact*.7) + (Potential Funding Availability*.3)= Composite Score

Total = 60 points

Bicycle and Pedestrian Projects

Project Types

Bicycle Projects *(stand alone projects for design and/ or construction)*

Bicycle projects include on-road bike facilities (shoulders, bike lanes, wide outside lanes, sidepaths) and shared-use paths (greenways). NCDOT requires submitting bicycle projects with a minimum cost of \$100,000 and recommends not exceeding \$500,000.

Pedestrian Projects *(stand alone projects for design and/ or construction)*

These projects may include sidewalks and intersection improvements. Examples may include curb ramps and pedestrian bridges. NCDOT requires submitting pedestrian projects with a minimum cost of \$100,000 and recommends not exceeding \$500,000.

The MPO can submit a total of 20 new pedestrian and bicycle projects to NCDOT.

Project Eligibility Requirements

Qualitative Data

Division Needs	Access = 10 points
	<ul style="list-style-type: none">This criterion measures community benefit as a result of constructing the proposed project, and is measured by the quantity and significance of destinations associated with the proposed project. Access benefit is also measured by the proximity of the proposed project to the most important end destination (.5 miles for pedestrian and 1.5 miles for bicycles)
	Constructability = 5 points
	<ul style="list-style-type: none">This criterion measures the readiness of a project to be constructed in the near term. Factors such as secured right-of-way, environmental impact, and preliminary engineering work complete are used to calculate this score.
	Safety = 15 points
	<ul style="list-style-type: none">This criterion uses bicycle and pedestrian crash data and speed limit information along project corridors to determine the existing safety need
	Demand Density = 10 points
	<ul style="list-style-type: none">This criterion measures user benefit as a result of constructing the proposed project, and it is measured by the density of population and employment within a walkable or bike-able distance of the proposed project.(.5 miles for pedestrian and 1.5 miles for bicycles)
	Benefit/Cost = 10 points
	<ul style="list-style-type: none">This criterion adds the Access and Demand scores together to create a combined benefit score, and then the benefit is divided into the cost of the project to NCDOT.

Funding Impact and Potential Funding Availability Objective = 10 points

- Composite score will be calculated based on project impact and potential funding. 70% of the points will be based on the relative impact of the funding amount requested on the bicycle or sidewalk network. 30% of the points will be based on the project's funding tier category (i.e., Statewide, Regional, or Division), the tier's available funding amount and restrictions, and the potential likelihood that the project or phases thereof could conceivably be accommodated.

$$(\text{Funding Impact} \times .7) + (\text{Potential Funding Availability} \times .3) = \text{Composite Score}$$

Total = 60 points

Rail Projects

Project Types

Track and Structure Projects *(Only rail lines crossing a county line are eligible)*

These projects include constructing sidings, double-tracks, grade separations, and curve realignments.

Freight Intermodal/ Intercity Passenger Service & Stations *(Only rail lines crossing a county line are eligible)*

These projects include constructing or expanding intermodal, transload facilities, or intercity passenger stations. New or expanded intercity passenger service is also included.

The MPO can submit a total of 5 rail projects to NCDOT.

Project Eligibility Requirements

Rail Projects

Required to be considered for List of New Project Submittals

- Must be included in the 2035 LRTP, CTP, **and** Traffic Separation Study or Feasibility Study
- Preliminary Evaluation /Study Completed
 - ✓ Documents the problem or need, recommends an improvement, identifies constraints to implementation (optional), and documents public input (optional).
 - ✓ Helps define minimum problem statement required by NCDOT for all projects.

Required before a Project can Receive MPO Local Points for Submittal to NCDOT

- Local Support (only required if submitted to NCDOT as a ranked project)
 - ✓ Why → Proof of local support through:
 - Inclusion in adopted plan and/ or bond referendum
 - Or Council / Board Resolution of Support

The criteria below are exactly the same as NCDOT's criteria with the exception of the qualitative criterion.

Criteria

<u>Rail Scoring (Track and Structures)</u>	
Funding Category	<u>Quantitative Data</u>
Regional Impact (Freight / Passenger)	Benefit/Cost = 10 points (freight) / 10 points (passenger) <ul style="list-style-type: none"> • Benefits associated with emissions savings, fuel savings, travel time savings divided by the project cost to the state.
	Capacity/Congestion = 15 points (freight) / 25 points (passenger) <ul style="list-style-type: none"> • Percentage that the existing track segment is over-capacity.
	Safety = 15 points (freight) / 15 points (passenger) <ul style="list-style-type: none"> • Crash potential for railroad/highway at-grade crossings
	Accessibility = 10 points (freight only) <ul style="list-style-type: none"> • Measures the potential for new or improved accessibility to rail service for industries by a freight rail project
	Connectivity = 5 points (freight only) <ul style="list-style-type: none"> • Values projects on strategic corridors, carrying military, ports, intermodal and transload traffic
	Mobility = 15 points (freight) / 20 points (passenger) <ul style="list-style-type: none"> • Measures either the change in percentage of available capacity or travel time savings provided by project
<u>Qualitative Data</u>	
	Funding Impact and Potential Funding Availability Objective = 10 points <ul style="list-style-type: none"> • Composite score will be calculated based on project impact and potential funding. 70% of the points will be based on the relative impact of the funding amount requested on the railroad network. 30% of the points

will be based on the project's funding tier category (i.e., Statewide, Regional, or Division), the tier's available funding amount and restrictions, and the potential likelihood that the project or phases thereof could conceivably be accommodated.

$$(\text{Funding Impact} \times .7) + (\text{Potential Funding Availability} \times .3) = \text{Composite Score}$$

Total = 80 points

Funding Category	<u>Quantitative Data</u>
Division Needs (Freight / Passenger)	<p>Benefit/Cost = 10 points (freight) / 10 points (passenger)</p> <ul style="list-style-type: none"> Benefits associated with emissions savings, fuel savings, travel time savings divided by the project cost to the state. <p>Capacity/Congestion = 10 points (freight) / 15 points (passenger)</p> <ul style="list-style-type: none"> Percentage that the existing track segment is over-capacity. <p>Safety = 10 points (freight) / 10 points (passenger)</p> <ul style="list-style-type: none"> Crash potential for railroad/highway at-grade crossings <p>Accessibility = 5 points (freight only)</p> <ul style="list-style-type: none"> Measures the potential for new or improved accessibility to rail service for industries by a freight rail project <p>Connectivity = 5 points (freight only)</p> <ul style="list-style-type: none"> Values projects on strategic corridors, carrying military, ports, intermodal and transload traffic <p>Mobility = 10 points (freight) / 15 points (passenger)</p> <ul style="list-style-type: none"> Measures either the change in percentage of available capacity or travel time savings provided by project.
	<u>Qualitative Data</u>
	<p>Funding Impact and Potential Funding Availability Objective = 10 points</p> <ul style="list-style-type: none"> Composite score will be calculated based on project impact and potential funding. 70% of the points will be based on the relative impact of the funding amount requested on the railroad network. 30% of the points will be based on the project's funding tier category (i.e., Statewide, Regional, or Division), the tier's available funding amount and restrictions, and the potential likelihood that the project or phases thereof could conceivably be accommodated. $(\text{Funding Impact} \times .7) + (\text{Potential Funding Availability} \times .3) = \text{Composite Score}$ <p><u>Total = 60 points</u></p>

Rail Scoring (Freight Intermodal Facilities / Intercity Passenger Service & Stations)

Funding Category	<u>Quantitative Data</u>
Regional Impact	<p>Benefit/Cost = 15 points</p> <ul style="list-style-type: none"> Benefits associated with emissions savings, fuel savings, travel time

(Intercity Passenger Service Only)	<p>savings divided by the project cost to the state.</p> <p>Capacity/Congestion = 25 points</p> <ul style="list-style-type: none"> Percentage that the existing facility is over-capacity. <p>Connectivity = 10 points</p> <ul style="list-style-type: none"> Values projects based on type and value of connections to intercity passenger service, commuter service, bus service and parking <p>Mobility = 20 points</p> <ul style="list-style-type: none"> Values daily volumes in relation to catchment area population.
<u>Qualitative Data</u>	
	<p>Funding Impact and Potential Funding Availability Objective = 10 points</p> <ul style="list-style-type: none"> Composite score will be calculated based on project impact and potential funding. 70% of the points will be based on the relative impact of the funding amount requested on the railroad network. 30% of the points will be based on the project's funding tier category (i.e., Statewide, Regional, or Division), the tier's available funding amount and restrictions, and the potential likelihood that the project or phases thereof could conceivably be accommodated. <p>(Funding Impact*.7) + (Potential Funding Availability*.3)= Composite Score</p> <p><u>Total = 80 points</u></p>
Funding Category	<u>Quantitative Data</u>
Division Needs (Facilities/ Intercity Passenger Service & Stations)	<p>Benefit/Cost = 10 points</p> <ul style="list-style-type: none"> Benefits associated with emissions savings, fuel savings, travel time savings divided by the project cost to the state. <p>Capacity/Congestion = 15 points</p> <ul style="list-style-type: none"> Percentage that the existing facility is over-capacity. <p>Connectivity = 10 points</p> <ul style="list-style-type: none"> Values passenger projects based on type and value of connections to intercity passenger service, commuter service, bus service and parking Values projects serving military, port, intermodal and transload traffic and % of NC population in catchment area <p>Mobility = 15 points</p> <ul style="list-style-type: none"> Values daily volumes in relation to catchment area population.
<u>Qualitative Data</u>	
	<p>Funding Impact and Potential Funding Availability Objective = 10 points</p> <ul style="list-style-type: none"> Composite score will be calculated based on project impact and potential funding. 70% of the points will be based on the relative impact of the funding amount requested on the railroad network. 30% of the points will be based on the project's funding tier category (i.e., Statewide,

Regional, or Division), the tier's available funding amount and restrictions, and the potential likelihood that the project or phases thereof could conceivably be accommodated.

**(Funding Impact*.7) + (Potential Funding Availability*.3)=
Composite Score**

Total = 60 points

Aviation Projects

Project Types

Commercial Service Airports (*Statewide*)

Large airports with international service or 375,000 enplanements. \$500,000 per airport per project per year. Projects may include, but are not limited to, runway rehabilitation, new equipment, taxiway extension, and land acquisition.

Commercial Service Airports (*Regional*)

Other airports with commercial or regional service and/or less than 375,000 enplanements. \$300,000 per airport per project per year. Projects may include, but are not limited to, runway rehabilitation, new equipment, taxiway extension, and land acquisition.

General Aviation Airports (*Division*)

Airports that do not provide services as defined above are included in this category. Projects may include, but are not limited to, runway rehabilitation, new equipment, taxiway extension, and land acquisition.

The MPO can submit an unlimited number of projects to NCDOT.

Project Eligibility Requirements

Aviations Projects

Submittal Requirements were not developed for the Aviation projects. Aviation projects will be directly submitted to NCDOT. The MPO area has one airport, Piedmont Triad International Airport (PTIA), which is eligible to compete. It will compete under the Statewide Tier.

As noted above under the Purpose, projects in the Statewide Tier are a 100% quantitatively scored. However, criteria have been included for Regional and Division Tiers in case there are any aviation projects not funded at the Statewide Tier. The criteria below are exactly the same as NCDOT's criteria with the exception of the qualitative criterion.

Aviation Projects

Funding Category	<u>Quantitative Data</u>
Regional Impact	<p>NCDOA Project Rating = 40 points</p> <ul style="list-style-type: none"> Projects prioritized and classified within NC Division of Aviation (NCDOA) established project categories. Assigns point values based on priority of the

	<p>project and need of the project.</p> <p>FAA Airport Capital Improvement Plan = 20 points</p> <ul style="list-style-type: none"> Federal Aviation Administration Airport Capital Improvement Plan (ACIP) Rating. Ratings based on critical airport development and capital needs within National Airspace System (NAS). <p>Local Investment Index = 5 points</p> <ul style="list-style-type: none"> A measurement of the project's local funds compared to state funds and provides greater points for projects that have a higher % of local funding sources (i.e. local or public-private funds). <p>Federal Investment Index = 5 points</p> <ul style="list-style-type: none"> A measurement of the project's federal funds compared to state funds and provides greater points for projects with higher % of federal funds verses state funds.
	<u>Qualitative Data</u>
	<p>Funding Impact and Potential Funding Availability Objective = 10 points</p> <ul style="list-style-type: none"> Composite score will be calculated based on project impact and potential funding. 70% of the points will be based on the relative impact of the funding amount requested on the airport. 30% of the points will be based on the project's funding tier category (i.e., Statewide, Regional, or Division), the tier's available funding amount and restrictions, and the potential likelihood that the project or phases thereof could conceivably be accommodated. <p>(Funding Impact*.7) + (Potential Funding Availability*.3)= Composite Score</p> <p><u>Total = 80 points</u></p>
Funding Category	<u>Quantitative Data</u>
Division Needs	<p>NCDOA Project Rating = 30 points</p> <ul style="list-style-type: none"> Projects prioritized and classified within NC Division of Aviation (NCDOA) established project categories. Assigns point values based on <u>priority</u> of the project and <u>need</u> of the project. <p>FAA Airport Capital Improvement Plan = 10 points</p> <ul style="list-style-type: none"> Federal Aviation Administration Airport Capital Improvement Plan (ACIP) Rating. <p>Local Investment Index = 5 points</p> <ul style="list-style-type: none"> A measurement of the project's local funds compared to state funds and provides greater points for projects that have a higher % of local funding sources (i.e. local or public-private funds). <p>Volume/Demand Index = 5 points</p> <ul style="list-style-type: none"> Index representing traffic (aircraft operations) plus employment density (jobs near the airport). Identifies projects where there is more traffic and in areas with more user demand.
	<u>Qualitative Data</u>
	<p>Funding Impact and Potential Funding Availability Objective = 10 points</p> <ul style="list-style-type: none"> Composite score will be calculated based on project impact and potential funding. 70% of the points will be based on the relative impact of the funding amount requested on the airport. 30% of the points will be based on the project's funding

tier category (i.e., Statewide, Regional, or Division), the tier's available funding amount and restrictions, and the potential likelihood that the project or phases thereof could conceivably be accommodated.

(Funding Impact*.7) + (Potential Funding Availability*.3)= Composite Score

Total = 60 points

Greenville MPO

The following methodology has been developed by the Greenville Urban Area MPO for the purpose of determining regional priorities for transportation funding, as carried out through the State of North Carolina's Strategic Transportation Investments (STI) law and the associated "SPOT" Prioritization Process. This methodology is intended to incorporate both measurable, objective data and information about priorities from local jurisdictions, to ensure a process that is both data-driven and responsive to local needs.

This methodology has been developed to meet the requirements of Session Law 2012-84 (Senate Bill 890), which requires that MPOs and RPOs have a process including both quantitative and qualitative elements for determining project prioritization.

Scores for the criteria in each mode will be weighted and awarded to each project. The percent weight times the points measurement will comprise the final points total.

Final scores and project ranking will be posted on the Greenville MPO home page on or before July 31, 2014. The URL link is

http://www.greenvillenc.gov/departments/public_works_dept/information/default.aspx?id=510

How the criteria were developed:

The projects are divided into highway, bicycle-pedestrian and transit projects, and sorted based on eligible Strategic Transportation Investment categories. Each mode has a series of measurable criteria and weighting in each criteria category.

Quantitative criteria are based on measurable data available from local and state sources. Qualitative criteria are based on staff knowledge of local conditions, public comment and suggestions from TCC and TAC members.

Data measurements were chosen based on staff knowledge of evaluation measures. Scoring percentages for each mode were established based on the percentages assigned to MPOs for local input at the regional and division level.

Qualitative measures for ranking

Qualitative measures must be defined and documented. The Greenville MPO solicited public input on the quantitative and qualitative criteria that will drive how local input points are allocated. There is at least one qualitative criteria for each project category. An example of qualitative criteria is "transportation plan consistency".

Public input to the selection criteria

Public input opportunities are available at TCC and TAC meetings when candidate projects are considered or points are awarded to projects. All public involvement opportunities are advertised in the local newspaper. All TCC and TAC meetings are advertised and open to the public. All TCC and

TAC meetings have designated public comment periods. This criteria will be reviewed by TCC and TAC at their January 2014 meetings.

Public comment on the priority criteria will be available on April 8, 2014 (TCC) and April 22, 2014 (TAC). The criteria will be presented at a scheduled TCC and TAC meeting so that residents can understand how the projects will be ranked and selected. The information has also been posted on the City of Greenville's website, on the MPO home page, to assure wider dissemination of the points criteria.

Once the information is available, the TCC and TAC committees will consider the public comments in making preliminary points assignments for each project. The comments will be presented and discussed before the TAC has a final vote to approve or not approve.

Action	Date
Draft methodology conditionally approved by NCDOT	December 20, 2013
Advertise for public comments	December 30, 2013
Projects submitted by local jurisdictions	January 14, 2014
TCC meeting to receive public comments and review projects	January 14, 2014
TAC meeting to receive public comments and review projects	January 28, 2014

REGIONAL PROJECT PRIORITIZATION CRITERIA

Roadway--regional

Highway - REGIONAL PROJECT SCORING (MPO score=15% of total score)		
Criteria	Measurement	Percent Weight
NCDOT's congestion score	0-100 points	15%
Transportation plan consistency (is the proposed project included in the MPO's Long Range Transportation Plan?)	100 points = yes 0 points = no	40%
Environmental Documentation and Design (status of NEPA documentation and roadway design)	100 points = both completed 80 points = completed 1 60 points = both are underway 20 points = 1 is underway 0 points = not started	15%
Level of Regional connectivity	100 = connects 3 or more jurisdictions 50 = connects 2 jurisdictions 0 = within 1 jurisdiction	15%
Level of roadway tier on CTP map	100 = Freeway 80 = Expressway 60 = Boulevard 40 = Major Thoroughfare 20 = Minor Thoroughfare	15%

NCDOT's congestion score - 15% of MPO's regional score. This criteria will measure the level of roadway congestion as calculated by NCDOT and is based on existing traffic volume and roadway capacity.

- $((\text{Existing Vol/Capacity Ratio} \times 100) \times 60\%) + ((\text{Existing Vol}/1,000) \times 40\%)$

Transportation Plan Consistency - 40% of regional score - If a project is identified in the MPO's adopted Long Range Transportation Plan, then a score of 100 points will be awarded in this category. A project not in the MPO's LRTP will not receive any points in this category. Modernization and Access Management projects are consistent with the LRTP and will receive the full 100 points for this criteria.

Level of regional connectivity - 15% of MPO's regional score — For this criteria, points will be awarded to those projects that connect multiple jurisdictions. More points are awarded to those projects that connect more jurisdictions.

These criteria will use NCDOT's congestion score up to 100 points, with a 15% weighting. Points range:

100—connects 3 or more jurisdictions

50—connects 2 jurisdictions

0—within 1 jurisdiction.

Environmental documentation - 15% of MPO's regional score —NEPA documentation and roadway design are completed or underway.

Points range:

100 points—completed all documentation

80 points = completed 1 document, either NEPA or roadway design

60 points = both NEPA documentation and roadway design are underway

20 points = 1 is underway, either NEPA or roadway design

0 points = neither documentation has begun

Level of roadway tier on CTP - 15% of MPO's regional score —points will be based on functional classification of the new or existing roadway, with points awarded in the following manner:

Points assignment:

100 = Freeway

80 = Expressway

60 = Boulevard

40 = Major Thoroughfare

20 = Minor Thoroughfare

MPO percent weight—15%

Aviation Projects --regional

Aviation - REGIONAL PROJECT SCORING		
MPO ranking = 15% of total score		
Criteria	Measurement	Percent Weight
NCDOT's total quantitative data score calculated for a project	0-75 points x 1.3333 (to standardize to a 100-point scale)	60%
Transportation plan consistency (is the proposed project included in the MPO's Long Range Transportation Plan?)	100 points = yes 0 points = no	40%

Criteria for aviation projects will use NCDOT's total quantitative data score calculated for a project, and transportation plan consistency. Consistency with the MPO's Long Range Transportation Plan will be 40% of the score.

MPO score will equal 15% of total score for Regional airports. Pitt Greenville Airport (PGV) is the only airport in the MPO's planning area is classified as a "regional impact" airport.

NCDOT's quantitative data score (for Regional-level aviation projects) percentage calculations all add up to 70% of NCDOT's total score. Thus, all percentages will be proportionally scaled so that this quantitative data score will equate to 100%. Further, NCDOT only uses a 75-point scale for aviation projects. Therefore, a factor of 1.3333 must be applied to standardize to a 100-point scale.

Quantitative Criteria

NCDOT's total quantitative score is based on the following:

- 40% based on the NC DOA Project Rating'
- 20% based on the FAA Airport Capital Investment Plan;
- 5% based on the Local Investment Index
- 5% based on the Volume/Demand Index

Qualitative Criteria

Transportation Plan Consistency - 40% of score - If a project is identified in the MPO's adopted Long Range Transportation Plan, then a score of 100 points will be awarded in this category. A project not in the MPO's LRTP will not receive any points in this category.

Rail--regional

Rail - REGIONAL PROJECT SCORING		
MPO ranking = 15% of total score		
Criteria	Measurement	Percent Weight
NCDOT's total quantitative data score calculated for a project	0-100 points	60%
Transportation plan consistency (is the proposed project included in the MPO's Long Range Transportation Plan)	100 points = yes 0 points=no	40%

The MPO does not anticipate a funding request for a rail project. However, the 60% of the regional ranking would be based on the NCDOT data score and the remaining 40% is based upon consistency with the MPO's Long Range Transportation Plan.

NCDOT's quantitative data score (for Regional-level Rail projects) percentage calculations all add up to 70% of NCDOT's total score for the project. Thus, all percentages will be proportionally scaled so that this quantitative data score will equate to 100%.

NCDOT's Quantitative Score

For Track and Structures (Freight):

- 10% based on Benefit/Cost
- 15% based on Capacity/Congestion
- 15% based on Safety
- 10% based on Accessibility
- 5% based on Connectivity
- 15% based on Mobility

For Track and Structures (Passenger):

- 10% based on Benefit/Cost
- 25% based on Capacity/Congestion
- 15% based on Safety
- 20% based on Mobility

For Freight Intermodal Facilities, Intercity Passenger Service, and Stations:

Passenger

- 15% based on Benefit/Cost
- 25% based on Capacity/Congestion
- 10% based on Connectivity

- 20% based on Mobility

Transportation Plan Consistency - 40% of regional score - If a project is identified in the MPO's adopted Long Range Transportation Plan, then a score of 100 points will be awarded in this category. A project not in the MPO's LRTP will not receive any points in this category.

DIVISION PROJECT PRIORITIZATION CRITERIA

Highway--division

Highway-DIVISION PROJECT SCORING (MPO score=25% of total score)		
Criteria	Measurement	Percent Weight
Transit accessibility (Will project incorporate transit features?, eg bus pull-out bays, bus shelters, bus stop, etc)	Yes= 100 points No = 0 points	20%
Pavement Condition (Worst pavement condition = 100 points Best pavement condition = 0 points)	0-100 points	20%
NCDOT's congestion score	0-100 points	20%
Transportation Plan Consistency Is the proposed project included in the MPO's Long Range Transportation Plan? (Modernization/Access improvement projects are not specifically noted in LRTP, but are consistent with the LRTP, and thus would be awarded the full 100 points).	100 points = yes 0 points = no	40%

Transit accessibility—This criteria will award points to a project if a project will incorporate features that enable or improve accessibility to transit use. If the project will contain transit features, then it shall be awarded the full 100 points. If no transit features are a part of the project, then no points shall be awarded for this criteria.

Pavement condition—Points will be awarded based upon NCDOT's pavement condition score, with a higher score correlating with a lower pavement condition. Pavement Condition is defined as the percent of lane miles in good condition. A good condition for pavement is defined as a Pavement Condition Rating (PCR) value of 80 or higher (on a 0 to 100 scale). The PCR score displays a composite score determined using a pavement condition survey performed annually for interstate routes and every two years for primary and secondary routes. The survey uses the complete roadway

length for all asphalt surface roadways and a sampling of every mile of concrete pavement. 0-100 points, 20% weight

Congestion – This scoring category will be computed by NCDOT. It is based on existing traffic volumes and capacity of roadway. Congestion data will be obtained from existing NCDOT databases until the statewide travel demand model is sufficiently developed to allow use of its outputs.

Transportation Plan Consistency - 40% of regional score - If a project is identified in the MPO's adopted Long Range Transportation Plan, then a score of 100 points will be awarded in this category. A project not in the MPO's LRTP will not receive any points in this category. Modernization and Access Management projects are consistent with the LRTP and will receive the full 100 points for this criteria.

Transit--division

Transit Facility - DIVISION PROJECT SCORING		
Criteria	Measurement	Percent Weight
Degree to which the facility benefits transit patrons	10 points for each of the following: 1. Safety 2. Heating/ Air Cond. 3. Restrooms 4. Seating 5. Protection from Elements	30%
Project cost as a percentage of total transit facility projects submitted for prioritization. If only one project submitted, then that project shall receive full score (100 points).	0 - 20% = 100 points >20% - 40% = 80 points >40% - 60% = 60 points >60% - 80% = 40 points >80% - 100% = 20 points	30%
Transportation plan consistency (is the proposed project included in the MPO's Long Range Transportation Plan?)	100 points = yes 0 points = no	40%

Degree to which the facility benefits transit patrons--30% weight. There are 5 measures for this criteria, if the project's intended design include them. 10 points each:

Safety - 10 points awarded if the facility increases safety for transit patrons via police or staff/employee presence.

Heating/Air Cond. - 10 points awarded if the facility provides a climate controlled environment for transit patrons.

Restrooms - 10 points awarded if the facility provides restrooms

Seating - 10 points awarded if the facility provides seating for transit patrons.

Protection from the elements - 10 points awarded if the facility provides protection from the elements for transit patrons.

Project cost as a percentage of total transit facility projects submitted for prioritization. If only one project submitted, then that project shall receive full score. 30% weight.

Bicycle and pedestrian--division

Bike/Ped - DIVISION PROJECT SCORING		
Criteria	Measurement	Percent Weight
Connectivity to existing greenway system	100 points = connects to existing greenway, park trail, or park facility 75 points = connects to existing greenway via sidewalks 50 points = connects to sidewalks, but not existing greenway 0 points = no connection to other non-highway modes	20%
NCDOT's Demand Density score for bike/ped projects (Higher score = project serves a greater population and employment)	0-100 points	30%
Transportation plan consistency (is the proposed project included in the MPO's	100 points = yes	40%

Long Range Transportation Plan or MPO's Bicycle and Pedestrian Master Plan)	0 points = no	
NCDOT's Safety score for bike/ped projects (higher score for those projects NCDOT's score determines to have a higher safety need)	0-100 points	10%

Connectivity to existing greenway system--scoring is divided between direct connection and indirect connection.

The Greenville Urban Area MPO proposes to use NCDOT's Demand density score to allocate points to bicycle and pedestrian projects. Demand density is defined as areas with significant residential or employment density. Projects that score well in this category are those in areas with high population and employment. 0-100 points. This score is developed by NCDOT.

The Greenville Urban Area MPO proposes to use NCDOT's safety score to allocate points to bicycle and pedestrian projects. Safety improvements are defined as projects or improvements where bicycle or pedestrian accommodations are non-existent or inadequate for safety of users. Projects that score well in this category are those along corridors with high crash rates and/or high posted speed limits. 0-100 points.

Transportation Plan Consistency - 40% of regional score - If a project is identified in the MPO's adopted Bicycle and Pedestrian Master Plan, then a score of 100 points will be awarded in this category. A project not in the MPO's Bicycle and Pedestrian Master Plan will not receive any points in this category.

Rail--division

Rail - DIVISION PROJECT SCORING		
MPO ranking = 25% of total score		
Criteria	Measurement	Percent Weight
NCDOT's total quantitative data score calculated for a project	0-100 points	60%
Transportation plan consistency (is the proposed project included in the MPO's Long Range Transportation Plan?)	100 points = yes 0 points = no	40%

The Division-level Rail projects project scoring is based on the NCDOT data score and the consistency with the MPO's Long Range Transportation Plan. NCDOT's quantitative data score (for

Division-level Rail projects) percentage calculations all add up to 50% of NCDOT's total score. Thus, all percentages will be proportionally scaled so that this quantitative data score will equate to 100%.

NCDOT Quantitative Score

For Track and Structures (Freight):

- 10% based on Benefit/Cost
- 10% based on Capacity/Congestion
- 10% based on Safety
- 5% based on Accessibility
- 5% based on Connectivity
- 10% based on Mobility

For Track and Structures (Passenger):

- 10% based on Benefit/Cost
- 15% based on Capacity/Congestion
- 10% based on Safety
- 15% based on Mobility

For Freight Intermodal Facilities, Intercity Passenger Service, and Stations:

Freight

- 10% based on Benefit/Cost
- 15% based on Capacity/Congestion
- 10% based on Connectivity
- 15% based on Mobility

Passenger

- 10% based on Benefit/Cost
- 15% based on Capacity/Congestion
- 10% based on Connectivity
- 15% based on Mobility

Transportation Plan Consistency - 40% of regional score - If a project is identified in the MPO's adopted Long Range Transportation Plan, then a score of 100 points will be awarded in this category. A project not in the MPO's LRTP will not receive any points in this category. Modernization and Access Management projects are consistent with the LRTP and will receive the full 100 points for this criteria.

For the division level, the criteria will use NCDOT's total quantitative data score calculated for a project, and whether the project is included in the Long Range Transportation Plan. Transportation Plan Consistency will be 40% of the score.

High Point MPO

Strategic Transportation Investments – also known as the Strategic Mobility Formula – is a new way to fund and prioritize transportation projects to ensure they provide the maximum benefit to our state. It allows NCDOT to use its existing revenues more efficiently to fund more investments that improve North Carolina’s transportation infrastructure, create jobs and help boost the economy.

The High Point Urban Area Metropolitan Planning Organization (HPMPO) has developed the following project ranking methodology to prioritize projects in the HPMPO in order to be scored using the Strategic Mobility Formula and the SPOT prioritization process. Project scores and rankings will be available on the High Point MPO website at <http://www.hpdot.net/HPMPO/spot/spot.htm>.

Background

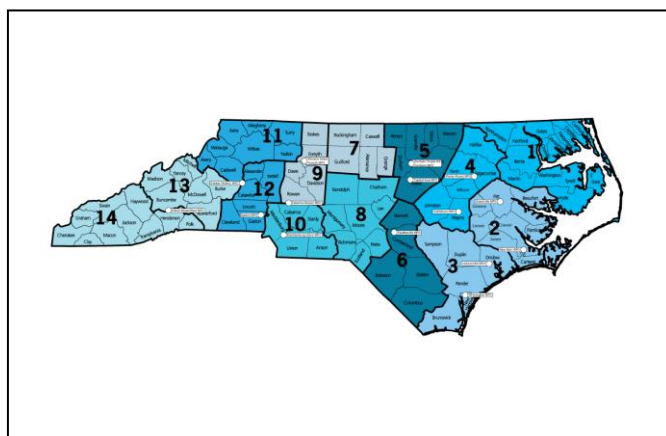
Over the last year, NCDOT has been working with internal and external stakeholders to revamp the process. Significant changes have been made to the process and were driven by House Bill 817 also known as Strategic Transportation Investments (STI). The bill established funding categories (Statewide, Regional, and Division) and allocations across all modes.

Prioritization 3.0, the primary input for the FY 2016-2020 Transportation Improvement Program (STIP), is a multi-modal process that evaluates highway, transit, bicycle and pedestrian, and rail project needs. Prioritization 3.0 will cover newly submitted project needs as well as projects that were submitted under Prioritization 2.0 but which were unfunded or funded in FY 2016 or later.

The NCDOT and North Carolina legislature have required that all metropolitan and rural planning organizations develop a ranking process to evaluate all eligible project categories (highway, non-motorized, public transportation, aviation, rail and ferry). This process must be approved by the NCDOT to ensure compliance with the legislative intent of the mandate. The process will apply to all projects ranked by the MPO that fall in the “regional” and “division” levels.

Regional Level

Projects of regional significance will receive 30% of the available revenue, equaling \$4.5 billion over a decade based on regional population. Projects on this level compete within specific regions made up of two NCDOT Transportation Divisions. This map shows these regions. For example, Divisions 7 and 9 are paired together to form a single region, and Divisions 8 and 10 are paired together to form a single region.



NCDOT will select applicable projects for funding using two weighted factors. Data will comprise 70% of the decision-making process and local rankings by area planning organizations and the NCDOT Transportation Divisions will round out the remaining 30% at this level.

Division Level

Projects that address local concerns such as safety, congestion and connectivity will receive 30% of the available revenue, or \$4.5 billion, shared equally over NCDOT's 14 Transportation Divisions. The department will choose projects based 50% on data and 50% on local rankings.

Public Input

The HPMPO plans to release the Draft ranking criteria and priority list for a 30 day public review and comment period from April 1, 2014 until April 30, 2014. Information will be available on the HPMPO website and the comment and review period will be advertised in all local newspapers as well as local access public television. Any comments received during this period will be presented to the TAC for their consideration before approving the final priority list of projects for the HPMPO.

The HPMPO TAC will assign local input points to projects on the approved priority project list. Once this process is complete the HPMPO will release the project list and input points for a 30 day public review and comment period. Any comments received during the public review and comment period will be considered before the TAC approves the final project list and input point assignments. Any changes to the schedule will be posted on the MPO website. Below are key dates in the prioritization process.

- **April 1, 2014** – release Draft ranking criteria and priority list for public review and comment
- **April 22, 2014** - Transportation Advisory Committee Meeting
- **May 13, 2014** - review public comments, approve ranking criteria and priority list, TAC Dot vote – release for 30 day public review and comment
- **May 27, 2014** - Transportation Advisory Committee Meeting
- **June 24, 2014** – Transportation Advisory Committee Meeting – approve final priority list and local input points assignment
- **July 1, 2014** - Final approved priority list and local input points posted to the HPMPO website and sent to NCDOT
- **July 31, 2014** – NCDOT deadline for local input points

Project Modes

NCDOT requires that each MPO rank all modes of transportation including highway, bike, pedestrian, public transportation, ferry, rail, and aviation. The HPMPO will rank highway, aviation, and public transit projects. Any justification/rationale for point assignments made by the TAC which deviate from this local methodology will be placed on the MPO website.

Project Modes.

NCDOT requires that each MPO rank all modes of transportation including highway, bike, pedestrian, public transportation, ferry, rail, and aviation. The HPMPO will rank highway, public transit and aviation projects.

For highway projects the HPMPO will use a two part ranking process on a 100 point scale. Part one of the ranking process will consist of four ranking criteria which will be used to rank the projects in the HPMPO. They are Congestion, Safety, Economic Vitality, and Accessibility, with scores ranging from 0 points to 4 points. Each criterion is weighted depending on its importance to the HPMPO with a maximum weighted score of 60 points for part one of the ranking process. Part two of the ranking process will be a dot voting procedure by the TAC with a maximum score of 40 points.

	0 points	1 point	2 points	3 points	4 points
Congestion	0 - 0.35	.36 - .60	.61 - .75	.76 - .90	.91 - 1.0
Safety	0 - 20	21 - 40	41 - 60	61 - 80	80+
Economic Vitality	The project does not promote or enhance the Economic Vitality of the MPO, Region, or State		The project has the potential to promote or enhance Economic Vitality but may be limited by other factors		The project does promote or enhance the Economic Vitality of the MPO, Region, or State
Accessibility	Other modes of travel are not included in the project and access is not provided to other modes of travel		Other modes of travel are included in the project AND/OR access is provided to other modes of travel		Other modes of travel are included in the project AND access is provided to other modes of travel

Congestion – congestion is determined by volume/capacity (V/C) ratios and is calculated by the Strategic Prioritization Office of Transportation (SPOT). Congestion can receive up to 4 points and

will be multiplied by a factor of five (5) which can produce a maximum weighted score for this criterion of **20**.

Safety – safety is based on accident data. On existing roads, projects will be evaluated based on the accident data from that road. On new locations, projects will be evaluated based on the accident data from adjacent roads. The score will be calculated by the SPOT Office and includes Crash Density, Crash Severity, and Critical Crash Rate. Safety can receive up to 4 points and will be multiplied by a factor of four (4) which can produce a maximum weighted score for this criterion of **16**.

Economic Vitality – economic vitality of a project is determined by whether or not a project improves access and/or enhances freight movement to known economic or employment centers. Does a project provide access to areas that are identified on local land use plans as employment or economic centers or does it provide for potential redevelopment? Economic Vitality can receive up to 4 points and will be multiplied by a factor of three (3) which can produce a maximum weighted score for this criterion of **12**.

Accessibility – accessibility is determined by how well a project may or may not provide access to other modes of transportation. Are other modes included as part of the project? Accessibility can receive up to 4 points and will be multiplied by a factor of three (3) which can produce a maximum weighted score for this criterion of **12**.

Criteria	Factor	Max Possible Points	Max Weighted Score
Congestion	5	4	20
Safety	4	4	16
Economic Vitality	3	4	12
Accessibility	3	4	12
Total	15	4	60

As the table above demonstrates a project can receive a maximum score of **60** for part one of the ranking criteria process.

HPMPO qualitative dot voting procedure

Once staff completes part one of the ranking process using the above ranking criteria, the list will be presented to the TAC for part two of the ranking process. The TAC can decide to approve the submitted priority list of projects, or rearrange the list based on one of several qualitative factors including public input, compatibility with local or regional adopted plans, constructability, additional project funding sources, and project history. These qualitative factors are defined below:

- Public Input – Public opinion of the project is positive.
- Compatibility with local or regional adopted plans – The project is in agreement with locally or regionally adopted planning documents.
- Constructability – the ease and efficiency in which a project can be constructed.

- Additional project funding – Other funding sources are available to help reduce the overall cost of the project.
- Project History – The project has been on the adopted Long Range Transportation Plan (LRTP) or the Comprehensive Transportation Plan (CTP) of the HPMPO for 10 years or longer.

Before the dot voting process begins staff will give each voting TAC member a dot voting worksheet. This worksheet is included below. The TAC member will identify which projects they intend to vote for and the justification for assigning votes to that project. Once all TAC members vote, the worksheets will be turned in and kept as a record of that TAC members vote.

Dot Vote Rank	Points	Dot Vote Rank	Points
1st	40	14th	7
2nd	37	15th	5
3rd	35	16th	3
4th	33	17th and up	0
5th	30		
6th	27		
7th	25		
8th	23		
9th	20		
10th	17		
11th	15		
12th	13		
13th	10		

Each voting member will be given 12 dots. Each member must vote for at least three projects. Once all dots have been placed, staff will calculate the number of dots for each project. The project receiving the highest number of dots will get an additional 40 points. The next project with the next highest amount of dots will get 37 additional points. This will continue for each subsequent project until there are no additional points to be awarded. If there is a tie in the number of dots allocated to multiple projects then the project with the highest ranking from part one of the ranking process will get the higher amount of points. The list will then be rearranged to account for the additional points awarded by the TAC through the dot ranking process.

HPMPO Dot Vote Worksheet																						
TAC Member _____			Jurisdiction _____																			
HIGHWAY PROJECTS			Dot Votes										Justification									
													In order for TAC member to vote for a project, they must justify their reasoning for that vote from one of the following criteria:									
													<div> <div>Check all that apply</div> <div>h</div> </div>									
Finch Farm Road	I-85	SR 3106														1	Project Name:	Public Input				
Johnson Street-Sandy Ridge Road	Skeet Club Road	I-40																Compatibility with local or regional adopted plans				
Greensboro-High Point Road	US 311 Bypass	Vickrey Chapel Road																Constructability				
Surrett Drive	Eden Terrace	Market Center Drive																Additional funding sources				
Archdale Road, Archdale Road	Robbins Country Road	US 311 (Main Street)																Project History (CTP or LRTP duration)				
Turner Street/Liberty Street	Cloniger Street	National Highway																				
Surrett Drive	Eden Terrace	I-85																				
I-85	Kivett Drive	Interchange																				
Skeet Club Road	US 311	Johnson Street																				
Piedmont Parkway Extension	NC 6	Sandy Ridge Road																				
Kivett Drive	I-85	I-85 Business/US 29/US 70														2	Project Name:	Public Input				
NC-8 Winston Road	I2Th Street	Biesecker Road in Lexington																Compatibility with local or regional adopted plans				
I-85-BUS-, US-70 , US-29	US 311 (Main Street)	Interchange																Constructability				
I-40	US 311	I-40 Business/US 421																Additional funding sources				
I-85-BUS-, US-70 , US-29	US 311 Business (Main Street)	Interchange																Project History (CTP or LRTP duration)				
NC-68	US 311	Interchange																				
NC-109	North of Old Greensboro Road	I-40/US 311														3	Project Name:	Public Input				
NC-109	NC 62 (Cloniger Drive)	Main Street																Compatibility with local or regional adopted plans				
NC-109	Main Street	I-85 Business/US 29/US 70																Constructability				
NC-109	Lambeth Road	NC 62 Cloniger Drive																Additional funding sources				
I-85-BUS-, US-70 , US-29	Old Greensboro Road	Interchange																Project History (CTP or LRTP duration)				
US-64	Davie County Line	US 52 in Lexington																				
NC-109	I-85 in Thomasville	NC 47 in Denton														4	Project Name:	Public Input				
NC-610 East Fairfield Road	US 311 (South Main Street)	NC 62(Liberty Street)																Compatibility with local or regional adopted plans				
Lexington Bypass	I-85 Business/US 29/52/70	Fairview Road																Constructability				
NC-150	Frye Bridge/Welcome Arcadia Rd	US 64																Additional funding sources				
NC-62	Archdale City Limits	I-74																Project History (CTP or LRTP duration)				
NC-8 Cotton Grove Road	Rothrock Road	Wrenn Road																				
High Point Airport Connector	US 66 /N Main St./High Point Rd	I 40														5	Project Name:	Public Input				
NC-49	Randolph County Line	Pee Dee River																Compatibility with local or regional adopted plans				
I-85-BUS-, US-70 , US-29	I-85 in Davidson County	I-85 in Guilford County																Constructability				
US-64	US 29/70 in Lexington	Interchange																Additional funding sources				
NC-8	Hunt Road	Rothrock Road																Project History (CTP or LRTP duration)				
NC-109	NC 24/27	NC 47																				
I-85-BUS-	US 64	Interchange														6	Project Name:	Public Input				
NC-8	NC 49	Hunt Road																Compatibility with local or regional adopted plans				
US-64	Davidson County Line	Lake Park Road																Constructability				
US-64	NC 109	Randolph County Line																Additional funding sources				
I-73 , US-220	West Presnell Street	I-85																Project History (CTP or LRTP duration)				
US-64	East of I-85 Business in	NC 109																				
US-421	Linville Road in Forsyth County	Sandy Ridge Road																				

Public transit projects and aviation projects will be ranked using the approved ranking process developed by the Strategic Prioritization Office of Transportation (SPOT), Economic Vitality, and Accessibility. The SPOT score will count as 50 percent, Economic Vitality will count as 25 percent, and Accessibility will count 25 percent.

Local Input Points Assignment

Statewide projects receive 0 local input point because those projects are prioritized entirely at the state level, however if a statewide project does not get funded at that category it can fall into the Regional category and potentially Division Needs category and be eligible for local input points. The HPMPO has 1600 local input points to allocate to Regional category projects and 1600 local input point to allocate to Division category projects. The highest ranked public transit and aviation project as determined by the above ranking process will receive 100 points. The maximum number of points that can be allocated to any one project is 100. The HPMPO will allocate the maximum number of points possible to each highway project on the ranked priority list until we have no points left to allocate.

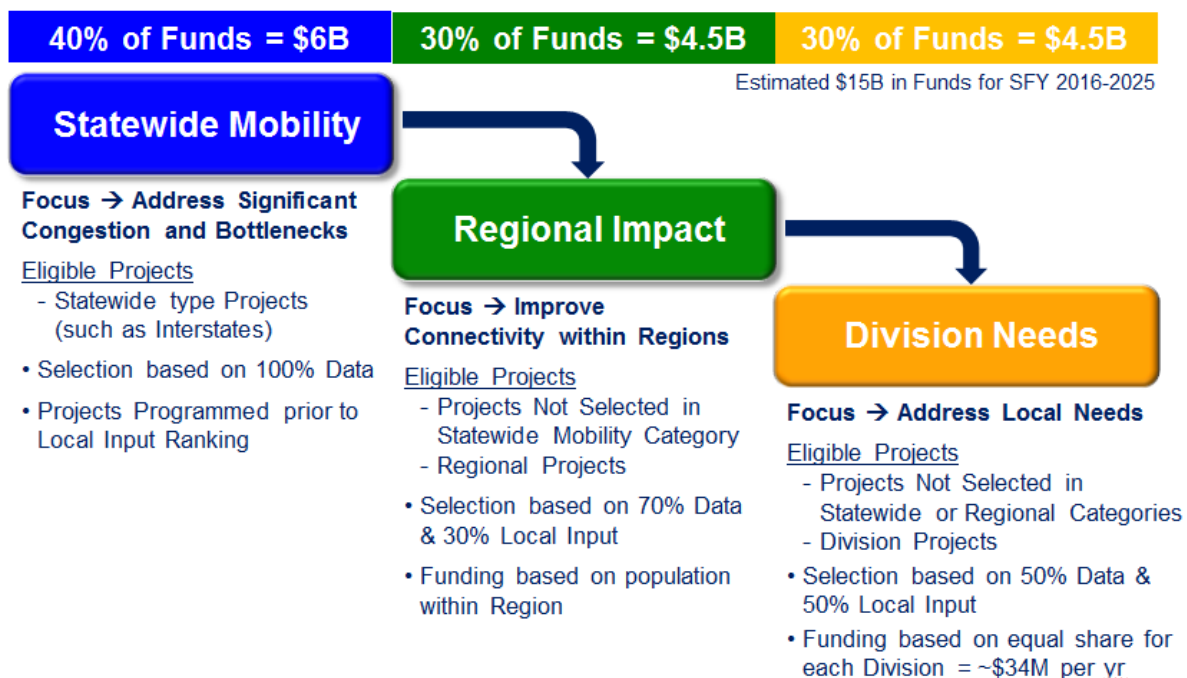
The HPMPO is located in a portion of four counties and three NCDOT Divisions, as well as adjacent to three MPOs, and two RPOs. It is essential that coordination meetings between the HPMPO, Divisions 7, 8, 9, the Winston-Salem MPO, the Greensboro MPO, the Cabarrus Rowan MPO, the Piedmont Triad RPO, and the NW Piedmont RPO take place to make sure projects receive the maximum amount of local input points possible.

Jacksonville MPO

Jacksonville Urban Area MPO P3.0 Local Prioritization Input Methodology

The Strategic Transportation Investments bill was signed into law on June 26, 2013. The law provides a new way to fund and prioritize transportation projects to ensure they provide the maximum benefit to our state. The prioritization process, known as P3.0, is driven by data and local input, with all modes competing for funding. The formula breaks down projects into three categories: Statewide Mobility (Interstate, National Highway System, Strategic Highway Network, Major Airports), Regional Impact (All other US and NC Routes, Regional Airports) and Division Needs (All other state roadways, General Airports, Bicycle, Pedestrian, Transit). The following graphic depicts how the formula works. Additional information on the Strategic Transportation Investments is available at www.ncdot.gov/strategictransportationinvestments/.

How the Strategic Mobility Formula Works



State Law 2012-84 requires NCDOT approval of MPO local prioritization input methodologies. Session Law 2013-183 requires these methodologies to include both qualitative and quantitative measures. Guidance from NCDOT dictates that no one measure shall determine more than 50% or less than 10% of the local input score. The MPO will use the same criteria for assigning local prioritization input points for all modes.

As part of the P3.0 transportation prioritization process, Local Input at the Regional and Division levels is split evenly between the MPO and the Division Engineer. The Jacksonville MPO will assign local points for Regional (15% of total score) and Division (25% of total score) project categories once the final data-driven P3.0 quantitative scores are generated. The MPO has 1,300 points to assign to projects within each respective category (Regional Impact and Division Needs) and will use the following methodology and the merits of the projects to assign points. The points assigned in each category cover all modes: aviation, bicycle, highway, pedestrian, transit. A maximum of 100 points may be assigned to any one project.

The JUMPO P3.0 Local Prioritization Input Methodology is based upon guidance from NCDOT and dialogue with the TCC Subcommittee. Public comment will be solicited on this methodology in

accordance with the adopted Jacksonville MPO Public Participation Plan prior to adoption by the TAC in April 2014.

Local Prioritization Input Methodology Criteria

Community Importance Assessment – 40 points maximum

This criterion allows local discretion, based upon public comment and TAC concurrence, to determine the relative importance of proposed projects to the community and categorize them accordingly. Local knowledge of the merits of proposed projects has been deemed to carry considerable weight in the distribution of preliminary points.

- In accordance with the metropolitan planning process, input on proposed transportation projects will be solicited by following outreach strategies contained within the adopted Jacksonville MPO Public Participation Plan. These include the use of the MPO website (www.jumpo-nc.gov), social media, newspaper advertising and a public forum.
 - Project listings of all modes will be published in spring (potentially April-May) 2014 on the MPO website, along with a survey to allow the public to comment on and categorize submitted projects.
 - Survey will ask respondents to rate projects on a 1 to 5 scale based on their level of support
 - Final survey compilation will provide a score from 1 to 5 for each project
 - Comments may also be received from the public by writing, telephone, social media or in person, either at the public forum or in the MPO offices.
- All modes will be combined and project scores will be stratified into quintiles. Points will be awarded as follows: Fifth quintile – 40 points, fourth quintile – 30 points, third quintile – 20 points, second quintile – 10 points, first quintile – 0 points.
- Feedback from the public, including the public prioritization categorizations, will be provided to the TCC and TAC for consideration.

Project Readiness – 30 points maximum

This criterion encourages local preference scoring based on the ability to construct or implement the project in a timely fashion. All modes are evaluated using the same criteria. In order to compare the different processes, the basis for point distribution will be on the projects readiness for construction or implementation.

- Projects are assigned points based upon the status within the project development process.
 - The closer a project is to being ready for construction/implementation, the more points it will receive.
 - The project sponsor will provide the current status, as well as the project timeline, with an anticipated date for implementation.
 - Projects that are conceptual will not receive points.
- Projects will be listed in descending order by date of readiness
 - Scores assigned in this category will be relational to where the project falls in the listing
 - Those projects that are within 4 years of construction/implementation will receive 30 points. Projects that are within 5-8 years of construction/implementation will receive

20 points. Projects that are within 9-12 years of construction/implementation will receive 10 points.

P3.0 Quantitative Score – 30 points maximum

This criterion encourages local prioritization scores that work with, not against, P3.0 quantitative results. The P3.0 quantitative score accounts for 70% of Regional Impact and 50% of Division Needs project scores and represents a significant portion of the prioritization process. Local prioritization scores that do not align with P3.0 quantitative results are counterproductive for funding projects.

- The P3.0 data driven score will determine the number of points assigned.
- All modes will be combined and projects will be listed in descending order of P3.0 scores
- Only projects scoring in the top 50% will receive points.
- Points will be assigned proportionally.

Preliminary Local Input Points

The scores from the previous three categories will be calculated and become the basis for the TAC to assign the local prioritization input points to the top projects.

- The prioritized listing with preliminary point assignment (including raw project scores) will be publicized in June 2014 using the Jacksonville MPO Public Participation Plan to obtain public comment on the local input point distribution.
- The P 3.0 scores and Division Engineer assigned points will also be available to the public at that time for their review.

Final Local Prioritization Input Points

The local prioritization input points for each project will be finalized after public comments have been received and coordination with the Division Engineer. JUMPO will award a total of 1,300 points to Regional Impact projects and 1,300 points to Division Needs projects. The top scoring projects will each receive 100 points. The TAC will direct the final award of local prioritization input points into the P3.0 prioritization process and may award less than 100 points on a project in order increase the number of projects receiving local points. The final points will be provided to NCDOT no later than the end of July 2014.

All final project rankings, points assigned per project and any rationale/justification for point adjustments which deviate from this methodology will be available on the MPO website by August 2014. NCDOT final project scores will be released in fall 2014 and the draft Transportation Improvement Program will be available for public review and comment prior to end of 2014.

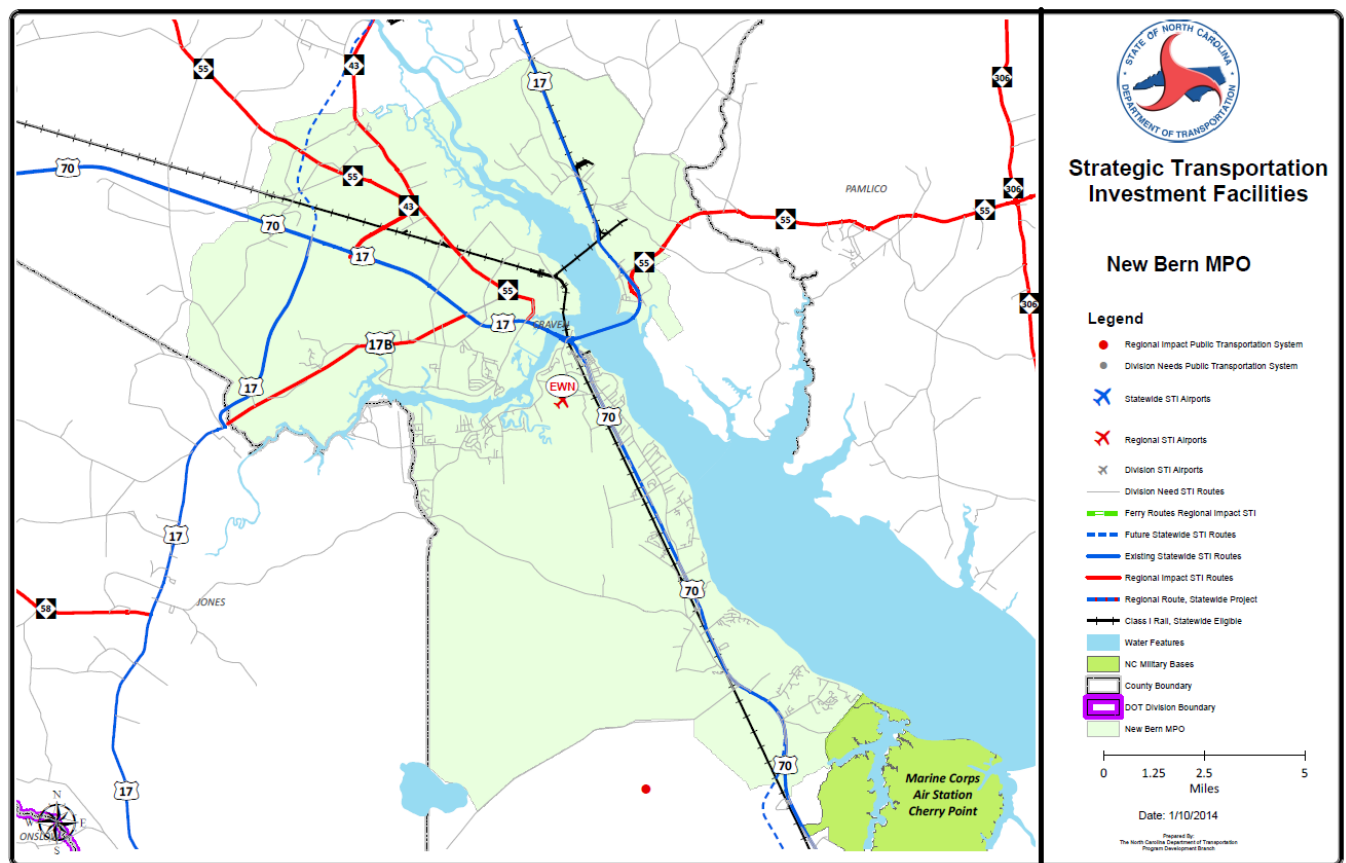
New Bern MPO

Introduction

As part of the implementation of House Bill 817, all Metropolitan and Rural Planning Organizations (MPOs and RPOs) are now required to develop a local ranking process for projects across all modes of transportation (highway, bicycle/pedestrian, public transit, aviation, rail, and ferry). The following process will have to be approved by the NC Department of Transportation, and adopted by the New Bern Area MPO's Transportation Advisory Committee (TAC), to ensure compliance with the legislative mandate.

Applicability

This process will be used to rank all projects within the New Bern Area MPO (which includes the City of New Bern, Towns of Bridgeton, River Bend and Trent Woods, and portions of Craven County), that fall into the Regional or Division funding levels as identified in the map below. Funding Levels are designated according to the 2013 Strategic Transportation Investments law.



On June 27, 2013 the NBAMPO TAC joined other MPOs and RPOs within the North Carolina Department of Transportation Region B, Divisions 2 and 3 by approving a Resolution adopting criteria for quantitative evaluation of Transportation Projects that is different from the statewide formula.

ALTERNATE CRITERIA FOR DIVISIONS 2 & 3 - PRIORITIZATION 3.0

Highway Scoring			
Funding Category	Quantitative Data	Local Input	
		Division Rank	MPO/RPO Rank
Statewide Mobility	<p>[Travel Time] Benefit/Cost = 30%</p> <ul style="list-style-type: none"> Travel time savings the project is expected to provide over 30 years divided by the cost of the project to NCDOT. Toll revenues anticipated from the project will reduce the cost to NCDOT and therefore increase the score in this criteria. <p>Congestion = 30%</p> <ul style="list-style-type: none"> Comparison of the existing traffic volume to the existing capacity of the roadway (depending on data availability, Congestion may be measured by comparing congested travel speeds to uncongested speeds). <p>Economic Competitiveness = 10%</p> <ul style="list-style-type: none"> Estimate of the number of long-term jobs and the % change in economic activity within the NCDOT Division the project is expected to provide over 30 years. <p>Safety = 10%</p> <ul style="list-style-type: none"> Evaluation of the number, severity, and frequency of crashes along the roadway. <p>Multimodal [& Freight + Military] = 20%</p> <ul style="list-style-type: none"> Measure of existing congestion along key military and truck routes, and routes that provide connections to transportation terminals. <p>Total = 100%</p>	N/A	N/A
Regional Impact	<p>[Travel Time] Benefit/Cost = 20%</p> <ul style="list-style-type: none"> Travel time savings the project is expected to provide over 30 years divided by the cost of the project to NCDOT. Toll revenues anticipated from the project will reduce the cost to NCDOT and therefore increase the score in this criteria <p>Safety = 25%</p> <ul style="list-style-type: none"> Evaluation of the number, severity, and frequency of crashes along the roadway. <p>Multimodal [& Freight + Military] = 25%</p> <ul style="list-style-type: none"> Measure of existing congestion along key military and truck routes, and routes that provide connections to transportation terminals. <p>Total = 70%</p>	15%	15%
Division Needs	<p>Congestion = 20%</p> <ul style="list-style-type: none"> Comparison of the existing traffic volume to the existing capacity of the roadway (depending on data availability, Congestion may be measured by comparing congested travel speeds to uncongested speeds). <p>Safety = 20%</p> <ul style="list-style-type: none"> Evaluation of the number, severity, and frequency of crashes along the roadway. <p>Multimodal [& Freight + Military] = 10%</p> <ul style="list-style-type: none"> Measure of existing congestion along key military and truck routes, and routes that provide connections to transportation terminals. <p>Total = 50%</p>	25%	25%

Schedule

Project Solicitation: The New Bern Area MPO reviewed existing projects and solicited for additional candidate projects at the August 22, 2013 TCC/TAC meetings. The MPO, requested that, working through its TCC and TAC members to reach participating jurisdictions, additional projects be provided to staff for addition to the current list no later than February 10, 2014 to give staff time to consult with the Division 2 Engineer, however projects submission was open until the February 20, 2014 TAC Meeting, where the project list was endorsed. If new projects exceed the maximum number allowed, the TAC will choose which projects to submit based on recommendations from NCDOT Division 2, TCC and MPO staff. Projects were required to be submitted to the North Carolina Department of Transportation Strategic Prioritization Office of Transportation (SPOT) by March 3, 2014.

Local Point Methodology: The ranking process, along with the local point methodology, was reviewed by the TCC/TAC at the February 20, 2014 meeting and a final methodology will be approved no later than the scheduled April 24, 2014 TAC meeting. The final approved methodology must be sent to the SPOT Office for approval no later than May 1, 2014.

Project Ranking: The New Bern Area MPO TCC and TAC will evaluate all projects with their respective funding designation upon release from the SPOT Office. Draft approval and point assignment will take place no later than June 26, 2014, allowing for the public input process prior to TAC final approval. Final approval and point assignment will take place no later than the July 24, 2014 TAC Meeting. The New Bern Area MPO was assigned a maximum of 11 new project

submittals for Highway, 20 maximum for bicycle and pedestrian projects, with a maximum local input points of 1,100 for each Regional and Division projects to be applied across all modes.

Public Input Process

Project Solicitation: The New Bern Area MPO reviewed existing projects and solicited for additional candidate projects at the August 22, 2013 TCC/TAC meetings. The MPO, requested that, working through its TCC and TAC members to reach participating jurisdictions, additional projects be provided to staff for addition to the current list no later than February 10, however projects submittal was open until the February 20, 2014 TAC Meeting, where the project list was endorsed. All TCC and TAC meetings are open to the public and agendas are posted on the City of New Bern Department of Development Services official website <http://www.newbern-nc.org/PI/index.php>.

Local Point Methodology: This prioritization methodology will be made available to the public for at least a 30 days period beginning on March 10, 2014. The March and April TAC Meetings will be advertised as indicated in the current NBAMPO Public Participation Plan. Links to the Draft Document and contact information will be made available through the City of New Bern Department of Development Services official website <http://www.newbern-nc.org/PI/index.php>.

Project Ranking: Draft Project rankings and point assignments will be made available to the public for at least a 30 days period beginning on May 26, 2014. The May, June and July TAC Meetings will be advertised as indicated in the current NBAMPO Public Participation Plan. Links to the Draft Document and contact information will be made available through the City of New Bern Department of Development Services official website <http://www.newbern-nc.org/PI/index.php> and/or, if available, through the NBAMPO website at <http://www.nbampo.org>.

Scoring Criteria

Scoring Criteria Descriptions: Regional and Division level projects will be ranked by the NBAMPO based on the criteria described below. The number of points allocated to a project cannot exceed 100.

- **Safety Score:** a calculation based on the crash frequency and severity along sections of a particular roadway. The crashes are then normalized based on traffic volumes to establish rates. These rates are compared to statewide averages for similar facilities to determine how the road performs compared to its peers.
- **Multimodal Accommodations:** a yes or no measure of the incorporation of pedestrian, bicycle or transit elements into a project.
- **Connectivity:** a measure of whether the project will provide a connection between different transportation modes and/or access to destinations. This measure can be both quantitative and qualitative. Connectivity will be determined through use of GIS data for quantitative measures and consultation with technical experts from local government for livability measures.
- **Plan Consistency:** a yes or no question to determine if the proposed project is found in an existing adopted plan for the area (CTP, MTP, Local Plan).
- **Environmental Justice, Land Use, or Economic Development Support:** a qualitative measure of EJ, land use and transportation integration, and local economic development benefits

gauged by coordination with technical experts from the respective areas (E.G. NCDOT Transportation Planning Branch, local government planning departments and economic development departments).

Criteria	0 points	5 points	10 points	15 points	20 points
Existing Safety (20 max)	SPOT safety points less than 30	SPOT safety points btw 31-50	SPOT safety points btw 51-65	SPOT safety points btw 66-80	SPOT safety points over 80
Multimodal Accommodations (20 max)	Project does not include bike/ped/transit facilities				Project includes bike/ped/transit facilities
Connectivity (20 max)	Does not connect to facilities of another mode or provide access to destinations		Project connects with facilities of another mode or provides access to destinations (school, neighborhood, employment center, park, etc)		Project connects with facilities of another mode and provides access to destinations (school, neighborhood, employment center, park, etc)
Plan Consistency (20 max)	Project is not in CTP, MTP or other locally adopted plan			Project is included in CTP, MTP or other locally adopted plan	
Supports Environmental Justice (EJ), Land Use and Economic Development (20 max)	Project adds capacity or accessibility where growth is not encouraged		Project adds some new capacity or accessibility in support of EJ, land use or economic development		Project adds significant new capacity or accessibility in support of EJ, land use or economic development

Use of Public Input and Comments in Final Rankings: No new projects will be added after the NCDOT deadline for submitting candidate projects for evaluation through the SPOT process. The NBAMPO TCC and TAC will review and take into consideration all information received through the public input process to confirm the individual candidate project point assignments prior to final submission of the projects ranking.

Projects Point Assignment

The NBAMPO was allocated 1,100 points for Regional level and 1,100 points for Division level projects, where each project cannot exceed 100 points. All projects

will be locally evaluated using the criteria described above. The evaluations will generate a preliminary set of points for each project and all final ranked projects and point assignments will be available through the New Bern Area MPO website. The TAC will use the initial point assignments for ranking of the projects and for the final point assignment, with the MPO's highest ranking project receiving 100 points and any subsequent project receiving one point less until the points are exhausted or the MPO runs out of projects. The website will also include any rationale for TAC point assignments that significantly deviate from this Local Methodology.

Rocky Mount MPO

Local Methodology for NCDOT Prioritization 3.0

Introduction

The Rocky Mount Urban Area Metropolitan Planning Organization (MPO) will collaborate with the North Carolina Department of Transportation (NCDOT) to submit and rank transportation projects under NCDOT's Prioritization 3.0 process. The results of this effort will act as input into the development of the next State Transportation Improvement Program (STIP). The scoring criteria, measures and weights and assignment of local input points to rank projects in NCDOT's prioritization process were signed into law (referred to as NC Strategic Transportation Investments or STI) by Governor McCrory on June 26, 2013.

NC General Assembly Session Law 2012-84 requires the MPO to adopt a local project ranking process for all modes of transportation. This ranking process is the local methodology of the MPO used to evaluate and determine an assignment of input points towards priority projects to submit to NCDOT. NCDOT has provided guidance for the MPO to identify quantitative and qualitative criteria in its scoring process that is shared and understood by the public and outlined in such a way that the public can ultimately follow how resulting points are assigned to projects across modes of transportation. This document represents the MPO's efforts to follow the guidance and fulfill the law. Additionally the development of the STIP will fulfill the requirements of the Rocky Mount MPO Public Involvement Plan.

The production of the STIP is on a two-year cycle. The current efforts to develop the STIP 2016 - 2025 will conclude in July 2015 with the adoption of the STIP by the North Carolina Board of Transportation. The MPO will collaborate with the Strategic Prioritization Office of Transportation (SPOT) of NCDOT as it completes the task of submitting and prioritizing transportation improvement projects which results in input to the new STIP.

For information on other Rocky Mount MPO transportation plans and news of STI and Prioritization visit the MPO website at www.rockymountnc.gov/mpo/ and NCDOT at <http://www.ncdot.gov/strategictransportationinvestments/>.

Local Goal for Prioritization 3.0

The Rocky Mount MPO will submit projects to NCDOT for evaluation in the Prioritization 3.0 process. The Local Methodology will advance needed projects while equitably treating all members of the MPO.

Historically the available funding for the STIP has not been sufficient to advance all projects as quickly as desired. The STIP funding amounts are not anticipated to be significantly increased at this time. Therefore, it is beneficial to be consistent with the request for projects. Changing project priorities from one STIP to the next can lose momentum for projects and the MPO. Once in the STIP a project typically will require five to ten years to reach construction. Remember that deserving projects in the STIP system will require continued support to achieve the final result.

Classification of Transportation Projects

Transportation projects in the Prioritization process fall into one of three categories, *Statewide*, *Regional*, or *Division*. The projects are also classified by mode of transportation (i.e. Highway,

Aviation, Bike/Pedestrian, Public Transportation, Rail, Ferry). The Strategic Transportation Investments law specifies the percentage of funding allocated to each geographical category:

- Statewide (Mobility) 40%
- Regional (Impact) 30%
- Division (Needs) 30%

Highway projects associated with Interstate 95 or US 64 in the Rocky Mount MPO are classified as Statewide projects. Such projects are evaluated and prioritized by NCDOT solely on quantitative project data provided by the MPO and NCDOT. No local input ranking is applied to Statewide projects.

The Rocky Mount MPO lies within the Region A which is comprised of NCDOT Highway Divisions One and Four. Region A is generally the northeastern part of the state of NC (Dare, Currituck, Camden, Pasquotank, Perquimans, Chowan, Gates, Northampton, Hertford, Bertie, Martin, Washington, Tyrrell, Hyde, Halifax, Nash, Edgecombe, Wilson, Johnston, and Wayne counties). The state is divided into seven regions each having two highway divisions. Regional funds are distributed by population. With about 8% of the state's population, Region A will receive the smallest funding amount in the state for Regional category projects. (Region C, NCDOT Divisions 5 & 6 will receive the largest amount - about 22%)

Rocky Mount MPO Regional highway projects are associated with US 301, NC 4, 43, 48, 58, & 97. All Regional projects (i.e. all modes) will receive a quantitative evaluation by NCDOT. In addition to this quantitative score local input will be added to the project evaluation. For Regional projects, the NCDOT quantitative value will be 70% and the local input will be 30% of the project evaluation.

The Rocky Mount MPO is included in NCDOT Highway Division Four, which includes the counties of Halifax, Nash, Edgecombe, Wilson, Johnston, and Wayne. The 14 Highway Divisions of the state will receive equal funding amounts for Division category projects. Highway projects associated with NC Secondary Routes (i.e. SR #'s) will fall into the Division category. The NCDOT quantitative score for Division projects will comprise 50% of the project evaluation. The local input value for Division projects will be 50% of the project evaluation.

The local input for Rocky Mount MPO Regional and Division projects will come from the MPO and the NCDOT Division Four (i.e. the TAC and Division Four Engineer). In each case (i.e. Regional and Division projects) the local input will be equally divided between the MPO and Division Engineer.

Quantitative and Qualitative Criteria

The State of North Carolina, NCDOT and the MPO will implement transportation projects which fulfill the requirements of the STI law. To ensure that projects of the STIP are beneficial to the community and support the public good, projects in the Prioritization 3.0 process must be evaluated using both quantitative and qualitative criteria.

NCDOT will calculate a quantitative score for all projects submitted to the Prioritization 3.0 process. This number is developed by NCDOT using the project description and supporting project facts provided by the MPO. NCDOT will supply to the MPO this quantitative score by May 1, 2014.

The MPO will have the opportunity to add a local input score to transportation projects in the Regional and Division categories. The local input score must be based on quantitative and qualitative evaluations of the project. The Rocky Mount MPO proposes that the quantitative and qualitative criteria for local input weigh equally in the Prioritization 3.0 process (i.e. 50% each).

The local input quantitative criteria will be the quantitative value calculated by NCDOT and provided on May 1, 2014. Project *Viability* will be the local qualitative criteria used by the Rocky Mount MPO in the Prioritization 3.0 process. Project viability is a qualitative assessment of the practicality and reasonableness of a project.

Although values of quality cannot be measured specifically like tangible quantities, the MPO will assess the viability of a project. The table below identifies the attributes used to describe the viability of a project. Both Regional and Division projects of all modes will be evaluated for viability.

Viability	Score (range)
MTP	0 to 20 (20)*
STIP	0 to 20 (10)
R-O-W	0 to 20 (10)
NEPA	0 to 5 (5)
Multi-modal	0 to 5 (5)
Viability Score (Total)	0 to 70 (50)
	*Score in () represents max for
	Division category projects

The MPO will use the following guidelines to establish the project viability score. The point score shown in () is for Division category projects.

Projects in the MTP (Metropolitan Transportation Plan) will receive points as follows:

MTP Phase One	(2013-2020)	20 points (20)
MTP Phase Two	(2021-2030)	10 points (10)
MTP Phase Three	(2031-2040)	5 points (5)

Projects in the STIP will receive points as follows:

Projects in the current STIP	5 points (2)
Projects in the STIP five years	10 points (5)
Projects in the STIP five plus years	20 points (10)

Projects for Right-of-Way status will receive points as follows:

R-O-W needs established	5 points (2)
R-O-W purchase has started	10 points (5)
R-O-W needs are in hand	20 points (10)

Projects in the NEPA (National Environmental Policy Act) process will receive points as follows:

Project has started NEPA	1 points (1)
Project environmental document complete	3 points (3)
Project Record of Decision made	5 points (5)

Projects with Multi-modal attributes will receive points as follows:

Projects which impact two modes of transportation	2 points (2)
Projects which impact more than two modes	5 points (5)

The MPO and NCDOT are the sources for these qualitative measurements to calculate viability. The MPO and NCDOT's Transportation Planning Branch will use the Metropolitan Transportation Plan, State Transportation Improvement Program and project databases to establish the viability evaluation.

All Rocky Mount MPO projects in the Prioritization 3.0 process will be given a Priority Ranking, which is a number based on the quantitative and qualitative criteria of each project. The Priority Ranking is a number equal to the NCDOT quantitative score plus the project viability total score.

For example the following numbers represent the possible maximum Priority Ranking for Regional and Division category projects:

	Regional	Division
NCDOT Quantitative	70	50
Viability Total	70	50
Priority Ranking number	140	100

Similarly, the Priority Ranking for each transportation project in the Prioritization 3.0 process will be calculated. By sorting the Priority Ranking numbers in descending order of value, a prioritized order of MPO transportation projects in the Prioritization 3.0 process is established. The Transportation Advisory Committee (TAC) will approve the Priority Ranking numbers of all projects in the Prioritization 3.0 process.

The Priority Ranking number is used to assign local input points, but it is not the value for the MPO transportation projects, which will be reported back to NCDOT in July 2014.

MPO Transportation Projects

The Strategic Prioritization Office of Transportation will accept new projects from January 21 to February 17, 2014 from the MPO to be evaluated in the Prioritization 3.0 process. The list of new projects to be submitted for Prioritization 3.0 will be approved by the MPO's Transportation Advisory Committee in an announced public meeting.

Under the Strategic Transportation Investments law, limitations on new project submittals have been established by NCDOT. The Rocky Mount MPO is allowed to submit the following number of new projects:

- | | |
|--------------------------------------|-----------|
| • New Highway Projects | 11 |
| • New Aviation Projects | Unlimited |
| • New Bike/Pedestrian Projects | 20 |
| • New Public Transportation Projects | Unlimited |
| • New Rail Projects | 5 |

The MPO will evaluate highway projects included in the Metropolitan Transportation Plan (MTP) for submittal in all three geographical categories (Statewide, Regional, Division).

Projects for the Rocky Mount Wilson Airport fall into the Division category.

Bike/Pedestrian projects are in the Division category.

Rocky Mount MPO public transportation projects in the Regional and Division categories are coordinated with the Tar River Transit.

The MPO will collaborate with NCDOT and the CSX RR for rail projects in the Statewide and Division categories.

Local Input Points

As previously described, projects in the Prioritization 3.0 process will be evaluated with an NCDOT quantitative score and local input scores from the MPO and the Division Engineer. From this evaluation a ranking order of projects is determined. The MPO is permitted to add local input points to these ranked projects.

Based on population, the Rocky Mount MPO has 1,200 local input points for regional projects and 1,200 local input points for division projects. (The state's largest MPO has 2,500 points in each category.) NCDOT guidelines set a maximum number of 100 points that may be assigned to any one project. There is no requirement to assign local input points to projects.

The methodology of the Rocky Mount MPO will be to assign the maximum number (100) of points to a project (i.e. a project will get either 100 or 0 local input points). Hence, the MPO will promote as many as twelve regional and twelve division projects.

The methodology of the Rocky Mount MPO will be to assign the maximum number of local input points (100) to the highest ranking projects (i.e. highest Priority Ranking number) in the following classifications as determined in the quantitative and qualitative project evaluations:

- Highway - Regional
- Highway - Division
- Aviation - Division
- Bicycle / Pedestrian - Division
- Public Transportation - Regional
- Public Transportation - Division
- Rail - Regional

- Rail - Division

The assignment of these points (potentially as many as 300 regional and 500 division points) will promote multi-modal development and will not be restricted by geographical location. Potentially, three regional and/or five division projects may be assigned local input points totaling 800 points. No project receives more than 100 local input points.

The methodology of the Rocky Mount MPO will be to allot points equitably to all government members of the MPO. Each member will have an allotment of points to assign to projects in the Prioritization 3.0 process. These projects will have been ranked in the quantitative and qualitative evaluation process. The award of points (i.e. 100 points) to a project will enhance the project's competitiveness on the regional or division level. The individual government member of the MPO will be allowed to award its point allotment as the member elects to do. In general the MPO member will be expected to assign points to the highest ranked project within its geographical jurisdiction.

If a MPO member assigns local input points to a lower ranked project (i.e. a project with a lower Priority Ranking number) than a higher ranked project without local input points, a written justification must be provided to the TAC.

The equitable allotment of points will be made with these guidelines based on population:

- Each MPO member will receive no less than 100 points
- Allotments of points will be rounded to the nearest 100 point denomination
- The City of Rocky Mount will receive 65% of remaining points (i.e. points after the highest ranked projects have been awarded 100 points and all MPO members have a 100 point minimum allotment)
- Nash County will receive 20% of remaining points
- The Town of Nashville will receive 6% of remaining points
- Edgecombe County will receive 6% of remaining points
- The Town of Sharpsburg will receive 3% of remaining points

The methodology of the Rocky Mount MPO will be to use all available points to promote the highest ranked projects. Any points not used by a member will be applied to the next highest ranked project.

Timeline for MPO Local Methodology & Implementation of SL 2012-84

January 2014

10th Post an article on the Local Methodology on the Rocky Mount MPO website, www.rockymountnc.gov/mpo/.

21st TAC Meeting - Approve new projects for submittal to NCDOT.

Release Local Methodology for public comment.

Release Prioritization Project List for public comment.

24th Submit new projects to NCDOT

26th Legal Notice for March 17 Public Hearing in local newspaper.

27th Notice of March 17 Public Hearing on MPO website.

February 2014

Receive public comment for Methodology and Prioritization 3.0 projects. MPO staff will receive comments via mail, email, telephone, visitation, MPO website, social media.

March 2014

17th TAC Meeting - Hold Public Hearing for Local Methodology and Prioritization 3.0 Project List. Adopt Local Methodology for SPOT local points.

April 2014**May 2014**

1st Receive from NCDOT Prioritization 3.0 projects with quantitative scores.

19th TAC Meeting - Recommend the assignment of local input points to Prioritization 3.0 projects. Release and post on the MPO website the proposed points assignment for public comment.

20th Legal notice for July 21 Public Hearing on the scoring of Prioritization 3.0 Projects.

July 2014

21st TAC Meeting - Adopt final assignment of local input points to Prioritization 3.0 projects.

22nd Send projects to NCDOT with local points assigned. Post Prioritization 3.0 project rankings on the MPO website.

January 2015

20th TAC Meeting - Release Draft STIP 2016-2025 for public comment.

March 2015

16th TAC Meeting - Conduct Public Hearing for STIP.

May 2015

18th TAC Meeting - Adopt STIP.

Wilmington MPO

MEMORANDUM

TO: TAC Members

FROM: Mike Kozlosky, Executive Director

DATE: January 23, 2014

SUBJECT: **Wilmington MPO Local Input Methodology Process**

The Strategic Transportation Investments is a new formula to determine how the North Carolina Department of Transportation (NCDOT), in partnership with local governments, will fund and prioritize transportation projects in the state of North Carolina. Under this new formula, all modes will compete for the same funding. This means that roadway projects will compete with ferry projects which will compete with public transportation projects, etc. The Strategic Transportation Investments places projects into three categories: Statewide, Regional and Division levels. Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs) and Division Engineers will assign local input points to projects in the Regional and Division levels. MPOs and RPOs are required to develop methodology for the assignment of local input points and NCDOT must approve this methodology.

The following methodology has been developed by the Wilmington MPO for the purposes of determining transportation funding priorities for Prioritization 3.0. This methodology is intended to ensure a process that is both data-driven and responsive to local needs. The methodology has been developed to meet the requirements of Session Law 2012-84 (Senate Bill 890), which requires that MPOs and RPOs have a process including both quantitative and qualitative elements for determining project prioritization.

The MPO's participation in the Strategic Transportation Investments consists of the following steps: (1) selection of projects for consideration in the Statewide, Regional and Division levels; (2) quantitative scoring of submitted projects by SPOT; (3) develop draft qualitative scoring of projects and ranking; (4) public involvement process and (5) finalize project scoring and ranking.

Each of the three categories identified under the new Strategic Transportation Investments have their own criteria:

Statewide Level

- Projects of statewide significance will receive 40% of the available revenue
- The project selection process will be 100% data-driven/quantitative scoring

Regional Level

- Projects of regional significance will receive 30% of the available revenue based on regional population. Projects on this level compete within specific regions made up of two NCDOT Divisions. The Wilmington MPO is located in Region B.
- Data/ quantitative scoring will comprise 70% of the decision-making process and local rankings will comprise of the remaining 30%

Division Level

- Projects that address local concerns such as safety, congestion and connectivity will receive 30% of the available revenue shared equally over NCDOT's 14 Transportation Divisions. The Wilmington MPO is located in NCDOT Division 3.
- The department will choose projects based 50% on data and 50% on local rankings.

The Strategic Prioritization Office of Transportation "SPOT" will be developing quantitative scores for all projects based on the adopted methodology. Default criteria were recommended by the Prioritization 3.0 work group and agreed to by NCDOT to quantitatively score projects across all modes. However, the MPOs, RPOs and the NCDOT's Division Engineers were given flexibility to develop their own highway criteria and formulas for the quantitative evaluation and project scoring in the Regional Projects and Division Projects. SPOT required that any deviation from the adopted criteria had to be unanimously approved by each MPO and RPO in the region and/or division by July 1, 2013. A revised set of criteria was approved unanimously by the members of Region B and Division 3. Below please find these revised criteria:

Regional Projects Evaluation Criteria:

Multi-modal 25%
Safety 25%
Benefit-Cost- 20%
Local Input- 30%

Division Projects Evaluation Criteria

Safety 20%
Congestion 20%
Multi-modal 10%
Local Input- 50%

The aforementioned percentages and weights are used for the roadway mode only and all non-roadway projects will utilize the same criteria statewide.

Wilmington MPO Local Input Methodology Process

While developing the adopted Cape Fear Commutes 2035 Long Range Transportation Plan, the Wilmington MPO's TAC adopted a prioritization process for evaluating projects identified in the plan. Projects were evaluated and scored based on their performance on different evaluating criteria. *Roadway projects* had different evaluating criteria based on the type of problem they addressed (congestion mitigation, quality of life, and safety). The *Congestion Management projects* were evaluated based on specific factors that included Efficient, Safe, Multi-modal, Appropriate, Integrated and Responsible factors. The *Quality of Life projects* were scored based on the average daily traffic (ADT), an ugly factor, existing or planned transit service, gateway to the region, identified in an adopted plan and if the project was within an incorporated municipality. *Safety projects* were scored based on the crash rate from 2005-2009. The prioritization process for the Cape Fear Commutes 2035 Transportation Plan was used as a starting point for guiding the development of the Wilmington MPO's local methodology for Prioritization 3.0.

The MPO has developed an objective, matrix-based prioritization process for the review of projects submitted to SPOT for consideration in Prioritization 3.0. The MPO proposes to utilize a Local Preference, SPOT Scoring, Consistency with Plans and Status of the Project in the Development as evaluating criteria in assigning these local input points. The WMPO will use the quantitative scores from the SPOT office as part of the prioritization process as well as to guide the TAC in the assignment of local preference points.

Local Preference- The Local Preference is the priority of the project as ranked by the TCC and TAC. The TAC will review and approve a final prioritized list of projects for submission to SPOT assigned by level. These projects will be grouped into High, Medium and Low categories based on approval by the TAC. There are approximately 100 projects to be considered during the evaluation process. A matrix will be used to develop the draft Local Preference points. Below please find an example of this matrix:

		Reduces Mean Travel Time	Reduces Conflict Points	Includes Multi-modal Accommodations	Adopted Local Support	Prioritization 2.0 Points	Total
		Data	(Yes/No)	(Yes/No)	(Yes/No)	Points	Points
Project X							

*Yes= 100 points

*No = 0 points

Reduce Mean Travel Time- is the output data from SPOT's congestion score for each project.

Reduces Conflict Points- the project reduces the number of conflict points or implements access management strategies. This information will be derived from the TAC's adopted Problem Statement for the project and/or adopted Long Range Transportation Plan.

Includes Multi-modal Accommodations- the project also includes a bicycle, pedestrian or public transportation component. This information will be derived from the TAC's adopted Problem Statement for the project and/or adopted Long Range Transportation Plan.

Adopted Local Support- the local municipality and/or county has adopted a resolution supporting the project. The resolution should specify facts / figures which justify the need for the project.

Prioritization 2.0 Points- the amount of local input points the project received during the Prioritization 2.0

The High priority projects will be the Top 20 projects as prioritized by the TAC, the Medium priority projects will be projects 21-50 and the Low priority projects will be projects 51 through the remainder of the list. Each project will be evaluated on a sliding scale.

- High priority projects receiving- 50 points
- Medium priority projects receiving- 30 points
- Low priority projects receiving- 10 points

SPOT 3.0 Score- The SPOT 3.0 score is the score provided by SPOT for each project. Each project will be scored by the MPO on a sliding scale from 20 to 1 based on the SPOT score.

Consistency with Plans- This criterion is used to determine if the proposed project is in an adopted plan. Each project will be evaluated on a sliding scale with the points assigned as follows:

- Projects included in the adopted Long Range Transportation Plan- 20 points
- Projects included in Plans adopted by the MPO- 10 points
- Projects that are adopted in plans by the member jurisdictions but not adopted by the MPO- 5 points

Status of the Project in Development- This criterion will identify which phase the project is in the development of the project. Each project will be evaluated on a sliding scale with the criteria as outlined below:

- Projects that are in the right-of way acquisition or property already acquired by the State of North Carolina- 10 points
- Projects that are in the Design phase- 5 points
- Projects that are in the Planning phase- 3 points

Under this new formula, all modes will compete against each other for funding. Evaluation criteria needed to be developed for roadway, public transportation, aviation, ferry, rail, bicycle and pedestrian projects. Wilmington MPO staff recommends the following criteria and percentages for the evaluation of projects at the Regional and Division levels in Prioritization 3.0: These proposed criteria will be utilized across all modes of transportation with each project able to achieve up to 100 points per each subcriteria in an effort to normalize the project rankings and scores.

Roadway Projects (100 points)

Local Preference (50%)

SPOT Score (20%)

Consistency with Plans (20%)

Status of the Project in Development (10%)

Bicycle and Pedestrian Projects (100 points)

Local Preference (50%)

SPOT Score (20%)

Consistency with Plans (20%)

Status of the Project in Development (10%)

Public Transportation (100 points)

Local Preference (50%)

SPOT Score (20%)

Consistency with Plans (20%)

Status of the Project in Development (10%)

Aviation Projects (100 points)

Local Preference (50%)

SPOT Score (20%)

Consistency with Plans (20%)

Status of the Project in Development (10%)

Ferry Projects (100 points)

Local Preference (50%)

SPOT Score (20%)

Consistency with Plans (20%)

Status of the Project in Development (10%)

Rail Projects (100 points)

Local Preference (50%)

SPOT Score (20%)
Consistency with Plans (20%)
Status of the Project in Development (10%)

Each MPO, RPO and NCDOT Division Engineer is allowed to assign local input points that will be used by NCDOT in ranking and scoring each project. The Wilmington MPO will be able to assign up to 1,500 local input points for each (**1500 for Regional Impact and 1500 for Division Needs categories**). The maximum number of points that can be assigned to a project is 100 points. The assignment of local input points will be based on a mathematical sum of the points assigned during the Local Input Methodology Process.

Example:

Project: Project X

Local Preference- Project scores in the Top 20=	50 points
SPOT Score Translated=	20 points
Project Consistency with Plans- Project is in LRTP=	20 points
Status of Project in Development- Project right of way acquisition is complete=	<u>10 points</u>
Total	100 points

The top scoring projects will receive the highest number of points from the Wilmington MPO. The Local Input Methodology shall serve as a guide for the TAC to assign points to projects located within the Wilmington MPO's planning jurisdiction and the TAC will have the flexibility to assign points as the Committee desires. However deviation from the Local Input Methodology shall require the justification/rationale to be made during a public meeting of the TAC as advertised by the open meetings laws and included with the sharing of the points with the public through the public outreach effort.

The Wilmington MPO's TCC and TAC will develop a "draft" project ranking and scoring to assign points based on the aforementioned criteria. The Wilmington MPO will then conduct a public outreach effort. Following the public outreach effort, the MPO will review with the TCC and TAC any comments received during the public participation process. No additional projects will be submitted based on the public participation effort. The TAC will then adopt a Final Project Ranking and Scoring for the Wilmington MPO. This information will then be submitted to the SPOT office.

Public Involvement Process

The Wilmington MPO adopted the most recent Public Involvement Policy on September 9, 2009. The Public Involvement Policy is an umbrella policy encompassing the plans and programs of the Wilmington MPO's transportation planning process. This policy serves as an integral part of the MPO's planning efforts. The Wilmington MPO will utilize this adopted policy to solicit comments on the "draft" Project Ranking and Scoring. These outreach efforts will include regular public input opportunities at TAC meetings, the draft project ranking and scoring will also be posted on the MPO's website and the MPO will solicit public comments. Following the closing of the public participation process, staff will review any comments received with the TCC and TAC. All public comments received and all final point assignments and any justification/rationale for point assignment which deviates from this Local Methodology will be placed on the Wilmington MPO's website at www.wmpo.org.

Prioritization Process Timeline: 2013-2014

- | | |
|---|---------------|
| • TAC Approves all projects for submittal | December 2013 |
| • TAC Reviews "DRAFT" Local Input Methodology | January 2014 |
| • Submit Projects to NCDOT | February 2014 |

- | | |
|--|---------------|
| • TAC Adopts Local Input Methodology | February 2014 |
| • NCDOT Scores for New and Existing Projects | May 2014 |
| • TAC Approves “DRAFT” Project Ranking and Scoring | May 2014 |
| • Conduct MPO Public Input Process | May 2014 |
| • TAC Approves Final Project Ranking and Scoring | June 2014 |
| • Submit Scored Projects to NCDOT | July 2014 |

Winston-Salem MPO

The following methodology has been developed by the Winston-Salem Urban Area Metropolitan Planning Organization (WSUAMPO) for the purpose of determining priorities for transportation funding, as carried out through the State of North Carolina's Strategic Transportation Investments (STI) law and the associated "SPOT" Prioritization Process. This methodology is intended to incorporate both measurable, objective data and information about priorities from local jurisdictions, to ensure a process that is both data-driven and responsive to local needs.

This methodology has been developed to meet the requirements of Session Law 2012-84 (Senate Bill 890), which requires that MPOs and RPOs have a process including both quantitative and qualitative elements for determining project prioritization.

Background

Governor Perdue set the direction for NCDOT's current Transportation Reform initiative with Executive Order No. 2 in 2009. The order mandates a professional approval process for project selection. NCDOT created the Strategic Prioritization Process in response. The first version of the Strategic Prioritization Process (Prioritization 1.0) was used to support development of the FY 2012-2018 Transportation Improvement Program. The second version (Prioritization 2.0), initiated in June 2011, supported development of the FY 2014-2020 Transportation Improvement Program. However, due to new federal legislation approval and a change in administration at the State level, the FY 2014-2020 was delayed and not approved by the Board of Transportation.

Over the last year, NCDOT has been working with internal and external stakeholders to revamp the process. Significant changes have been made to the process and were driven by House Bill 817 also known as Strategic Transportation Investments (STI). The bill established funding tiers (Statewide, Regional, and Division) and allocations across all modes.

Prioritization 3.0, the primary input for the FY 2016-2020 Transportation Improvement Program (STIP), is a multi-modal process that evaluates highway, transit, bicycle and pedestrian, and rail project needs. Prioritization 3.0 will cover newly submitted project needs as well as projects that were submitted under Prioritization 2.0 but which were unfunded or funded in FY 2016 or later.

The NCDOT and North Carolina legislature have required that all metropolitan and rural planning organizations develop a ranking process to evaluate all eligible project categories (highway, non-motorized, public transportation, aviation, rail and ferry). This process must be approved by the NCDOT to ensure compliance with the legislative intent of the mandate. The process will apply to all projects ranked by the MPO in Forsyth County that fall in the "regional" and "division" levels.

Transportation Planning

As the lead transportation planning agency for the Winston-Salem Urban Area that includes Forsyth County, its municipalities and portions of Davidson, Davie, and Stokes Counties, the City of Winston-Salem Department of Transportation develops and maintains a multimodal Transportation Plan. The planning process is open, inclusive, and encourages public participation in the overall development of the transportation system. The WSUAMPO Prioritization 3.0 project list is comprised of projects from various transportation planning documents with input from various subcommittees. Each planning document is reviewed by the public and endorsement by the Transportation Advisory Committee (TAC) voting members.

Long Range Transportation Plan (LRTP) or Transportation Plan

The LRTP is a federally required long-term planning document listing the transportation improvements (projects) and policies to be implemented in the MPO area. The LRTP is updated at least every four years and must cover at least the next twenty years into the future.

Needs Report

The needs report is a single prioritized transportation project list for Forsyth County and the surrounding communities of Bermuda Run, King and portions of Stokes, Davie and Davidson Counties. The projects were evaluated based on their benefits in improving air quality, congestion reduction, safety benefit and transportation benefits to the community.

Comprehensive Bicycle Master Plan

The Comprehensive Bicycle Master Plan is intended to improve the safety, efficiency, and convenience of the area's bicycle network. The Winston-Salem Urban Area Comprehensive Bicycle Master Plan has been developed to provide the necessary updates to the original bike route map and to support the integration of bicycle planning into the long-range growth management efforts of the community.

Greenway Plan

The Greenway Plan provides a prioritized system of proposed greenways for construction over the next ten to fifteen years. Connectivity, constructability, and evidence of public support were used to prioritize proposed greenways for future construction. Utilization of these three key ideas aids in the implementation of the goals and objectives of the Greenway Plan.

Smith Reynolds Airport Master Plan

The purpose of the Master Plan is to identify improvements over a 20 year planning period that will improve safety, increase operational efficiency, or increase capacity. The proposed improvements consider several factors including environmental and community impacts along with the anticipated availability of future grant funding.

Public Input Process

The MPO will announce the 30-day project ranking criteria/point assignment methodology comment period (Starting January 16, 2014) to all member governments and interested persons. The MPO will also issue press releases in newspapers of general circulation in MPO and advertise through the MPO website. The results of the comment period will be presented to the TAC for their review and use as input in finalizing the project ranking criteria during the February 20, 2014 meeting.

The MPO will announce the 30-day project point assignment comment period (Starting in early June 2014) to all member governments and interested persons. The qualitative and quantitative analysis of each project will be placed on the WSDOT webpage for the duration of the comment period. The MPO will also issue press releases in newspapers of general circulation in the MPO and advertise through the MPO website. Once the information is available, the TAC committee will consider the public comments in making points assignments for each project. The comments will be presented and discussed before the TAC has a final vote to approve or not approve the project point assignments.

Project evaluations will be posted on the City of Winston-Salem Department of Transportation (WSDOT) STI webpage. Interested parties will have access to project criteria data, meeting minutes,

updates, and other useful information throughout the entire process. Final scores and project ranking will be posted on the City of Winston-Salem Department of Transportation (WSDOT) home page on or before July 31, 2014.

The URL link is <http://www.cityofws.org/departments/transportation/planning/sti-spot-prioritization>

Regional Impact and Division Needs Qualitative and Quantitative Criteria for Aviation, Highway, and Public Transit Projects

Safety Objective:

Accident history will be an indicator of a safety deficiency in an existing road and the project evaluation will be based on the accident data. The project will receive a maximum of **10** points based on the safety score calculated by the Strategic Prioritization Office of Transportation (SPOT).

Proposed new roads will receive a score based on the accident history and proposed improvement to existing roads in the vicinity.

- All data provided by NCDOT Mobility & Safety Division
 - Crash Density
 - Crash Severity
 - Critical Crash Rate
 - Crash Frequency
 - Severity Index
- Higher scores indicate poorer performance

Congestion Objective:

Project intends to relieve congestion.

Existing volume/capacity (V/C) ratios shall be determined by Winston-Salem DOT Transportation Planning Section staff based on traffic counts provided by NCDOT and Winston-Salem DOT staff, and roadway capacities based on Highway Capacity Manual standards as tabulated by Statewide Planning Branch, NCDOT. For new facilities, V/C ratios shall be evaluated on the adjacent facilities which would be impacted by the proposed new facilities.

Maximum score of **10** points

Freight Objective:

Improves access to airports, freight distribution facilities, or major commercial/industrial districts.

Improves access and/or enhances freight movement to regional and national economic centers.

Maximum score of **10** points

Environmental Justice Objective:

New facilities or facility improvements will be considered a benefit to Minority and Low-Income (MLI) populations by providing greater choice and availability of transportation options, stimulating economic development or redevelopment investments, and/or has little or no impact to existing homes and businesses. Maximum score of **10** points

Economic Development Objective:

Improves access to existing employment centers or opens access to land zoned, or identified in development guides, for future employment. Maximum score of **10** points

Accessibility Objective:

Project provides access to and/or accommodates various modes of travel: Bicycle & Pedestrian, transit, rail, and air. Provides transit stops with sidewalks within ½ mile radius. Maximum score of **10** points

MPO Qualitative Objective:

It is difficult to fully assess the need of a project based solely on quantitative criteria. The MPO will have the option of assigning **40** points to any given project in an attempt to ensure that each member jurisdiction has a viable project. The point assignment must be based on a qualitative factors that include (but not limited to) the following: public input, consistency with planned growth and development areas, adherence to Complete Streets Policy, promotion of community goals and objectives to further adopted comprehensive plans, and projects with existing local commitment to funding. An MPO member must identify at least one factor as the basis for the point assignment. WSUAMPO will provide a form listing all the qualitative factors while also allowing the MPO voting members to provide staff with other relevant factors for their community to justify the 40 point assignment.

The TAC voting structure will be used to determine how many projects from each MPO partner would be eligible to receive 40 points: Three (3) projects from the City of Winston-Salem, Two (2) projects from the Forsyth County Board of Commissioners, and one (1) project from each of the remaining MPO partners (Town of Bermuda Run, Town of Bethania, Village of Clemmons, City of King, Town of Kernersville, Town of Lewisville, Town of Midway, Town of Rural Hall, Village of Tobaccoville, Town of Walkertown, Town of Wallburg, Davidson County, Davie County, Stokes County, North Carolina Department of Transportation, and the Winston-Salem Transit Authority (WSTA)).

The assignment of 40 qualitative points to a single project by each TAC voting member is a method to identify the priority projects during the ranking process. The quantitative data along with the 40 qualitative points will differentiate what is important to the MPO communities when assigning the local input points.

Regional Impact and Division Needs Qualitative and Quantitative Criteria for Aviation, Highway, and Public Transit Projects

Qualitative and Quantitative Criteria					
Points	0 points	1 point	5 points	10 points	40 points
Congestion (10 Max)	Volume to capacity less than 0.5	Volume to capacity btw 0.51 and 0.75	Volume to capacity btw 0.751 and 0.9	Volume to capacity btw 0.91 and 1.0	
Accessibility (10 Max)	Project doesn't provide access to or accommodate various modes of travel. Project doesn't Provide transit stops with sidewalks within ½ mile radius.		Project provides access to and/or accommodates various modes of travel: Bicycle & Pedestrian, transit, rail, and air OR Provides transit stops with sidewalks within ½ mile radius.	Project provides access to and/or accommodates various modes of travel: Bicycle & Pedestrian, transit, rail, and air AND Provides transit stops with sidewalks within ½ mile radius.	
Freight (10 Max)	Doesn't Improve access to airports, freight distribution facilities, or major commercial/industrial districts OR access and/or enhances freight movement to regional and national economic centers.		Improves access to airports, freight distribution facilities, or major commercial/industrial districts OR Improves access and/or enhances freight movement to regional and national economic centers.	Improves access to airports, freight distribution facilities, or major commercial/industrial districts AND Improves access and/or enhances freight movement to regional and national economic centers.	
Economic Development (10 Max)	Doesn't Improve access to existing employment centers or opens access to land zoned, or identified in development guides, for			Improves access to existing employment centers or opens access to land zoned, or identified in	

	future employment.			development guides, for future employment	
Environmental Justice (10 Max)	Project is not a benefit to Minority and Low-Income (MLI) populations and has impacts existing homes and businesses.	Project has little or no impact to existing homes and businesses.	Project is a benefit to Minority and Low- Income (MLI) populations and has little or no impact to existing homes and businesses.	Project is a significant benefit to Minority and Low-Income (MLI) populations and has no impact to existing homes and businesses.	
Safety (10 Max)	SPOT safety points less than 30	SPOT safety points btw 31-50	SPOT safety points btw 51-65	SPOT safety points btw 66-80+	
MPO Qualitative Score (40 Max)					Each MPO partner may assign 40 points to a project based on qualitative criteria. The number of projects per MPO partner is determined by TAC voting structure.

Division Needs Bicycle & Pedestrian Qualitative and Quantitative Criteria

Access Objective:

One of the primary objectives of bicycle and pedestrian projects is to ensure that they provide active transportation options for residents of all ages. To ensure that proposed projects are providing connections to important locations, points will be assigned to projects based on the number of destinations they serve. Points will be awarded to projects that provide connections to high-density residential areas, transit stations, employment centers, schools, parks, retail centers, and libraries. Maximum score: **20** points.

Safety Objective:

Bicycle and pedestrian crash history will be an indicator of a safety deficiency and half of the safety objective evaluation will be based on the crash data. The project will receive a maximum of eight points based on the number crashes on the adjacent roadway. The other half of the safety objective will address the speed limit on the adjacent roadway, as speed differential is a major concern for cyclists and pedestrians. The project will receive a maximum of 8 points based on the speed limit on the adjacent roadway. Maximum score: **16** points.

Connectivity Objective:

Building a well-connected network of bicycle and pedestrian facilities is crucial for cyclists and pedestrians, as gaps in the network can present serious challenges to active transportation. Projects will be awarded points based on the number of connections they provide to existing bicycle and pedestrian facilities. Maximum score: **16** points.

Constructability Objective:

Proposed projects should have a certain level of planning completed and some right-of-way acquired to ensure that they can be built in a timely manner. Proposed projects will be awarded points based on whether a feasibility study has been performed and what percentage of right-of-way has been acquired. Maximum score: **8** points

MPO Qualitative Objective:

It is difficult to fully assess the need of a project based solely on quantitative criteria. The MPO will have the option of assigning **40** points to any given project in an attempt to ensure that each member jurisdiction has a viable project. The point assignment must be based on a qualitative factors that include (but not limited to) the following: public input, consistency with planned growth and development areas, adherence to Complete Streets Policy, promotion of community goals and objectives to further adopted comprehensive plans, and projects with existing local commitment to funding. An MPO member must identify at least one factor as the basis for the point assignment. WSUAMPO will provide a form listing all the qualitative factors while also allowing the MPO voting members to provide staff with other relevant factors for their community to justify the 40 point assignment.

The TAC voting structure will be used to determine how many projects from each MPO partner would be eligible to receive 40 points: Three (3) projects from the City of Winston-Salem, Two (2) projects from the Forsyth County Board of Commissioners, and one (1) project from each of the remaining MPO partners (Town of Bermuda Run, Town of Bethania, Village of Clemmons, City of King, Town of Kernersville, Town of Lewisville, Town of Midway, Town of Rural Hall, Village of Tobaccoville, Town of Walkertown, Town of Wallburg, Davidson County, Davie

County, Stokes County, North Carolina Department of Transportation, and the Winston-Salem Transit Authority (WSTA)).

The assignment of 40 qualitative points to a single project by each TAC voting member is a method to identify the priority projects during the ranking process. The quantitative data along with the 40 qualitative points will differentiate what is important to the MPO communities when assigning the local input points.

**MPO Qualitative Objective
Project Point Assignment Form
Aviation, Bicycle & Pedestrian, Highway, and Public Transit Projects**

Project Name: _____

Project SPOT ID: _____

The point assignment must be based on documented qualitative factors.
Please select at least one of the following and provide supporting documentation:

- ☐ Public Input
- ☐ Consistency with Planned Growth and Development Areas
- ☐ Adherence to Complete Streets Policy
- ☐ Promotion of Community Goals and Objectives to Further Adopted Comprehensive Plans
- ☐ Existing Local Commitment to Funding
- ☐ Other Relevant Factor(s) _____

Each TAC voting member has at least **40** points that may be applied to any given project.

A project will either receive 40 points or 0 points.

The TAC voting structure will be used to determine how many projects from each MPO partner would be eligible to receive 40 points: Three (3) projects from the City of Winston-Salem, Two (2) projects from the Forsyth County Board of Commissioners, and one (1) project from each of the remaining MPO partners (Town of Bermuda Run, Town of Bethania, Village of Clemmons, City of King, Town of Kernersville, Town of Lewisville, Town of Midway, Town of Rural Hall, Village of Tobaccoville, Town of Walkertown, Town of Wallburg, Davidson County, Davie County, Stokes County, North Carolina Department of Transportation, and the Winston-Salem Transit Authority (WSTA)).

Local Points Assignment

Regional level projects have a pool of 1800 points and Division level projects have a pool of 1800 points. The maximum number of points that can be applied to a project at each level is 100. Some projects will be eligible for Local Input Points in both levels, while some will only be eligible at the division level. The MPO intends to assign the maximum allowed points (100) to the top 18 projects in the Regional and Division levels based on rankings created through the processes described in this document.

Local Input Point Assignment Procedures

1. WSDOT staff will score/rank all Projects (Bicycle & Pedestrian/Highway/Public Transit/Aviation) according to the MPO approved Qualitative and Quantitative criteria.

2. The highest ranked project in each mode (Aviation/Bicycle & Pedestrian/Highway/Public Transit) will receive the maximum allowance of Local Input Points (100 points).
3. The WSUAMPO and the NCDOT Division 9 Office will coordinate and strategically assign the remaining local input points to projects. This coordination will be fully documented and provided for review and comment to the public prior to the approval by the TAC. All projects, rankings, and local point assignments will be published on the MPO's STI webpage.

Note: Public comments, final point assignments, and any justification/rationale for point assignment which deviates from this Local Methodology will be placed on the MPO's STI website.

<http://www.cityofws.org/departments/transportation/planning/sti-spot-prioritization>

APPENDIX 4

RPO Local Input Methodologies (in alphabetical order)

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Albemarle RPO

Session Law 2012-84 requires Metropolitan Planning Organizations and Rural Planning Organizations (MPO's and RPO's) to develop a ranking process for highway, bicycle/pedestrian, public transit, aviation, rail and ferry projects. The ranking process must be data driven and include a combination of quantitative data and qualitative and local input. The following process applies to all projects ranked as "regional" and "division" funding in the counties of Currituck, Camden, Gates, Pasquotank, Perquimans, Chowan, Washington, Tyrrell, Hyde and Dare. Funding levels are as defined in the 2013 Strategic Transportation Investment Law. Following is a timeline for project solicitation, project ranking process and ARPO point assignment. These dates are subject to change as we work through this process.

November-December 2013	Project solicitation
January/February 2014	Projects entered into SPOT On!line
March 2014	Project tentative approval and local point assignment methodology tentative approval by TAC, SPOT office review of local point methodologies
March- April 2014	30 day public comment period of local point assignment methodology
Mid May 2014	Final local point assignment methodology approval by TAC given public comment. Tentative approval of project point assignment by TAC.
May- June 2014	30 day public comment period on project point assignment
July 2014	TAC final approval of project point assignment given public comment
July 2014	Final project submission to SPOT office by July 31, 2014
Fall 2014	Draft STIP to be released

During the months of November and December of 2013, the ARPO started soliciting projects from local government Managers and Planners who, in turn, solicited projects from organizations and the public in their respective communities.

In March of 2014, the results of the project solicitation will be reviewed by the Technical Coordinating Committee (TCC) and then be presented to the Technical Advisory Committee (TAC) at their March meeting for tentative approval. If new projects exceed the maximum number allowed, the TAC will choose which projects to submit based on recommendations from NCDOT Division 1, TCC, and RPO staff. The process and point assignment methods will also be reviewed by the TCC and presented to the TAC, for tentative approval, at their March meeting. The methods described herein are subject to change based on the public comment process described later in this document.

January 21, 2014 through February 17, 2014, ARPO staff will submit new projects to NCDOT through the SPOT Online system and in mid-March of 2014 a 30 day Public comment period will be opened for public review of the ARPO local point assignment methodology.

In mid-May 2014, TAC members will meet and hold a Public meeting regarding adoption of the local point assignment methodology. During this time, results of the public comment period will also be reviewed and considered by the TAC prior to adopting a final methodology. Once final TAC approval for local point assignment methodology occurs, approved methodologies will be sent to the SPOT office for their final approval no later than April 30, 2014.

The TCC and TAC will also evaluate the list of new and previously evaluated projects for the 10 counties and a 30 day public comment period, for projects and point assignments, will be held in mid May.

In July the TAC will hold a Public meeting regarding the final point assignment for projects and results of the public comment period will also be presented and considered by the TAC. Final approval, point assignment and submission to SPOT office will occur by July 31, 2014.

In the fall of 2014 NCDOT will release the Draft STIP.

Public Input process

Methodology

This methodology will be tentatively approved by the TCC and TAC at their March meeting. Once approved by the TAC, the RPO will release the draft methodology for a 30-day public comment period. This comment period will be advertised on the RPO website at www.albemarlecommission.org/planning/ and via local media. The results of the public comment period will be presented to the TCC and TAC at their May 2014 meeting where the public will also be able to submit comments. All public comments will be documented and reasonable edits to the methodology may be made prior to TAC approval and submittal to the SPOT office. All public comments will be documented, filed by the RPO and distributed to local entities to consider for future prioritization processes and transportation plans. No new projects will be added to the Prioritization 3.0 list due to the fact the NCDOT deadline for submitting new projects will have passed.

Project ranking

The RPO will present the recommended point assignments and scores of all projects to the TCC and TAC at their May 2014 meetings. Once approved by the TAC, the RPO will release the recommended projects and point assignments for a 30-day public comment period. This comment period will be advertised on the RPO website www.albemarlecommission.org/planning/ and via local media. The results of the public comment period will be presented to the TCC and TAC at their July 2014 meetings where the public will also be able to submit comments and all public comments will be documented. In July of 2014, the TAC will be asked to approve the project list and final

point assignments. Once complete, the list and points assignments will be available on the RPO website.

Ranking Process

Division level

Projects involving SR routes, bicycle and pedestrian transportation, transit, airports and ferry vessels are evaluated at the Division level. The Albemarle Rural Planning Organization receives 1300 points at the Division level. Once all projects are scored using the methodology described below, the ARPO staff will develop a ranked list of projects within each county and within the RPO as a whole based on the outcome of the scoring. This ranked list will be used to develop the recommended point assignments that are presented to the public for comment and to the TCC and TAC for approval. The top scoring Division level projects, within each county will be allocated 100 points to reach the ARPO's total allocation of 1300 points. This promotes geographic equity of projects. In the event that any counties do not have at least one Division level project additional projects will be selected from the top of the list of remaining projects within the RPO as a whole in order to reach the ARPO's allocation of 1300 points. These projects will be selected based on their total scores based on the criteria below. The allocation of points for the top project per county will equal 40% of the projects total score. Scoring based on the criteria below will account for the other 60% of the projects total score and no project may score more than 100 points based on the criteria. Should two or more projects of the same or different modes tie, the Strategic Prioritization Office of Transportation (SPOT) score will be used as the tie-breaker. Any project scheduled to be let by the July 2015 deadline which may be delayed should be moved to the top of the prioritization list.

Division Level (Highways and ferries (ferry vessels are tentative))

Criteria	0 points	5 points	10 points	15 points
Crash history	0 crashes within a 3 year period	Fewer than 10 crashes within a 3 year period	10 or more crashes within a 3 year period	
	Number of automobile crashes over the most recently tabulated 3 year period			
Transportation Plan consistency	Project is not in STIP, CTP, or other locally adopted plan	Project will be incorporated into CTP or other locally adopted plan.		Project is in STIP, CTP, or other locally adopted plan.
	Is the proposed project part of an existing, or proposed, adopted Plan?			
Economic Development/ Employment access		Provides direct access to an existing employment center* with more than 20 employees.	Provides direct access to an existing employment center* with more than 100 employees.	Provides direct access to an active industrial/business park or proposed new employment center* with more than 100 employees.

	Does the project provide direct connection to a downtown district, business district, government center, geographic area, educational center healthcare center, prison, or agricultural center?			
Multimodal elements	Project does not incorporate or connect to facilities of another mode	Project is needed to provide a connection to facilities of another mode.		Project incorporates or connects to facilities of another mode
	Does the project incorporate other modes of transportation (a sidewalk along a road etc.)?			
Existing deficiency	Existing facility/service available		Existing facility/service available, but contains gap with lower level of service/intermittent service	No existing facility/service available, but contains gap with lower level of service/intermittent service
	Does the project address an existing gap in the transportation system?			
Roadway and shoulder width	Currently exceeds NCDOT minimum standards		Currently meets NCDOT standards	Currently does not meet NCDOT standards
	Does the project not meet, meet or exceed NCDOT minimum standards			
Evacuation	The project is not an official NCDOT evacuation route			The project is an official NCDOT evacuation route
	Is the project part of an official NCDOT evacuation route?			

*An employment center is defined as a downtown district, business district, government center, geographic area, educational center healthcare center, prison, or agricultural center.

Division Level (bicycle and pedestrian transportation, transit, aviation)

Criteria	0 points	5 points	15 points	25 points
Transportation Plan consistency	Project is not in STIP, CTP, LCP, CTSP, ALP or other locally adopted plan	Project will be incorporated into STIP, CTP, LCP, CTSP, ALP or other locally adopted plan.		Project is in STIP, CTP, LCP, CTSP, ALP or other locally adopted plan.
	Is the proposed project part of an existing, or proposed, adopted Plan?			
Economic Development/ Employment access		Provides direct access to an existing employment center* with more than 20 employees.	Provides direct access to an existing employment center* with more than 100 employees.	Provides direct access to an active industrial/business park or proposed new employment center* with more than 100 employees
	Does the project provide direct connection to a downtown district, business district, government center, geographic area, educational center healthcare center, prison, or agricultural center?			
Multimodal elements	Project does not incorporate or connect to facilities of another mode	Project is needed to provide a connection to facilities of another mode.		Project incorporates or connects to facilities of another mode
	Does the project incorporate other modes of transportation (a sidewalk along a road etc.)?			
Existing deficiency	Existing facility/service available		Existing facility/service available, but contains gap with lower level of service/intermittent service	No existing facility/service available, but contains gap with lower level of service/intermittent service
	Does the project address an existing gap in the transportation system?			

*An employment center is defined as a downtown district, business district, government center, geographic area, educational center healthcare center, prison, or agricultural center.

Regional level (NC Routes)

Projects involving NC routes are evaluated at the Regional level and the Albemarle Rural Planning Organization also receives 1300 points for these projects. Once all projects are scored using the methodology described below, the ARPO staff will develop a ranked list of projects within each county and within the RPO as a whole based on the outcome of the criteria below. This ranked list will be used to develop the recommended point assignments that are presented to the public for comment and to the TCC and TAC for approval. The top scoring Regional level project within each county will be allocated 100 points to reach the ARPO's total allocation of 1300 points. This promotes geographic equity of projects. In the event that any counties do not have at least one Regional level project, additional projects will be selected from the top of the list of remaining projects within the RPO as a whole in order to reach the ARPO's allocation of 1300 points. These projects will be selected based on their total scores based on the criteria below. The allocation of points for the top project per county will equal 40% of the projects total score. Scoring based on the criteria below will account for the other 60% of the projects total score and no project may score more than 100 points based on the criteria. Should two or more projects tie, the Strategic Prioritization Office of Transportation (SPOT) score will be used as the tie-breaker. Any project scheduled to be let by the July 2015 deadline which may be delayed should be moved to the top of the prioritization list.

Regional level (Highways and transit)

Criteria	0 points	5 points	10 points	15 points
Crash history	0 crashes within a 3 year period	10 or fewer crashes within a 3 year period	10 or more crashes within a 3 year period	
	Number of automobile crashes over the most recently tabulated 3 year period			
Transportation Plan consistency	Project is not in STIP, CTP, LCP, or other locally adopted plan	Project will be incorporated into CTP or other locally adopted plan		Project is in STIP, CTP, LCP or other locally adopted plan.
	Is the proposed project part of an existing, or proposed, adopted Plan?			
Economic Development/ Employment access		Provides direct access to an existing employment center* with more than 20 employees.	Provides direct access to an existing employment center* with more than 100 employees.	Provides direct access to an active industrial/business park or proposed new employment center* with more than 100 employees.
	Does the project provide direct connection to a downtown district, business district, government center, geographic area, educational center healthcare center, prison, or agricultural center?			
Multimodal elements	Project does not incorporate or	Project is needed to provide a connection to		Project incorporates or connects to facilities of another

	connect to facilities of another mode	facilities of another mode.		mode
	Does the project incorporate other modes of transportation (a sidewalk along a road etc.)?			
Existing deficiency	Existing facility/service available		Existing facility/service available, but contains gap with lower level of service/intermittent service	No existing facility/service available, but contains gap with lower level of service/intermittent service
	Does the project address an existing gap in the transportation system?			
Roadway and shoulder width	Currently exceeds NCDOT minimum standards		Currently meets NCDOT standards	Currently does not meet NCDOT standards
	Does the project not meet, meet or exceed NCDOT minimum standards			
Evacuation	The project is not an official NCDOT evacuation route			The project is an official NCDOT evacuation route
	Is the project part of an official NCDOT evacuation route?			

Cape Fear RPO

Prioritization Methodology

3/13/2014

The Cape Fear RPO is required by state law to develop a local input methodology for prioritizing all transportation projects (highway, bike and pedestrian, public transportation, aviation, rail and ferry) within the RPO boundary that may compete for state and federal funding, and to submit the methodology to the NC Dept. of Transportation for approval.

The RPO has developed this prioritization method in an effort to satisfy the quantitative, data-driven requirements of the legislation while protecting the discretion of local officials by incorporating subjective, qualitative local input where possible.

This process is intended to be open and transparent. As such, all meetings of the RTCC and RTAC are open to the public and public participation will be solicited in accordance with the RPO's adopted Public Participation Plan. In addition, the draft methodology and preliminary point assignments will be posted at the RPO's website at <http://www.capefearcog.org/Transportation> along with instructions for submitting comments. Comments will be collected by the RPO Coordinator and distributed to the RTCC and RTAC as part of their normal meeting packets.

Prioritization Process and Timeline

1. Draft prioritization methodology will be recommended for approval by the RTCC and approved by the RTAC in March 2014. Methodology will be posted to the RPO website once approved by the SPOT office.
2. Determine whether any projects were funded at the statewide tier. Projects funded at the statewide tier will not be considered for prioritization at the regional-tier or division-tier. [May 2014]
3. Review the regional-tier quantitative points received for each qualifying project in the RPO area relative to other qualifying projects in the project's region to determine the most viable regional-tier projects in the RPO boundary. [May 2014]
4. Review the division-tier quantitative points received for each qualifying project in the RPO area relative to other qualifying projects in the project's division to determine the most viable division-tier projects in the RPO boundary. [May 2014]
5. Discuss projects with the Division Engineer, Division Planning Engineer, and District Engineer for each project to gauge Division priority and ensure mutual high priorities are prioritized appropriately. [May-June 2014]

6. Discuss projects with the staff of adjacent MPO/RPOs for projects that cross the RPO boundaries to discuss point sharing and to ensure that points aren't wasted. Any project that crosses the RPO boundary will be eligible for local input points in excess of the percentage of the project within the RPO boundary, up to 100 points, if the adjacent MPO/RPO provides less than their full share of points. If points sharing is approved, both the Cape Fear RPO and the adjacent MPO/RPO must agree to the amount of points donated and provide this arrangement in writing to the SPOT office. [May-June 2014]
7. RPO staff will determine Project Development points. [May 2014]
8. RPO staff will perform a preliminary ranking of projects at the regional and division tiers based on each project's preliminary score, which will be calculated like the final RPO score (see below) but using only the SPOT SCORE, DIVISION PRIORITY, and PROJECT DEVELOPMENT criteria since those will be the only criteria determined thus far. RPO staff designate projects as High, Medium, or Low priority based on whether the preliminary score ranks in the 90th percentile, 80th percentile, 70th percentile of all project scores in the RPO area. Projects below the 70th percentile get a preliminary priority of None. The preliminary rankings with priorities will be distributed to each RTCC and RTAC member and will be made available to other stakeholders and to the general public pursuant to the RPO Public Participation Plan and will be posted on the RPO website. County staff and elected officials will collaborate with staff and elected officials of municipalities within their boundaries and with other stakeholders representing county transportation modes or systems to review the preliminary rankings and to either endorse the preliminary priority assignments or to propose modifications, making sure to maintain the same number of projects in each category and providing written justification for any modifications proposed. [Preliminary Scores will be distributed in early May with the RTCC and RTAC packets and will be posted on the Cape Fear RPO website and distributed to media outlets. Counties will have until June 13 to provide priority modifications with justifications.]
9. Regional and Division Project Scores will be generated according to the Scoring Criteria. [RPO Staff will generate final scores based on county priorities, if modified, by June 20th. Results will be posted to the Cape Fear RPO website and distributed in late June/early July with the RTCC and RTAC packets.]
10. The RTCC and RTAC will review the final Regional and Division Project Scores and discuss whether to apply Local Discretionary Points at their July meetings, which will be public meetings where public comment will specifically be sought on the final scores and where the public comments, and any others received during the prioritization process, will be a basis for applying any Discretionary points. Local Discretionary Points will be discussed in an open meeting and any points assigned and their justifications will be documented in the meeting minutes. [RTCC meets July 2 and RTAC meets July 11, 2014]

11. Final adjusted scores will be generated based on final scores and Discretionary points and will be posted to the RPO website. [mid-July 2014]
12. Final points will be assigned based on final adjusted scores and points will be entered into SPOT Online. [mid-July 2014]

Project Scoring Criteria

The following scoring criteria will be used to generate a raw score for each transportation project, regardless of mode. Each project will receive a preliminary and final score at both the regional and division tiers.

1. **SPOT SCORE (QUANTITATIVE):** Projects require at least one quantitative criterion. The Cape Fear Area RPO believes that the quantitative criteria developed by NCDOT (for the portions of the RPO in Highway Division 6) and by the Eastern NC MPO/RPO Coalition (for the portions of the RPO in Highway Division 3) provide an adequate quantitative assessment of the transportation projects in the RPO area. Further, projects that do not rank well by the SPOT quantitative score will not compete at the regional or division level, so our local quantitative criteria are equal to the total quantitative score provided by SPOT. The SPOT Regional Score will be equal to 70% of the Project Regional Score and the SPOT Division Score will be equal to 50% of the Project Division Score.
2. **DIVISION PRIORITY (QUALITATIVE):** Projects will not compete at the regional or division level unless they have the support of the Division Engineer and rank well by the Division Engineer's scoring criteria. If both Divisions have computed their scores prior to RPO prioritization, the actual Division Regional-tier score will be the Division Regional-tier Priority Score and the actual Division Division-tier Score will be the Division Division-tier Priority Score. If both Divisions have not computed their scores prior to RPO prioritization, projects will be given a High, Medium, Low, or None priority classification based on discussion with Division and District staff (if the Division has not yet computed its points) OR based on equal distribution of projects in each Division into High, Medium, and Low categories for projects receiving Division points or the None category for projects receiving no Division points (if the Division has already computed its points). Projects will be given 100, 50, 25, or 0 points accordingly. The Division Priority score will be equal to 15% of the Project Regional Score and 25% of the Project Division Score. Where projects cross division boundaries, points will be allocated based on the share of the project in each division.
3. **COUNTY PRIORITY (QUALITATIVE):** The County Priority score will be equal to 15% of the Project Regional Score and 25% of the Project Division Score. County staff and elected officials will collaborate with staff and elected officials of municipalities within their boundaries and with other stakeholders representing county transportation modes or systems to review the preliminary rankings developed by the RPO staff and to either endorse the preliminary priority assignments or to propose modifications, making sure to

maintain the same number of projects in each category and providing written justification for any modifications proposed. Points will be distributed as follows: HIGH, MEDIUM, LOW, and, NONE priority projects for each county will be given 100, 75, 50, and 0 points respectively. If a county fails to provide a priority list, projects in the county will be given the preliminary priority. If a project is prioritized by more than one county, it will be assigned the average of the points received.

4. **PROJECT DEVELOPMENT (QUALITATIVE):** Projects that have had significant planning or development activities completed will be given supplemental points to distinguish them from projects that are simply conceptual. Points will be given to projects for each of the following criteria as indicated: a completed feasibility study [2 pts.]; an adopted corridor plan or other project-specific plan [2 pts.]; preliminary engineering [2 pts.]; project in development/merger process (i.e. active development by PDEA or preliminary design has begun) [2 pts.]; right-of-way funded in current STIP [5 pts.]; right-of-way attainment (i.e. acquisition has begun)[10 pts.].
5. **DISCRETIONARY REGIONAL SIGNIFICANCE (QUALITATIVE):** Projects are eligible for between -10 and 10 discretionary qualitative points for projects of regional significance or other special consideration, provided that the RTAC documents the rationale and that such documentation is available for public inspection. The purpose of these points are to provide local oversight to the data-driven process, to compensate for any peculiar scores where the prioritization methodology fails to operate as expected, and to ensure appropriate projects at the relevant tier. In particular, the Discretionary points are foreseen as a way to eliminate or downgrade extremely expensive projects at the Division tier where a selected project would overburden Division funds. Since Discretionary points must be agreed upon by the majority of RTCC and RTAC members, it is envisioned as “safety net” to correct problems on which there is high concurrence, rather than a way to simply modify the adopted methodology.
6. **FINAL RPO SCORE:** Final project scores will be calculated as follows:

RPO Regional Score

$$\begin{aligned}
 &= (70\% * SPOT Regional Score) \\
 &+ (15\% * Division Regional - tier Priority Score) \\
 &+ (15\% * County Priority Score) \\
 &+ (Project Development Points [23 pts max]) \\
 &+ (Discretionary Regional Significance Points [\pm 10 pts max])
 \end{aligned}$$

RPO Division Score

$$\begin{aligned}
 &= (50\% * SPOT Division Score) \\
 &+ (25\% * Division Division - tier Priority Score) \\
 &+ (25\% * County Priority Score) \\
 &+ (Project Development Points [23 pts max]) \\
 &+ (Discretionary Regional Significance Points [\pm 10 pts max])
 \end{aligned}$$

Final Points Assignment

Final points will be assigned as follows at both the Regional and Division tiers based on each project's final RPO score, up to a total of 1300 points at each tier:

1. Top two scoring highway projects in each RPO county will be given 100 points each or maximum available if partially in RPO (600 points max).
2. Top three scoring non-highway projects will be given 100 points each, or maximum available if partially in RPO, regardless of non-highway mode or location (300 points max).
3. Next 4 scoring projects, regardless of mode or location: 100 points each or maximum available if partially in RPO (400 points max).
4. Remaining points cascade to next highest scoring projects, regardless of mode or locations, up to 100 points each or maximum available if partially in RPO.

Down East RPO

Strategic Prioritization Office of Transportation Local Input Point Assignment Methodology

Introduction

The Down East Rural Planning Organization (DERPO) is required by state law to develop a local input methodology for prioritizing all transportation projects (highway, bike and pedestrian, public transportation, aviation, rail and ferry) within the RPO boundary that may compete for state and federal funding, and to submit the methodology to the North Carolina Department of Transportation (NCDOT) for approval.

The DERPO has developed this prioritization method in an effort to satisfy the quantitative, data-driven requirements of the legislation while protecting the discretion of local officials by incorporating subjective, qualitative local input where possible.

This process is intended to be open and transparent. As such, all meetings of the Technical Coordinating Committee (TCC) and Transportation Advisory Committee (TAC) are open to the public and public participation will be solicited in accordance with the RPO's previously adopted Public Involvement Policy. In addition, the draft methodology and preliminary point assignments will be posted at the Eastern Carolina Council of Governments' DERPO webpage:

<http://www.eccog.org/planning-and-gis/planning/transportation-planning/derpo/> along with instructions for submitting comments. Comments will be collected by the RPO Coordinator and distributed to the TCC and TAC as part of their normal meeting packets.

Schedule

During every Strategic Prioritization Office of Transportation (SPOT) cycle the DERPO will create a Prioritization Sub-committee where at least one voting member from each of the five counties and the two NCDOT Highway Divisions will participate. This Sub-committee will make the initial draft local point assignments.

At the initial convening of the Sub-committee any changes to Strategic Transportation Improvement legislation or the SPOT formulas, rankings, or process will be reviewed and discussed. Based on that review this methodology will be revisited to make any changes or adjustments necessary to remain in compliance and to optimize our prioritization process to the needs of the DERPO region. Any changes or adjustments will be made available for public comment in accordance with the DERPO Public Involvement Policy and subsequently approved by the TCC and TAC prior to being enacted.

When NCDOT opens the window for submission of new candidate projects the Sub-committee will meet to review existing SPOT projects from every transportation mode with the potential to be removed from the system and new candidate projects from every transportation mode with the potential to be submitted to the SPOT scoring system. The recommendations from this Sub-committee will be presented to the TCC and TAC at their next regularly scheduled meeting for approval. This meeting is open to the public.

After the Regional Impact and Division Needs scores are released by NCDOT the Sub-committee will meet to generate the Local Input Scores based on the scoring criteria described below and consultation with NCDOT Division staff, neighboring MPOs and RPOs, local aviation, rail, ferry, port, and transit operators. As soon as those preliminary scores are calculated they will be posted on the Eastern Carolina Council of Governments' DERPO webpage: <http://www.eccog.org/planning-and-gis/planning/transportation-planning/derpo/> for public review and comment for no less than 30 days. Any public comment gathered during this time will be considered when applying Local Discretionary Points.

The TCC and TAC will review the final Regional Impact and Division Needs Project Scores provided by the Sub-committee and discuss whether to apply Local Discretionary Points at their meetings, which will be public meetings where public comment will specifically be sought on the final scores and where the public comments, and any others received during the prioritization process, will be a basis for applying any Discretionary points. Local Discretionary Points will be discussed in an open meeting and any points assigned and their justifications will be documented in the meeting minutes. Final adjusted scores will be generated based on final scores and Discretionary points and will be posted, with any appropriate justifications necessary, to the RPO website at that time. Final points will be assigned based on final adjusted scores and points will be entered into SPOT Online.

For SPOT 3.0 in 2014 the timeline is as follows:

- Quantitative scores are released for SPOT 3.0 projects by NCDOT (May 14, 2014)
- Proposed Local input points are allocated to SPOT 3.0 projects (May-June 2014)
- A 30 day public comment period is provided to review and comment on local input point allocations (June 2014)
- DERPO TAC endorses final local input point allocations and submits them to NCDOT (July 24, 2014)
- Final scores are issued to SPOT 3.0 projects and posted on the DERPO website (August 2014)

Scoring Criteria

The following scoring criteria will be used to generate a raw score for each transportation project, regardless of mode. Each project will receive a preliminary and final score.

For the Quantitative Score the DERPO will use quantitative criteria developed by NCDOT and the Eastern NC MPO/RPO Coalition. These criteria provide an adequate quantitative assessment of the transportation projects in the RPO area. The SPOT Score will be equal to 50% of the Total Project Score. This aspect of the score will be calculated using this formula:

$$\text{Quantitative Score} = [(\text{SPOT Score} / \text{Max SPOT Score}) \times 100] \times 50\%$$

For Regional Impact projects the Max SPOT Score = 70

For Division Needs projects the Max SPOT Score = 50

Example Quantitative Regional Score: $[(65/70) \times 100] \times .5 = 46.43$

For the Qualitative Score the DERPO Sub-committee selected six factors in our geographic area to evaluate local projects on across all modes of transportation. This evaluation will be based on access and connections provided by the project to those six factors that promote and foster our communities in Eastern North Carolina. Those factors are: Agriculture, Education, Health Care, Job Centers, Military and Ports, and Tourism. Each of those factors have been identified in the following ways:

Agriculture

ESRI's Community Analyst is a web-based mapping program that can search for and identify the location of businesses by NAICS (North American Industry Classification System) code in a defined geographic area. This program extracts business data which is current as of January 2013 from a comprehensive list of businesses licensed from Dun & Bradstreet, a leading source of commercial information and insight on businesses.

Community Analyst was used to identify a total of 435 agricultural businesses with 3-digit NAICS codes of 111 (crop production), 112 (animal production and aquaculture), 113 (forestry and logging) and 115 (support activities for agriculture and forestry) in the DERPO area. These results were exported into an Excel spreadsheet where the name, address, 6-digit NAICS code and sales volume of each identified business was listed. The top earning businesses whose combined sales volume equaled approximately 50% of the total sales volume of all 435 businesses in the DERPO area were then identified. These 18 identified businesses were then mapped in ArcGIS, a mapping software program, according to their address, parcel spatial data, aerial imagery, and GoogleMaps. Access points to the transportation network for each mapped business were then identified.

Education

Community colleges, universities, and their off-campus centers or satellite campuses in the DERPO area were mapped in ArcGIS using spatial data downloaded from NC OneMap (a statewide data and map service website organized by government agencies, the private sector and academia), the address listed on the college/university's website, aerial imagery, and GoogleMaps.

Health Care

Hospitals in the DERPO area were mapped in ArcGIS using spatial data downloaded from NC OneMap. According to the NC OneMap website, the downloaded hospitals spatial dataset include all general medical/surgical hospitals and other types of hospitals if they were represented in datasets sent by the state of North Carolina. Therefore, nursing homes, urgent care facilities, and some specialty hospitals were excluded from this spatial dataset. Although originally included in this spatial dataset, mapped naval hospitals were removed.

Job Centers

A statewide spatial dataset containing employment data by 2010 census blocks was obtained from the NCDOT. This dataset, known as the LEHD Origin-Destination Employment Statistics (LODES) Dataset, was originally obtained from the Longitudinal Employer-Household Dynamics (LEHD) program. The LEHD program is part of the Center for Economic Studies at the US Census Bureau. This program combines federal, state and Census Bureau data on employers and employees under the Local Employment Dynamics (LED) Partnership. Under the LED Partnership, states share the Quarterly Census of Employment and Wages (QCEW) data with the Census Bureau. After obtaining this spatial dataset from NCDOT, only the census blocks with 100 employees or greater which are located in the DERPO were selected.

Military & Ports

Military locations in the DERPO area were identified using the federal lands in North Carolina spatial dataset downloaded from NC OneMap. Using the original downloaded spatial dataset, federal lands which are in the DERPO area and are military locations were mapped in ArcGIS. Mapped military locations which were identified as US Army Reserve Centers were then removed. The Emerald Isle and Hobucken US Coast Guard Stations were then mapped and therefore added to this spatial dataset. Entry gate or access points from these military locations to the transportation network were then identified.

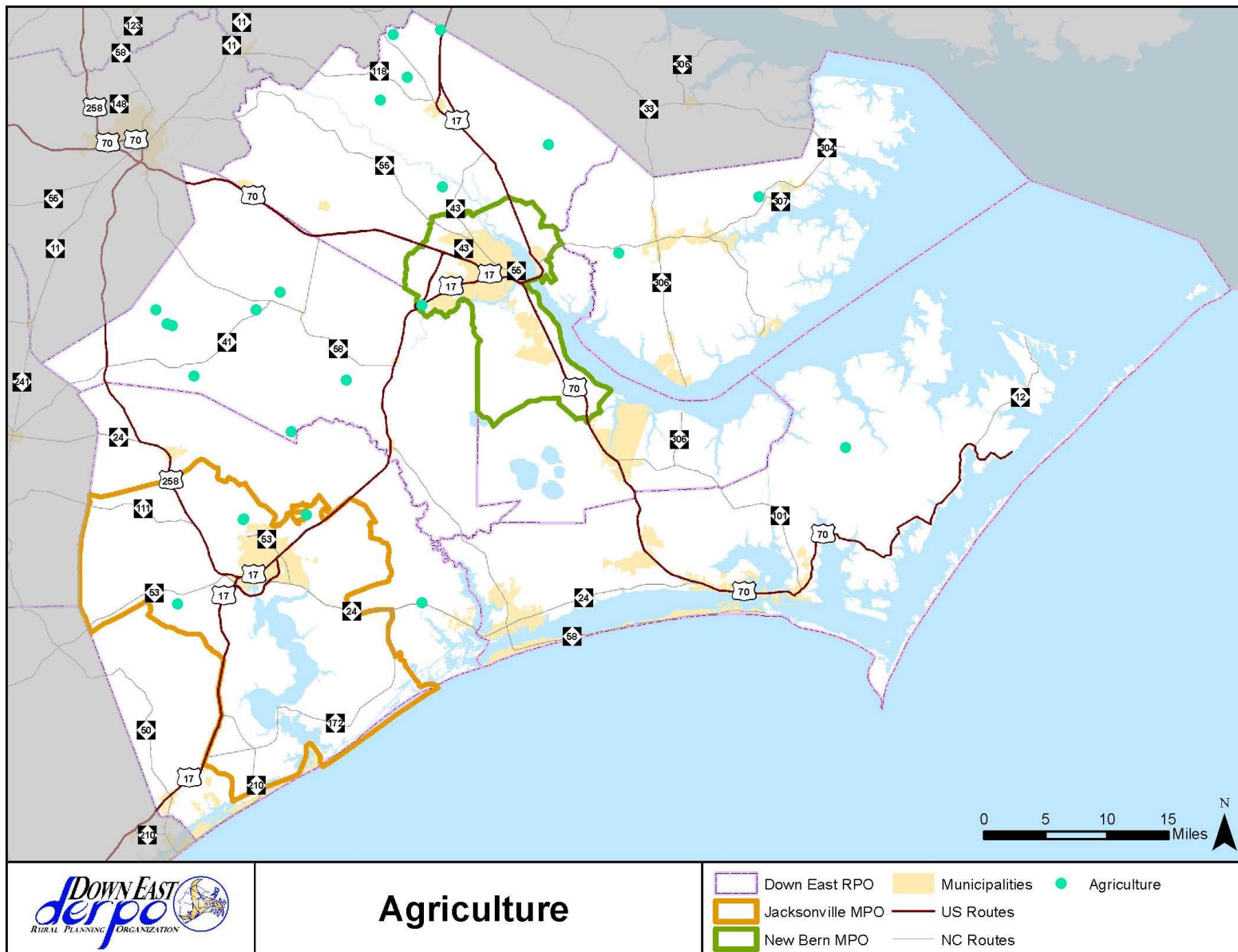
The Port of Morehead City is the only port located in the DERPO area and has only one entry gate.

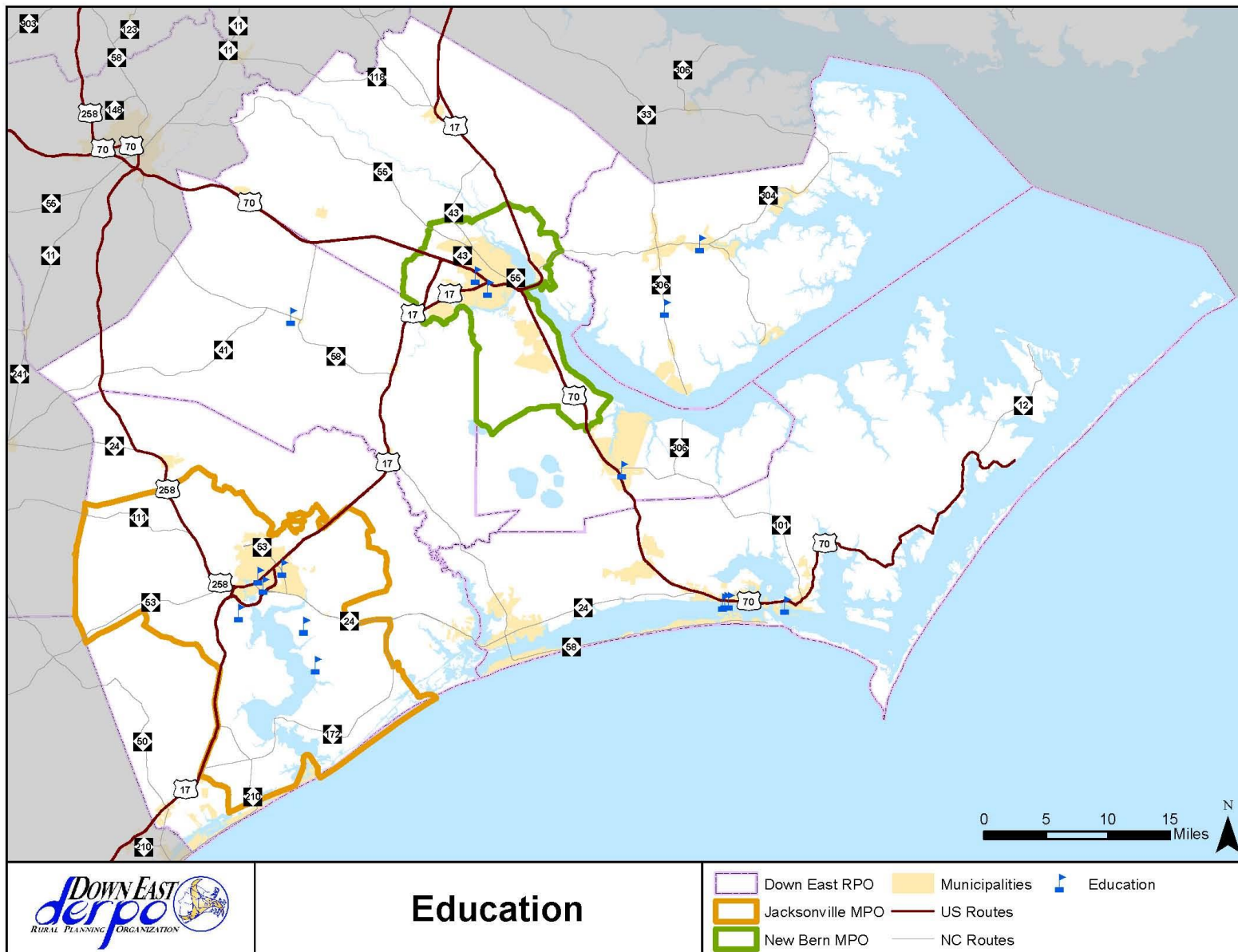
Two NC Ferry routes exist in the DERPO area with three boarding docks in operation. The access points from the dock to the transportation network were identified.

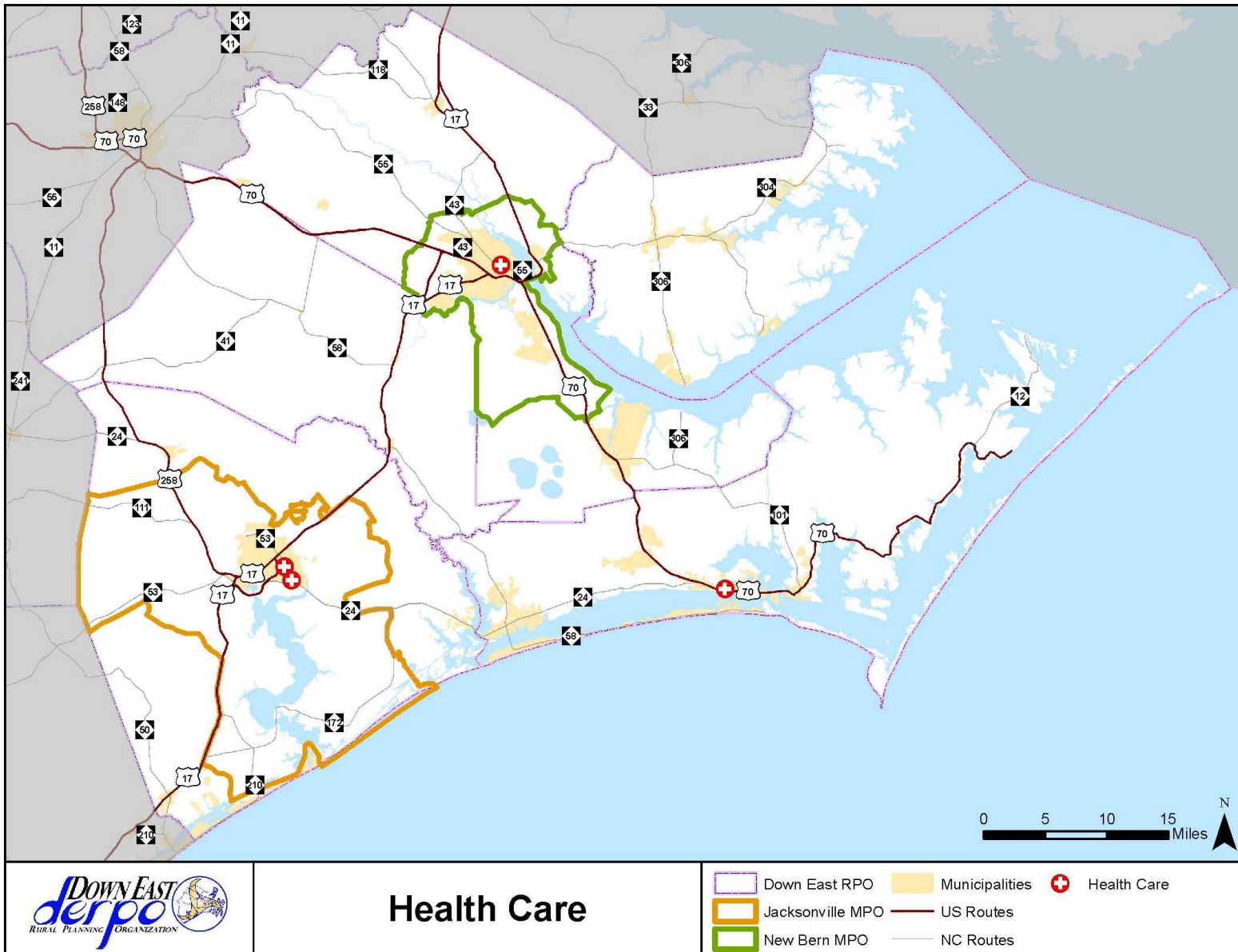
Tourism

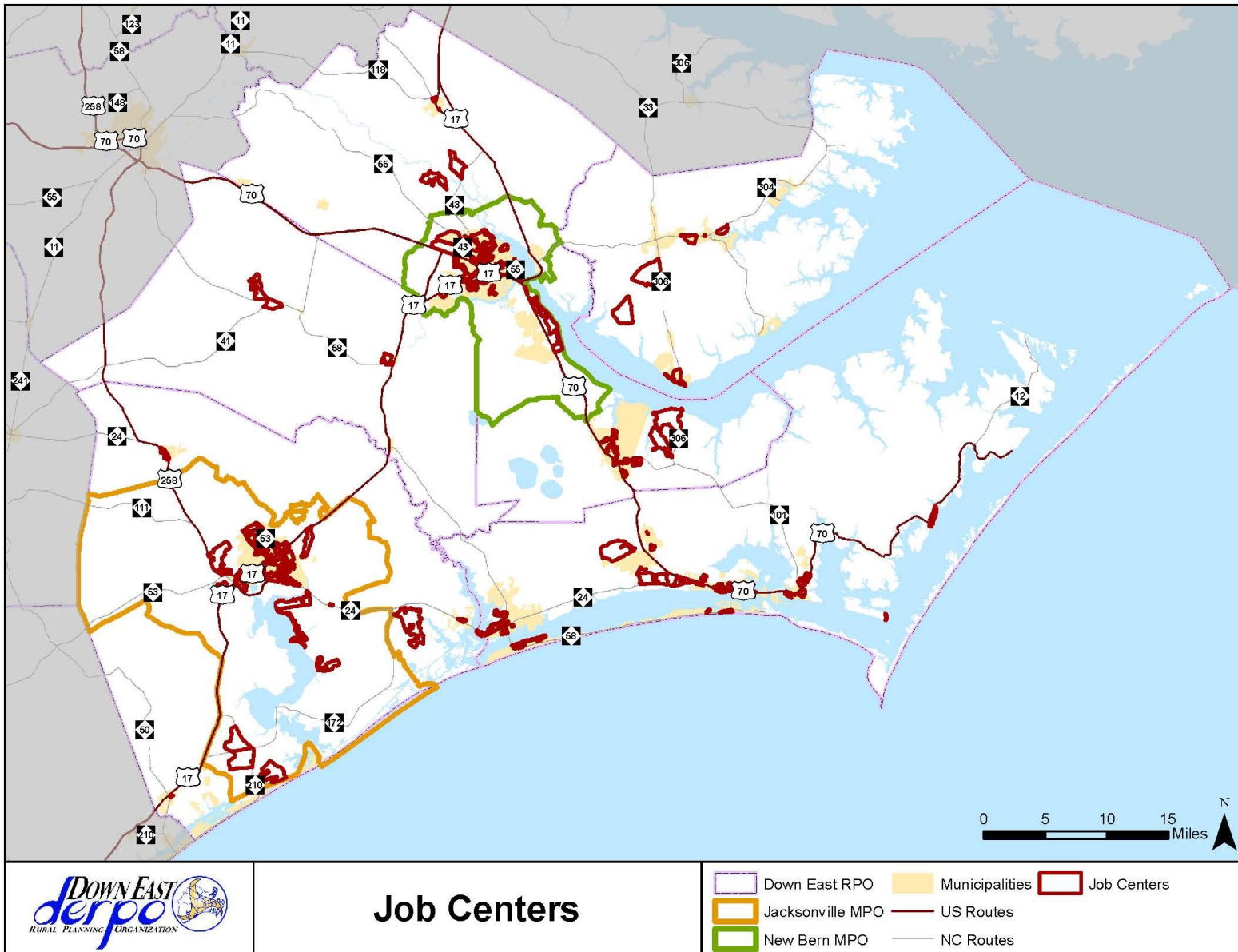
Tourist destinations in the DERPO were identified as the points of interest mapped on the Croatan Regional Bicycle Routes and Trails map. This map is associated with the Croatan Regional Bicycle Plan and Croatan Regional Trails Plan. Both of these plans encompassed a study area that included the five counties which make up the DERPO. These tourist destinations include state and national parks, event centers, museums, historical sites, educational sites, visitor centers, etc.

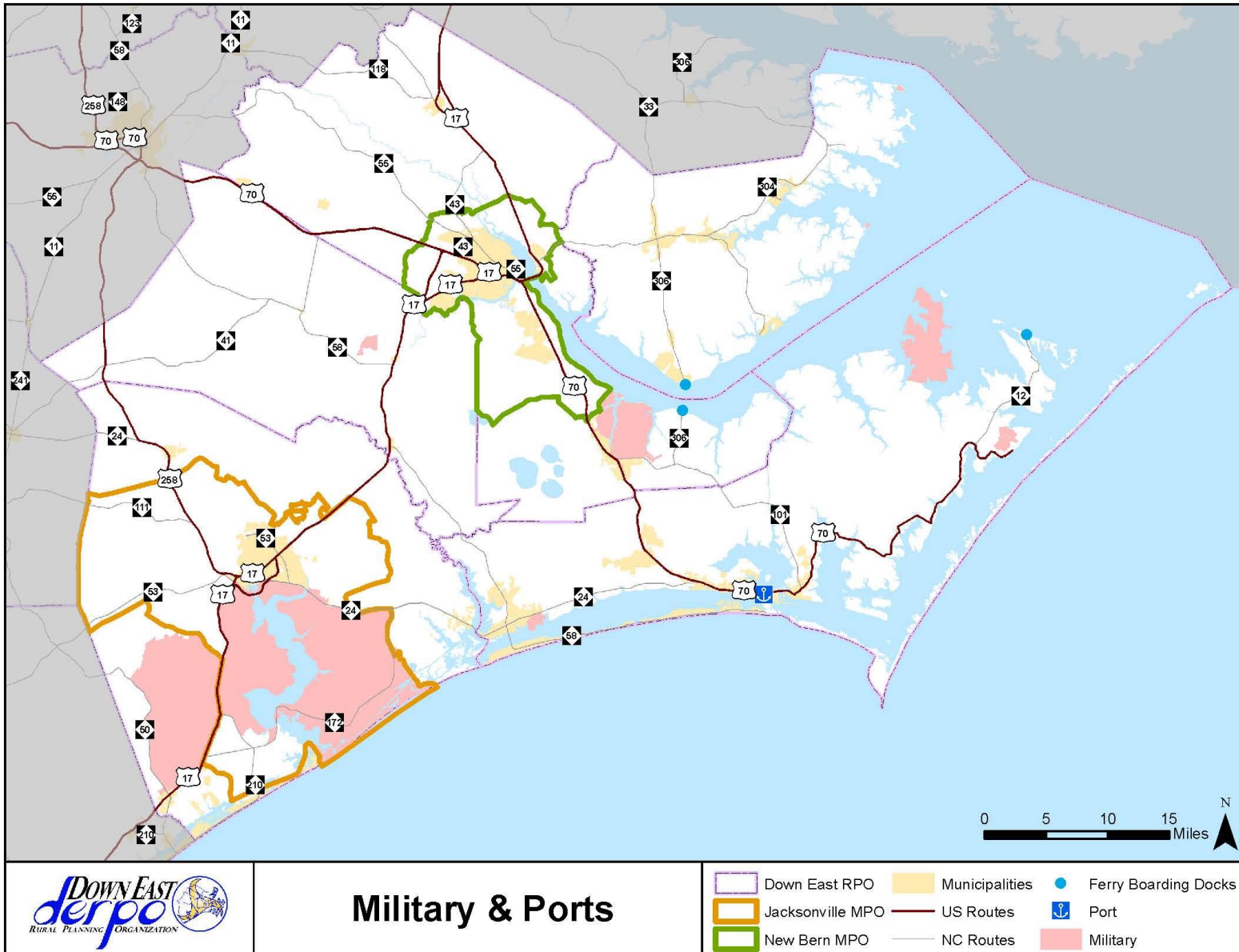
Once all the access points to these locations were identified and mapped, the 2010 US Census Block each access point is contained in was then selected for evaluation and scoring purposes. The maps of these six factors and corresponding Census Blocks are attached.

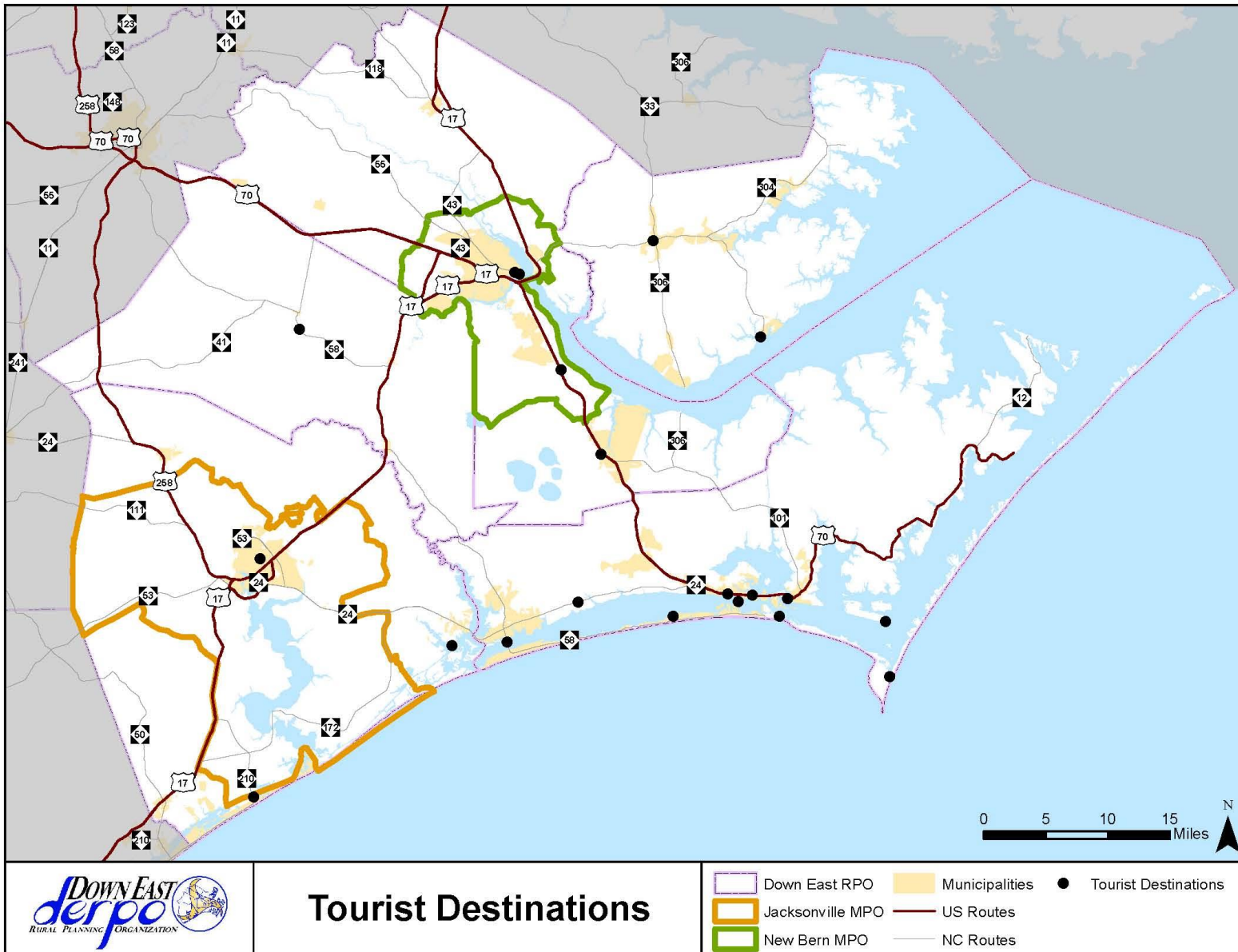


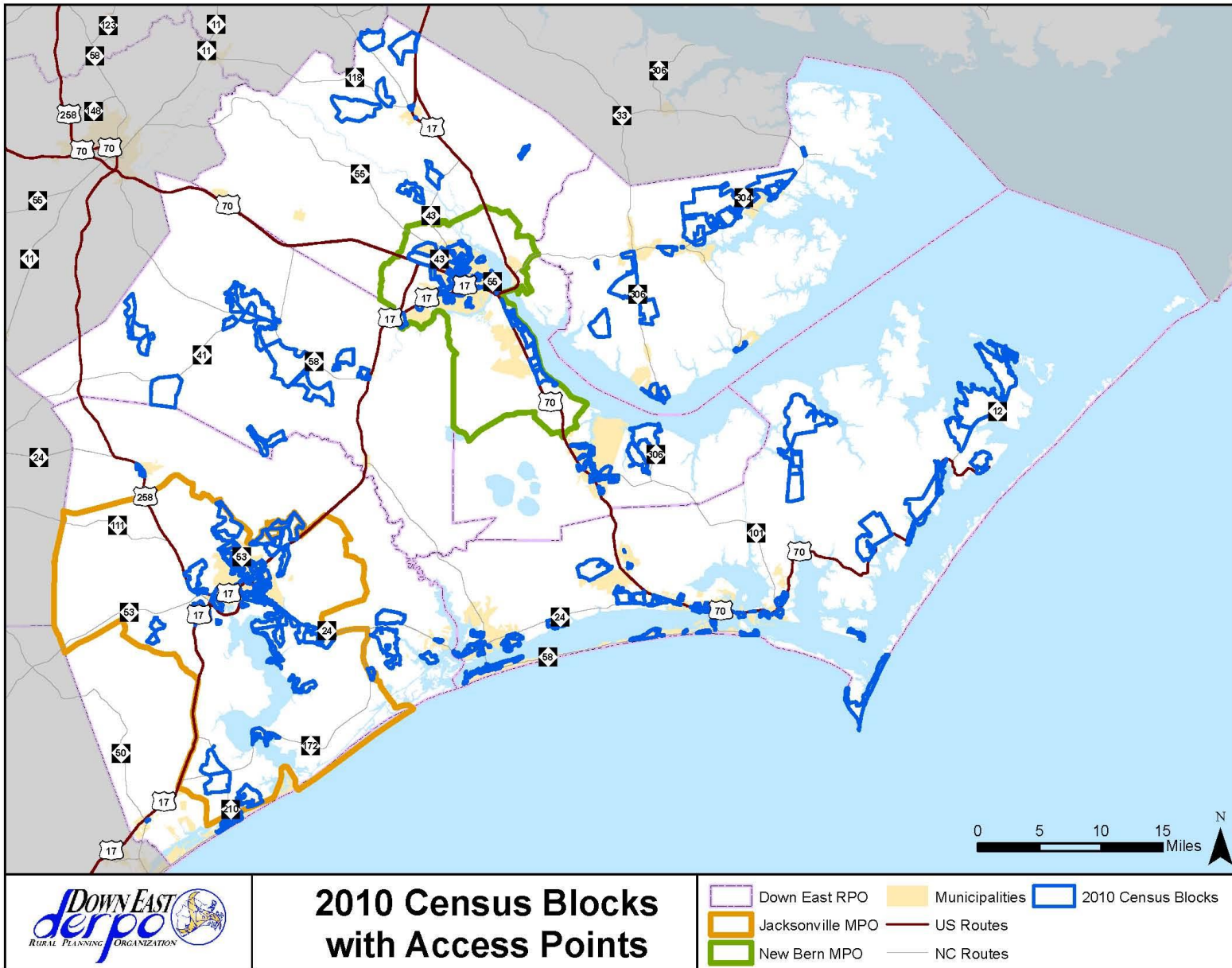












The Sub-committee created a hierarchy among these factors. Every occurrence of an access point in a given US Census Block for a Military Installation, NC Port or Ferry Dock is worth 30 points and every US Census Block with 100 employees or greater is worth 30 points. Every access point in a given US Census Block to a Tourist Destination or an Agricultural business is worth 20 points. Every access point in a given US Census Block to a Health Care facility or an Education Center is worth 10 points.

Projects of all modes are then mapped to determine their proximity to these identified US Census Blocks containing one or more of the six factors described above. Transportation projects that intersect, parallel or touch one of the selected US Census Blocks containing one of the six factors get a tally of the total points assigned in the scoring hierarchy. Scores are aggregate so every instance is counted towards the total. No project can exceed a maximum of 100 total points. The Qualitative Score will be equal to 50% of the Total Project Score. For example, Project A intersects a Census Block with a Hospital, parallels a Census Block with a Tourists Destination and touches a Census Block at the NC Port so it would get a qualitative score of 30 points.

$$\text{Census Block Score} = [(\text{Factor Score} + \text{Factor Score} + \text{Factor Score}) \times 100\%] \times 50\%$$

$$\text{Project A Score:} \quad [(10+20+30) \times 1.0] \times 0.5 = 30$$

Transportation projects that do not intersect, parallel, or touch one of the selected US Census Blocks containing one of the six factors but, are within the same US Census Block Group as those US Census Blocks containing one of the six factors get a tally of 60% of the total points assigned in the scoring hierarchy. Scores are aggregate so every instance is counted towards the total. No project can exceed a maximum of 100 total points. For example, Project B is in a Census Block Group with a College and a Military base so it would get a qualitative score of 12 points.

$$\text{Census Block Group Score} = [(\text{Factor Score} + \text{Factor Score} + \text{Factor Score}) \times 60\%] \times 50\%$$

$$\text{Project B Score:} \quad [(10+30) \times 0.6] \times 0.5 = 12$$

Transportation projects that do not intersect, parallel, or touch one of the selected US Census Blocks containing one of the six factors but, and are not within the same US Census Block Group as those US Census Blocks containing one of the six factors, but are within the same US Census Tract as those US Census Blocks containing one of the six factors get a tally of 30% of the total points assigned in the scoring hierarchy. Scores are aggregate so every instance is counted towards the total. No project can exceed a maximum of 100 total points. For example, Project C is in a Census Tract with an Agricultural center and a Job Center so it would get a qualitative score of 7.5 points.

$$\text{Census Tract Score} = [(\text{Factor Score} + \text{Factor Score} + \text{Factor Score}) \times 30\%] \times 50\%$$

$$\text{Project C Score:} \quad [(20+30) \times 0.3] \times 0.5 = 7.5$$

Once a Quantitative and a Qualitative Score are calculated for every transportation project, those two figures are summed for a Total Project Score.

Total Project Score = (Quantitative Score + Qualitative Score)

Project A Score: $(46.43 + 30) = 76.43$

At this time projects are eligible for the equivalent of 40% (plus or minus) of the Total Project Score in Discretionary Points. These Discretionary Points are for projects of regional significance or other special consideration, provided that the TAC documents the rationale and that such documentation is available for public inspection. Special considerations included high dollar projects that would overwhelm the funding available for the region, projects that are not far enough along in the planning process to warrant funding, or projects that have strong public support for example. The purpose of these points are to provide local oversight to the data-driven process, to compensate for any peculiar scores where the prioritization methodology fails to operate as expected, and to ensure appropriate projects at the relevant tier. In particular, the Discretionary Points are foreseen as a way to eliminate or downgrade extremely expensive projects at the Division Needs tier where a selected project would overburden Division Needs funds. Since Discretionary points must be agreed upon by the majority of TCC and TAC members, it is envisioned as “safety net” to correct problems on which there is high concurrence, rather than a way to simply modify the adopted methodology.

All projects across all modes are then sorted in descending order from highest score to lowest score for evaluation. The projects are then assigned Local Input Points in descending order starting with the highest scoring project getting the maximum 100 points and the second highest scoring project getting 99 points etc. until the DERPO allotment of 1400 Regional Impact Local Input Points and 1400 Division Needs Local Input Points are exhausted.

East Carolina RPO

Prioritization 3.0 Methodology

Introduction

Session Law 2012-84 requires Metropolitan Planning Organizations and Rural Planning Organizations (MPOs and RPOs) to develop a ranking process for highway, bicycle/pedestrian, public transit, aviation, rail and ferry projects. The ranking process must be data driven and include a combination of quantitative data, qualitative data and local input. The following process applies to all projects ranked as “regional impact” and “division needs” funding in the Eastern Carolina RPO (ECRPO) consisting of Duplin, Greene, Lenoir and Wayne counties. Funding levels are as defined in the 2013 Strategic Transportation Investment Law. Following is a timeline for the ECRPO’s project solicitation, local input point assignment and prioritization process.

Schedule Overview

November 2013-January 2014	Project solicitation. Formation of SPOT Subcommittee.
January-February 2014	Projects entered into SPOT Online.
March-April 2014	SPOT Subcommittee final approval of local input point assignment and prioritization methodology. Methodology submission to the SPOT office by April 30, 2014.
May-June 2014	Local input point assignment and prioritization by SPOT subcommittee. Initial TAC approval of project prioritization.
May-June 2014	30-day public comment period on initial SPOT prioritization.
July 2014	Final TAC approval of project prioritization given public comment.
July 2014	Final project submission to SPOT office by July 31, 2014.
August 2014	Final scores posted on ECRPO website.

Schedule Details

In **November 2013-January 2014**, ECRPO staff reviews the SPOT schedule at regular Technical Coordination Committee (TCC) and Transportation Advisory Committee (TAC) meetings and requests any new SPOT projects be submitted to ECRPO staff for inclusion in the SPOT Online system for preliminary SPOT scoring. These TCC and TAC meetings are open to the public. The ECRPO forms a SPOT subcommittee with 1-2 representatives from each county. The subcommittee reviews all potential SPOT projects, staff recommendations and division comments.

In **January-February 2014**, ECRPO staff enters new projects to NCDOT through the SPOT Online system. The SPOT subcommittee reviews all potential SPOT projects and preliminary SPOT scores. ECRPO staff reviews past prioritizations and each project with respect to cost, schedule, permitting, project competition within the Division, and capacity/deficiency analysis from transportation plan. Staff prepares comments and preliminary recommendations for each project and any potential regional prioritization projects outside the ECRPO region.

In **March-April 2014**, ECRPO staff and the SPOT subcommittee develop the RPO's local input point assignment and prioritization methodology. ECRPO staff will send the draft methodology to the SPOT office for comments. ECRPO staff will submit the SPOT subcommittee approved methodology to the NCDOT SPOT office for their final approval no later than **April 30, 2014**. ECRPO staff will meet with each Division Engineer to discuss Division priorities and the status of each project. Projects are reviewed for issues involving schedules, permits, and cost to determine which projects are not feasible for prioritization at this time. Projects outside the ECRPO region are also discussed for potential regional prioritization and point-sharing. ECRPO staff and Division Engineers review the preliminary SPOT scores for each project.

In **May 2014**, the SPOT subcommittee assigns preliminary local input points to each project from the 1,300 that are available to the RPO. The local input point assignment and prioritization process will include both quantitative and qualitative criteria as required by the Strategic Transportation Investments legislation and will be discussed in detail later.

Once the SPOT subcommittee has developed an initial project prioritization, the ECRPO TCC and TAC review the subcommittee recommendations, SPOT scores and approve the initial project prioritization for public comment.

In **late May/ June 2014**, following approval from the ECRPO TCC and TAC, ECRPO staff posts the initial project prioritization methodology and scores on the ECRPO website at <http://www.ecrpo.org/> and notifies member governments of the 30-day public comment period via email and will provide the prioritization for posting on websites and publishing in local newspapers.

In **July 2014**, the ECRPO TCC and TAC review all public comments, revise the prioritization if needed and approve the final project prioritization. ECRPO staff submits the final project prioritization to the NCDOT SPOT office by **July 31, 2014**. All final project rankings, points assigned per project and any rationale/justification for point adjustments which deviate from this methodology will be available on the RPO website by **August 2014**.

In the **fall of 2014**, NCDOT will release the Draft STIP

Public Input Process

Project Prioritization

ECPRO staff will present the recommended local input point assignments and scores of all projects at the TCC and TAC meetings scheduled for May/June. These scheduled TCC and TAC meetings will be advertized on the on the ECRPO website at <http://www.ecrpo.org/> and will be open to the public. ECRPO staff will also post the initial local point assignment, prioritization and scores of all projects on the ECRPO website at <http://www.ecrpo.org/> and notify member governments of the 30-day public comment period via email and will provide the prioritization for posting on websites and publishing in local newspapers. Comments may be submitted via email, phone call or hand written. Once the 30-day public comment period closes, the ECRPO TCC and TAC will review all public comments, revise the prioritization if needed and approve the final project prioritization.

Local Input Point Assignment and Prioritization Process

Quantitative Criteria

The quantitative criteria used in ranking will be the total score generated by the Strategic Prioritization Office, inclusive of all data used to in the methodology except the inclusion of local input points. The quantitative score will account for 50% of the weight of the local input point assignment.

Qualitative Criteria

The qualitative criteria and the associated point scale for each to be used to evaluate projects will include the following:

- Public input: If a project receives support from the public input process.
 - If the project does not receive any comment or receives mixed positive and negative comment = 0 points
 - If the project receives supportive public input = 10 points
- Prioritization ranking and/or assignment of points in previous rounds of the SPOT process.
 - If the project has not been ranked previously = 0 points
 - If the project has been ranked previously = 10 points
- Access to employment centers: Provides direct access to an active industrial/business park or proposed new employment center.
 - If the project will not serve an employment center = 0 points
 - If the project will serve an employment center with less than 150 employees = 5 points
 - If the project will serve an employment center with 150 or more employees = 10 points
- Capacity deficiencies based on only the congestion data score from the quantitative element of score generated by the Strategic Prioritization Office (highway projects only).
 - Congestion score of 0 to 20 = 0 points
 - Congestion score of 20.1 to 40 = 5 points
 - Congestion score of 40.1 or greater = 10 points
- Modernization of existing infrastructure: a project whose purpose is to bring the infrastructure up to current NCDOT standards.
 - If a project does not address current NCDOT standards = 0 points
 - If a project will bring an existing facility up for NCDOT standards = 10 points
- Designation as a scenic byway: A project includes a route that has been designated as a Scenic Byway by the North Carolina Department of Transportation.
 - If a project does not include a scenic byway = 0 points
 - If a project includes a scenic byway = 10 points
- Safety concerns based on only the safety data score from the quantitative element of score generated by the Strategic Prioritization Office. Projects will qualify for this criterion based on the scale below (highway projects only).
 - Safety score of 0 to 20 = 0 points
 - Safety score of 20.1 to 40 = 5 points
 - Safety score of 40.1 or greater = 10 points
- Creating connectivity within the existing network: A project will provide redundancy for the purposes of hurricane evacuation or accessibility to population centers.
 - The project does not include a hurricane evacuation route = 0 points
 - The project includes a hurricane evacuation route = 10 points

- If the project is identified in a Comprehensive Transportation Plan or other locally adopted plan.
 - If a project is not identified in a plan = 0 points
 - If a project is identified in an adopted plan = 10 points
- Connectivity to military installations or to the STRAHNET: A project would directly connect or be adjacent to a military installation or be a part of the designated STRAHNET.
 - If a project does not directly connect or is not adjacent to a military installation or is not a part of the designated STRAHNET = 0 points
 - If a project would directly connect or be adjacent to a military installation or be a part of the designated STRAHNET = 10 points
- If a single project will serve multiple transportation modes: Project incorporates or connects to facilities of another mode.
 - If a project only serves one mode = 0 points
 - If a project will serve two modes of transportation = 5 points
 - If a project will serve three or more modes of transportation = 10 points

The qualitative score will account for 50% of the weight of the local input point assignment.

Sample Ranking Procedure

Quantitative Score

Highway Project A has a regional score total from the SPOT office of 23.80. This represents the quantitative 50% of the local input point assignment.

Qualitative Score

The project is scored as follows for qualitative criteria:

1. Public input: The project receives supportive public input = 10 points
2. Prioritization ranking: The project has been ranked previously = 10 points
3. Access to employment centers: The project will serve an employment center with less than 150 employees = 5 points
4. Capacity deficiencies: Congestion score of 15.2 = 0 points
5. Modernization of existing infrastructure: The project will bring an existing facility up for NCDOT standards = 10 points
6. Designation as a scenic byway: If a project does not include a scenic byway = 0 points
7. Safety: Safety score of 66.5 = 10 points
8. Creating connectivity: The project does not include a hurricane evacuation route = 0 points
9. Comprehensive Transportation Plan: The project is identified in an adopted plan = 10 points
10. Connectivity to military installations or to the STRAHNET: The project does not connect to the STRAHNET = 0 points
11. Multiple transportation modes: The project will serve two modes of transportation = 5 points

And therefore would receive 60 qualitative points. This represents the qualitative 50% of the local input point assignment.

This project would receive a regional local input point assignment of:
 $(23.80 \times 50\%) + (60 \times 50\%) = 41.9$.

At this time projects are eligible for between -10 and 10 Discretionary points for projects of regional significance or other special consideration, provided that the TAC documents the rationale and that such documentation is available for public inspection. The purpose of these points are to provide local oversight to the data-driven process, to compensate for any peculiar scores where the prioritization methodology fails to operate as expected, and to ensure appropriate projects at the relevant tier. In particular, the Discretionary points are foreseen as a way to eliminate or downgrade extremely expensive projects at the Division Needs tier where a selected project would overburden Division Needs funds. Since Discretionary points must be agreed upon by the majority of TCC and TAC members, it is envisioned as “safety net” to correct problems on which there is high concurrence, rather than a way to simply modify the adopted methodology.

All projects across all modes are then sorted in descending order from highest score to lowest score for evaluation. The projects are then assigned Local Input Points in descending order starting with the highest scoring project getting the maximum 100 points and the second highest scoring project getting 99 points etc. until the ECRPO allotment of 1300 Regional Impact Local Input Points and 1300 Division Needs Local Input Points are exhausted.

High Country RPO

HIGH COUNTRY RURAL PLANNING ORGANIZATION (RPO) 2014 STIP PROJECT SOLICITATION AND RANKING PROCESS

Introduction

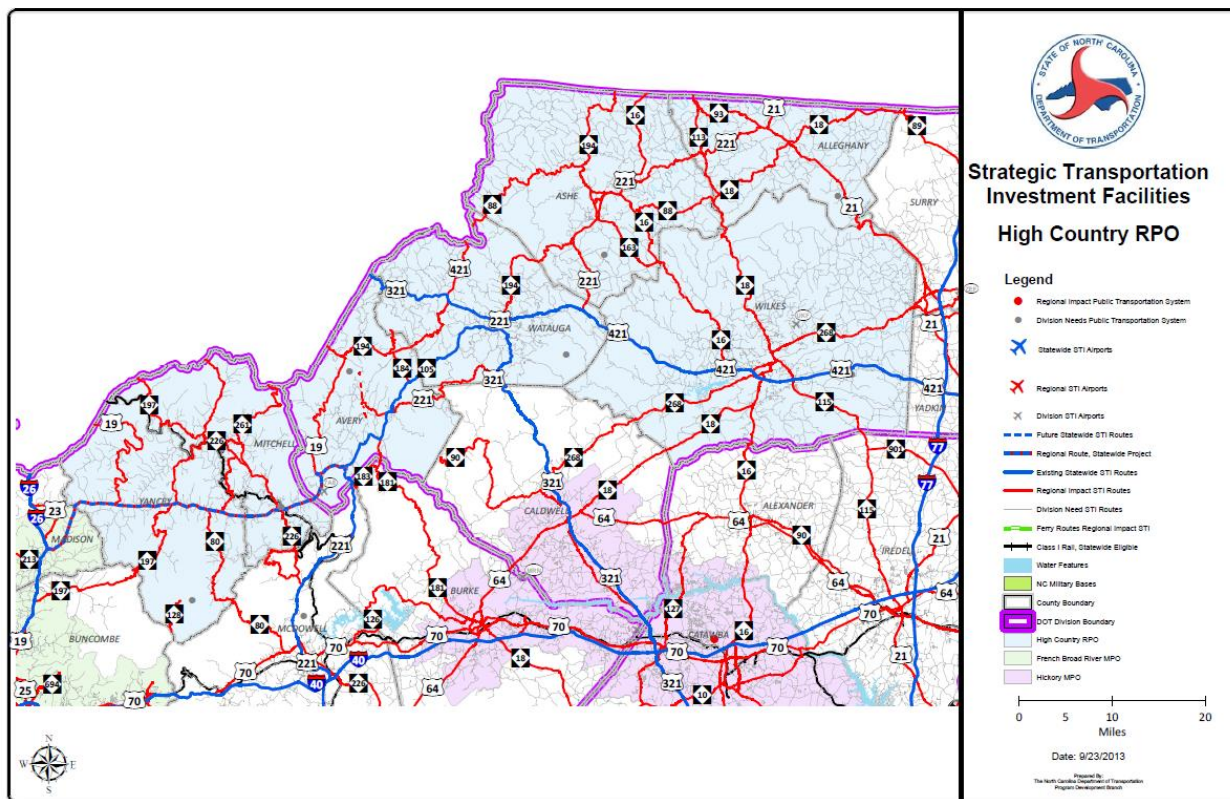
The North Carolina Department of Transportation (NCDOT) and North Carolina General Assembly have required that all rural planning organizations develop a project solicitation and ranking process to evaluate projects for the State Transportation Improvement Program (STIP) for highway, bicycle & pedestrian, public transportation, aviation, and rail modes of transportation. This process has been approved by the NCDOT to ensure compliance with the legislative intent of the mandate.

The methodology for ranking projects will include the following steps:

1. Submittal of new projects to NCDOT
2. Solicitation of transportation project priorities from the counties in the High Country RPO region
3. Ranking of solicited projects received from High Country RPO counties for the development of a priority needs list
4. Assignment of 1400 points to top projects on the priority needs list

Applicability

This process would apply to all projects ranked by the High Country RPO in Alleghany, Ashe, Avery, Mitchell, Watauga, Wilkes and Yancey counties that fall in the regional and division levels as defined in the 2013 Strategic Transportation Investments (STI) legislation and depicted in the map below.



Statewide mobility projects will be 100% quantitative data driven by NCDOT with no local input from the RPO. Regional projects will be 70% quantitative data driven by NCDOT with 30% local input (15% NCDOT Division 11 or 13 and 15% RPO). Division level projects will be 50% quantitative data driven by NCDOT with 50% local input (25% NCDOT Division 11 or 13 and 25% RPO). Other factors like local government priorities will also be considered. RPO scores for all modes are due to SPOT by July 31, 2014.

New Project Solicitation

High Country RPO staff will request new projects from the seven High Country Counties and the Town of Boone, and submit them to the SPOT office for inclusion in the P3.0 Project list. RPO staff will also request Counties to identify projects to be removed from the P3.0 Project list.

RPO Steps	Schedule
Staff to solicit new transportation projects from County Managers (highway, bicycle & pedestrian, public transportation, aviation, and rail modes)	October 10, 2013 – November 8, 2013
New projects scheduled for RTCC consideration and recommendation of approval to RTAC	November 20, 2013
New projects scheduled for consideration and recommendation of approval to RTAC	December 18, 2013

Public Input Process

Public input for the TIP prioritization process shall be in accordance with the High Country RPO Public Participation Plan. The scoring and ranking methodology will be shared with the public through press releases and posting on the High Country RPO website at <http://www.regiond.org/TRANSPORT.html> and will consider any public input into the ranking. The RPO will issue a press release regarding the adoption of the Priority Needs list and provide for public comment at applicable RTCC and RTAC meetings. The prioritization of projects from the Priority Needs list will be accomplished at applicable RTCC and RTAC meetings and will include a public hearing component. The results of prioritizing the Priority Needs list and associated public comments received will be posted on the High Country RPO website at <http://www.regiond.org/TRANSPORT.html>. In addition, any comments received during a public hearing held by the High Country RPO's RTCC or RTAC will be included in the meeting minutes and included as appendices in formal documents for which they were made. The final assignment of points by the RPO will also be available via the High Country RPO's website.

Solicitation of Projects for Ranking

High Country RPO staff will request 30 projects from the seven High Country counties and the Town of Boone to be ranked. The number of projects per county is based on population, area, and primary road mileage. The number of projects per county (and Town of Boone) is:

Alleghany – 3; Ashe – 5; Avery – 3; Mitchell – 3; Watauga – 4; Wilkes – 7; Yancey – 4; Town of Boone - 1

Proposed Scoring Methodology

Projects submitted will be evaluated by the criteria and scoring as detailed in the **High Country RPO 2014 Project Prioritization Criteria Definitions and Scoring** system identified on pages 4 - 7. The resulting project scores and ranks will be adopted by the RPO as the High Country RPO Priority Needs List and will serve as the basis for assignment of points to transportation projects which include all modes of transportation.

Local Point Assignment Methodologies

The Priority Needs List will guide in the assignment of points. After projects are prioritized, the top 14 projects receive 100 points each. The top 14 projects in the regional tier receive 100 points and the top 14 projects in the division tier will receive 100 points. If a project is not funded at the State level it will shift down to the Regional level for RPO scoring and ranking.

Regional Level Projects: Eligible Regional needs routes in the High Country RPO include parts of US 19E, US 21, US 221, and US 421 not otherwise eligible at the statewide level. In addition, all NC routes (NC 197, NC 194, NC 16, NC 18 ...). The Class I railroad in Mitchell County is also an eligible regional rail line.

Division Level Projects: Eligible Division needs routes in the High Country RPO include all SR routes, all other modes of transportation (bicycle/pedestrian, remaining rail, airport, and transit projects).

Schedule

RPO Steps	Schedule
The High Country RPO staff to submit draft methodology for ranking and scoring of projects to NCDOT for review and approval by 2/17/13	February 17, 2014
Draft methodology available for public comment through press releases and the posting of the document on the High Country RPO website at http://www.regiond.org/TRANSPORT.html	February 17, 2014 – March 17, 2014
Consideration and approval of methodology by the RTCC & RTAC on 3/19/14	March 19, 2014
RPO staff to solicit projects for a priority needs list from local governments for ranking and scoring	March 19, 2014 – May 1, 2014
The priority needs list and associated point allocation will be available for public comment through press releases and the posting of the document on the High Country RPO website at http://www.regiond.org/TRANSPORT.html	May 1, 2014 – May 19, 2014
Consideration and approval of priority needs list and point allocation at 6/18/14 RPO meetings	June 18, 2014
RPO staff to enter the RPO's approved data into NCDOT's online project submittal system for consideration and inclusion into the State Transportation Improvement Program (STIP)	June 18, 2014 – July 31, 2014
All public comments received and all final point assignments including any justification for point assignment which deviates from this local methodology will be placed on the High Country RPO website at http://www.regiond.org/TRANSPORT.html by the end of July 2014	July 31, 2014

HIGH COUNTRY RPO

2014

Project Prioritization Criteria

Definitions and Scoring

Highway

Volume to Capacity

Current Average Daily Traffic (ADT) count as ratio to road's capacity - based on most recent ADT rates and road capacity figures available from NCDOT

1.5 < =	15 points
1.0 - 1.49	10 points
.5 - .99	5 points
<.5	0 points

Crash Incidence

Measure of total crashes from NCDOT's 2006-2010 crash data.

150 +	15 points
100 – 149	12 points
50 – 99	9 points
25 – 49	6 points
0 – 24	3 points

Upgrade Existing Facility

Improves currently deficient roadway to meet minimum NCDOT standards

Yes	15 points
No	0 points

CTP or Thoroughfare Plan Consistency

The project is identified in an adopted Comprehensive Transportation Plan (CTP) or Thoroughfare Plan

Yes	10 points
No	0 points

Project Status

The project is in one or more of the following stages of development: Funded in TIP, Concurrence on Project Purpose and Need, Final Environmental Documents completed.

None	0 points
Funded (TIP)	3 points
Purpose/Need	8 points
Env. Documents	10 points

Connectivity

Project is part of larger system improvement – project is a coordinated phase of a proposed/scheduled improvement

Project completes final portion of phased facility improvement	5 points
Project connects to another phase of scheduled facility improvement	3 points
Project is initial phase of a scheduled facility improvement	2 points
Independent project	0 points

Access to Community Facilities

(school/hospital/emergency care/fire dept. /police dept. /employment destinations (more than 100 employees))

- Project connects to educational, health care, emergency service, or employment facilities

Direct access	5 points (driveway connects to project)
Indirect access	3 points (within 1 mile)
No access	0 points (greater than 1 mile)

Truck Traffic

Average daily number of large freight movers (tractor trailers, etc) on a road.

0-200	1 point
201-400	2 points
401-800	3points
801-1000	4 points
1001 +	5 points

Local Priority Project

Local priority to be determined as follows: 1) the number of projects to be submitted per county will be determined through a system that considers NCDOT's 2012 Primary Road Mileage data, 2012 US Census population data, and county square mileage data. 2) County projects selected for consideration to be chosen from NCDOT's Existing Projects List and the most recently approved New Projects List by the RTCC and RTAC.

First priority	20 points
Second priority	15 points
Third priority	10 points
Fourth priority	5 points
Fifth priority	0 points

Bicycle and Pedestrian**Access**

Project provides access to school, medical center, shopping center, residential development, or major employment center (100+ employees)

Directs access	15 points
Indirect access (within 0.25 mile)	10 points
Greater than 0.25 mile	0 points

Connectivity

Project provides connection to existing bike or pedestrian facility

Yes	15 points
No	0 points

Safety

Project attempts to improve safety (score all that apply)

1 or more bicycle or pedestrian crashes along corridor during last 5 years	10 points
Project is separated from roadway by at least 5 feet	10 points
Posted speed limit on roadway is greater than 35 mph	10 points

Plan Consistency

Project is identified in an adopted CTP, bicycle, pedestrian, or greenway plan

Yes	20 points
No	0 points

Local Priority Project

Local priority to be determined as follows: 1) the number of projects to be submitted per county will be determined through a system that considers NCDOT's 2012 Primary Road Mileage data, 2012 US Census population data, and county square mileage data. 2) County projects selected for consideration to be chosen from NCDOT's Existing Projects List and the most recently approved New Projects List by the RTCC and RTAC.

First priority	20 points
Second priority	15 points
Third priority	10 points
Fourth priority	5 points
Fifth priority	0 points

Aviation

Aviation projects will be scored as follows:

The NCDOT's Division of Aviation's raw score (100 point scale) X .8 + Local Priority Project score.

Local Priority Project

Local priority to be determined as follows: 1) the number of projects to be submitted per county will be determined through a system that considers NCDOT's 2012 Primary Road Mileage data, 2012 US Census population data, and county square mileage data. 2) County projects selected for consideration to be chosen from NCDOT's Existing Projects List and the most recently approved New Projects List by the RTCC and RTAC.

First priority	20 points
Second priority	15 points
Third priority	10 points
Fourth priority	5 points
Fifth priority	0 points

Transit

Public Transit projects will be scored as follows:

The NCDOT's Division of Public Transit's raw score (100 point scale) X .8 + Local Priority Project score

Local Priority Project

Local priority to be determined as follows: 1) the number of projects to be submitted per county will be determined through a system that considers NCDOT's 2012 Primary Road Mileage data, 2012 US Census population data, and county square mileage data. 2) County projects selected for consideration to be chosen from NCDOT's Existing Projects List and the most recently approved New Projects List by the RTCC and RTAC.

First priority	20 points
Second priority	15 points
Third priority	10 points
Fourth priority	5 points
Fifth priority	0 points

RURAL TRANSPORTATION ADVISORY COMMITTEE (RTAC) FLEXABILITY

The methodology shall serve as a guide for the RTAC to assign points to projects located within the High Country RPO planning jurisdiction and the RTAC will have the flexibility to assign points as the committee desires. However, deviation from the methodology shall require justification/rationale to be made during a public meeting of the RTAC as advertised.

Isothermal RPO

Isothermal Rural Planning Organization Prioritization 3.0 Project Solicitation, Local Point Assignment, and Ranking Process

Introduction: The North Carolina legislature and NC Department of Transportation require all rural and metropolitan planning organizations (RPOs and MPOs) to develop a local ranking process for projects across all modes of transportation (highway, bicycle/pedestrian, public transit, aviation, rail, and ferry). The following process will need to be approved by the NCDOT's Strategic Prioritization Office of Transportation (SPOT), be made available to the public for their comment and finally, adopted by Isothermal RPO's Transportation Advisory Committee (TAC), to ensure compliance with the legislative mandate.

Applicability: This process applies to all projects ranked by Isothermal RPO in McDowell, Polk or Rutherford counties that are ranked as "Regional" or "Division" funding level projects. Funding levels are as defined in the 2013 Strategic Transportation Investments law.

SCHEDULE

PHASE I: Develop STIP Methodology/Submit New Candidate Projects to SPOT 3.0

- Sub-Committee on draft scoring methodology January 8, 2014
- Distribute draft methodology to TAC/TCC January 14, 2014
- Submit draft scoring methodology to NCDOT for review January 17, 2014
- Period of Public Comment January 25-February 26
- Submit any new highway, and/or bike and ped. projects to SPOT 3.0 By February 17, 2014
- TAC approves scoring methodology February 26, 2014

PHASE II: Assign Points & Final Rankings

- NCDOT scores released May 1, 2014
- TAC Approval of draft priority rankings and scoring May 28, 2014
- Public information open house/Period of Public Comment Early June 2014
- TAC approves final ranking July 2014
- Submit scored projects to NCDOT July 31, 2014

Project Solicitation: Isothermal RPO has solicited candidate projects from local government entities and departments (counties, towns, transit departments, airports, etc.) since Fall 2013. The RPO Coordinator has also made herself available for direct receipt of proposed projects from all local government entities and departments.

The results of the project solicitation were reviewed by the Technical Coordinating Committee (TCC) at their December 4 meeting. The TAC then endorsed this project list for submittal to the NCDOT on December 17. Since the new project submissions did not exceed the allowed 11 new highway projects or the maximum of twenty (20) bicycle/pedestrian projects, the TAC stated that the RPO Director could accept additional projects for submission on a first come first served basis until January 17, 2014.

Local Point Assignment Methodologies: This process and the point assignment methodology described herein will be presented to the TAC for their approval at the February 26 meeting. Before that meeting, a sub-committee of IRPO will have developed a draft methodology. This draft methodology will be then be sent to the SPOT office for their comment. The draft methodology will be made available for public comment. The comment period will

be for a minimum of 30 days. The final, approved methodology will be sent to the SPOT office for their final approval no later than May 1, 2014.

Project Ranking: The TCC and TAC will evaluate the full list of new and previously-evaluated projects for the three counties from March to May 2014. Final approval, point assignment, and submission to the SPOT office will occur by July 31, 2014.

PUBLIC INPUT PROCESS

Local Methodology: On January 21, 2014, the RPO will release the draft methodology for a 30-day public comment period. This 30-day period will be advertised on the RPO website and via local media, and the methodology will be available on the RPO website, www.regionc.org. The process will be conducted in accordance with the RPO's Public Involvement Plan, which was updated in December 2013. The results of the public comment period will be presented to the TCC and TAC at their February 2014 meeting, during which the public will also be permitted to submit comments. All public comment will be documented and reasonable edits to the methodology may be made prior to final approval by the TAC and submission to the Strategic Prioritization Office of Transportation.

Project Ranking: The RPO will present the recommended local points assignments and total scores of all projects to the TCC and TAC at their May 2014 meetings. Upon approval of the TAC, the RPO will release the recommended projects and points assignments for a 30-day public comment period. This 30-day period will be advertised on the RPO website and via local media, and all relevant documents will be available on the RPO website. The process will be conducted in accordance with the RPO's Public Involvement Plan. The results of the public comment period will be presented to the TCC and TAC at their July 2014 meeting, during which the public will also be permitted to submit comments. All public comment will be documented. In July 2014, the TAC will be asked to approve the project list and final points assignment after which the list and assignment will be available on the RPO website, www.regionc.org. All public comments received and all final point assignments and any justification/rationale for points assignments which deviates from this Local Methodology will be placed on the RPO website, www.regionc.org.

Statewide Projects: Entirely determined by quantitative score. For IRPO, the types of projects that are Statewide category are highway and rail. The Statewide routes in IRPO are US 221, north of US 74 in Rutherford County; US 74; I-26 and I-40. Any project that scores well enough will be removed from the process before IRPO assigns local input points. All other routes will be included in the Regional level process.

Regional Level Projects: US 70, US 64, US 176, US 221 south of US 74, US 221, US 221 Business, all NC routes, and multicounty passenger rail service are evaluated on the Regional Level.

Division Level Projects: Projects involving SR routes, bicycle and pedestrian transportation, transit, and airports are evaluated at the Division Level.

RANKING PROCESS

Regional Level Projects (1300 points maximum, 100 points maximum per project)

Criteria	0 points	5 points	10 points	15 points	20 points
Existing Congestion	Volume to capacity less than 0.25	Volume to capacity b/w 0.25 and 0.5	Volume to capacity b/w 0.5 and 0.75	Volume to capacity b/w 0.75 and 1.0	Volume to capacity over 1.0
	Ratio of how much traffic is on a road versus the maximum traffic that can be on a road and provide an acceptable level of service.				
Crash Frequency	Less than 5 crashes	6 to 9 crashes	10 to 19 crashes	20 to 39 crashes	40 or more crashes
	Number of automobile crashes over the most recently tabulated 5-year period.				
Transportation Plan Consistency	Project is not in STIP, nor in CTP or other locally adopted plan				Project is in STIP, or in CTP or other locally adopted plan
	Is the proposed project part of an existing, adopted transportation plan?				
Destination Served	No direct access to major destination		Direct access to ≥50 employee business, or ≥ 5,000 annual user recreation		Direct access to school, hospital, ≥100 employee business, or ≥ 10,000 annual user recreation
	Does the project connect directly to a critical educational, health care, employment, or recreation/entertainment destination?				
Freight Volume	Fewer than 100 trucks per day	100 to 499 trucks per day	500 or more trucks per day		
	Average daily number of large freight movers (tractor trailers, etc) on a road.				
Multimodal Accommodations	Project does not include bike/ped facilities or connections		Project includes bike/ped facilities or connections		
	Whether the project includes facilities such as sidewalks, bicycle lanes, etc, or a connection to these type facilities.				

Division Level Projects(1300 points maximum, 100 points per project)

Criteria	0 points	10 points	15 points	30 points
Existing Deficiency	Existing facility/service available		Existing facility/service available, but contains gap with lower level of service / intermittent service	No existing facility/service available or will provide additional service or alternative capacity to an existing over capacity facility or service
	Does the project address an existing gap in the transportation system?			
Transportation Plan Consistency	Project is not in STIP, nor in CTP, LCP, or other locally adopted plan			Project is in STIP, or in CTP, LCP, or other locally adopted plan
	Is the proposed project part of an existing, adopted transportation plan?			
Destination Served	No direct access to major destination		Direct access to ≥50 employee business, or ≥ 5,000 annual user recreation	Direct access to school, hospital, ≥100 employee business, or ≥ 10,000 annual user recreation
	Does the project facilitate direct connection to a critical educational, health care, employment, or recreation/entertainment destination?			
Multimodal Accommodations	Project does not incorporate or connect to facilities of another mode	Project incorporates or connects to facilities of another mode		
	Whether the project incorporates other modes of transportation (e.g., sidewalk along a road, bike lane extending to a transit facility, etc).			

Ranked List Development:

IRPO staff will use the following process to create a pool of 25 projects, or a Regional Pool List, for the Regional level. The SPOT quantitative score will represent 50% and the score from ranking process above will represent 50%. The 25 projects with the highest score will be added to the Regional Pool list. Next, IRPO will create the draft Regional Ranked Priority list. The top three projects in each county from the Regional Pool list will be initially assigned 100 points. Three more projects will come from the next highest ranked projects. Those projects will also be assigned 100 points each for a total of 1200 points.

The last 100 points will be available for donation to another RPO/MPO for projects that IRPO is interested in supporting. If not assigned at the initial local input points meeting, they will used for the next highest ranking project for a total of 1300 points.

Only projects that originate at the Statewide or Regional Level are eligible for scoring and local points allocation under this methodology.

The same process will be used for the Division level with the exception that one of the twelve ranked projects on the draft Division Ranked Priority list must be non-highway mode, unless no non-highway mode projects made the Division Pool List.

Only projects that originate at the Statewide, Regional or Division Level are eligible for scoring and local points allocation under this methodology.

Use of Public Input and Comments in Final Methodologies and Rankings: Between May and July 2014, the TCC and TAC will review all public comment received. Public comments will be documented, filed by the RPO, and distributed to appropriate local entities to inform future Prioritization processes and transportation plans. No new projects will be added to the current Prioritization 3.0 list, however, as the NCDOT deadline for submitting new projects will have passed.

Final Ranking and Local Points Assignment: At the July 2014 meeting, the TAC and TCC will consider the public comments. They will be able to make changes to the draft Regional Ranked Priority lists at the Regional and Division level. All public comments received and all final point assignments and any justification/rationale for points assignments which deviates from this Local Methodology will be placed on the RPO website, www.regionc.org.

Kerr Tar RPO

Kerr-Tar Regional Transportation Planning Organization

Prioritization 3.0 Project Solicitation, Local Point Assignment, and Ranking Process

Introduction: The North Carolina legislature and NC Department of Transportation (NCDOT) require all regional transportation planning organizations (rural and metropolitan) to develop a *local ranking process* for projects across all modes of transportation (highway, bicycle/pedestrian, public transit, aviation, rail, and ferry). The following local ranking process will be submitted to the NCDOT's Strategic Prioritization Office of Transportation (SPOT) for their review and comment and then, presented for adoption by the Kerr-Tar RPO's Transportation Advisory Committee (TAC) on February 27, 2014 to ensure compliance with the legislative mandate. The TAC approved methodology will be made available to the public for a period of public comment consistent with the KTRPO Public Involvement Plan (PIP).

Applicability: This process applies to all projects ranked by Kerr-Tar RPO in Person, Granville, Vance, Warren or Franklin counties that are ranked as "regional" or "division" funding level projects. Funding levels are defined in the 2013 Strategic Transportation Investments law.

SCHEDULE

Local Point Assignment Methodologies: The KTRPO submitted its proposed Prioritization methodology to NCDOT and to KTRPO TAC/TCC members in December 2013. Comments were received from NCDOT in early January 2014 and incorporated into the revision resubmitted in mid-January. A copy of the Methodology with NCDOT comments and the revised document with NCDOT comments incorporated were distributed to the TAC/TCC in mid-January and posted on the KTRPO website (www.ktrpo.com) for public comment. Pending NCDOT review and approval, the KTRPO TAC/TCC will approve the KTRPO point assignment methodologies described herein at the March 27, 2014 TAC/TCC meeting.

Project Ranking: The TCC and TAC will evaluate the full list of new and previously-evaluated projects for our five counties from March to July 2014. Final approval, point assignment, and submission to the SPOT office will occur by July 31, 2014.

PHASE I: Identify Candidate Projects

- | | |
|--|------------------|
| • STI/P3.0 Subcommittee considers projects for evaluation by NCDOT | October 18, 2013 |
| • Submit new highway/road, bike and pedestrian projects to KTRPO | December 2, 2013 |
| • Submit draft KTRPO scoring methodology to NCDOT for review | January 18, 2014 |
| • Period of public comment: KTRPO ranking and scoring methodology | Jan. – Feb. 2014 |
| • Submit any new KTRPO area projects to NCDOT | February 2014 |

PHASE II: Assign Points & Final Rankings

- | | |
|---|-------------------|
| • TAC votes on ranking and scoring methodology | February 27, 2014 |
| • NCDOT scores released | May 1, 2014 |
| • KTRPO staff apply local methodology to projects | May 2014 |
| • Period of public comment / open house: project ranking and scores | June 2014 |
| • TAC Approval of priority rankings and scores | July 2014 |
| • Submit scored projects to NCDOT | July 31, 2014 |

PUBLIC INPUT PROCESS

Local Methodology: KTRPO will release the methodology for a 30-day public comment period in mid-January. This 30-day period will be advertised on the RPO website (www.ktrpo.com) a process conducted in accordance with KTRPO's Public Involvement Plan. The results of the public comment period will be presented to the TCC and TAC at their February 27 meeting for final approval. All public comment will be documented and reasonable edits to the methodology may be made prior to final approval by the TAC and submission to the Strategic Prioritization Office of Transportation.

Project Ranking: The RPO will present the recommended local points assignments and total scores of all projects to the TCC and TAC at a meeting before the July 31, 2014 deadline. Upon approval of the TAC, the RPO will release the recommended projects and points assignments for a 30-day public comment period. This 30-day period will be advertised on the RPO website and all relevant documents will be available on the RPO website. The process will be conducted in accordance with KTRPO's Public Involvement Plan. The results of the public comment period will be presented to the TCC and TAC for their consideration at their May 2014 meetings, during which the public will also be permitted to submit comments. All public comment will be documented. In July 2014, the TAC will be asked to approve the project list and final point's assignment after which the list and assignment will be available on the RPO website. Projects will be scored based on the criteria established regardless of the eligible funding category (statewide, regional or division) and then segregated by eligible funding category into Regional and Division projects.

- **Statewide Projects:** Entirely determined by quantitative score. For KTRPO, the types of projects that are statewide category are highway and one rail project. The statewide routes in KTRPO are US401, US1, US158 and I-85. Any project that scores well enough will be removed from the process before KTRPO assigns local input points. All other routes will be included in the Regional level process.
- **Regional Level Projects:** US501, US15, all NC routes, and Kerr Area Regional Transportation System (KARTS) are evaluated on the Regional Level.
- **Division Level Projects:** Projects involving SR routes, bicycle and pedestrian, Person Area Transportation System (PATs) transit, and two airports are evaluated at the Division Level.

RANKING

Ranked List Development:

Kerr-Tar RPO receives 1,300 points at the Regional Level and 1,300 points at the Division Level to allocate to projects for local prioritization. The maximum number of points any project can receive is 100.

KTRPO staff will use the following process to create a pool of the top projects from across all tiers. KTRPO will then filter out projects into separate lists by tier. To rank all projects, staff will add together the SPOT quantitative score and the score from ranking process outlined on the next several pages. Final projects scores will reflect **100% (NCDOT) SPOT Office score at Statewide Level; 70% SPOT Office score at Regional and 50% SPOT Office score at Division.**

The top two projects in each county from the Regional list will be assigned 100 points for a total of 1000 points. Three more projects will come from the next highest ranked projects regardless of county. Those projects will also be assigned 100 points each for a total of 1300 points.

Only projects that originate at the Statewide or Regional Level are eligible for scoring and local point's allocation under this methodology.

The same process will be used for the Division level with the exception that one of the twelve ranked projects on the draft Division Ranked Priority list must be non-highway mode.

Only projects that originate at the Regional or Division Level are eligible for scoring and local point's allocation under this methodology

Use of Public Input and Comments in Final Methodologies and Rankings: Between May and July 2014, the TCC and TAC will review all public comment received. Public comments will be documented, filed by the RPO, and distributed to appropriate local entities to inform future Prioritization processes and transportation plans. No new projects will be added to the current Prioritization 3.0 list; however, as the NCDOT deadline for submitting new projects will have passed.

Final Ranking and Local Points Assignment: At the July 2014 meeting, the TAC and TCC will consider the public comments. They will be able to make changes to the draft Regional Ranked Priority lists at the Regional and Division level where they can decide to delete up to 2 projects in each list and replace them with projects from the project lists or, donate the points to a project outside of KTRPO.

Highway – Maximum 100 Points					
Criteria	0 points	5 points	10 points	15 points	20 points
Crash frequency (20%)	0 crashes	2 or fewer crashes	3 to 5 crashes	6 to 10 crashes	11 or more crashes
<i>Number of automobile crashes most recent 3-year period</i>					
Transportation plan consistency; supportive of comprehensive economic development strategy (CEDS) (20%)	Project is not in CTP or other adopted plan		Project is included in CTP but no other plan		Project is included in CTP and is included in other adopted plan(s)
<i>Is the proposed project part of an existing, adopted transportation plan; does the project support a goal / objective of the Kerr-Tar Region CEDS?</i>					
Destination served (20%)	No direct access to major destination		Direct access to at least one destination from among the <i>list below</i>		Direct access to at least one destination from among the <i>list below</i>
<i>Does the project connect directly to a critical educational, health care, employment, or recreation/entertainment destination?</i>					
Freight volume (20%)	Fewer than 100 trucks per day		100 to 499 trucks per day per day		500 or more trucks per day or, project replaces an existing truck route through a mixed or residential area
<i>Average daily number of large freight movers (tractor trailers, etc.) on a road</i>					
Multimodal accommodations (20%)	Project does not include bike/ped or transit-supportive facilities or connections		Project does include bike/ped or transit-supportive facilities or connections		Project supports an adopted objective of the approved Region K CEDS
<i>Whether the project includes facilities such as sidewalks, bicycle lanes, etc., or a connection to these type facilities</i>					

Non-Highway (Bike and Pedestrian Projects) – Maximum 100 Points					
Criteria	0 points	5 points	10 points	15 points	25 points
Crash frequency (25%)	0 crashes	2 or fewer crashes	3 to 5 crashes	6 to 10 crashes	11 or more crashes
<i>Number of pedestrian and/or bicycle crashes over the most recently tabulated 3-year period.</i>					
Transportation plan consistency (25%)	Project is not in CTP or other locally adopted transportation plan				Project is included in CTP or other locally adopted transportation plan
<i>Is the proposed project part of an existing, adopted transportation plan?</i>					
Destination served (25%)	No direct access to major destination		Direct access to at least one destination from among the <i>list below</i>		Direct access to at least one destination from among the <i>list below</i>
<i>Does the project connect directly to an educational, health care, employment, or recreation/entertainment destination?</i>					
Project addresses a regional goal / objective (25%)	Project does not meet any approved goal or objective		Project supports at one to two approved goal(s) and/or objective(s)		Project supports more than 3 approved goal(s) and/or objective(s)
<i>Includes: Comprehensive Economic Development Strategy (CEDS); Public Health Plan; Safe Routes to School Plan; Jobs Access and Mobility Objective</i>					

Non-Highway (Rail and Aviation Projects) - Maximum 100 Points					
Criteria	0 points	5 points	10 points	15 points	25 points
Project addresses an identified facility safety Issue (25%)	No		Improves facility safety		Improves facility and community safety
<i>These include, but are not limited to, improvements to track or runway condition, lighting, warning signalization, railroad crossings, control tower improvement</i>					
Transportation plan consistency (25%)	Project is not in CTP or other locally adopted transportation plan				Project is included in CTP or other locally adopted transportation plan
<i>Is the proposed project part of an existing, adopted transportation plan?</i>					
Project expands facility capacity (25%)	Capacity is not increased				Ability to handle more rail or aircraft
<i>May include new or expanded runway, terminals, rail sidings, or additional track among other capacity-related improvements</i>					
Project addresses a regional goal / objective (25%)	Project does not meet any approved goal or objective				Project supports a goal of the approved CEDS
<i>Includes: Comprehensive Economic Development Strategy (CEDS); local area plan; local economic plan</i>					

Non-Highway (Public Transportation Projects) - Maximum 100 Points					
Criteria	0 points	5 points	10 points	15 points	25 points
Project expands capacity, destinations served and/or enhances the ability of passengers to utilize service (50%)	No impact on the criteria		Project impacts at least one criteria		Project impacts two or more criteria
<i>Projects may include transit shelters, information systems, new vehicles to support new or expanded routes</i>					
Project improves fuel economy (10%)	Fuel economy is not addressed				Fuel economy is improved by the project
<i>Project enhances transit providers' fuel savings and reduces average annual fuel expenditures per vehicle</i>					
Passenger safety (10%)	Safety is not addressed				Passenger Safety is Addressed by the Project
<i>Will the project enhance on-board and/or passenger safety generally</i>					
Project addresses a regional goal / objective (30%)	Project does not meet any approved goal or objective		Project supports a single goal or objective		Project supports multiple goals and/or objectives
<i>Includes: Comprehensive Economic Development Strategy (CEDS); Locally-Coordinated Human Service Plan; Jobs Access and Mobility Objective; local public plan goal and/or other public goal or objective</i>					

Land of Sky RPO

DATE: April 4, 2014

SUBJECT: Prioritization 3.0 (P3.0) – Draft Local Input Point Methodology

BACKGROUND

The NCDOT's Strategic Planning Office of Transportation (SPOT) has been tasked with carrying out the project evaluation process outlined in the SL 2013-84 legislation enacted on June 26, 2013. One of the most significant tasks that must be accomplished by each MPO/RPO and NCDOT Division Office is to create a methodology that explains how the MPO/RPO/Division Office will allocate the eligible local input points assigned to projects (of all modes) in the prioritization database.

As stipulated by the STI legislation, local points may be assigned to projects in the Regional Impact and Division Needs categories, but not the Statewide Mobility category. The Land of Sky Rural Planning Organization (LOSRPO) may allocate the following number of local points for projects in the eligible categories:

- 1100 points – Regional Impact projects
- 1100 points – Division Needs projects

A committee of TCC members was created to develop a local input point methodology. The contents of this memorandum describe the methodology developed by the committee, which the LOSRPO proposes to use to allocate its local input points. NCDOT requires that the methodology include the following components:

- A minimum of one quantitative criteria
- A minimum of one qualitative criteria
- Public involvement (on the proposed methodology, and the preliminary assignment of local input points to projects based on the approved methodology) (on both methodology and preliminary assignment of points to projects based on the methodology)
- Dissemination of methodology, local points and public input on LOSRPO's website (www.landofskyrpo.org)

PROPOSED LOCAL INPUT METHODOLOGY

Overview

The following principles will be used for the allocation of LOSRPO's local points:

- This methodology will be used for all submitted SPOT projects highway, Bicycle, pedestrian, and transit
- The RPO will by default not assign points to any cascading project, but reserves the right to address cascading projects on a case-by-case basis, and will provide written explanation and justification for any cascading project that justifies an exception.
- The same philosophy will guide assignment of points to any non-highway mode: They will not be given points as a default, but exceptions can be awarded points if written explanation and justification is provided for each exception.

Draft Prioritization Methodology (100 point scale)

1. SPOT Score- worth 5 points of the overall 100 point scale.

SPOT score of projects will be broken into 5 tiers based on overall score. Top tier of projects will receive 5 points, second highest tier will receive 4 points, etc until all projects are scored.

A table illustrating existing projects is below:

Project ID	Score		
H090855	14.94	5	Top
H090183	14.9	5	
H090791	14.4	5	
H111159	11.94	4	Mid Tier
H111128	9.07	3	
H111135	8.89	3	
H111133	8.56	3	
H111137	8.25	3	
H090162	7.98	2	Low Tier
H111138	7.79	2	
H129079-D	7.46	2	
H090858	7.04	2	
H090092	4.29	1	
H090857	4.15	1	Long Range
H111136	2.95	0	
H090157	2.2	0	

H090317	2.1	0	
H090854	0.99	0	

2. Economic Development is a critical component of our prioritization methodology. We broke it down into further subsections based on what our values are and how we utilize transportation.
- *Projects within ¼ mile receive a full 5 points (Measured from edge of property line to center line of proposed improvement)*
 - ¼ to ½ mile- 4 points
 - ½ mile to 1 mile- 3 points
 - Greater than 1 mile- zero points
 - Identified future sites- 1 point
 - a. Improve access to existing manufacturing, commercial, or service industries and/or access to identified future sites using the point structure above. (Measured from edge of property line to center line of proposed improvement)
 - b. Employment opportunities- Access is measured by proximity of site and is primarily a bike/ped methodology but can be applied to highway scoring methodology using the same point methodology above. (Measured from edge of property line to center line of proposed improvement)
 - c. Industrial Parks- Both planned and existing receive points based on the spread above (Measured from edge of property line to center line of proposed improvement)
 - d. Issue identified in local or regional economic development plans- 5 points or no points
 - e. Tourism- Improved access is measured by both current Level Of Service and future Level Of Service as identified in the project needs statement. Scored on 10 points

Current Level of Service	Points	Future LOS	Points
F	5	F	0
E	4	E	1
D	3	D	2
C	2	C	3
B	1	B	4
A	0	A	5

In an extreme example, if a facility is currently operating at a level of service “F” the project receives 5 points. If the proposed improved facility is projected to operate at a level of service “A” the project is awarded an additional 5 points for a maximum of 10 points.

- f. Tourism- Within 3 miles of tourist facility (recreational, cultural, and or historic destination)(*Measured from edge of property line to center line of proposed improvement*). These destinations are regionally accepted. We have no formal policy or list of sites but are developing this for SPOT 4.0 if this criteria stays. 5 point scale as follows:

¼ - ½ mile- 5 points

½ - 1 mile- 4 points

1-2 miles 3 points

2-3 miles 2 points

Greater than 3 miles- 0 points

- g. Corridor Enhancement- Routes identified by either a CTP, local plan, Strategic Highway corridor plan, Regional Bicycle, Safe Routes to School, Regional Greenway or Pedestrian plan, or Appalachian Regional Commission plan as regional corridors receive a full 5 points.

3. Policy Score

- Very High Priority local projects receive 20 points
- High Priority local projects 10 points
- Long Range Priority projects receive 5 points

County-level Transportation Advisory Committees will rank order projects and assign points in descending order with top priority getting 20 points until they run out of projects or run out of points. A one-page summary of the ranking methodology will be provided by each County level and be posted on the LOSRPO website. Local governments will have to justify the reasoning behind these local priorities to the larger group.

4. Community Compatibility and Planning

- a. Feasibility study completed, underway, or included in CTP- 5 points. Gives projects that have had some baseline vetting additional points.

Consistency with local planning (2 or more) 10 points maximum with equal weighting

- Land Use plan
- Farmland preservation plan
- Zoning ordinance
- Bike plans
- Pedestrian Plan
- Greenway or Recreation plan
- LCP-HSTP or other Transit Plan
- Small Area Plan
- Utility Infrastructure Plan
- Other Plan(s) TBD

We wanted to avoid being punitive but recognize whatever level of planning that is done in a community. One point is awarded for each plan above and including two plans to a maximum of 10 points in this category.

- *If a community has adopted Recreation plan, small area plan, and a utility infrastructure plan it would receive 1 point (2 plans baseline = 0, 1 additional plan = 1 point)*
- *A community with an adopted land use plan, zoning, infrastructure plans, transit plan, small area plan would receive 3 points (2 plan baseline = 0, 3 additional plans = 3 points)*

- b. Provides more transportation choices- 5 points total

We encourage multimodal connections across our region. Projects that encourage and support our multimodal goals receive 5 points. Projects which do not support our goals receive no points.

5. Special Considerations- 5 points for each to a maximum of 15 points
- Completes the final portion of a project- *There are several half completed projects in our region. We would like to see these finished by awarding 5 points towards the total.*
 - Eliminates a severe safety problem- *Either self-identified or statistically proven with a full crash analysis to be provided*
 - Improves Level of Service (LOS) on other facilities- *Building a robust and integrated network is important to us. If a project alleviates congestion or improves service on a parallel route it is awarded 5 points.*
 - Local Funding (public or private) or ROW donation (public or private)- *Providing local financial stake in the game proves a project's true intrinsic value. 5 points*
 - Eliminates or mitigates an established natural hazard (landslide, flooding, etc.)- *The safety and reliability of the network is important to us. Projects which alleviate areas of known issues receive 5 points. This will be local knowledge and NCDOT data driven.*
 - Emergency evacuation route - *As identified on local emergency management/hazardous mitigation plans. 5 points*
 - Critical facility infrastructure (hospital, fire/ambulance station, police, emergency shelters, power stations, etc.)- *Projects which directly improve access to emergency facilities receive 5 points.*
 - Improves emergency response time- *Projects which improve response time to emergency events receive 5 points. Local government will have to prove how projects impact emergency response time (alternate route, congestions issues, secondary routes, etc.)*
6. Freight Considerations- Projects on the statewide freight network receive 5 points. Projects on secondary or local freight network receive 3 points. Projects not identified on either of these networks receive no points.

The RPO TAC can adjust projects receiving points or adjust the number of points given to a project based on their discretion and/or public input. Any exceptions will require written explanation to be provided to NCDOT SPOT and be part of an open, public process that complies with Chapter 143,

Article 33C of the North Carolina General Statutes and will be made available on the RPO's website as part of posting the point assignments per project.

A full table of proposed methodology is available on the Land of Sky RPO [website](#): *(website address to change but be finalized for public input)*

LOSRO	SPOT Score		Economic Development							Policy	Community Compatibility and Planning			Special Considerations										
SPOT #	Regional SPOT Score	Points	Access to existing or proposed	Existing Employment'	Proximity to Industrial Parks	Regional ED issue?	Access to Tourists	Within 3 miles of tourist facility	Corridor Enhancement	Policy Score	Feasability Study	Local Planning	Transpo Choices	Final portion of project	Severe Safety Problem	Improves LOS on other	Local Funding	Eliminates or Mitigates Natural Hazard	Emergency Evacuation Route	Critical Infrastru	Emergency Response Time	Freight		
H090092	9.78	4																						
H090157	4.36	2																						
H090162	N/A	0																						
H090183	18.54	5																						
H090317	N/A	0																						
H090791	N/A	0																						
H090854	N/A	0																						
H090855	N/A	0																						
H090857	6.03	3																						
H090858	7.99	3																						
H111128	N/A	0																						
H111133	N/A	0																						
H111135	N/A	0																						
H111136	N/A	0																						
H111137	N/A	0																						
H111138	N/A	0																						
H111159	16.39	5																						
H129079-D	8.98	4																						

Public Involvement Process

Public Involvement Process for the Prioritization List will include the following steps based on the draft LOSRPO Public Involvement Plan, section V.C. on page 16:

- After consideration and preliminary adoption by the RPO TAC, the draft Prioritization List will be published for a minimum two-week (14 day) public comment period and the notice will be advertised using our media resources provided in Appendix C of the Plan.
- The notices for the public comment period and the public hearing will include an announcement stating that persons with disabilities will be accommodated. Special provisions will be made if notified 48 hours in advance (i.e. having available large print documents, audio material, someone proficient in sign language, a translator or other provisions as requested). The Prioritization List will be on file for review at the Land-of-Sky Regional Council Office, and available in a PDF format for downloading from the LOSRPO website. Written comments will be received during the comment period and will be directed to the LOSRPO. The LOSRPO's contact person, phone number and e mail address will be included in the public notice. The LOSRPO will assemble all comments and forward comments to the RPO TAC.
- The LOSRPO TAC will hold a public hearing on the draft Prioritization List. The public hearing will be held at a location which is accessible to persons with disabilities. The LOSRPO TAC will approve a final Prioritization List after considering the public comments received. The Prioritization List shall be submitted to the NCDOT and be posted on the LOSRPO website at or before the NCDOT public hearings for input into the STIP. The RPO TAC may elect to open a dialogue with the State on specific project priorities.

When possible the Land of Sky RPO is duplicating timelines, meetings, and notices with the FBRMPO

NEXT STEPS/TIMELINE

- RPO board and NCDOT approve local input point methodology (March 2014)
- Quantitative scores are given to P3.0 projects (May 2014)
- Proposed Local input points are allocated to P3.0 projects (May-July 2014)
- A minimum 2-week public comment period is provided to review and comment on local input point allocations (June 2014)
- RPO endorses final local input point allocations and submits them to NCDOT and submits to NCDOT (June 2014)
- Final scores are issued to P3.0 projects and posted on the LOSRPO website (June-August 2014)

Lumber River RPO

The North Carolina General Assembly and the NC Department of Transportation require all Rural and Metropolitan Planning Organizations (RPOs and MPOs) to develop a local ranking process to determine priorities for funding for projects of all modes of transportation (highway, aviation, bicycle/pedestrian, public transit, rail, and ferry). The Lumber River RPO has developed the following methodology to ensure compliance with North Carolina's Strategic Transportation Investments Law and the associated "SPOT" Prioritization 3.0 Process. It will use both quantitative, measurable data and qualitative scoring derived from local jurisdictions and public input.

PROJECT SOLICITATION

The Lumber River RPO began soliciting candidate projects from local government entities and departments in September 2013. The County Transportation Committee and/or the County Manager in each County have been the primary point of contact for the RPO. The Transportation Committees and/or Managers have, in turn, solicited projects from entities and the public within their respective Counties. Candidate projects were submitted to the TCC and TAC at their November meetings and may also be submitted at the January meetings. At its January 2014 meeting, the TAC will be asked to endorse the project list for submittal to the NCDOT. The approved projects will be submitted to the NDOT Strategic Prioritization Office of Transportation (SPOT) by February 24, 2014.

DEVELOPMENT OF PRIORITIZATION METHODOLOGY

A Draft Prioritization Methodology was developed by a TCC/TAC sub-committee and reviewed by the TCC and the SPOT office. Comments from SPOT have been incorporated into Draft 2, which will be reviewed by the TAC at the January 27, 2014 meeting. Any comments from the January 27th meeting will be incorporated into Draft 3 and will then be sent to SPOT for further review. Additional remarks from SPOT will be incorporated into Draft 4, which will be reviewed by the TCC and TAC at their March meetings. TAC approval will be sought at the March 24, 2014 meeting. The final, approved Methodology must be sent to the SPOT office for their approval no later than May 1, 2014.

Public Input for Prioritization Methodology Development

In early February, the Draft of this Methodology will be advertised for public comment on the RPO Website at <http://lumberrivercog.org/Rural%20Transportation%20Sub%20Page.html>. The public is invited to submit comments via the website, email, phone, mail, or in person. A public hearing, which will be advertised on the website and in each county's newspaper, will be held at the TAC meeting on March 24, 2014. All public comments will be documented and discussed with the TCC and TAC and may be incorporated into the final Methodology, which will be posted on the RPO website.

PROJECT RANKING AND LOCAL INPUT POINTS ASSIGNMENT

Public Input for Project Ranking and Local Points Assignment

The Lumber River RPO will post the Lumber River Qualitative Score, the County-level Priority Lists and Scores, the Quantitative Score, the Total Score, the recommended local input point assignments, and

the final adopted local input point assignments to the Lumber River RPO website at: <http://lumberrivercog.org/Rural%20Transportation%20Sub%20Page.html>. The public is invited to submit comments via the website, email, phone, mail, or in person at the TCC and TAC meetings at any point throughout the process. Additionally, a public hearing will be held at a time after the initial sub-committee/staff recommended local input points assignment, but before the TAC approves the assignment of points. This public hearing will be advertised in each County's newspapers and on the RPO Website. Any comments provided by the public will be addressed by the TCC and TAC before the vote on the assignment of points and those discussions will be documented in the meeting minutes. The TAC will approve the final assignment of local input points at the July TAC meeting so that the points can be entered utilizing the SPOT Online tool prior to July 31, 2014.

LUMBER RIVER QUALITATIVE SCORE

Each mode will have its own set of Qualitative Measures. All projects in all modes will be assigned 35% of their total score based on the Lumber River Qualitative Score.

$$\text{Lumber River Qualitative Score} = \text{Qualitative Points} * .35$$

BICYCLE AND PEDESTRIAN PROJECTS (Maximum 50 Points)

Connectivity (Maximum 20 points; may only choose one) –

Project connects 2 unconnected (or inconveniently connected) sections of bicycle or pedestrian infrastructure (missing links)	20 points
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Project connects a neighborhood with a school, college, library	20 points
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Project is located in or provides a connection with a Central Business district, shopping center, park, hospital or major employment center	20 points
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Consistency with Plan (Maximum 30 points) –

Project is identified in an adopted Bicycle or Pedestrian Plan, or Comprehensive Transportation Plan (CTP)	30 points
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AVIATION PROJECTS (Maximum 50 Points)

Consistency with Plan

Project is identified in the Airport's approved Capital Improvement Plan	50 points
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HIGHWAY PROJECTS (Maximum 50 Points)

Benefits Economic Development

Proximity of Existing Infrastructure to any Portion of the Project (Maximum 16 points) – This criterion is a measure of how well the project will promote economic development. The three necessary components for economic development are water, sewer, and transportation. If water and/or sewer were available along any segment of the highway project, the project would receive the highest score.

- Directly accessible to water and sewer 16 points
- Directly accessible to water or sewer 12
- < 1 mile to water and sewer 10
- < 1 mile to water or sewer 8
- 1 – 5 miles to water and sewer 6
- 1 – 5 miles to water or sewer 2
- > 5 miles to water and/or sewer 0

Benefit to Existing Employment and Potential Employment Growth (Maximum 8 points) –

Is the project immediately adjacent to or within one mile of an existing industrial park, or certified site?

- Yes 4 points
- No 0

Does the project improve access to existing manufacturing, commercial or service industries and/or access to identified future sites for these activities?

- Yes 4 points
- No 0

Tourism Benefit/Impact (Maximum 8 points) –

Is the project immediately adjacent to or within one mile of a tourist facility?

- Yes 4 points
- No 0

Does the project improve access to tourists passing through the region?

- Yes 4 points
- No 0

Consistency with Plan (Maximum 18 points) –

Project comes from an adopted CTP: 18 points

Project comes from an adopted plan other than a CTP: 15 points
(such as a Thoroughfare Plan, Land Use Plan, Capital Improvement Plan or other locally adopted plan)

RAIL PROJECTS (Maximum 50 Points; only one will apply)

A Traffic Separation Study been conducted 50 points

A Feasibility Study has been completed

50 points

PUBLIC TRANSIT PROJECTS (Maximum 50 Points)

Consistency with Plan (Maximum 35 points) –

Project is identified in an adopted Locally Coordinated Human
Services Public Transportation Plan or CTSP

35 points

Improves Safety or Security (Maximum 15 points) –

Project improves safety and/or security of passengers
(such as camera monitoring system, mobility/ADA assistant,
improved lift equipment)

15 points

FERRY PROJECTS

There are no current or planned ferry operations in the Lumber River RPO, so no scoring method is presented for this mode.

QUANTITATIVE SCORE

The NCDOT has developed an extensive set of quantitative measures for each mode of transportation that will be utilized by the Lumber River RPO. Once received from the SPOT office, the overall SPOT quantitative score for each project will be divided by the maximum possible SPOT score. All projects in all modes will be assigned 35% of their total score based on the SPOT Quantitative Score.

$$\text{Quantitative Score} = (\text{SPOT Project score} / \text{Maximum SPOT score}) * .35$$

PROJECT RANKING WITHIN COUNTIES – COUNTY SCORE

When available, each County in the Lumber River RPO will be given a list of all the projects in that County in all transportation modes that are contained in the NCDOT database. Representatives from the County, all municipalities, and all modes must work together to rank in order from highest priority (#1) to lowest priority (#20). It is up to the local jurisdictions to determine the best method for achieving this within each County, however the following rules must be followed:

- All jurisdictions and representatives from all modes must be given an opportunity to participate in the development of the prioritized list of projects.
- The process must include at least one meeting advertised and open to the public that allows for public comment.
- There must be written documentation stating the objective reasoning behind the selected project ranking (this documentation must be submitted to Lumber River RPO for submittal on the website with the County's project ranking).

This local priority list must be submitted to the Lumber River RPO by April 18, 2014. Each county's prioritized list will be posted on the RPO website and made available for additional public comment.

All projects in all modes will be assigned 30% of their total score based on the County ranking assigned to each project from the process described above. The points will be assigned as follows:

Project Ranking	Points	Project Ranking	Points
# 1	100	# 11	50
# 2	95	# 12	45
# 3	90	# 13	40
# 4	85	# 14	35
# 5	80	# 15	30
# 6	75	# 16	25
# 7	70	# 17	20
# 8	65	# 18	15
# 9	60	# 19	10
# 10	55	# 20	5

All projects that are not ranked within the top 20 projects in each county will receive one (1) point for this criteria.

$$\text{County Score} = \text{County Project Ranking Points} * .30$$

TOTAL SCORE

The Lumber River Qualitative Score, the County Score, and the Quantitative Score will be added together to equal the Total Score.

$$\text{Total Score} = \text{LR Qualitative Score} + \text{County Score} + \text{Quantitative Score}$$

ASSIGNMENT OF LOCAL INPUT POINTS

Once the Total Score for all projects in each mode has been determined, the Prioritization subcommittee and RPO staff will develop a ranked list of projects within each county and within the RPO as a whole determined by the Total Score. This ranked list of all projects in all modes will be used to develop the recommended local input point assignments that are presented to the public for comment and to the TCC and TAC for approval.

In the “Regional Impact” category, the recommendation will be that the top two scoring projects in each County (regardless of mode) will be allocated 100 points each. (Note: the “Regional Impact” category may include “Statewide” projects that have ‘cascaded down’ to the Regional level.) The seven next-highest scoring projects within the overall RPO will also be allocated 100 points each to reach Lumber River RPO’s total allocation of 1,500 points. In the event that a project(s) cannot be allocated 100 points because it is only partially in the Lumber River RPO, the remaining points will be

allotted to the next highest scoring project. (Note: if a County does not have two projects in this category and/or if the Total Weighted Score of a County's project is not within the top 70% of the Total Weighted Scores of all RPO projects in that category, then the next highest scoring project within the overall RPO will be allocated 100 points.)

In the "Division Needs" category, the recommendation will be that the top two scoring projects in each County (regardless of mode) will be allocated 100 points each. (Note: any "Regional Impact" project scoring in the top 60% of all Total Weighted Scores in the regional category may be considered at the "Division Needs" level at the discretion of the TCC and/or TAC). The seven next-highest scoring projects within the overall RPO will also be allocated 100 points each to reach Lumber River RPO's total allocation of 1,500 points. In the event that a project(s) cannot be allocated 100 points because it is only partially in the Lumber River RPO, the remaining points will be allotted to the next highest scoring project.

(Note: if a County does not have two projects in this category and/or if the Total Weighted Score of a County's project is not within the top 70% of the Total Weighted Scores of all RPO projects in that category, then the next highest scoring project within the overall RPO will be allocated 100 points.)

These recommended local input point assignments will be presented to the TCC and the TAC for review and approval at their May meetings. The TCC retains the discretion to make recommendations to the TAC regarding changes to the list. The TAC has the final discretion regarding assignment of local points, and retains the flexibility to make changes to these point assignments if it can document a reason for doing so. These changes must be documented and made available as information to the public. Final approval of the local input points assignment will be made in July 2014.

SCHEDULE

Date	Activity
Fall 2013	Solicitation of new candidate projects
Fall 2013	Development of Draft Prioritization Policy by sub-committee
January 2014	Submit Draft Prioritization Policy to TCC and SPOT for review, make revisions as needed
January 27 - 31, 2014	Present Draft Prioritization Policy to TAC, incorporate comments, re-submit to SPOT
January 27 – February 24, 2014	RPO staff submits candidate projects to NCDOT
February 2014	Advertise Draft Prioritization Methodology at http://lumberrivercog.org/Rural%20Transportation%20Sub%20Page.html Solicit public comment and incorporate comments into Final Draft
February - April 2014	Counties rank projects and develop Local Priority List, submit to RPO by April 18, 2014. Local Priority Lists will be posted at http://lumberrivercog.org/Rural%20Transportation%20Sub%20Page.html
March 2014	Present Final Draft Prioritization Methodology to TCC, Hold Public hearing on Final Draft and present to TAC, submit to NCDOT for final approval
March – May 2014	Sub-committee and RPO staff computes LR Qualitative and Quantitative

	Scores, which will be combined with County Score to determine the Total Score. All scoring categories will be posted at: http://lumberrivercog.org/Rural%20Transportation%20Sub%20Page.html
March – July 2014	Public input on all scoring categories will be considered by TCC and TAC and discussion documented in meeting minutes.
April – May 2014	Total Score will be used to develop the Ranked List of Projects, which will be used to develop the Recommended Local Input Points Assignment. Both will be posted at: http://lumberrivercog.org/Rural%20Transportation%20Sub%20Page.html
May 2014	Recommended Local Input Points Assignment will be presented to TCC and TAC. Public Hearing will be held at TAC meeting.
May - July 2014	If TAC wishes to change the Recommended Local Input Points Assignment, the reasons must be documented and posted at: http://lumberrivercog.org/Rural%20Transportation%20Sub%20Page.html
July 2014	TAC approves Final Local Input Points Assignment
July 2014	RPO staff submits Final Points Assignment to NCDOT.
July 2014	Final Local Input Points Assignment posted at: http://lumberrivercog.org/Rural%20Transportation%20Sub%20Page.html

Mid-Carolina RPO

SPOT 3.0 Prioritization Process

Introduction: As part of the implementation of House Bill 817, all Rural and Metropolitan Planning Organizations (RPOs and MPOs) are now required to develop a local ranking process for projects across all modes of transportation (highway, bicycle/pedestrian, public transit, aviation, rail, and ferry).

Applicability: This process will be used to rank all projects within the Mid-Carolina RPO Boundaries in Bladen, Cumberland, Harnett and Sampson Counties, that fall into the Regional or Division funding levels. Funding Levels are designated according to the 2013 Strategic Transportation Investments law.

Schedule: The Mid-Carolina RPO asked for candidate projects beginning on October 10, 2013. The RPO, working through and with the Mid-Carolina RTCC and RTAC, requested projects from the local member governments (counties, towns, transit departments, airports, etc.). Projects will be received until the January 28, 2014 RTAC Meeting, where the project list will be approved. Projects are required to be submitted to the North Carolina Department of Transportation Strategic Prioritization Office of Transportation (SPOT) by February 24, 2014.

Local Point Methodology: This process, along with the local point methodology, will be reviewed by the RTAC at their January 28, 2014 meeting and a final methodology will be approved no later than their scheduled April 22, 2014 meeting. The final, approved methodologies must be sent to the SPOT Office for their final approval no later than May 1, 2014.

Project Rankings: The Mid-Carolina RTCC and RTAC will evaluate all projects with their respective funding designation upon their release from the SPOT Office. Final approval and point assignment will take place no later than the July 22, 2014 RTAC Meeting.

Public Input Process: This prioritization methodology, along with the project rankings and point assignments will be made readily available to the public. The January, April, and July RTAC Meetings will all be advertised in each of the four (4) counties' major newspapers. The advertisements will also let it be known that this methodology and project prioritization will be discussed and will include the Mid-Carolina RPO Website (http://www.mccog.org/regional_transportation_document.asp), which will include links to all of these documents. The advertisements and website (http://www.mccog.org/regional_contact.asp) also provide contact information for the public to reach RPO staff for input.

Ranking Formula:

<u>Criteria</u>	<u>Score Range</u>
Accident Rate (Safety) Maximum 30 Points	 >5.01 = 30 points 2.01 – 5.00 = 20 points 1.01 – 2.00 = 10 points <1.0 = 0 points
Congestion (Mobility) Maximum 30 Points	 >1.99 = 30 points 1.98 – 1.50 = 25 points 1.49 – 1.00 = 20 points 0.99 – 0.80 = 10 points <0.79 = 0 points
Connectivity (Linkage/Accessibility) Maximum 25 Points	 Regional (Multiple Counties) = 25 points County (Multiple Municipalities) = 20 points Municipal (One Local Government) = 15 points
Functional Classification (Corridor Enhancement) Maximum 20 Points	 Principal Arterial = 20 points Minor Arterial = 15 points Major Collector = 10 points Minor Collector = 5 points Not Functionally Classified = 0 points
Multi-Modalism (Modal Connections) Maximum 15 Points	 4+ Modes = 15 points 3 Modes = 12 points 2 Modes = 9 points 1 Mode = 6 points
Airport Passenger Service (Airport Capacity) Maximum 10 Points	 Project Increases Capacity = 10 points Project Does Not Increase Capacity = 0 points
Airport Safety (Safety) Maximum 10 Points	 Project Improves Airport Safety = 10 points Project Does Not Improve Airport Safety = 0 points
Transit Expansion (Service Expansion) Maximum 10 Points	 Project Expands Service = 10 points Project Does Not Expand Service = 0 points

Use of Public Input: The RPO will gladly accept all public comments between January 28, 2014 and July 1, 2014. The comments will be documented and filed by the RPO and will be shared with the RTCC and RTAC for their

information in current and future prioritization processes and transportation planning. No new projects will be added to the SPOT 3.0 list however, as they will have been submitted already.

Final Ranking and Local Points Assignment: After the scoring of all of the projects submitted using the methodology developed and approved, points will be assigned to each of the projects. The projects will be ranked based upon the score they receive. The Mid-Carolina RPO has 1400 points to assign toward Regional Projects and another 1400 points to assign toward Division Projects. Each project can receive a maximum of 100 points.

The Mid-Carolina RPO proposes giving the Top 14 ranked projects in the Regional Funding Category and the Top Ranked projects in the Division Category the maximum points each, until the 1400 total points per category have been met. The remaining projects will receive no local input points from the RPO, but will receive their only points based upon the SPOT assigned quantitative scoring system.

CRITERIA DEFINITIONS

Accident Rate (SAFETY) – This factor is the crash rate divided by the divisional crash rate. The crash rate is determined by dividing the amount of accidents by the exposure. The exposure is determined by multiplying the Annual Average Daily Traffic by 365, the number of years in the study and the length of the roadway segment. The divisional crash rate is the annual number of accidents that occur along a segment of road per one hundred million miles of travel along all segments of roadway in the division. This is a measurement of transportation safety.

Congestion - Current Volume/Capacity Ratio (MOBILITY) – The ratio of the most recently available average daily traffic volume on the highest volume segment of the highway relative to the design capacity of that highway. A ratio of one (1) indicates that the current volume of traffic is equal to the capacity of the highway to safely handle that amount of traffic. This is a measurement of traffic congestion.

Connectivity (ACCESSIBILITY/LINKAGE) – This criterion examines how many areas benefit from the project.

- Regional (multiple counties)
- County (multiple municipalities within one county)
- Municipal (one local government)

Functional Classification (CORRIDOR ENHANCEMENT) – This criterion is used to give priority to the highways that are integral in serving persons and goods movements. These roadways are identified by a functional classification system defined by the Federal Highway Administration and recognized for the type of trip purpose served. A map showing the functional classification will be used to evaluate these criteria.

Multi-Modalism (MULTI-MODALISM) – Projects will be reviewed for connectivity to other means of transportation such as train stations, airports, designated bicycle routes, or fixed transit routes.

Airport Passenger Service (AIRPORT CAPACITY) – Projects will be reviewed to see if they improve the ability to increase incoming or outgoing airport traffic.

Airport Safety (SAFETY) – Projects will be reviewed to determine their impact on safe movements into and out of the airport.

Transit Expansion (SERVICE EXPANSION) – This criterion will be applied to transit projects and will differentiate between projects that increase service to citizens versus projects which do not.

Mid-East RPO

SPOT Local Input Point Assignment Methodology

The Statewide Mobility category in Prioritization 3.0 is 100% data driven. Therefore the remaining Regional Impact and Division Needs categories can involve up to three scoring components: 1) a data driven, quantitatively scored estimate of project need, 2) RPO local priority score, and 3) NCDOT Division Engineer priority score. This document will focus on number two, how the Mid-East Rural Planning Organization (MERPO) assigns its RPO local priority score to projects. The MERPO has 1200 points to expend on projects across modes (down from 1300 during last Prioritization).

During every SPOT cycle the MERPO will create a Prioritization Sub-committee where at least one voting member from each of the three counties will participate. This Sub-committee will make the initial draft local point assignments.

NCDOT intends to return the RPO's scored projects from the data driven process (the first component above) in early *May 2014*. These scores will consider a range of factors including:

- Eligibility requirements
- Relative need
- Competitiveness based on the NCDOT ranking process and criteria

Once the scores are returned in May, the RPO will be able to apply local points. Those local points will be assigned based on two factors with each factor being of equal consideration.

The first factor is the quantitative score (the first component above) produced by NCDOT using the formulas for each mode of transportation previously agreed upon. The MERPO Prioritization Sub-committee will consider this score to be 50% of the overall RPO local priority score.

The second factor is the qualitative comparison the MERPO Prioritization Sub-committee will use to evaluate local projects across all modes of transportation. This comparison will be based on percent weights of the following criteria:

- Crash history – 25%
- Transportation Plan Consistency – 10%
- Economic Development/Employment access – 25%
- Multimodal elements – 10%
- Existing deficiency – 30%

Each project will be evaluated based on the total number of points they receive according to the criteria below. Those projects that most meet the need established by the criteria will receive the most points. The MERPO Prioritization Sub-committee will consider this comparison to be 50% of the overall local priority score.

All projects, regardless of mode, will be scored within these 2 factors and the output of this process (using NCDOT Data plus the 5 Criteria Driven Factors) will translate into a preliminary assignment of points per project to share with the public.

Ranking Process

The Mid-East Rural Planning Organization receives 1200 points at both the Division and Regional level. Once all projects are scored using the methodology described below, the MERPO staff will develop a ranked list of projects within the RPO based on the outcome of the scoring. This ranked list will be used to develop the recommended point assignments that are presented to the public for comment and to the TCC and TAC for approval. The top two (2) scoring Division and top two (2) scoring Regional level projects within each county will be allocated 100 points to reach the MERPO's total allocation of 1200 points. In the event that any counties do not have at least two Division or two Regional level projects, additional projects will be selected from the top of the list of remaining Division or Regional projects within the RPO as a whole in order to reach the MERPO's allocation of 1200 points. This promotes geographic equity of projects. The allocation of points for the top project per county will equal 50% of the projects total score. Scoring based on the criteria below will account for the other 50% of the projects total score and no project may score more than 100 points based on the criteria. Should two or more projects of the same or different modes tie, the Strategic Prioritization Office of Transportation (SPOT) score will be used as the tie-breaker.

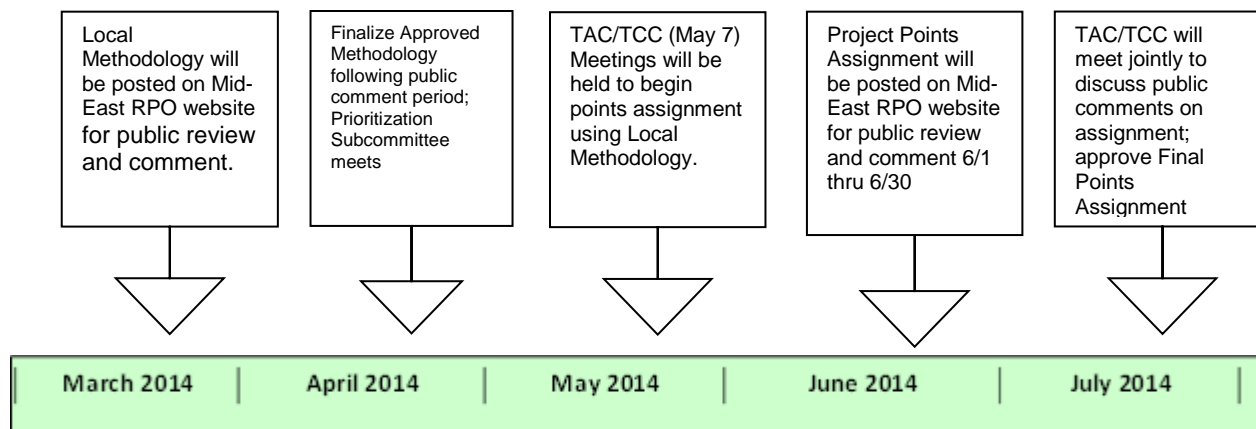
****MERPO to work on with Peanut Belt and Albemarle RPO's for Regional level criteria****

Criteria	0 points	10 points	20 points
Crash history (25%)	0 crashes	10 or fewer crashes	11 or more crashes
Transportation Plan consistency (10%)	Project is not in STIP, CTP, LCP, or other locally adopted plan		Project is in STIP, CTP, LCP or other locally adopted plan.
Economic Development/ Employment access (25%)		Provides direct access to an existing employment center with more than 200 employees	Provides direct access to an active industrial/business park or proposed new employment center with more than 200 employees.
Multimodal elements (10%)	Project does not incorporate or connect to facilities of another mode		Project incorporates or connects to facilities of another mode
Existing deficiency (30%)	Existing facility/service available	Existing facility/service available, but contains gap with lower level of service/intermittent service	No existing facility/service available.

The MERPO Prioritization Sub-Committee will assign local input points to the projects based on these two factors. Those preliminary point assignments, as well as this document and any description of how the preliminary points were assigned, will be published on the MERPO webpage (www.mideastcom.org), and advertised as such, for public comment in the 30 days leading up to the MERPO meeting (Summer 2014) where priorities will be adopted.

Those public comments will be considered by the MERPO Prioritization Sub-committee, the full Technical Coordinating Committee (TCC) and the full Transportation Advisory Council (TAC) before the final local input points are agreed to and voted on for final approval by the Mid-East TAC.

The window to apply local points into NCDOT's Partner Connect site is from May 1 to July 31. Any consideration of public input will be applied to projects at a TAC meeting, to be held prior to July 31, 2014. The public is encouraged to attend this meeting to make further comments as they see fit. Immediately following the summer 2014 MERPO meeting, the adopted final project list and each score will be published on the MERPO webpage for public consumption. Any justification/rationale for point assignments made by the TAC which deviate from this Local Methodology will be placed on the RPO website.



Northwest Piedmont RPO

Introduction

The Northwest Piedmont Rural Planning Organization (NWPRPO) developed the following policy for the purpose of determining regional transportation priorities, according to the State of North Carolina's Strategic Transportation Investments (STI) law and the associated Strategic Prioritization Process (SPOT). The varying approaches of prioritizing and ranking projects at the local level initiated to a new legislative requirement (S.L. 2012-84), which requires rural planning organizations (RPOs) to establish a process containing quantitative and qualitative criteria for determining project prioritization. This legislation also calls for NCDOT to oversee the approval of local methodologies under Prioritization 3.0.

The Northwest Piedmont RPO's policy incorporates local needs and data-driven scoring methods to create informed and effective decisions. The first step of the prioritization process is identifying projects at the local level. The methodology and public involvement process used during this section are outlined in *Phase 1: Identification of Projects*. The remaining elements of the prioritization process are addressed in *Phase 2: Scoring and Ranking of Projects*. This section consists of three parts: 1) Evaluating quantitative scores prepared by NCDOT, 2) Scoring and ranking projects at the RPO level, and 3) Assigning local input points.

Prioritization 3.0 Overview

NCDOT's current Transportation Reform initiative began in 2009 with Governor Beverly Perdue's Executive Order No. 2. This order mandates a professional approval process for project selection and, in response, NCDOT created the Strategic Prioritization Process. The first version of the Strategic Prioritization Process (Prioritization 1.0) was used to support development of the FY 2012-2018 Transportation Improvement Program (TIP). The second version (Prioritization 2.0), initiated in June 2011, supported development of the FY 2014-2020 Transportation Improvement Program. Due to new federal legislation and a change in administration at the State level, the FY 2014-2020 was delayed in 2012 and not approved by the Board of Transportation.

Over the last year, NCDOT has also been working with internal and external stakeholders to revamp the process. Significant changes have been made to the process and were driven by House Bill 817, also known as Strategic Transportation Investments (STI). The bill established funding categories (Statewide, Regional, and Division) and allocations across all modes of transportation. The Statewide Mobility category bases funding decisions entirely upon the quantitative data. The remaining Regional Impact and Division Needs categories involve three scoring components: 1) a data driven, quantitatively scored estimate of project need, 2) a RPO priority score, and 3) a NCDOT Division Engineer priority score.

Prioritization 3.0 is a multi-modal process; highway, transit, bicycle and pedestrian, aviation, and rail project needs are evaluated. This process serves as the primary input for the FY 2016-2025 TIP and includes newly submitted project needs as well as projects that had been submitted under Prioritization 2.0, but were unfunded or funded in FY 2016 or later.

Schedule for Implementation of Policy in Prioritization 3.0

Phase I: Identification of Projects

Stokes County Public Meeting	October 29, 2013
Surry County Public Meeting	October 31, 2013
Aviation Projects Due to NCDOT	November 1, 2013
Davie County Public Meeting	November 7, 2013
NWPRPO TCC November Meeting	November 12, 2013
Transit FY 2015 Projects Due to NCDOT	November 15, 2013
Yadkin County Public Meeting	November 20, 2013
Transit FY 2016-2020 Projects Due to NCDOT	November 29, 2013
NWPRPO TAC December Meeting	December 18, 2013
Submit New Highway Projects and All Outstanding Projects to NCDOT	January 27-March 3, 2014
NWPRPO TCC February Meeting	February 18, 2014
NWPRPO TAC February Meeting	February 19, 2014

Phase II: Scoring and Ranking of Projects

NCDOT Calculates Quantitative Scores	February-April 2014
NWPRPO TCC April Meeting	April 15, 2014
NWPRPO TAC April Meeting	April 16, 2014
NCDOT Scores Released	May 2014
Deadline to Submit Local Input Methodology	April 30, 2014
NWPRPO Ranks Projects and Assigns Local Input Points	May-July 2014
NWPRPO Conducts Public Input Meetings on Draft TIP	May-June 2014
NWPRPO TCC June Meeting	June 17, 2014
NWPRPO TAC June Meeting	June 18, 2014
NWPRPO Submits Scored Projects to NCDOT	July 31, 2014

Phase I: Identification of Projects

Identifying projects of critical need is the key to competitiveness in Prioritization 3.0. Within each NWPRPO county, all jurisdictions must work together to develop a single list of projects to submit to the NWPRPO for consideration in the prioritization process. Utilizing the Northwest Piedmont RPO's *Public Participation Plan* and existing *County Advisory Committee* (CAC) process, the following methodology for soliciting and identifying projects was developed.

Project Solicitation Process

- RPO staff provides a list of existing highway and bicycle & pedestrian projects from Prioritization 2.0 to TCC and TAC in October and November 2013.
- Public meetings are held in each county during October and November 2013 according to the guidelines presented in the *Public Participation Plan*. Member governments, TCC and TAC representatives, NCDOT staff, airport authorities, transit providers, and citizens are invited. Meeting advertisements are placed in local newspapers and posted on government website, if publication schedules permit. The meetings consist of informational posters regarding Prioritization 3.0 and the STI funding process, a list of existing projects, and a presentation by RPO staff, if time

permits. Attendees are given comment forms to provide new project ideas for all transportation modes and feedback about existing projects.

- Recommendations from the public meetings are compiled into a single draft project submittal list by RPO staff. If projects do not exceed the RPO's allotted amounts, the CACs are not officially convened during Phase I.
- The draft project submittal list is provided to TCC, TAC, and other stakeholders for review and additional comments until December 18, 2013.
- The TAC reviews and takes action on the draft project submittal list at the December 18, 2013 meeting.
- Projects are submitted to the SPOT On!ne website during the submission window from January 27-February 24, 2014.

For more information about the NWPRPO Public Participation Plan and County Advisory Committees, please visit the NWPRPO webpage at www.ptrc.org/nwrpo.

Project Solicitation Guidelines

Highway

- The Northwest Piedmont RPO may submit up to 12 new highway projects not previously submitted under Prioritization 2.0. *(The P3.0 database will contain previously submitted highway projects.)*
- If desired, the RPO may replace 5 existing projects in the system with 5 new projects, for a total of 17 new highway project submissions.
- The number of roadway safety and infrastructure health project submittals is not restricted.
(RPOs cannot rank or assign priority points to these projects; a separate evaluation process focused strictly on need and available resources will occur.)

Other Modes

Non-highway projects are subject to different eligibility requirements and submittal processes. Public transportation, aviation, bicycle, and pedestrian projects that were not funded previously must be resubmitted.

- Bicycle and Pedestrian: a total of 20 new projects which meet eligibility requirements and provide local match
- Rail: a total of 5 new rail projects which meet eligibility requirements
- Public Transportation: the number of capital project submittals is not restricted, but projects must meet eligibility requirements and provide local match
- Aviation: the number of capital project submittals is not restricted, but projects must meet eligibility requirements and provide local match

The following tables provide detailed eligibility and submission requirements for each mode of transportation.

Eligibility and Submission Requirements

Highway Projects

Project Types

Roadway Mobility:

Roadway mobility projects increase roadway capacity to meet traffic demand and move traffic more efficiently. Projects identified in a Comprehensive Transportation Plan (CTP) and prepared for implementation in Fiscal Years 2016-2025 are encouraged. Examples include:

- Widen roadway;
- Construction of a new roadway (including relocation of existing roadway sections);

- Intersection improvements;
- Interchange construction or reconstruction; and
- Access management improvements

Modernization Projects:

Roadway modernization project types are focused on upgrading roadways without adding substantial capacity. Examples of modernization projects include:

- Widen roadway lane and/or shoulder width;
- Adding turn lanes; and
- Upgrading to current design standards (including interstate standards)

Project Eligibility Requirements and Submission

For highest scoring potential, the project should meet as many of the following criteria as possible:

- Part of a locally adopted Comprehensive Transportation Plan or other adopted plan;
- Exhibit high crash rates;
- Support access to existing employment centers;
- Address road capacity issues or congestion;
- Include facilities for bicycles, pedestrian, and/or transit (except Interstate facilities); and
- Involve collaboration between jurisdictions (where applicable)

The Northwest Piedmont RPO may submit 12 new highway projects, or a total of 17 new projects if 5 existing projects are replaced. The project submission window is open from *January 27-March 3, 2014*.

Bicycle and Pedestrian Projects

Project Types

Bicycle Projects: *(Stand alone projects for design and/or construction)*

Bicycle projects include on-road bike facilities (shoulders, bike lanes, wide outside lanes, sidepaths) and shared-use paths (greenways). NCDOT requires submitting bicycle projects with a minimum cost of \$100,000 and recommends not exceeding \$500,000.

Pedestrian Projects: *(Stand alone projects for design and/or construction)*

These projects may include sidewalks and intersection improvements. Examples may include curb ramps and pedestrian bridges. NCDOT requires submitting pedestrian projects with a minimum cost of \$100,000 and recommends not exceeding \$500,000.

Project Eligibility Requirements and Submission

Only projects listed in an adopted CTP, Bicycle, Pedestrian or Greenway Plan or another locally adopted plan are eligible. A total of 20 new projects may be submitted to NCDOT by *March 3, 2014*. Proof of local support is needed if submitted

to NCDOT as a ranked project in *May 2014*. This local support will need to be demonstrated through a commitment to provide local match funding for the project if awarded by NCDOT.

Rail Projects

Project Types

Freight Track and Structures:

Eligible projects include Class I sidings, double-track grade separations, and new improved access in the Statewide, Regional, and Division categories.

Freight Intermodal:

Eligible projects include Class I intermodal or transload facilities in the Division category only.

Intercity Passenger Track and Structures:

Eligible projects include rail lines crossing a county line, sidings, double-track, grade separation, and curve realignments in the Regional and Division categories only.

Intercity Passenger Service and Stations:

Eligible projects in the Regional category include rail lines crossing a county line and intercity passenger service. Eligible projects in the Division category include rail lines crossing a county line, intercity passenger service, and intercity passenger stations.

Project Eligibility Requirements and Submission

Only projects in which a Traffic Separation Study or Feasibility Study have been conducted may be submitted. A total of 5 new projects may be submitted to NCDOT by *March 3, 2014*.

Public Transportation Projects

General Information:

Only Major Capital projects that can be accomplished in Fiscal Years 2015 and 2016-2020 should be submitted. Any phase, start-up or continuation of a capital project, can be submitted as long as a portion can be accomplished by 2020. Projects submitted for FY 2015 will not be prioritized. NCDOT requires only submitting projects in which a local funding source has been identified.

Project Types

Expansion Vehicles:

These project types are focused on increasing efficiency. Example projects include:

- New bus routes and/or services (demand response, headway reductions); and
- Purchase of new buses or vans

Facilities:

These project types are focused on replacing, improving, or constructing new transit-related facilities. Examples of projects include:

- Transit-related facilities;
- Park and Ride Lots; and
- Bus Shelters

Project Eligibility Requirements and Submission

Only capital (expansion and facilities) projects will be scored and ranked. However, NCDOT is requiring all projects submitted must have a designated local funding source for FY 2015-2020.

Each County public transit provider will submit Project Requests to NCDOT. Fiscal year 2015 projects are due *November 15, 2013* while fiscal year 2016-2020 projects are due *November 29, 2013*. Project Requests that are scored by NCDOT and have secured a local funding commitment, will be considered for scoring in *May 2014*.

Aviation Projects

Project Types

Capital Improvements:

- Pavement expansions that increases capacity (including runway extension, new taxiway, aircraft parking apron expansion);
- Pavement strengthening;
- Land acquisition;
- Terminal building expansions;
- New buildings (including new terminal buildings and hangars);
- New navigational aid equipment (including glideslope, localizer, and other equipment to improve capacity);
- New lighting systems (including runway and taxiway edge lighting)

Project Eligibility Requirements and Submission

The Northwest Piedmont RPO currently has only General Aviation Airports with projects eligible in the Division Needs category. Typically, the improvements are included in an Airport Land Plan or in a capital improvement program. The number of capital improvement projects is not restricted and each airport authority submitted projects to NCDOT by *November 1, 2013*.

Phase II: Scoring and Ranking of Projects

Successful projects in Prioritization 3.0 will achieve high scores through the NCDOT and RPO scoring processes by demonstrating significant need. Phase 2 consists of three parts: 1) Evaluating of quantitative scores prepared by NCDOT, 2) Scoring and ranking projects at the RPO level, and 3) Assigning local input points. The Northwest Piedmont RPO's *Public Participation Plan* and existing *County Advisory Committee (CAC)* process are incorporated into the following methodology for project scoring, ranking, and point assignment.

NCDOT Quantitative Scores

A significant aspect of the Strategic Transportation Investments (STI) legislation is the data-driven scoring process used to guide project selection. Projects are evaluated according to a set of criteria for each transportation mode and funding category. The following tables provide detailed information about the criteria and weights. RPO staff will distribute the scores prepared by NCDOT when released in *May 2014*.

Statewide
<p>The project selection process is 100% data-driven, meaning NCDOT will base its decisions on hard facts such as crash statistics and traffic volumes. Factors, such as economic competitiveness and freight movement, are taken into consideration to help support and enhance logistics and economic development opportunities throughout the state.</p> <p><i>Projects of statewide significance will receive 40% of the available revenue, totaling \$6 billion over 10 years.</i></p>
Regional
<p>NCDOT will select applicable projects for funding using two weighted factors: 1) Data will comprise 70% of the decision-making process, and 2) Local rankings by RPOs and NCDOT Divisions will comprise the remaining 30%.</p> <p><i>Projects of regional significance will receive 30% of the available revenue, equaling \$4.5 billion over a decade based on regional population. Projects on this level compete within specific regions made up of two NCDOT Divisions.</i></p> <p>Northwest Piedmont RPO Regional Pairings:</p> <ul style="list-style-type: none"> - Divisions 11 and 12 - Divisions 7 and 9
Division
<p>The project selection process is based upon two factors: 1) 50% data-driven scores, and 2) 50% local rankings.</p> <p><i>Projects of division significance address local concerns, such as safety, congestion, and connectivity, will receive 30% of the available revenue, or \$4.5 billion, shared equally over NCDOT's 14 Divisions.</i></p>

NCDOT Highway Data Driven Criteria Summary

Funding Category	Quantitative Data
Statewide Mobility	<p>[Travel Time] Benefit/Cost = 30% Travel time savings the project is expected to provide over 30 years divided by the cost of the project to NCDOT</p>
	<p>Congestion = 30% Comparison of the existing traffic volume to the existing capacity of the roadway (Depending on data availability, congestion may be measured by comparing congested travel speeds to uncongested speeds.)</p>

	Economic Competitiveness = 10% Estimate the number of long-term jobs and the percent change in economic activity within the NCDOT Division the project is expected to provide over 30 years
	Safety = 10% Evaluation of the number, severity, and frequency of crashes along the roadway
	Multimodal [& Freight + Military] = 20% Measure of existing congestion along key military and truck routes, and routes that provide connections to transportation terminals
Regional Impact	[Travel Time] Benefit/Cost = 25% Travel time savings the project is expected to provide over 30 years divided by the cost of the project to NCDOT
	Congestion = 25% Comparison of the existing traffic volume to the existing capacity of the roadway (Depending on data availability, congestion may be measured by comparing congested travel speeds to uncongested speeds.)
	Accessibility/Connectivity = 10% Three component formula using commute times by census tracts, upgrade of travel function of roadway, and Department of Commerce County Tier designations
	Safety = 10% Evaluation of the number, severity, and frequency of crashes along the roadway
Division Needs	[Travel Time] Benefit/Cost = 20% Travel time savings the project is expected to provide over 30 years divided by the cost of the project to NCDOT
	Congestion = 20% Comparison of the existing traffic volume to the existing capacity of the roadway (depending on data availability, Congestion may be measured by comparing congested travel speeds to uncongested speeds)
	Safety = 10% Evaluation of the number, severity, and frequency of crashes along the roadway

NCDOT Public Transportation Data Driven Criteria Summary

Funding Category	Public Transit Scoring (Expansion) Quantitative Data
Regional Impact Total = 70% (30% Local Input)	Benefit/Cost = 45% Assesses the projected ridership for the life of the expansion vehicle relative to the cost of the vehicle to the state
	Vehicle Utilization Data = 5% Examines how systems are maximizing current fleet
	System Safety = 5% Compares system safety statistics to the national average
	Connectivity = 5% Measures the connectivity of the proposed expansion of service to destinations (education,

	medical, employment, retail, other transfers)
	System Operational Efficiency = 10% Compares the number of trips to revenue hours reported
Division Needs Total = 50% (50% Local Input)	Benefit/Cost = 25% Assesses the projected ridership for the life of the expansion vehicle relative to the cost of the vehicle to the state
	Vehicle Utilization Data = 5% Examines how systems are maximizing current fleet
	System Safety = 5% Compares system safety statistics to the national average
	Connectivity = 5% Measures the connectivity of the proposed expansion of service to vital destinations
	System Operational Efficiency = 10% Compares the number of trips to revenue hours reported
Funding Category	Public Transit Scoring (Facilities) Quantitative Data
Regional Impact Total = 70% (30% Local Input)	Age of Facility, Facility Demand, Park & Ride, Bus Shelter = 40% <u>Age</u> : examines the age of the facility compared to the useful life of the facility <u>Facility Demand</u> : measures the demand for new or expanded maintenance and operations facilities <u>Park & Ride</u> : compares utilization to cost to state to construct <u>Bus Shelter</u> : examines current demand (boardings and alightings) at the shelter location
	Benefit-Cost = 5% Examines the benefit (trips) relative to the cost of the project to the state.
	System Operational Efficiency = 5% Compares the number of trips to revenue hours reported
	Facility Capacity = 20% Identifies the need for additional capacity by comparing proposed capacity, current usage, and current capacity
Division Needs Total = 50% (50% Local Input)	Age of Facility, Facility Demand, Park & Ride, Bus Shelter = 30% <u>Age</u> : examines the age of the facility compared to the useful life of the facility <u>Facility Demand</u> : measures the demand for new or expanded maintenance and operations facilities <u>Park & Ride</u> : compares utilization to cost to state to construct <u>Bus Shelter</u> : examines current demand (boardings and alightings) at the proposed shelter location
	Benefit-Cost = 5% Examines the benefit (trips) relative to the cost of the project to the state.
	System Operational Efficiency = 5% Compares the number of trips to revenue hours reported
	Facility Capacity = 10% Identifies the need for additional capacity by comparing proposed capacity, current usage, and current capacity

NCDOT Bicycle and Pedestrian Data Driven Criteria Summary

Funding Category	Quantitative Data
Division Needs	Safety = 15% Projects or improvements where bicycle or pedestrian accommodations are non-existent or inadequate for safety of users
	Access = 10% Projects that provide access to destinations that draw or generate high volumes of bikes/pedestrians <u>Primary Centers</u> : Transit, employment, universities, mixed-use commercial, national/state tourist destinations, high-density residential/multi-family, and sports venues <u>Secondary Centers</u> : Lower-density residential developments, fixed-guideway facilities, minor employment, schools, parks, and municipal buildings
	Density = 10% Areas with significant residential or employment density
	Constructability = 5% Readiness of project to be administered and maintained by the local government
	Benefit-Cost = 10% Ratio of calculated user benefit divided by NCDOT project cost

NCDOT Aviation Data Driven Criteria Summary

Funding Category	Quantitative Data
Division Needs	NCDOA Project Rating = 30% Projects prioritized and classified within the NC Division of Aviation (NCDOA) project categories are based on a data-driven process that was published to all airports in 2006. This criteria assigns point values based on priority and need of the project.
	FAA ACIP Rating = 10% The Federal Aviation Administration Airport Capital Improvement Plan (ACIP) rating serves as the primary planning tool for the FAA for systematically identifying, prioritizing, and assigning funds to critical airport development and associated capital needs for the National Airspace System (NAS).
	Local Investment Index = 5% The Local Investment Index provides greater points for those projects that have a higher percentage of local funding sources (i.e., local, FAA NPE, or public-private funds). This criteria lessens the burden on state capital dollars and measures financial commitment of the airport to the project. It is based on the percentage of local funds compared to state funds contributed toward the project.

	Volume/Demand Index = 5% The Volumen/Demand Index represents traffic (aircraft operations) plus employment density (jobs near airports). This criteria identifies projects where there is more traffic and in areas with more user demand.
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NCDOT Rail Data Driven Criteria Summary

Project Type	Quantitative Data					
Track & Structure Projects	Criteria	Statewide	Regional		Division	
			Freight	Pax	Freight	Pax
	Benefit-Cost - Emissions - Highway-to-rail diversion - Fuel savings - Travel time savings	20%	10%	10%	10%	10%
	Economic Competitiveness - Long-term economic benefits	10%	-	-	-	-
	Capacity/Congestion - Volume-to-Capacity	15%	15%	25%	10%	15%
	Safety - RR/Hwy. crossing incidents	15%	15%	15%	10%	10%
	Accessibility - New or enhanced accessibility	10%	10%	-	5%	-
	Connectivity - Multimodal improvement	10%	5%	-	5%	-
	Mobility - Service improvement	20%	15%	20%	10%	15%
Freight Intermodal Facilities / Intercity Passenger Service & Stations	Criteria	Statewide	Regional – Intercity Passenger Service Only		Division – Facilities/Intercity Service & Stations	
	Benefit-Cost - Emissions - Highway-to-rail diversion - Fuel savings - Travel time savings	-	15%		10%	

	Economic Competitiveness - Long-term economic benefits	-	-	-
	Capacity/Congestion - Volume-to-Capacity	-	25%	15%
	Connectivity - Multimodal improvement	-	10%	10%
	Mobility - Service improvement	-	20%	15%

RPO Project Scoring, Ranking, and Point Assignment

The process of project scoring, ranking, and point assignment is expected to occur between May and July 2014. County Advisory Committee (CAC) forums will provide opportunities for public input on each component. A final TIP priority list will be considered for approval during the June meetings of the TCC and TAC boards.

County Advisory Committees (CACs)

In accordance with the NWPRPO's *Public Participation Plan*, the County Advisory Committees (CACs) shall oversee the prioritization of all county projects proposed for the regional NWPRPO TIP priority list. Each county establishes a CAC to serve in an advisory capacity to the RPO's TCC and TAC boards. Membership of the CAC would prefer an elected official from the County and each municipality, however staff appointments or other designated individuals may serve for a jurisdiction. For CAC decisions requiring official voting, each County vote shall count as two votes and each municipal vote shall count as one vote. CAC meetings will be held during a 30-day public comment period when recommended projects and point assignments are released. RPO staff will document, file, and distribute public comments to appropriate entities, including information relevant to future prioritization processes and transportation plans.

Scoring

As a requirement of the STI legislation, the RPO local methodology must include at least one quantitative and one qualitative criteria in the scoring process. Tables 1 through 4 contain the criteria and weights developed by the members of the TAC and TCC. RPO staff will calculate the scores of each project based upon the information contained within these tables. In the event that two project scores are tied, the SPOT score will be used to break the tie.

Local Priority Score:

It is difficult to capture project needs completely using quantitative criteria, therefore jurisdictions need a way to provide local knowledge about their highest priorities. The Local Priority Score is designed to allow jurisdictions to base a portion of the overall score for select projects on factors such as perceived safety, congestion, connectivity, project feasibility, economic development, and community impact. Within each County, five highway projects, five bicycle & pedestrian projects, and five aviation projects can be selected to receive 40 points each using the Local Priority Score. The points are assigned as a lump sum of 40 points to each project. Projects are selected by the County Advisory Committee in collaboration with TAC/TCC representatives. A County may choose to give a project allocation to another member jurisdiction if desired. Any rationale associated with use of the Local Priority Score will be placed on the RPO website.

Ranking

When all project scores are calculated, RPO staff will develop a ranked list of projects based upon the outcome of the scoring process. This ranked list of projects in all modes will be used to develop recommended point assignments.

Local Input Point Assignment

Regional level projects have a pool of 1,300 points and Division level projects have a pool of 1,300 points. The maximum number of points that can be applied to a project at each level is 100. Some projects are eligible for points in both levels, while others are eligible at the division level only.

The RPO intends to assign local input points in the following manner:

Regional Level: (1300 points)

- Highway: Top 13 scoring highway projects will receive 100 points each

Division Level: (1300 points)

- Highway: Top 8 scoring highway projects will receive 100 points each
- Bicycle & Pedestrian: Top scoring project will receive 100 points
- Aviation: Top scoring project will receive 100 points
- Flex Points: The remaining 300 points are designated as Flex Points to recognize projects that demonstrate significant need, yet did not receive local input points in other categories. Flex Points assignment varies according to need and circumstances, however the maximum distribution remains 100 points for any project. Any rationale associated with point adjustments using Flex Points will be placed on the RPO website. The following list describes some of the circumstances in which Flex Points may be utilized:
 - Inter-jurisdictional projects that require coordination and negotiation with adjacent MPOs, RPOs, and NCDOT Divisions;
 - Projects which rank outside of the limits described for Highway, Bicycle & Pedestrian, and Aviation projects, yet demonstrate significant need and remain high priorities for local jurisdictions;
 - Projects which are determined feasible through discussions with local jurisdictions and NCDOT Division, yet their project feasibility is not easily quantified in the scoring process.

The final point assignments will be approved by the TAC based upon the TCC recommendations and public input. The *Public Participation Plan* outlines the following opportunities for public involvement in the prioritization process: 1) County Advisory Committee public forums, 2) regular meetings of the TAC, 3) a public hearing on the TIP, 4) posting of draft and final TIP documents, and 5) public comment on draft TIP during CAC public forums.

Any rationale for point assignments made by the TAC which deviate from this local methodology will be placed on the MPO website.

Table 1: Highway - Regional Level Projects				
Criteria	0 points	10 points	20 points	30 points
Safety (30 pt. max)	SPOT safety score less than 30	SPOT safety score 31-50	SPOT safety score 51-65	SPOT safety score 66-80+
	The project will receive points based upon the safety score calculated by SPOT, which includes data about crash density, crash severity, critical crash rate, crash frequency, and severity index. Proposed new roads will receive a score based upon the accident history and proposed improvement to existing roads in the			

	vicinity. Higher safety scores indicate poorer performance.			
Congestion (20 pt. max)	Volume to capacity less than 0.5	Volume to capacity 0.51 – 0.75	Volume to capacity 0.751 - 1.0	
	The volume to capacity ratio indicates the actual amount of traffic in comparison to the maximum amount of traffic allowed while providing an acceptable level of service.			
Transportation Plan Consistency (10 pt. max)	Project is <u>not</u> listed in STIP, CTP, or other locally adopted plan	Project is listed in STIP, CTP, or other locally adopted plan		
	The project will receive points based upon its status in a locally adopted plan.			
Local Priority Score (40 pt. max)	<input type="checkbox"/> Project <u>not selected</u> for Local Priority Score		<input type="checkbox"/> Project <u>selected</u> to receive 40 points for Local Priority Score	
	Five highway projects from each County are eligible to receive 40 points each based upon their overall priority to local jurisdictions. The factors for project selection include perceived safety, congestion, connectivity, project feasibility, economic development, and community impact. The points are assigned as a lump sum of 40 points to each project.			

<i>Table 2: Highway - Division Level Projects</i>					
Criteria	0 points	5 points	10 points	15 points	20 points
Safety (20 pt. max)	SPOT Safety score less than 30	SPOT Safety score 31-50	SPOT Safety score 51-65	SPOT Safety score 66-80	SPOT Safety score over 80
	The project will receive points based upon the safety score calculated by SPOT, which includes data about crash density, crash severity, critical crash rate, crash frequency, and severity index. Proposed new roads will receive a score based upon the accident history and proposed improvement to existing roads in the vicinity. Higher safety scores indicate poorer performance.				
Congestion (15 pt. max)	Volume to capacity less than 0.25	Volume to capacity 0.251 - 0.5	Volume to capacity 0.51 - 0.75	Volume to capacity 0.751 - 1.0	
	The volume to capacity ratio indicates the actual amount of traffic in comparison to				

	the maximum amount of traffic allowed while providing an acceptable level of service.				
Total Cost (15 pt. max)	Cost over \$10 million		Cost \$5-10 million	Cost less than \$5 million	
	The project will receive points based upon its total cost range.				
Transportation Plan Consistency (10 pt. max)	Project is <u>not</u> listed in STIP, CTP, or other locally adopted plan		Project is listed in STIP, CTP, or other locally adopted plan		
	The project will receive points based upon its status in a locally adopted plan.				
Local Priority Score (40 pt. max)	<input type="checkbox"/> Project <u>not selected</u> for Local Priority Score		<input type="checkbox"/> Project <u>selected</u> to receive 40 points for Local Priority Score		
	Five highway projects from each County are eligible to receive 40 points each based upon their overall priority to local jurisdictions. The factors for project selection include perceived safety, congestion, connectivity, economic development, and community impact. The points are assigned as a lump sum of 40 points to each project.				

Table 3: Bicycle & Pedestrian Projects – Division Level				
Criteria	0 points	10 points	15 points	20 points
Safety (20 pt. max)	SPOT Safety Score 1 st Quartile	SPOT Safety Score 2 nd Quartile	SPOT Safety Score 3 rd Quartile	SPOT Safety Score Top Quartile
	The project will receive points based upon the SPOT safety score, which was developed using bicycle and pedestrian crash data and speed limit information along project corridors to determine the existing safety need.			
Total Cost (20 pt. max)	Cost over \$500,000			Cost between \$100,000 - \$500,000
	The project will receive points based upon its total cost range.			

Plan Consistency (20 pt. max)	Project is <u>not</u> listed in STIP, CTP, or other eligible locally adopted plan			Project is listed in STIP, CTP, or other eligible locally adopted plan
	The project will receive points based upon its status in a locally adopted plan.			
Local Priority Score (40 pt. max)	<input type="checkbox"/> Project <u>not selected</u> for Local Priority Score		<input type="checkbox"/> Project <u>selected</u> to receive 40 points for Local Priority Score	
	Five bicycle & pedestrian projects from each County are eligible to receive 40 points each based upon their overall priority to local jurisdictions. The factors for project selection include perceived safety, connectivity, and community impact. The points are assigned as a lump sum of 40 points to each project.			

<i>Table 4: Aviation Projects – Division Level</i>				
Criteria	0 points	10 points	15 points	20 points
Economic Development (20 pt. max)	Project <u>does not</u> improve aircraft size capacity or space availability for based aircraft		Increases capacity for heavier aircraft and/or increases space available for new based aircraft	Creates capacity for larger aircraft and/or creates employment
	The project will receive points based upon its ability to increase aircraft capacity and create employment.			
Safety (20 pt. max)	Project <u>does not</u> provide safety improvements	Improves safety requirements outside of the runway and taxiway areas	Improves taxiway/taxilane safety area grades and obstacle free zones	Improve required runway safety area grades and runway approach obstruction clearing
	The project will receive points based upon safety improvements to runway and taxiway areas.			
Total Cost (20 pt. max)	Cost over \$7 million		Cost \$3-7 million	Cost less than \$3 million
	The project will receive points based upon its total cost range.			

Local Priority Score (40 pt. max)	<input type="checkbox"/> Project <u>not selected</u> for Local Priority Score	<input type="checkbox"/> Project <u>selected</u> to receive 40 points for Local Priority Score
	Five aviation projects from each County are eligible to receive 40 points each based upon their overall priority to local jurisdictions. The factors for project selection include perceived safety, connectivity, economic development, and community impact. The points are assigned as a lump sum of 40 points to each project.	

Northwest Piedmont RPO Prioritization Policy: Public Input and Approval

Upon approval of the TAC, the RPO will release the draft prioritization policy for a 30-day public comment period. This opportunity will be advertised through local newspapers and the RPO's website in accordance with the *Public Participation Plan*. The results of the public comment period will be presented to the TCC and TAC at their April 2014 meetings, during which the public will also be permitted to submit comments. All public comment will be documented and reasonable edits to the methodology may be made prior to final approval by the TAC and submission to the Strategic Prioritization Office of Transportation.

Appendix A: Northwest Piedmont RPO P3.0 Project Submittal List

Approved by Northwest Piedmont RPO TAC on December 18, 2013

Northwest Piedmont RPO Public Input: New and Existing Projects	
Existing Highway Projects – High Priority	
County	Potential Projects
Davie	NC 801: Advance to US 158
Davie	Mocksville Bypass – Terminate at US 64
Stokes	NC 8: From NC 89 to Virginia State Line
Stokes	I-74/US 52: From NC 65 to I74
Stokes	NC 65: From NC 8 to US 311 in Walnut Cove
Yadkin	R-5101: Hugh Chatham Bridge: <i>from Valley Drive to Johnson Ridge Road</i>
Yadkin	Hwy. 421 Interchange at Billy Reynolds Road
Surry	TIP #: I-4404 – I-74
Surry	Northern bypass/Interstate connection: Forsyth Co.
New Highway Projects	
County	Potential Projects
Davie	Intersection at Salisbury Rd. - US 601 South: Mocksville: <i>New location</i>
Davie	Study: Farmington Road Improvements
Stokes	Hwy 65: Between Walnut Cove and Stokesdale: <i>Widening</i>
Stokes	Intersection at US 311 and NC 65: <i>Railroad crossing improvements</i>
Yadkin	Hwy. 601: Yadkinville: <i>Widening and turn lane installation</i>
Yadkin	Intersection at Beroth Street and US 601: Yadkinville

Yadkin	Unifi Loop: Yadkinville: <i>Extend loop to Country Club Road</i>
Yadkin	I-77 Interchange: <i>Interchange at Asbury Church Road</i>
Yadkin	US 601 South to Mocksville: <i>Upgrade to standards proposed for US 601 North</i>
Surry	Intersection of US 52 and US 601: Mount Airy
Bicycle and Pedestrian Projects	
County	Potential Projects
Davie	Milling Road: Sidewalks
Davie	US 158 Corridor: <i>Increase width of paved shoulders to 4-6 feet</i>
Davie	Davie County High School to Downtown Mocksville: Sidewalks: <i>Along US 601</i>
Davie	Cooleemee: Sidewalks: <i>Near Dollar General</i>
Yadkin	East Bend: Bike Lanes
Yadkin	Old US 421: Bike Route
Yadkin	Hugh Chatham Bridge: <i>Incorporate bicycle and pedestrian facilities in design of new bridge</i>
Yadkin	Yadkin County to Elkin-Jonesville: Trails Connections
Surry	Mt. Airy Greenway System: <i>Connection at north ends of Emily B. Taylor and Ararat River Greenways</i>
Surry	Mount Airy: Sidewalks: <i>Extend sidewalk network around schools and hospital</i>
Rail Projects	
County	Potential Projects
Yadkin	Rail Feasibility Study: <i>Install new corridor along west side of I-77 from Iredell to Surry</i>
Aviation Projects	
County	Potential Projects
Surry	Mount Airy/Surry County Airport: <i>Facility improvements as submitted to NCDOT</i>
Surry	Elkin Municipal Airport: <i>Facility improvements as submitted to NCDOT</i>
Other Transportation Projects	
County	Potential Projects
Davie	Marginal Street, Cooleemee: Sidewalks & Stormwater: <i>Safety and maintenance issues</i>
Stokes	Directional signage for tourism, economic development, and state park
Yadkin	Hwy. 67: Bridge repair
Yadkin	Hwy. 21: Repavement

Appendix B: Northwest Piedmont RPO Public Participation Plan

To access to the Public Participation Plan, visit: <http://www.ptrc.org/index.aspx?page=232>.

Peanut Belt RPO

SPOT Local Input Point Assignment Methodology

The Statewide Mobility category in Prioritization 3.0 is 100% data driven. Therefore the remaining Regional Impact and Division Needs categories can involve up to three scoring components: 1) a data driven, quantitatively scored estimate of project need, 2) RPO local priority score, and 3) NCDOT Division Engineer priority score. This document will focus on number two, how the Peanut Belt Rural Planning Organization (PBRPO) assigns its RPO local priority score to projects. The PBRPO has 1200 points to expend on projects across modes (down from 1300 during last Prioritization).

During every SPOT cycle the PBRPO will create a Prioritization Sub-committee where at least one voting member from each of the four counties will participate. This Sub-committee will make the initial draft local point assignments.

NCDOT intends to return the RPO's scored projects from the data driven process (the first component above) in early *May 2014*. These scores will consider a range of factors including:

- Eligibility requirements
- Relative need
- Competitiveness based on the NCDOT's quantitative scores under P3.0 criteria

Once the scores are returned in May, the RPO will be able to apply local points. Those local points will be assigned based on two factors with each factor being of equal consideration.

The first factor is the quantitative score (the first component above) produced by NCDOT using the formulas for each mode of transportation previously agreed upon. The PBRPO Prioritization Sub-committee will consider this score to be 50% of the overall RPO local priority score.

The second factor is the qualitative comparison the PBRPO Prioritization Sub-committee will use to evaluate local projects across all modes of transportation. This comparison will be based on percent weights of the following criteria:

- Crash history – 25%
- Transportation Plan Consistency – 10%
- Economic Development/Employment access – 25%
- Multimodal elements – 10%
- Existing deficiency – 30%

Each project will be evaluated based on the total number of points they receive according to the criteria below. Those projects that most meet the need established by the criteria will receive the most points. The PBRPO Prioritization Sub-committee will consider this comparison to be 50% of the overall local priority score.

All projects, regardless of mode, will be scored within these 2 factors and the output of this process (using NCDOT Data plus the 5 Criteria Driven Factors) will translate into a preliminary assignment of points per project to share with the public.

Ranking Process

The Peanut Belt Rural Planning Organization receives 1200 points at both the Division and Regional level. Once all projects are scored using the methodology described below, the PBRPO staff will develop a ranked list of projects within the RPO based on the outcome of the scoring. This ranked list will be used to develop the recommended point assignments that are presented to the public for comment and to the TCC and TAC for approval. The top two (2) scoring Division and top two (2) scoring Regional level projects within each county will be allocated 100 points to reach the PBRPO's total allocation of 1200 points. In the event that any counties do not have at least two Division or two Regional level projects, additional projects will be selected from the top of the list of remaining Division or Regional projects within the RPO as a whole in order to reach the PBRPO's allocation of 1200 points. This promotes geographic equity of projects. The allocation of points for the top project per county will equal 50% of the projects total score. Scoring based on the criteria below will account for the other 50% of the projects total score and no project may score more than 100 points based on the criteria. Should two or more projects of the same or different modes tie, the Strategic Prioritization Office of Transportation (SPOT) score will be used as the tie-breaker.

****PBRPO to work on with Mid-East and Albemarle RPO's for Regional level criteria****

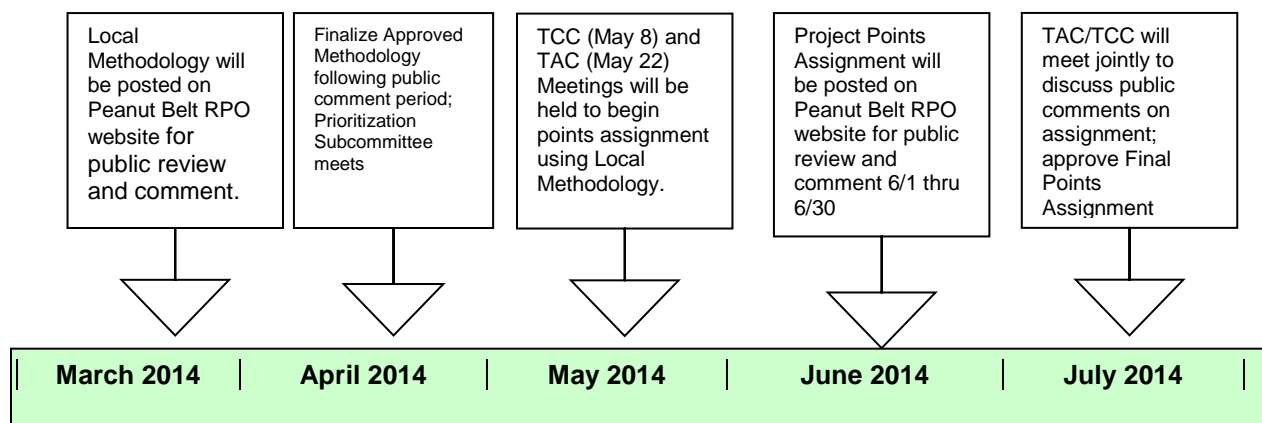
Criteria	0 points	10 points	20 points
Crash history (25%)	0 crashes	10 or fewer crashes	11 or more crashes
Transportation Plan consistency (10%)	Project is not in STIP, CTP, LCP, or other locally adopted plan		Project is in STIP, CTP, LCP or other locally adopted plan.
Economic Development/ Employment access (25%)		Provides direct access to an existing employment center with more than 200 employees	Provides direct access to an active industrial/business park or proposed new employment center with more than 200 employees.
Multimodal elements (10%)	Project does not incorporate or connect to facilities of another mode		Project incorporates or connects to facilities of another mode
Existing deficiency (30%)	Existing facility/service available	Existing facility/service available, but contains gap with lower level of service/intermittent service	No existing facility/service available.

The PBRPO Prioritization Sub-Committee will assign local input points to the projects based on these two factors. Those preliminary point assignments, as well as this document and any description of how the preliminary points were assigned, will be published on the PBRPO webpage (www.peanutbelttrpo.com), and

advertised as such, for public comment in the 30 days leading up to the PBRPO meeting (Summer 2014) where priorities will be adopted.

Those public comments will be considered by the PBRPO Prioritization Sub-committee, the full Technical Coordinating Committee (TCC) and the full Transportation Advisory Council (TAC) before the final local input points are agreed to and voted on for final approval by the Peanut Belt TAC.

The window to apply local points into NCDOT's Partner Connect site is from May 1 to July 31. Any consideration of public input will be applied to projects at a TAC meeting, to be held prior to July 31, 2014. The public is encouraged to attend this meeting to make further comments as they see fit. Immediately following the summer 2014 PBRPO meeting, the adopted final project list and each score will be published on the PBRPO webpage for public consumption. Any justification/rationale for point assignments made by the TAC which deviate from this Local Methodology will be placed on the RPO website.



Piedmont Triad RPO

Prioritization 3.0: Identification and Scoring of Projects for Prioritization Policy

Prioritization 3.0 Background

The previous Governor, Perdue, set the direction for NCDOT's current Transportation Reform initiative with Executive Order No. 2 in 2009. This order mandates a professional approval process for project selection. NCDOT created the Strategic Prioritization Process in response. The first version of the Strategic Prioritization Process (Prioritization 1.0) was used to support development of the FY 2012-2018 Transportation Improvement Program. The second version (Prioritization 2.0), initiated in June 2011, supported development of the FY 2014-2020 Transportation Improvement Program. However, due to new federal legislation approval and a change in administration at the State level, the FY 2014-2020 was delayed and not approved by the Board of Transportation.

The Prioritization processes and the varying approaches of ranking projects at a local level also led to a new legislative requirement last year (S.L. 2012-84) which calls for NCDOT to oversee the approval of local methodologies used to assign points to rank projects. The legislation must be implemented as part of the Prioritization 3.0 process. Over the last year, NCDOT has also been working with internal and external stakeholders to revamp the process. Significant changes have been made to the process and were driven by House Bill 817, also known as Strategic Transportation Investments (STI). The bill established three funding categories (**Statewide, Regional, and Division**) and allocations across all modes.

Prioritization 3.0 will be a primary input for the FY 2016-2025 TIP. Prioritization 3.0 is a multi-modal process. Highway, transit, bicycle and pedestrian, aviation, and rail project needs will be evaluated. Prioritization 3.0 will cover newly submitted project needs as well as projects that had been submitted under Prioritization 2.0 but were unfunded or funded in FY 2016 or later. You may view more information on the Strategic Transportation Investments (STI) at <http://www.ncdot.gov/strategictransportationinvestments/default.html>.

About this Policy

The policy is made up of two parts:

Part I - Identification of Projects: The first part of this document describes how projects are selected locally for consideration by NCDOT and scored by the Strategic Prioritization Office of Transportation (SPOT).

Part II - Local Points Assignment: The second part of this document describes how projects are ranked and scored locally by the Piedmont Triad RPO

Part 1 – Identification of Projects

How are Projects Submitted and Scored at the State Level?

The Statewide Mobility category in Prioritization 3.0 is 100% data driven. Therefore the remaining Regional Impact and Division Needs categories can involve up to three scoring components: 1) a data driven, quantitatively scored estimate of project need, 2) RPO local points assignment (see Part II, p. 12), and 3) NCDOT Division Engineer points assignment. The first step of Prioritization 3.0 is the identification of projects for evaluation and data driven scoring by NCDOT's Strategic Planning Office of Transportation (SPOT). The project submittal is guided by the following constraints:

Highway

- Submit up to 13 new roadway projects not previously submitted under Prioritization 2.0 (*previously submitted highway projects will already be in the database*)
- The number of roadway safety and infrastructure health project submittals is not restricted. (*However, no RPO rankings or priority points can be assigned to these projects. These projects will be evaluated in a separate process focused strictly on need and available resources.*)

Other Modes

- Resubmit public transportation, aviation, bicycle, and pedestrian projects that were not funded previously, which will require a local funding match. (*Previously submitted projects will be cleared*)
- Submit up to a total of 20 bicycle and pedestrian projects.
- Submit up to 5 new rail projects.
- The number of transit capital project submittals is not restricted, but requires local match.
- The number of aviation capital project submittals is not restricted, but requires local match.

RPO staff will begin identification of projects for evaluation, by compiling a list of candidate projects from previous submissions and recent planning efforts. Staff will coordinate with potential implementing sponsor agencies (including member governments, airport authorities, transit providers and other stakeholders).

RPO staff will then screen the candidate project list to narrow it to not exceed the maximum number of new project submittals. The RPO staff will also consult the County TIP committee, consisting of TAC and TCC members from each County. The TAC will review and take action on the recommended list of new project submittals at the December, 2013 meeting. NCDOT intends to return the RPO's scored projects in early *May 2014*. The screening process will consider a range of factors including:

- Eligibility requirements (e.g.; safety, in an adopted plan, etc.);
- Relative need;
- Competitiveness based on the NCDOT ranking process and criteria;
- Realistic potential for funding and implementation between FY 2016-2020.

Once the scores are returned in May, the RPO will be able to apply local points according to criteria outlined in Part II – Local Points Assignment. The results of the RPO ranking methodology will be compared to the results of the NCDOT's scoring of project need. Other factors like project readiness, available funding, and RPO priorities will also be discussed. A final decision on how to allocate RPO priority points will then be made. RPO scores for all modes are due to SPOT by July 31, 2014.

Proposed Methodology: Identification of Projects for Evaluation

Demonstration of project need is key to a project's competitiveness under NCDOT's project selection process. The selection criteria material is provided in the following order: highway projects, public transportation, bicycle and pedestrian projects, aviation and rail.

Highway Projects

Project Types

Roadway Mobility (*Prioritized*)

Roadway mobility projects increase roadway capacity to meet traffic demand and move traffic more efficiently. Such projects should be identified in a Comprehensive Transportation Plan (CTP) to be eligible. Examples include:

- Widen roadway;
- Construction of a new roadway (including relocation of existing roadway sections);
- Intersection improvements;
- Interchange construction or reconstruction; and
- Access management improvements.

Modernization Projects (*Prioritized*)

Roadway modernization project types are focused on upgrading roadways without adding substantial capacity. Examples of modernization projects include:

- Widen roadway lane and/or shoulder width;
- Adding turn lanes;
- Upgrading to current design standards (including interstate standards); and

Project Eligibility Requirements

Roadway Projects

For consideration on the List of New Project Submittals, the project should meet as many of the following criteria as possible:

- Part of locally adopted Comprehensive Transportation Plan, another adopted plan or a local resolution of support
- Exhibit high crash rates
- Support access to existing employment centers
- Address road capacity issues or congestion
- Include facilities for bicycles, pedestrian and/or transit (except Interstate facilities)
- Involve collaboration between jurisdictions (where applicable)

Submission and Scoring Methodology

For the PTRPO only 13 **new highway** projects may be submitted to NCDOT. In addition, 5 existing projects in the system may be replaced with 5 new projects. Therefore, a total of 18 new projects can be submitted to NCDOT. If the number of requested projects exceeds the number allowed to be submitted, staff will provide detailed information by project on the factors described in the Project Eligibility Requirements to the County TIP Committee and the PTRPO TAC/TCC. Staff may suggest removal of projects that do not meet as many Project Eligibility Requirements as other projects. The County TIP Committee will rank highway projects for consideration by the PTRPO TAC/TCC for scoring in May 2014, or as soon as data driven scores are available for all the highway projects in the SPOT database.

NCDOT Highway Data Driven Criteria Summary

Funding Category	Quantitative Data
Statewide Mobility	<p>[Travel Time] Benefit/Cost = 30%</p> <ul style="list-style-type: none"> Travel time savings the project is expected to provide over 30 years divided by the cost of the project to NCDOT <p>Congestion = 30%</p> <ul style="list-style-type: none"> Comparison of the existing traffic volume to the existing capacity of the roadway (Depending on data availability, congestion may be measured by comparing congested travel speeds to uncongested speeds.) <p>Economic Competitiveness = 10%</p> <ul style="list-style-type: none"> Estimate the number of long-term jobs and the percent change in economic activity within the NCDOT Division the project is expected to provide over 30 years <p>Safety = 10%</p> <ul style="list-style-type: none"> Evaluation of the number, severity, and frequency of crashes along the roadway <p>Multimodal [& Freight + Military] = 20%</p> <ul style="list-style-type: none"> Measure of existing congestion along key military and truck routes, and routes that provide connections to transportation terminals <p>Total = 100% (0% Local Input)</p>
Regional Impact	<p>[Travel Time] Benefit/Cost = 25%</p> <ul style="list-style-type: none"> Travel time savings the project is expected to provide over 30 years divided by the cost of the project to NCDOT <p>Congestion = 25%</p> <ul style="list-style-type: none"> Comparison of the existing traffic volume to the existing capacity of the roadway (Depending on data availability, congestion may be measured by comparing congested travel speeds to uncongested speeds.) <p>Safety = 10%</p> <ul style="list-style-type: none"> Evaluation of the number, severity, and frequency of crashes along the roadway <p>Accessibility/Connectivity = 10%</p> <ul style="list-style-type: none"> Three component formula using commute times by census tracts, upgrade of travel function of roadway, and Department of Commerce County Tier designations <p>Total = 70% (30% Local Input)</p>
Division Needs	<p>[Travel Time] Benefit/Cost = 20%</p> <ul style="list-style-type: none"> Travel time savings the project is expected to provide over 30 years divided by the cost of the project to NCDOT <p>Congestion = 20%</p> <ul style="list-style-type: none"> Comparison of the existing traffic volume to the existing capacity of the roadway (depending on data availability, Congestion may be measured by comparing congested travel speeds to uncongested speeds) <p>Safety = 10%</p> <ul style="list-style-type: none"> Evaluation of the number, severity, and frequency of crashes along the roadway <p>Total = 50% (50% Local Input)</p>

Public Transportation Projects

Project Types

General Information

Only Major Capital projects that can be accomplished in Fiscal Years 2015 and 2016-2020 should be submitted. Any phase, start-up or continuation of a capital project, can be submitted as long as a portion can be accomplished by 2020. Projects submitted for FY 2015 will not be prioritized. NCDOT requires only submitting projects in which a local funding source has been identified.

Expansion Vehicles

These project types are focused on increasing efficiency. Example projects include:

- New bus routes and/or services (demand response, headway reductions)
- Purchase of new buses or vans

Facilities

These project types are focused on replacing, improving, or constructing new transit-related facilities. Examples of projects include:

- Transit-related facilities
- Park and Ride Lots
- Bus Shelters

Project Eligibility Requirements

Public Transportation Projects

Only Capital (expansion and facilities) projects will be scored and ranked. **However, NCDOT is requiring all projects submitted must have a designated local funding source for FY 2015-2020.**

Submission and Scoring Methodology

Each County public transit provider will submit Project Requests to NCDOT. Fiscal year 2015 projects are due November 15, 2013 while fiscal year 2016-2020 projects are due November 29, 2013. Project Requests that are scored by NCDOT and have secured a local funding commitment, will be considered for scoring in May 2014. The County TIP Committee may rank public transportation projects for scoring by the PTRPO TAC/TCC. In absence of a County TIP Committee rank, the PTRPO TAC/TCC may use the data driven criteria to determine what projects rank highest in each County and assign points in May 2014.

NCDOT Public Transportation Data Driven Criteria Summary

Funding Category	Public Transit Scoring (Expansion) Quantitative Data
Regional Impact Total = 70% (30% Local Input)	Benefit/Cost = 45% <ul style="list-style-type: none"> Assesses the projected ridership for the life of the expansion vehicle relative to the cost of the vehicle to the state Vehicle Utilization Data = 5% <ul style="list-style-type: none"> Examines how systems are maximizing current fleet System Safety = 5% <ul style="list-style-type: none"> Compares system safety statistics to the national average Connectivity = 5% <ul style="list-style-type: none"> Measures the connectivity of the proposed expansion of service to destinations (education, medical, employment, retail, other transfers) System Operational Efficiency = 10% <ul style="list-style-type: none"> Compares the number of trips to revenue hours reported
Division Needs Total = 50% (50% Local Input)	Benefit/Cost = 25% <ul style="list-style-type: none"> Assesses the projected ridership for the life of the expansion vehicle relative to the cost of the vehicle to the state Vehicle Utilization Data = 5% <ul style="list-style-type: none"> Examines how systems are maximizing current fleet System Safety = 5% <ul style="list-style-type: none"> Compares system safety statistics to the national average Connectivity = 5% <ul style="list-style-type: none"> Measures the connectivity of the proposed expansion of service to vital destinations System Operational Efficiency = 10% <ul style="list-style-type: none"> Compares the number of trips to revenue hours reported
Funding Category	Public Transit Scoring (Facilities) Quantitative Data
Regional Impact Total = 70% (30% Local Input)	Age of Facility, Facility Demand, Park & Ride, Bus Shelter = 40% <ul style="list-style-type: none"> Age: examines the age of the facility compared to the useful life of the facility Facility Demand: measures the demand for new or expanded maintenance and operations facilities Park & Ride: compares utilization to cost to state to construct Bus Shelter: examines current demand (boardings and alightings) at the shelter location Benefit-Cost = 5% <ul style="list-style-type: none"> Examines the benefit (trips) relative to the cost of the project to the state. System Operational Efficiency = 5% <ul style="list-style-type: none"> Compares the number of trips to revenue hours reported Facility Capacity = 20% <ul style="list-style-type: none"> Identifies the need for additional capacity by comparing proposed capacity, current usage, and current capacity
Division Needs Total = 50% (50% Local Input)	Age of Facility, Facility Demand, Park & Ride, Bus Shelter = 30% <ul style="list-style-type: none"> Age: examines the age of the facility compared to the useful life of the facility Facility Demand: measures the demand for new or expanded maintenance and operations facilities Park & Ride: compares utilization to cost to state to construct Bus Shelter: examines current demand (boardings and alightings) at the proposed shelter location Benefit-Cost = 5% <ul style="list-style-type: none"> Examines the benefit (trips) relative to the cost of the project to the state. System Operational Efficiency = 5% <ul style="list-style-type: none"> Compares the number of trips to revenue hours reported Facility Capacity = 10% <ul style="list-style-type: none"> Identifies the need for additional capacity by comparing proposed capacity, current

	usage, and current capacity
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Data for the criteria will be obtained from NTD, OPSTATS, and local transit systems and will include the following:

Expansion Vehicles Category

- Current Annual Average Trips per Vehicle
- Life Expectancy of Vehicle or Facility
- Projected Ridership
- Total Cost (must determine State Match)
- Maximum Number of Vehicles during Peak Hour
- Total Fleet Size
- System Reported Incidents, injuries, fatalities
- Vital Destinations (medical, employment, retail, education, and other transportation modes)
- Annual Ridership
- Revenue Hours

Facilities

- Facility Age (*excludes Park & Ride, Bus Shelters*)
- -Number of Peak Service Vehicles
- -Number of Facility Bus Bays
- Number of Park & Ride spaces
- Park & Ride Expected Utilization
- Bus Stop Boardings and Alightings (*Bus Shelters*)
- Annual Trips Provided by Facility
- Annual Ridership
- Revenue Hours
- Facilities Capacity (*All*)

Bicycle and Pedestrian Projects

Project Types

Bicycle Projects *(stand alone projects for design and/ or construction)*

Bicycle projects include on-road bike facilities (shoulders, bike lanes, wide outside lanes, sidepaths) and shared-use paths (greenways). NCDOT requires submitting bicycle projects with a minimum cost of \$100,000 and recommends not exceeding \$500,000. The PTRPO can submit a total of 20 new bicycle and pedestrian projects to NCDOT.

Pedestrian Projects *(stand alone projects for design and/ or construction)*

These projects may include sidewalks and intersection improvements. Examples may include curb ramps and pedestrian bridges. NCDOT requires submitting pedestrian projects with a minimum cost of \$100,000 and recommends not exceeding \$500,000. The PTRPO can submit a total of 20 new pedestrian and bicycle projects to NCDOT.

Project Eligibility Requirements

Bicycle & Pedestrian Projects

For consideration on the List of New Project Submittals:

- In an adopted CTP, Bicycle, Pedestrian or Greenway Plan or another locally adopted plan
- Preliminary Evaluation/Study Completed (statement of need, public input and constraints)
- Projects should address as many of the following criteria to be considered for submittals:
 - Evidence of bicycle/pedestrian crashes on adjacent road facilities or nearby intersections
 - On or directly adjacent to High AADT roads (>3000 AADT)
 - Connect to existing bicycle and pedestrian facilities
 - Within ½ mile of schools or parks
 - Connects to shopping center or high employment center
 - In an adopted bicycle, pedestrian, greenway or CTP
 - Right of way in process, owned publicly or demonstrated support by private landowners
 - Involves collaboration between two or more jurisdictions

Submission and Scoring Methodology

A total of **20 new** projects may be submitted to NCDOT by *March 3, 2014*. Each County TIP committee may submit new bicycle or pedestrian projects for scoring by NCDOT. In the event that there are more than 5 projects submitted by each County TIP committee or some combination totaling more than 20 projects to the PTRPO TAC/TCC, the PTRPO staff will evaluate projects using the above criteria and recommend projects not meeting criteria be removed from the system. Proof of local support is needed if submitted to NCDOT as a ranked project in May 2014. This local support will need to be demonstrated through a commitment to provide local match funding for the project if awarded by NCDOT.

NCDOT Bicycle and Pedestrian Data Driven Criteria Summary

Funding Category	Quantitative Data
Division Needs	<p>Access = 10%</p> <ul style="list-style-type: none"> This criterion measures community benefit as a result of constructing the proposed project, and is measured by the quantity and significance of destinations associated with the proposed project. Access benefit is also measured by the proximity of the proposed project to the most important end destination. <p>Constructability = 5%</p> <ul style="list-style-type: none"> This criterion measures the readiness of a project to be constructed in the near term. Factors such as secured right-of-way, environmental impact, and completed preliminary engineering work are used to calculate this score. <p>Safety = 15%</p> <ul style="list-style-type: none"> This criterion uses bicycle and pedestrian crash data and speed limit information along project corridors to determine the existing safety need. <p>Demand Density = 10%</p> <ul style="list-style-type: none"> This criterion measures user benefit as a result of constructing the proposed project, and it is measured by the density of population and employment within a walkable or bike-able distance of the proposed project. <p>Benefit/Cost = 10%</p> <ul style="list-style-type: none"> This criterion adds the Access and Demand scores together to create a combined benefit score, and then the benefit is divided into the cost of the project to NCDOT. <p>Total = 50%</p>

Aviation Projects

Project Types

Aviation projects include capital improvements such as **Pavement Expansions that increases capacity** – i.e. a runway extension, a new taxiway, an aircraft parking apron expansion, **Pavement Strengthening, Land Acquisition, Terminal Building Expansions, New Buildings** – i.e. New Terminal buildings, hangars, **New Navigational Aid Equipment** – i.e. Glideslope, Localizer, and other equipment to improve capacity, and **New Lighting Systems** – i.e. Runway and Taxiway edge lighting.

Typically the improvements are included in an Airport Land Plan or in a capital improvement program.

Project Eligibility Requirements

Aviation Projects

For consideration on the List of New Project Submittals:

- In an adopted Airport Land Plan or similar plan adopted and submitted by the airport authority.

Submission and Scoring Methodology

There are no limits to project submittals. Each airport authority submitted projects to NCDOT by *November 1, 2013*. Following the delivery of project eligibility and scores by NCDOT to the PTRPO, County TIP Committees may rank airport improvement projects for consideration by the PTRPO TAC/TCC. Proof of local funding support is requested if submitted to NCDOT as a ranked and scored project by the PTRPO.

NCDOT Aviation Data Driven Criteria Summary

Funding Category	Quantitative Data
Division Needs	<p>NCDOA Project Rating = 30%</p> <ul style="list-style-type: none"> • Projects prioritized and classified within NC Division of Aviation (NCDOA) established project categories. Assigns point values based on <u>priority</u> of the project and <u>need</u> of the project. <p>FAA Airport Capital Improvement Plan = 10%</p> <ul style="list-style-type: none"> • Federal Aviation Administration Airport Capital Improvement Plan (ACIP) Rating <p>Local Investment Index = 5%</p> <ul style="list-style-type: none"> • A measurement of the project's local funds compared to state funds and provides greater points for projects that have a higher percent of local funding sources (i.e. local or public-private funds) <p>Volume/Demand Index = 5%</p> <ul style="list-style-type: none"> • Index representing traffic (aircraft operations) plus employment density (jobs near the airport). Identifies projects where there is more traffic and in areas with more user demand. <p>Total = 50%</p>

Rail Projects

Project Types

Track, structures, intermodal facility and stations improvements can be funded to support freight or passenger service. **Passenger rail service** spanning two or more counties is eligible for project selection in the Regional Impact category and other passenger rail service inside a County can be funded through the Division Needs category.

Project Eligibility Requirements

Rail Projects

For consideration on the List of New Project Submittals:

- Identified projects will be shared with the NCDOT Rail Division and approved based on inclusion into Statewide or Regional rail plans or other adopted transportation plans.

Submission and Scoring Methodology

Up to five new projects were able to be submitted through the RPO. The NCDOT Rail division held a Statewide meeting on November 12th to develop a first draft of project submissions into SPOT 3.0.

NCDOT Rail (Track and Structures) Data Driven Criteria Summary

Funding Category	Quantitative Data
Statewide (Freight Only)	<p>Benefit/Cost = 20%</p> <ul style="list-style-type: none"> Benefits associated with emissions savings, fuel savings, travel time savings divided by the project cost to the state <p>Economic Competitiveness = 10%</p> <ul style="list-style-type: none"> High-level relative measure of the anticipated statewide benefits of project improvements in numbers of jobs <p>Capacity/Congestion = 15%</p> <ul style="list-style-type: none"> Percentage that the existing track segment is over-capacity <p>Safety = 15%</p> <ul style="list-style-type: none"> Crash potential for railroad/highway at-grade crossings <p>Accessibility = 10%</p> <ul style="list-style-type: none"> Measures the potential for new or improved accessibility to rail service for industries by a freight rail project <p>Connectivity = 10%</p> <ul style="list-style-type: none"> Values projects on strategic corridors, military, ports, intermodal and transload traffic <p>Mobility = 20%</p> <ul style="list-style-type: none"> Measures either the change in percentage of available capacity or travel time savings provided by project <p>Total = 100%</p>
Regional Impact (Freight / Passenger)	<p>Benefit/Cost = 10% (freight/passenger)</p> <ul style="list-style-type: none"> Benefits associated with emissions savings, fuel savings, travel time savings divided by the project cost to the state <p>Capacity/Congestion = 15% (freight) / 25% (passenger)</p> <ul style="list-style-type: none"> Percentage that the existing track segment is over-capacity <p>Safety = 15% (freight/passenger)</p> <ul style="list-style-type: none"> Crash potential for railroad/highway at-grade crossings <p>Accessibility = 10% (freight only)</p> <ul style="list-style-type: none"> Measures the potential for new or improved accessibility to rail service for industries by a freight rail project <p>Connectivity = 5 % (freight only)</p> <ul style="list-style-type: none"> Values projects on strategic corridors, carrying military, ports, intermodal and transload traffic <p>Mobility = 15% (freight) / 20% (passenger)</p> <ul style="list-style-type: none"> Measures either the change in percentage of available capacity or travel time savings provided by project <p>Total = 70%%</p>
Division Needs	Same data as Regional Impact, but a total of 50%

PART II -Local Points Assignment

The PTRPO has a pool of points to award to 1) Regional and 2) Division level projects; 1500 points are available in each category of projects. The maximum number of points that can be applied to a project at each level is 100. Some projects will be eligible for Local Input Points in both levels, while some will only be eligible at the Division level. The RPO intends to assign the maximum allowed points (100) in Regional and Division levels based on rankings described below.

Local Input Point Assignment Procedures

4. Calculating Rankings

Piedmont Triad RPO staff will score all Projects according to the RPO approved criteria.

5. Rankings List Preparation and Distribution

Once all projects in each mode have been scored according to the qualitative and quantitative criteria for that mode, PTRPO staff will develop a ranked list of projects as a whole based on the outcome of the scoring. This ranked list of all projects in all modes will be used to develop the recommended point assignments.

6. Preliminary Distribution of SPOT Points Allowance

Regional Level (1500 Points Total)

- Highway: Top 14 Scoring Highway Projects will receive 100 points each
- Transit: Top Scoring Transit Project will receive 100 points
- If there are no transit or rail projects to score, the next ranking highway project will receive 100 points

Division Level (1500 Points Total)

- Highway: Top 5 Scoring projects will receive 100 points each
- Transit: Top 2 Scoring projects will receive 100 points each
- Aviation: Top Scoring Projects for each of the 3 airports will receive 100 points each
- Bike/Ped: Two of the top 5 Scoring Projects will receive 100 points each with at least one in NCDOT Division 7 and 8 respectively
- Flex Points: The remaining 300 points are designated as Flex Points to recognize projects that demonstrate significant need, yet did not receive local input points in other categories. Flex Points assignment varies according to need and circumstances. Rationale associated with point adjustments using Flex Points will be placed on the RPO website. The following list describes some of the circumstances in which Flex Points may be utilized:
 - Inter-jurisdictional projects that require coordination and negotiation with adjacent MPOs, RPOs, and NCDOT Divisions;
 - Projects which rank outside of the limits described for Highway, Bicycle & Pedestrian, and Aviation projects, yet demonstrate significant need and remain high priorities for local jurisdictions;
 - Projects which are determined feasible through discussions with local jurisdictions and NCDOT Division, yet their project feasibility is not easily quantified in the scoring process.

7. Final Points Assignment

The final point assignments will be made by the Piedmont Triad Transportation Advisory Committee (TAC) after review and recommendation by the Piedmont Triad RPO Technical Coordinating Committee (TCC)

and after a public comment period and public hearing as per the PTRPO Public Participation Plan. *Any rationale for point assignments made by the TAC or via public input which deviate from this local methodology will be placed on the RPO website.*

Highway Quantitative Points

The following has been determined to be important in the selection of highway projects for prioritization within the RPO: Congestion, Accessibility, Freight, Economic Development, Environmental Justice, Safety and Local Qualitative Score.

Congestion - 10 Points Maximum

- Volume to capacity less than 0.5 – 0 Points;
- Volume to capacity btw 0.51 and 0.7 – 5 Points;
- Volume to capacity btw 0.71 and 1.0 – 10 Points

Accessibility - 10 Points Maximum

- Project doesn't provide access to or accommodate various modes of travel. Project doesn't Provide transit stops with sidewalks within ½ mile radius – 0 Points
- Project provides access to and/or accommodates various modes of travel: Bicycle & Pedestrian, transit, rail, and air OR Provides transit stops with sidewalks within ½ mile radius – 10 Points

Freight - 10 Points Maximum

- Doesn't Improve access to airports, freight distribution facilities, or major commercial/industrial districts OR access and/or enhances freight movement to regional and national economic centers - 0 Points
- Improves access to airports, freight distribution facilities, or major commercial/industrial districts OR Improves access and/or enhances freight movement to regional and national economic centers – 5 Points
- Improves access to airports, freight distribution facilities, or major commercial/industrial districts AND Improves access and/or enhances freight movement to regional and national economic centers. -10 Points

Economic Development - 15 Points Maximum

- Doesn't improve access to existing employment centers or opens access to land zoned, or identified in development guides, for future employment – 0 Points
- Improves access to existing employment centers or opens access to land zoned, or identified in development guides, for future employment – 15 Points

Environmental Justice - 10 Points Maximum

- Project is not a benefit to Minority and Low-Income (MLI) populations or has impacts on existing homes and businesses. – 0 Points
- Project is a benefit to Minority and Low-Income (MLI) populations and has little or no impact to existing homes and businesses – 5 Points
- Project is a significant benefit to Minority and Low-Income (MLI) populations and has no impact to existing homes and businesses – 10 Points

Safety -15 Points Maximum

The SPOT online tool has created a safety score based on crash rates, severity and density.

- SPOT safety points less than 30 – 0 Points
- SPOT safety points btw 31-50 – 5 Points
- SPOT safety points btw 51-65 – 10 Points
- SPOT safety points btw 66-80+ - 15 Points

Highway Qualitative Points**Local Priority - 30 Points Maximum**

Each local jurisdiction may recommend assigning 30 points to the RPO TAC. This can be assigned by TAC representatives or letter(s) from the lead administrative official from all jurisdictions involved in the project.

Piedmont Triad RPO Qualitative and Quantitative Criteria - Highway

Points*	0 points	5 points	10 points	15 points
Congestion (10 Max)	Volume to capacity less than 0.5	Volume to capacity btw 0.51 and 0.75	Volume to capacity btw 0.751 and 1.0	
Accessibility (10 Max)	Project doesn't provide access to or accommodate various modes of travel. Project doesn't Provide transit stops with sidewalks within ½ mile radius.		Project provides access to and/or accommodates various modes of travel: Bicycle & Pedestrian, transit, rail, and air OR Provides transit stops with sidewalks within ½ mile radius.	
Freight (10 Max)	Doesn't Improve access to airports, freight distribution facilities, or major commercial/industrial districts OR access and/or enhances freight movement to regional and national economic centers.	Improves access to airports, freight distribution facilities, or major commercial/industrial districts OR Improves access and/or enhances freight movement to regional and national economic centers.	Improves access to airports, freight distribution facilities, or major commercial/industrial districts AND Improves access and/or enhances freight movement to regional and national economic centers.	
Economic Development (15 Max)	Doesn't Improve access to existing employment centers or opens access to land zoned, or identified in development guides, for future employment.			Improves access to existing employment centers or opens access to land zoned, or identified in development guides, for future employment.
Environmental Justice (10 Max)	Project is not a benefit to Minority and Low-Income (MLI) populations or has impacts on existing homes and businesses.	Project is a benefit to Minority and Low-Income (MLI) populations and has little or no impact to existing homes and businesses.	Project is a significant benefit to Minority and Low-Income (MLI) populations and has no impact to existing homes and businesses.	
Safety (15 Max)	SPOT safety points less than 30	SPOT safety points btw 31-50	SPOT safety points btw 51-65	SPOT safety points btw 66-80+
Local Priority (30 Max)	Five highway projects from each County are eligible to receive 30 points each based upon their overall priority to local jurisdictions. The factors for project selection include perceived safety, congestion, connectivity, economic development, and community impact. The points are assigned as a lump sum of 40 points to each project.			

Total possible points are 100. If two projects are tied with local PTRPO scores, then the following considerations will be made to break the tie. The 'cost of the project' (lower cost is better) the first additional consideration and 'comprehensive (or related) transportation plan consistency' is the second additional consideration.

Bicycle and Pedestrian Quantitative Points

The following has been determined to be important in the selection of bicycle and pedestrian projects for prioritization within the RPO: safety, connectivity, plan consistency, and jurisdictional collaboration. These criteria are described in more detail below.

Safety/Crash Exposure – 25 points maximum

- Pedestrian project (sidewalks, crosswalks) on a roadway with a reported pedestrian-related crash in the last five years – 25 points OR
- Pedestrian corridor project on a road that does not currently have any sidewalks and high vehicle AADT on roadway (0-2,500 AADT no points, 2501-5,000 AADT 10 points, 5,001-10,000 AADT 15 points or 10,000+ AADT 25 points) OR
- Project adds crossing improvements on a road – and high vehicle AADT on roadway (0-2,500 AADT no points, 2501-5,000 AADT 10 points, 5,001-10,000 AADT 15 points or 10,000+ AADT 25 points)
- On-road bicycle project (bike lanes, wide outside lanes, paved shoulders, shared lane markings) on a roadway with a reported bicycle-related crash in the last five years – 25 points
- Project adds on-road bicycle facility – and high vehicle AADT on roadway (0-2,500 AADT no points, 2501-5,000 AADT 10 points, 5,001-10,000 AADT 15 points or 10,000+ AADT 25 points) OR
- Off-road greenway project that is accessible to pedestrians and/or bicyclists and is physically separated from a roadway – 25 points

Connectivity – 25 points maximum

- Projects that connect two previously disconnected (or inconveniently connected) sections of bicycle or pedestrian infrastructure (missing links) – 25 points
- Projects that connect neighborhoods with schools and/or colleges – 25 points
- Projects that are located in or provide a connection to a central business district, shopping center, park, hospital, or major employment center – 15 points
- All other projects – 0 points

Plan Consistency – 25 points maximum

- Project is identified in an adopted bicycle, pedestrian or greenway plan, or in a CTP – 25 points
- Project is identified in some other type of local plan or document (e.g. capital improvement plan – 10 points)
- Project is not identified in a plan – 0 points

Jurisdictional Collaboration – 25 points maximum

- Project involves funding participation from two or more local jurisdictions – 25 points
- Project involves planning or administrative cooperation between two or more local jurisdictions – 15 points
- Project involves planning or administrative cooperation with a foundation, other grant sources or organizations – 15 points
- All other projects – 0 points

Piedmont Triad RPO Qualitative and Quantitative Criteria - Bicycle and Pedestrian

Points*	0 points	10 points	15 points	25 points
Safety/Crash Exposure (25 Max) Choose Only One Row	No pedestrian or bike related crashes			Pedestrian or bike related crash in the last 5 years on roadway or parallel roadway
	Adds a project on a Roadway with 0-2,500 AADT	Roadway with 2501-5,000 AADT	Roadway with 5,001-10,000 AADT	Roadway with 10,000+ AADT 25 points
		Off-road greenway sidepath	Off-road greenway physically separated from roadway with no parallel roadway	
Connectivity (25 Max)	All other projects		Projects that are located in or provide a connection to a central business district, shopping center, park, hospital, or major employment center	Projects that connect two previously disconnected (or inconveniently connected) sections of bicycle or pedestrian infrastructure (missing links) OR Projects that connect neighborhoods with schools and/or colleges
Plan Consistency (25 Max)	Project is not identified in a plan	Project is identified in some other type of local plan or document (e.g. capital improvement plan)		Project is identified in an adopted bicycle, pedestrian or greenway plan, or in a CTP
Jurisdictional Collaboration (25 Max)	All other projects		Project involves planning or administrative cooperation between two or more local jurisdictions – OR with a foundation, other grant sources or organizations	Project involves funding from two or more local jurisdictions

Total possible points are 100. If two projects are tied with local PTRPO scores, the SPOT Bicycle and Pedestrian Score will be used to break the tie as necessary in the distribution of Local Points Assignment.

Aviation Quantitative Points

The following has been determined to be important in the selection of aviation projects for prioritization within the RPO: economic development, safety, cost of project and local support. These criteria are described in more detail below.

Economic Development - 15 points maximum

- Does not improve aircraft size capacity or space availability for based aircraft – 0 points
- Increases capacity for heavier aircraft and or increases space available for new based aircraft – 10 points
- Creates capacity for larger aircraft and or creates employment – 15 points

Safety - 15 points maximum

- No safety improvements – 0 points
- Improves safety requirements outside of the runway and taxiway areas - 5 points
- Improves taxiway/taxilane safety area grades and obstacle free zones – 10 points
- Improves required runway safety area grades and runway approach obstruction clearing – 15 points

Cost of Project - 15 points maximum

- Total Project Costs > 7 Million – 5 points
- Total Project Costs < 7 Million and > 3 Million – 10 points
- Total Project Costs < 3 Million – 15 points

Local Support - 15 points maximum

- Local Community supports the project impacts and construction costs (local match exceeding minimum by at least 25% of total project cost) – 15 points

Aviation Qualitative Points

RPO Qualitative Score --40 Points Maximum

Each local jurisdiction may recommend assigning 40 points to the RPO TAC. This can be assigned by TAC representatives or a letter from the lead administrative official from each jurisdiction.

Piedmont Triad RPO Qualitative and Quantitative Criteria - Aviation

Points	0 points	5 points	10 points	15 points
Economic Development (15 Max)	Does not improve aircraft size capacity or space availability for based aircraft.		Increases capacity for heavier aircraft and or increases space available for new based aircraft.	Creates capacity for larger aircraft and or creates employment.
Safety (15 Max)	No safety improvements	Improves safety requirements outside of the runway and taxiway areas.	Improves taxiway/taxilane safety area grades and obstacle free zones.	Improves required runway safety area grades and runway approach obstruction clearing.
Cost of Project (15 Max)	Total Project Costs > 7 Million		Total Project Costs < 7 Million and > 3 Million	Total Project Costs < 3 Million
Local Support (15 Max)				Local match exceeds the minimum requirement by at least 25% of project cost
Local Priority Score (40 Max)	Five aviation projects from each County are eligible to receive 40 points each based upon their overall priority to local jurisdictions. The factors for project selection include perceived safety, connectivity, economic development, and community impact. The points are assigned as a lump sum of 40 points to each project.			

Total possible points are 100. If two projects are tied with local PTRPO scores, the SPOT Online score will be used to break the tie as necessary in the distribution of Local Points Assignment.

Transit and Rail Quantitative Points

The SPOT 3.0 scores will be used to determine top projects for Transit and Rail. Please refer to the Local Points Assignment for how maximum local points will be assigned and distributed.

Piedmont Triad RPO Prioritization Policy Public Review

Upon approval by the TAC, the RPO will release the adopted prioritization policy for public review. The review opportunity will be sent by press release to local newspapers and listed on the RPO's website in accordance with the *Public Participation Plan*. Any public comments will be documented and shared with the TAC and Strategic Prioritization Office of Transportation.

Prioritization Process Timeline: 2013-2014

Part I: Identify Candidate Projects

- | | |
|---|-----------------------|
| • TAC Considers Policy on Identification of Projects for Evaluation by NCDOT | October 16 |
| • Conduct RPO Public Input Meetings (Round 1) | October 29-November 6 |
| • Aviation Projects Due to NCDOT | November 1 |
| • Transit FY 15 Projects Due to NCDOT | November 15 |
| • Transit FY 16-20 Project Due to NCDOT | November 29 |
| • TAC Approval of Project Submittal List | December 2013 |
| • Submit All Outstanding Projects to NCDOT | Jan. 21-Mar. 3, 2014 |

Part II: Assign Points & Final Rankings

- | | |
|--|-----------------------|
| • TAC Considers draft ranking and scoring process | April 2014 |
| • NCDOT Scores Released | May, 2014 |
| • Conduct RPO Public Input Meetings (Round 2) | May 2014 |
| • TAC Approval of priority rankings and scoring | June 2014 |
| • Ranked List out for Public Comment | June/July 2014 |
| • Submit Scored Projects to NCDOT | July 31, 2014 |

Adopted _____, 2014

Talmadge Baker, TAC Chair

Date

Jesse Day, Secretary

Date

Rocky River RPO

New Projects

Solicitation:

The RRRPO solicited new projects in the Fall 2013 to be reviewed by the Technical Coordinating Committee (TCC) STI Subcommittee. The TCC STI Subcommittee is made up of a volunteer from each county. They will review new projects and make recommendations on important projects in the region to the full TCC.

Process:

The TCC will review the New Project List and make a recommendation at its November 12, 2013 meeting. The TAC will review and adopt the New Project List for STI on November 21, 2013, if appropriate. The new projects will be inputted into the STI system as requested by NCDOT timeframe. The adopted project list will be posted on rockyriverrpo.org.

RRRPO Ranking Process

Public Process:

The TCC STI Subcommittee will develop criteria and methodology used to assign points for all STI projects, which include new projects and existing projects, in a variety of transportation modes. RRRPO has 1200 local input points to use in each Regional Impact and Division Needs categories. A maximum of 100 points can be used on any one project. This information will be presented to the TCC and TAC at their January 2014 meetings. In addition, this information will be sent to NCDOT SPOT staff for review and comment. NCDOT SPOT staff has to provide an administrative approval for the RRRPO Ranking Process, which is dictated by State law.

Once reviewed, the RRRPO Ranking Process will have a public hearing and go out for a 30-day public comment period. It will be highlighted on the RRRPO website and sent to all community stakeholders and a press release will be issued. This will all be done according to the RRRPO's Public Involvement Plan. The result of the public comment period will be presented to the TCC and TAC at their May meetings. At that time, the TAC will be asked to approve the project list with local point assignment.

RRRPO staff will enter all project points into the online system by July 31, 2014. RRRPO staff will also publish the final approved project list with points assigned on rockyriverrpo.org for public consumption.

Definitions:

New Project List: All new highway, pedestrian and bicycle projects for the STI that have not been submitted on previous versions.

Revised Project List: NCDOT staff asked RRRPO staff to delete and update information on the current highway project inventory.

RRRPO Ranking Process: There needs to be an adopted ranking process, including all modes, for STI.

Public Involvement Plan: Adopted RRRPO document that guides public process.

Timeline

Date	Action	Activity	Status
Fall 2013/ Winter 2014	RRRPO Staff	RRRPO staff and subcommittee will draft the best course of action for ranking New Projects List and ranking for local points. Notice to all stakeholders will be given.	In process
11/4/13	Jurisdiction s	Any New Projects (Highway, Bicycle and Pedestrian) will be submitted by November 4 th .	Completed
11/21/13	TAC	TCC will be asked to review and make a recommendations to the TAC regarding and the New Project List and Revised Project List. The TAC will be asked to review and approve, if appropriate.	Approved New and Revised Project list
Fall 2013/ Winter 2014		Send draft RRRPO Public Input and Ranking Process to NCDOT SPOT staff for review and comment.	In process
1/16/14	TAC	The RRRPO Ranking Process and Public Process will be reviewed by TCC and TAC. Updated Public Involvement Plan (PIP) will be reviewed by the TCC. The TAC will be asked to review and approve all documents, if appropriate.	
1/ 21/14- 2/ 17/14	RPO Staff	New Projects will be inputted into the <i>STI System</i> .	
3/20/14	TAC	There will be a public hearing at the March TAC meeting for RRRPO draft list comments, with a 30-day written comment period. It will be advertised according to the PIP. The draft list will be posted on rockyriverrrpo.org.	
5/ 2014	TAC	TCC will be asked to review and make recommendation for the project point allocation. There will be a public hearing at the May TAC meeting for comments on project point allocation, with a 30-day written comment period. It will be advertised according to the PIP. The draft list will be posted on rockyriverrrpo.org.	
7/2014	TAC	TCC will be asked to review and make recommendation for the project point allocation. The TAC will review and adopt the point allocation. This meeting will be advertised according to the PIP. The final list will be posted on rockyriverrrpo.org	
5/1/14- 7/31/ 14	RPO Staff	Per TAC approval RPO staff assigns final points per project After points are assigned RPO staff publishes all final projects and points assigned on rockyriverrrpo.org.	
Fall 2014	NCDOT Staff	State Transportation Improvement Plan (STIP) Public Comment Period opens.	
July 1, 2015	BOT	STIP adoption by Board of Transportation.	

These recommended point assignments will be presented to the TCC and TAC for their review and approval. The TCC retains the discretion to make recommendations to the TAC regarding changes to list. The TAC has the final discretion regarding assignment of local points, and retains the flexibility to make changes to these point assignments if it is able to document a reason for doing so. These changes must be documented and made available as information to the public.

The RRRPO will use the following ranking process to determine which projects are most critical for the area. All modes will be evaluated using a 100 point scale.

Highway-Maximum Points 100



Capacity (30 points maximum)

Volume/Capacity Ratio (current) – The ratio of the most recently available average daily traffic volume on a segment of highway relative to the design capacity of that highway. A ratio of less than .8 indicates that the current volume of traffic is equal to the capacity of the highway to safely handle that amount of traffic. This is a measurement of traffic congestion. (Level of Service: D) The points awarded for each ratio are listed below:

- > 1.00(Over Capacity).....30 points
- .8 – 0.99(Near Capacity)..... 20 points
- 0 – 0.79(Adequate Capacity)0 points

Future Capacity (20 points maximum)

Volume/Capacity Ratio (future) – The ratio of the future year average daily traffic volume on a segment of highway relative to the current design capacity of that highway. A 2030 thirty-year horizon will be used. The points awarded for each ratio are listed below:

- > 1.00(Over Capacity).....20 points
- .8 – 0.99(Near Capacity)..... 10 points
- 0 – 0.79(Adequate Capacity)0 points

Crash History (20 points maximum)

The Strategic Planning Office of Transportation has rated each project with two crash scores, severity and density.

- >50.....20 points
- 25-49.....5 points

Potential Employment (20 points maximum)

- Project provides direct access to an active20 points
industrial/business park development site OR
proposed new employment location with
more than 25 employees data source: GIS and Economic Development Commission
- Project provides direct access to an existing5 points
employment center (one or more employers in close proximity) data source: GIS

Consistency with Plan (10 points maximum)

- Project comes from an adopted CTP.....10 points
- Project comes from an adopted plan other than a CTP.....10 points
(such as a comprehensive plan, land use plan, capital
improvement plan, or other locally-adopted document)

Bicycle and Pedestrian-Maximum Points 100

Safety (40 points maximum)

- Pedestrian project adds sidewalk on a road that does not currently have any sidewalks.

Over 5000 vehicles40 points

3,000-4,999 vehicles30 points

- Pedestrian project (sidewalks, crosswalks)40 points
on a roadway with a reported pedestrian-
related crash in the last five years.
- Bicycle projects on a roadway with a reported.....40 points
bicycle-related crash in the last five years.

Connectivity (30 points maximum)

- Projects that connect two previously disconnected.....30 points
(or inconveniently connected) sections of bicycle
or pedestrian infrastructure (missing links) data source: GIS
- Projects that connect neighborhoods with.....30 points
schools, colleges and libraries.
- Projects that are located in or provide a30 points
connection to a central business district, 30 points
shopping center, park, hospital, or major
employment center. data source: GIS

Plan Consistency (30 points maximum)

- Project is identified in an adopted bicycle.....30 points
or pedestrian plan, or in a CTP.
- Project is identified in adopted local plan30 points
or document, such as a capital
improvement plan.

Transit-Maximum Points 100

RRRPO proposes to use the quantitative scoring methods already developed by NCDOT for the purpose of scoring transit projects. For simplicity, RRRPO will use the current scoring method in use by NCDOT for transit projects in the “Division Needs” category at the time of prioritization. Based on the proposed NCDOT criteria at the time of this document’s preparation, the scoring would be based on the following factors (subject to change by NCDOT in the future):

NCDOT Methodology (50 points maximum)

For Expansion Vehicles:

- 50% based on Benefit/Cost

- 10% based on Vehicle Utilization Data
- 10% based on System Safety
- 10% based on Connectivity
- 20% based on System Operational Efficiency

For Facilities:

- 60% based on Age of Facility, Facility Demand, Park & Ride, Bus Shelter
- 10% based on Benefit/Cost
- 10% based on System Operational Efficiency
- 20% based on Facility Capacity

For Fixed Guideway:

- 30% based on Mobility
- 30% based on Cost Effectiveness
- 20% based on Economic Development
- 20% based on Congestion Relief

CRITICAL NEED (50 points)

- Is this project critical to the County and listed.....50 points
in adopted Local Coordinated Plan?

Aviation-Maximum Points 100



RRRPO proposes to use the quantitative data already developed by NCDOT for the purpose of scoring aviation projects. However, the RRRPO will use the NCDOT data, but, assign different percentages per category. This is based on local need and input. NCDOT data will then be divided in half for up to 25 points. Based on the proposed NCDOT criteria at the time of this document's preparation, the scoring would be based on the following factors (subject to change by NCDOT in the future):

NCDOT Data (25 points maximum)

- 0% NCDOT
- 90% FAA
- 10% Local Investment Index
- 0% Volume Demand Index

Plan Consistency (75 points)

- Project is identified in an adopted local aviation75 points
Transportation Improvement Program.

Ferry



There are no current or planned ferry operations in the RRRPO area, so no scoring method is proposed for this category.



Rail-Maximum Points 100

RRRPO proposes to use the quantitative scoring methods already developed by NCDOT for the purpose of scoring rail projects. For simplicity, RRRPO will use the current scoring method in use by NCDOT for rail projects in the “Division Needs” category at the time of prioritization, multiplied by 1.5 to put this on a 100-point scale instead of a 50-point scale. Based on the proposed NCDOT criteria at the time of this document’s preparation, the scoring would be based on the following factors (subject to change by NCDOT in the future):

NCDOT Methodology (75 points maximum)

For Track and Structures (Freight):

- 20% based on Benefit/Cost
- 20% based on Capacity/Congestion
- 20% based on Safety
- 10% based on Accessibility
- 10% based on Connectivity
- 20% based on Mobility

For Track and Structures (Passenger):

- 20% based on Benefit/Cost
- 30% based on Capacity/Congestion
- 20% based on Safety
- 30% based on Mobility

For Freight Intermodal Facilities, Intercity Passenger Service, and Stations:

- 20% based on Benefit/Cost
- 30% based on Capacity/Congestion
- 20% based on Connectivity
- 30% based on Mobility

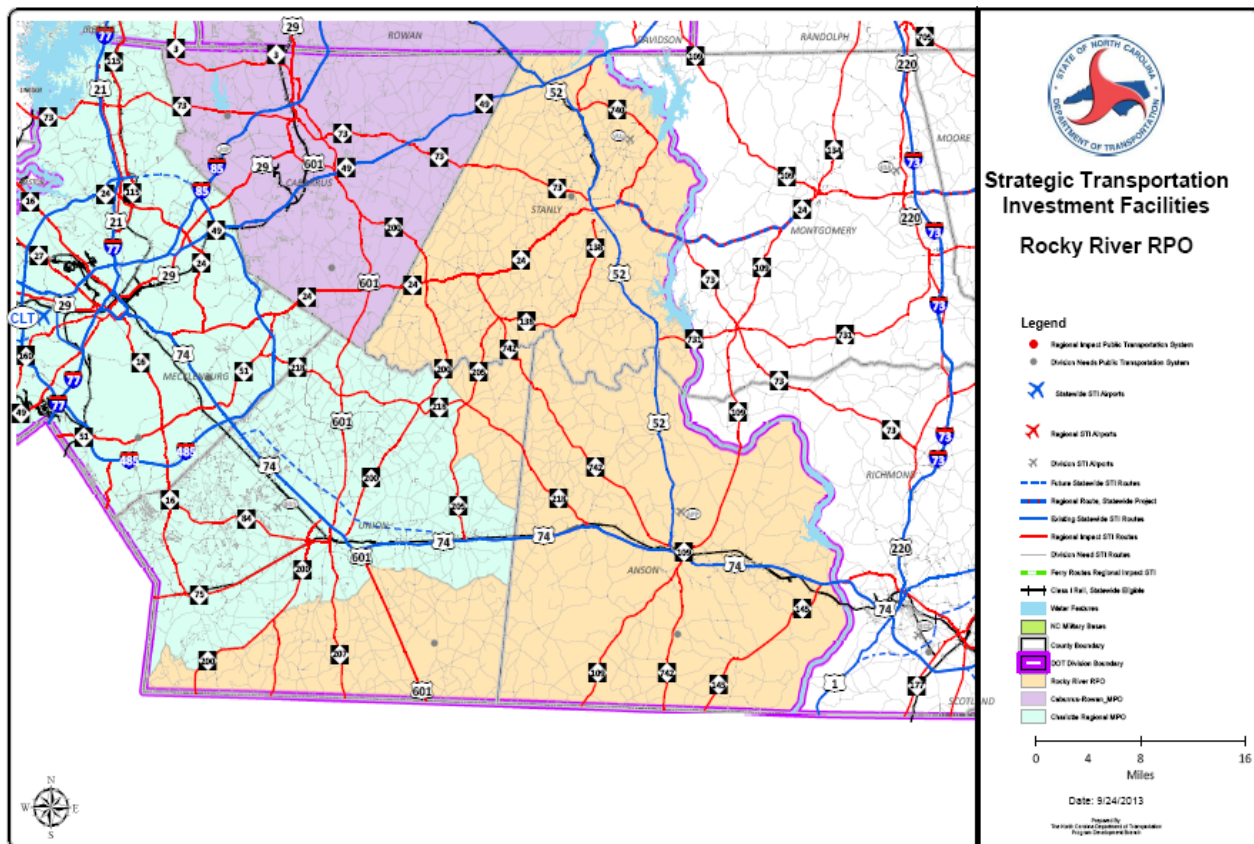
Critical Need (25 points)

- Is this project critical to the County25 points

Resolution will include detailed information about the project, like employment or mobility benefits.

SPOT Point Assignment

RRRPO will be allowed to assign points differently within the “Regional Impact” and “Division Needs” categories. Some projects will be eligible for both categories, while some will only be eligible in the “Division” category. RRRPO has 1200 local input points to use in each Regional Impact and Division Needs categories. A maximum of 100 points can be used on any one project. The intent of the RRRPO is to assign the top 12 projects 100 point each.



Southwest RPO

Prioritization 3.0 Project Solicitation, Local Point Assignment, and Ranking Process

Adopted November 25, 2013

Introduction: The North Carolina legislature and NC Department of Transportation require all rural and metropolitan planning organizations (RPOs and MPOs) to develop a local ranking process for projects across all modes of transportation (highway, bicycle/pedestrian, public transit, aviation, rail, and ferry). The following process has been approved by the NCDOT's Strategic Prioritization Office of Transportation (SPOT), and adopted by the Southwestern RPO's Transportation Advisory Committee (TAC), to ensure compliance with the legislative mandate.

Applicability: This process applies to all projects ranked by Southwestern RPO in Cherokee, Clay, Graham, Jackson, Macon, or Swain counties that are ranked as "regional" or "division" funding level projects. Funding levels are as defined in the 2013 Strategic Transportation Investments law.

SCHEDULE

Project Solicitation: Southwestern RPO has solicited candidate projects from local government entities and departments (counties, towns, transit departments, airports, etc) since August 8, 2013. County managers have been the primary point of contact for the RPO; county managers have, in turn, solicited projects from those entities and the public within their respective counties. The RPO Coordinator has also made himself available for direct receipt of proposed projects from all local government entities and departments.

The results of project solicitation will be reviewed by the Technical Coordinating Committee (TCC) and then presented to the TAC at their November 25 meetings. The TAC will be asked to endorse this project list for submittal to the NCDOT. In the event that the number of new projects exceeds the maximum number allowed the RPO, the TAC will choose which projects to submit based on their consensus and in consideration of recommendations from the TCC, RPO staff, and NCDOT Division 14.

Local Point Assignment Methodologies: This process and the point assignment methodologies described herein will be presented to the TAC for their tentative approval at the November 25 meeting. Methodologies will be tentatively endorsed but will remain subject to revision based upon public comment as described later in this document. Final TAC approval will occur in March 2014. The final, approved methodologies will be sent to the SPOT office for their final approval no later than May 1, 2014.

Project Ranking: The TCC and TAC will evaluate the full list of new and previously-evaluated projects for the six counties from March to May 2014. Final approval, point assignment, and submission to the SPOT office will occur by July 31, 2014.

PUBLIC INPUT PROCESS

Local Methodology: This methodology will be tentatively approved by the TCC and TAC at their November 25th meetings. Upon approval of the TAC, the RPO will release the draft methodology for a 30-day public comment period. This 30-day period will be advertised on the RPO website and via local media, and the methodology will be available on the RPO website. The process will be conducted in accordance with the RPO's Public Involvement Plan, to be updated in November 2013. The results of the public comment period will be presented to the TCC

and TAC at their March 2014 meetings, during which the public will also be permitted to submit comments. All public comment will be documented and reasonable edits to the methodology may be made prior to final approval by the TAC and submission to the Strategic Prioritization Office of Transportation.

Project Ranking: The RPO will present the recommended local points assignments and total scores of all projects to the TCC and TAC at their May 2014 meetings. Upon approval of the TAC, the RPO will release the recommended projects and points assignments for a 30-day public comment period. This 30-day period will be advertised on the RPO website and via local media, and all relevant documents will be available on the RPO website. The process will be conducted in accordance with the RPO's Public Involvement Plan. The results of the public comment period will be presented to the TCC and TAC at their May 2014 meetings, during which the public will also be permitted to submit comments. All public comment will be documented. In July 2014, the TAC will be asked to approve the project list and final points assignment after which the list and assignment will be available on the RPO website.

RANKING PROCESS

Regional Level Projects

Criteria	0 points	5 points	10 points	15 points	20 points
Existing Congestion	Volume to capacity less than 0.25	Volume to capacity b/w 0.25 and 0.5	Volume to capacity b/w 0.5 and 0.75	Volume to capacity b/w 0.75 and 1.0	Volume to capacity over 1.0
	Ratio of how much traffic is on a road versus the maximum traffic that can be on a road and provide an acceptable level of service.				
Crash Frequency	0 crashes	3 or fewer crashes	4 to 19 crashes	20 to 39 crashes	40 or more crashes
	Number of automobile crashes over the most recently tabulated 3-year period.				
Transportation Plan Consistency	Project is not in STIP, nor in CTP or other locally adopted plan				Project is in STIP, or in CTP or other locally adopted plan
	Is the proposed project part of an existing, adopted transportation plan?				
Destination Served	No direct access to major destination		Direct access to ≥ 50 employee business, or $\geq 5,000$ annual		Direct access to school, hospital, ≥ 100 employee

			user recreation		business, or \geq 10,000 annual user recreation
	Does the project connect directly to a critical educational, health care, employment, or recreation/entertainment destination?				
Freight Volume	Fewer than 100 trucks per day	100 to 499 trucks per day	500 or more trucks per day		.
	Average daily number of large freight movers (tractor trailers, etc) on a road.				
Multimodal Accommodations	Project does not include bike/ped facilities or connections		Project includes bike/ped facilities or connections		.
	Whether the project includes facilities such as sidewalks, bicycle lanes, etc, or a connection to these type facilities.				

Regional Level Projects: See table above. All NC routes other than NC 69, all US Business routes, US 129 in Graham County, US 19 in Swain and Jackson counties, US 64 east of Franklin and between Hayesville and Murphy, and multicounty passenger rail service are evaluated on the Regional Level. Existing congestion, crash frequency, and freight volume are for the highway being ranked, or for the highway that is or would be “bypassed” by the rail service being ranked. The other metrics above apply directly to the highway or rail service being ranked. Additionally, traffic volume will be a criterion used to decide between projects with tying scores; should two or more projects of the same or different modes tie, the annual average daily traffic (AADT) on the highway, or the AADT on the highway bypassed by the rail service, will be used as a tie-breaker.

Division Level Projects: See table below. Projects involving SR routes, bicycle and pedestrian transportation, transit, and airports are evaluated at the Division Level. In addition to the metrics below, the quantitative, data-driven scores from the Strategic Prioritization Office of Transportation (SPOT) will be a criterion used to decide between projects with tying local methodology scores; should two or more projects of the same or different modes tie, the SPOT score will be used as a tie-breaker. An explanation of the SPOT quantitative scoring is posted on the Southwestern RPO website, <http://www.regiona.org/transportation-planning-rpo/>, and is available upon request.

Division Level Projects

Criteria	0 points	10 points	15 points	30 points
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Existing Deficiency	Existing facility/service available		Existing facility/service available, but contains gap with lower level of service / intermittent service	No existing facility/service available or will provide additional service or alternative capacity to an existing over capacity facility or service
	Does the project address an existing gap in the transportation system?			
Transportation Plan Consistency	Project is not in STIP, nor in CTP, LCP, or other locally adopted plan			Project is in STIP, or in CTP, LCP, or other locally adopted plan
	Is the proposed project part of an existing, adopted transportation plan?			
Destination Served	No direct access to major destination		Direct access to ≥50 employee business, or ≥ 5,000 annual user recreation	Direct access to school, hospital, ≥100 employee business, or ≥ 10,000 annual user recreation
	Does the project facilitate direct connection to a critical educational, health care, employment, or recreation/entertainment destination?			
Multimodal Accommodations	Project does not incorporate or connect to facilities of another mode	Project incorporates or connects to facilities of another mode		
	Whether the project incorporates other modes of transportation (e.g., sidewalk along a road, bike lane extending to a transit facility, etc).			

Use of Public Input and Comments in Final Methodologies and Rankings: Between May and July 2014, the TCC and TAC will review all public comment received. Public comments will be documented, filed by the RPO, and distributed to appropriate local entities to inform future Prioritization processes and transportation plans. No new projects will be added to the current Prioritization 3.0 list, however, as the NCDOT deadline for submitting new projects will have passed.

Final Ranking and Local Points Assignment: Once all projects have been scored using the methodology described in this document, Southwestern RPO staff will develop a ranked list of projects within each county and within the RPO as a whole based on the outcome of the scoring. This ranked list will be used to develop the recommended point assignments that are presented to the public for comment and to the TCC and TAC for approval.

Southwestern RPO receives 1,300 points at the Regional Level and 1,300 points at the Division Level to allocate to projects for local prioritization. The maximum number of points any project can receive is 100.

The two top-scoring Regional Level projects within each county will be allocated 100 points each. Additionally, the next highest scoring project within the RPO (regardless of county) will also be allocated 100 points, to reach Southwestern RPO's total point allocation of 1300 points. In the event that any counties do not have at least two Regional Level projects, then additional projects will be selected from the top of the list of remaining projects within the RPO as a whole. This promotes geographic equity of projects. Only projects that originate at the Regional Level are eligible for scoring and local points allocation under this methodology; Statewide Level projects that are not programmed at the Statewide Level will not be scored at the Regional Level or receive Regional Level local points under this methodology.

The two top-scoring Division Level projects within each county will be allocated 100 points each. Additionally, the next highest scoring project within the RPO (regardless of county) will also be allocated 100 points, to reach Southwestern RPO's total point allocation of 1300 points. In the event that any counties do not have at least two Division Level projects, then additional projects will be selected from the top of the list of remaining projects within the RPO as a whole. This promotes geographic equity of projects. Only projects that originate at the Division Level are eligible for scoring and local points allocation under this methodology; Statewide Level and Regional Level projects that are not programmed at the higher levels will not be scored at the Division Level or receive Division Level local points under this methodology.

Triangle Area RPO

The following methodology has been developed by the Triangle Area Rural Planning Organization for the purpose of determining regional priorities for transportation funding, as carried out through the State of North Carolina's Strategic Transportation Investments (STI) law and the associated "SPOT" Prioritization Process. This methodology is intended to incorporate both measurable, objective data and information about priorities from local jurisdictions, to ensure a process that is both data-driven and responsive to local needs.

This methodology has been developed to meet the requirements of Session Law 2012-84 (Senate Bill 890), which requires that MPOs and RPOs have a process including both quantitative and qualitative elements for determining project prioritization.

The local prioritization process would consist of three parts: (1) selection and ranking of projects at the countywide level; (2) quantitative scoring of submitted projects; and (3) ranking of scored projects and assignment of SPOT points. Each of these is discussed in more detail below.

Countywide Selection and Ranking of Projects

Within each TARPO county, all the local jurisdictions (including the county and any municipalities within the county) must work together to develop a single list of projects in all modes to submit to TARPO for consideration in the SPOT process. These should be ranked in order from highest priority (#1) to lowest (#20). A county may choose to submit more than 20 projects, but only the top 20 should be ranked. It is up to the local jurisdictions to determine the best method for achieving this within each county; however, the following general rules apply:

- All jurisdictions should be given an opportunity to participate in the development of their county's project list if they choose
- The process must include at least one meeting open to the public that allows for public comment
- There must be written documentation stating the objective reasoning behind the selected project ranking (this must be submitted to TARPO and will be posted online along with the project list)

These local priority lists must be developed and submitted to TARPO in advance of NCDOT's deadline for submitting new SPOT projects. Once submitted to TARPO, the local priority lists will be posted online and made available for additional public comment prior to the TARPO RTAC's approval of projects to add or remove from the SPOT list.

Please note that each county should limit itself to a maximum of five bike/ped projects due to the maximum limit of twenty bike/ped projects for the entire RPO.

In addition, the list of projects should show any projects that are currently on the SPOT project list from previous years' submittals that are requested for removal from the list.

A sample countywide project list is provided in Appendix A.

County Rank Scoring

All projects will be assigned a 50% portion of their total score based on the ranking assigned to that project by local officials in the above-described countywide rankings. This applies to all modes. These points will be assigned as follows:

# 1 Priority in County	100 points	# 11 Priority in County	50 points
# 2 Priority in County	95 points	# 12 Priority in County	45 points
# 3 Priority in County	90 points	# 13 Priority in County	40 points
# 4 Priority in County	85 points	# 14 Priority in County	35 points
# 5 Priority in County	80 points	# 15 Priority in County	30 points
# 6 Priority in County	75 points	# 16 Priority in County	25 points
# 7 Priority in County	70 points	# 17 Priority in County	20 points
# 8 Priority in County	65 points	# 18 Priority in County	15 points
# 9 Priority in County	60 points	# 19 Priority in County	10 points
# 10 Priority in County	55 points	# 20 Priority in County	5 points

All projects that are not ranked within the top 20 projects in each county will receive a score of 0 for this item. This item will be weighted as 50% of the overall score. It is considered a qualitative measure.

Additional Quantitative & Qualitative Project Scoring

After projects are submitted by local jurisdictions at the county level, the projects will be scored by TARPO staff based on the criteria described below. There are separate scoring methodologies for each mode of transportation (highway, bike/ped, transit, rail, and aviation). Regardless of mode, this score will account for 50% of the overall project score.

Highway

There are five elements that the TARPO Transportation Advisory Committee has determined to be important in the selection of highway projects for prioritization within the RPO: congestion, crash history, economic development, multimodal elements, and consistency with plans. These criteria are described in more detail below.

Congestion – 30 points maximum

- Highway has existing volume-to-capacity ratio greater than or equal to 1.0 (road is currently over capacity) – 30 points
- Highway has existing volume-to-capacity ratio greater than or equal to 0.8 but less than 1.0 (road is currently approaching capacity) – $(V/C - 0.8) * 75 + 15$ (results in a sliding scale from 15 to 30 points)
- Highway is not currently at capacity, but has projected future volume-to-capacity ratio greater than or equal to 1.0 (road is expected to be over capacity in the future, based on the projections documented in a CTP) – 15 points
- Highway is not currently at capacity, but has projected future volume-to-capacity ratio greater than or equal to 0.8 but less than 1.0 (road is expected to be approaching capacity in the future, based on the projections documented in a CTP) – $(V/C - 0.8) * 75$ (results in a sliding scale from 0 to 15 points)
- All other projects – 0 points

Crash History – 15 points maximum

- Choose either this: Location with a high crash severity score (corresponding to a SPOT crash severity score greater than or equal to 50) – Severity Score * 0.15 (minimum=7.5, maximum=15)
- Or this: Location with a high crash density score (corresponding to a SPOT crash density score greater than or equal to 50) – Density Score * 0.10 (minimum=5, maximum=10)
- All other projects (those with crash severity and crash density scores below 50) – 0 points

Economic Development/Employment Access – 10 points maximum

- Project provides direct access to an active industrial/business park development site OR proposed new employment location with more than 200 employees – 10 points
- Project provides direct access to an existing employment center (one or more employers in close proximity) with more than 200 employees – 5 points
- All other projects – 0 points

Multimodal Elements – 15 points maximum

- Project includes facilities/features for all three of the following: bicycles, pedestrians, and transit – 15 points
- Project includes facilities/features for two of the following: bicycles, pedestrians, and transit – 10 points
- Project includes facilities/features for one of the following: bicycles, pedestrians, and transit – 5 points

- All other projects – 0 points

Consistency with Plan – 30 points maximum

- Project comes from an adopted CTP – 30 points
- Project comes from a current draft of a CTP that is in development but not yet adopted – 20 points
- Project comes from an adopted plan other than a CTP (such as a comprehensive plan, land use plan, capital improvement plan, or other locally-adopted document), ONLY in areas that do not have an adopted CTP – 10 points
- All other projects – 0 points

Bicycle and Pedestrian

There are four elements that the TARPO Transportation Advisory Committee has determined to be important in the selection of bicycle and pedestrian projects for prioritization within the RPO: safety, connectivity, plan consistency, and jurisdictional collaboration. These criteria are described in more detail below.

Safety/Crash Exposure – 40 points maximum

- Pedestrian project (sidewalks, crosswalks) on a roadway with a reported pedestrian-related crash in the last five years – 40 points
- Project adds sidewalk on a road that does not currently have any sidewalks – vehicle AADT on roadway * 0.008 (results in sliding scale where any road with more than 5000 vehicles receives the maximum 40 points)
- Project adds sidewalk on a road that currently only has sidewalk on one side – vehicle AADT on roadway * 0.004 (results in sliding scale where any road with more than 10000 vehicles receives the maximum 40 points)
- Project adds crossing improvements on a road – vehicle AADT on roadway * 0.004 (results in sliding scale where any road with more than 10000 vehicles receives the maximum 40 points)
- On-road bicycle project (bike lanes, wide outside lanes, paved shoulders, shared lane markings) on a roadway with a reported bicycle-related crash in the last five years – 40 points
- Project adds on-road bicycle facility – vehicle AADT on roadway * 0.002 (results in sliding scale where any road with more than 20000 vehicles receives the maximum 40 points)
- Off-road greenway project that is accessible to pedestrians and/or bicyclists and is physically separated from a roadway – 40 points
- Off-road greenway project that is parallel to a roadway (“sidepath”) – 20 points

Connectivity – 20 points maximum

- Projects that connect two previously disconnected (or inconveniently connected) sections of bicycle or pedestrian infrastructure (missing links) – 20 points
- Projects that connect neighborhoods with schools and/or colleges – 20 points
- Projects that are located in or provide a connection to a central business district, shopping center, park, hospital, or major employment center – 10 points
- All other projects – 0 points

Plan Consistency – 30 points maximum

- Project is identified in an adopted bicycle or pedestrian plan, or in a CTP – 30 points
- Project is identified in some other type of local plan or document, such as a capital improvement plan – 10 points
- Project is not identified in a plan – 0 points

Jurisdictional Collaboration – 10 points maximum

- Project involves funding participation from two or more local jurisdictions – 10 points
- Project involves planning or administrative cooperation between two or more local jurisdictions – 5 points
- All other projects – 0 points

Transit

TARPO proposes to use the quantitative scoring methods already developed by NCDOT for the purpose of scoring transit projects. For simplicity, TARPO will use the current scoring method in use by NCDOT for transit projects in the “Division Needs” category at the time of prioritization, multiplied by 2 to put this on a 100-point scale instead of a 50-point scale. Based on the proposed NCDOT criteria at the time of this document’s preparation, the scoring would be based on the following factors (subject to change by NCDOT in the future):

For Expansion Vehicles:

- 50% based on Benefit/Cost
- 10% based on Vehicle Utilization Data
- 10% based on System Safety
- 10% based on Connectivity
- 20% based on System Operational Efficiency

For Facilities:

- 60% based on Age of Facility, Facility Demand, Park & Ride, Bus Shelter

- 10% based on Benefit/Cost
- 10% based on System Operational Efficiency
- 20% based on Facility Capacity

For Fixed Guideway:

- 30% based on Mobility
- 30% based on Cost Effectiveness
- 20% based on Economic Development
- 20% based on Congestion Relief

Aviation

TARPO Proposes to use the quantitative scoring methods already developed by NCDOT for the purpose of scoring aviation project. Since all three airports in the TARPO region are within the “Division Needs” category of funding, TARPO will use the current scoring methods in use by NCDOT for aviation projects in that category at the time of prioritization, multiplied by 2 to put this on a 100-point scale instead of a 50-point scale. Based on the proposed NCDOT criteria at the time of this document’s preparation, the scoring would be based on the following factors (subject to change by NCDOT in the future):

- 60% based on the NCDOA Project Rating
- 20% based on the FAA Airport Capital Improvement Plan
- 10% based on the Local Investment Index
- 10% based on the Volume/Demand Index

Rail

TARPO proposes to use the quantitative scoring methods already developed by NCDOT for the purpose of scoring rail projects. For simplicity, TARPO will use the current scoring method in use by NCDOT for rail projects in the “Division Needs” category at the time of prioritization, multiplied by 2 to put this on a 100-point scale instead of a 50-point scale. Based on the proposed NCDOT criteria at the time of this document’s preparation, the scoring would be based on the following factors (subject to change by NCDOT in the future):

For Track and Structures (Freight):

- 20% based on Benefit/Cost
- 20% based on Capacity/Congestion
- 20% based on Safety

- 10% based on Accessibility
- 10% based on Connectivity
- 20% based on Mobility

For Track and Structures (Passenger):

- 20% based on Benefit/Cost
- 30% based on Capacity/Congestion
- 20% based on Safety
- 30% based on Mobility

For Freight Intermodal Facilities, Intercity Passenger Service, and Stations:

- 20% based on Benefit/Cost
- 30% based on Capacity/Congestion
- 20% based on Connectivity
- 30% based on Mobility

Ferry

There are no current or planned ferry operations in the TARPO area, so no scoring method is proposed for this category.

Project Scoring Worksheets

The following worksheets detail the points associated with the quantitative criteria, and will be used to score each project. There are separate worksheets for each mode of transportation.

Highway Project Scoring Worksheet				
Project Name: XXXXX (SPOT ID: xxxx)				
COUNTY RANK SCORING (50% of total)				
Countywide Ranking (100 points maximum)				
Enter ranking here (enter "N/A" if unranked):			Refer to document for scoring scale	0
Section Subtotal				0
ADDITIONAL QUANTITATIVE & QUALITATIVE SCORING (50% of total)				
Congestion (choose one of the following – 30 points maximum)				
<input type="checkbox"/>	Enter existing V/C ratio here:		$((V/C - 0.8) * 75) + 15$ (V/C<0.8=0; V/C>1.0=30)	0
<input type="checkbox"/>	Enter future V/C ratio here:		$(V/C - 0.8) * 75$ (V/C<0.8=0; V/C>1.0=15)	0
<input type="checkbox"/>	All other projects (0 points)			0
Crash History (choose one of the following – 15 points maximum)				
<input type="checkbox"/>	Enter Crash Severity Score here:		If over 50, then Severity Score * 0.15, else 0	0
<input type="checkbox"/>	Enter Crash Density Score here:		If over 50, then Density Score * 0.10, else 0	0
<input type="checkbox"/>	All other projects (0 points)			0
Economic Development (choose one of the following – 10 points maximum)				
<input type="checkbox"/>	Project that provides direct access to an active industrial/business park development site OR proposed new employment location with more than 200 employees (10 points)			0
<input type="checkbox"/>	Project that provides direct access to an existing employment center (one or more employers in close proximity) with more than 200 employees (5 points)			0
<input type="checkbox"/>	All other projects (0 points)			0
Multimodal Elements (choose one of the following – 15 points maximum)				
<input type="checkbox"/>	Includes facilities/features for all 3 of the following: bicycles, pedestrians, and transit (15 points)			0

<input type="checkbox"/>	Includes facilities/features for 2 of the following: bicycles, pedestrians, and/or transit (10 points)	0
<input type="checkbox"/>	Includes facilities/features for 1 of the following: bicycles, pedestrians, or transit (5 points)	0
<input type="checkbox"/>	All other projects (0 points)	0
Consistency with Plan (choose one of the following – 30 points maximum)		
<input type="checkbox"/>	Project comes from an adopted CTP (30 points)	0
<input type="checkbox"/>	Project comes from a current draft of a CTP that is in development but not yet adopted (20 points)	0
<input type="checkbox"/>	Project comes from an adopted plan other than a CTP (such as a comprehensive plan, land use plan, capital improvement plan, or other locally-adopted document) – THIS ONLY APPLIES IN AREAS THAT DO NOT HAVE A CTP (10 points)	0
<input type="checkbox"/>	All other projects (0 points)	0
Section Subtotal		0
GRAND TOTAL (County Rank Score * 0.5 + Additional Quant/Qual Score * 0.5)		0

Lower Section To Be Completed After All Projects Are Scored:

Project's Grand Total Score Ranking within County: _____

Project's Grand Total Score Ranking within TARPO Overall: _____

SPOT Points Recommended for Assignment to this Project by TARPO staff: _____

Bicycle and Pedestrian Project Scoring Worksheet			
Project Name: XXXXX (SPOT ID: xxxx)			
COUNTY RANK SCORING (50% of total)			
Countywide Ranking (100 points maximum)			
Enter ranking here (enter "N/A" if unranked):		Refer to document for scoring scale	0
Section Subtotal			0
ADDITIONAL QUANTITATIVE & QUALITATIVE SCORING (50% of total)			
Safety/Crash Exposure (choose one of the following – 40 points maximum)			

<input type="checkbox"/>	Pedestrian project (sidewalks, crosswalks) on roadway with a reported pedestrian-related crash in last five years (40 points)			0
<input type="checkbox"/>	Project adds sidewalks on road that does not currently have any sidewalks	AADT:	AADT * 0.008 (sliding scale, max=40 pts for AADT over 5000)	0
<input type="checkbox"/>	Project adds sidewalks on road that currently only has sidewalk on one side	AADT:	AADT * 0.004 (sliding scale, max=40 pts for AADT over 10000)	0
<input type="checkbox"/>	Project adds crossing improvements on a road (crosswalks, ped signals, etc.)	AADT:	AADT * 0.004 (sliding scale, max=40 pts for AADT over 10000)	0
<input type="checkbox"/>	On-road bicycle project (bike lanes, wide outside lanes, paved shoulders, shared lane markings) on a roadway with a reported bicycle-related crash in the last five years (40 points)			0
<input type="checkbox"/>	Project adds on-road bicycle facility	AADT:	AADT * 0.002 (sliding scale, max=40 pts for AADT over 20000)	0
<input type="checkbox"/>	Off-road greenway that is accessible to pedestrians and/or bicyclists and is physically separated from a roadway (40 points)			0
<input type="checkbox"/>	Off-road greenway that is accessible to pedestrians and/or bicyclists and is located parallel to a roadway ("sidepath") (20 points)			0
Connectivity (choose one of the following – 20 points maximum)				
<input type="checkbox"/>	Projects that connect two previously disconnected (or inconveniently connected) sections of bicycle or pedestrian infrastructure (missing links) (20 points)			0
<input type="checkbox"/>	Projects that connect neighborhoods with schools and/or colleges (20 points)			0
<input type="checkbox"/>	Projects that are located in or provide a connection to a central business district, shopping center, park, hospital, or major employment center (10 points)			0
<input type="checkbox"/>	All other projects (0 points)			0
Plan Consistency (choose one of the following – 30 points maximum)				
<input type="checkbox"/>	Project is identified in an adopted bicycle or pedestrian plan, or in a CTP (30 points)			0
<input type="checkbox"/>	Project is identified in some other type of local plan or document (such as a capital improvement plan) (10 points)			0
<input type="checkbox"/>	All other projects (0 points)			0

Jurisdictional Collaboration (choose one of the following – 10 points maximum)		
<input type="checkbox"/>	Project involves funding participation from two or more local jurisdictions (10 points)	0
<input type="checkbox"/>	Project involves planning or administrative cooperation between two or more local jurisdictions (5 points)	0
<input type="checkbox"/>	All other projects (0 points)	0
Section Subtotal		0
GRAND TOTAL (County Rank Score * 0.5 + Additional Quant/Qual Score * 0.5)		0

Lower Section To Be Completed After All Projects Are Scored:

Project's Grand Total Score Ranking within County: _____

Project's Grand Total Score Ranking within TARPO Overall: _____

SPOT Points Recommended for Assignment to this Project by TARPO staff: _____

Transit Project Scoring Worksheet			
Project Name: XXXXX (SPOT ID: xxxx)			
COUNTY RANK SCORING (50% of total)			
Countywide Ranking (100 points maximum)			
Enter ranking here (enter "N/A" if unranked):		Refer to document for scoring scale	0
Section Subtotal			0
ADDITIONAL QUANTITATIVE SCORING (50% of total)			
For Expansion Vehicle Projects (100 points maximum)			
Benefit/Cost Score from NCDOT (x2) – 50 pts max			0
Vehicle Utilization Score from NCDOT (x2) – 10 pts max			0
System Safety Score from NCDOT (x2) – 10 pts max			0
Connectivity Score from NCDOT (x2) – 10 pts max			0
System Operational Efficiency Score from NCDOT (x2) – 20 pts max			0

For Facility Projects (100 points maximum)	
Age of Facility, Facility Demand, Park & Ride, Bus Shelter Score from NCDOT (x2) – 60 pts max	0
Benefit/Cost Score from NCDOT (x2) – 10 pts max	0
System Operational Efficiency Score from NCDOT (x2) – 10 pts max	0
Facility Capacity Score from NCDOT (x2) – 20 pts max	0
For Fixed Guideway Projects (100 points maximum)	
Mobility Score from NCDOT (x2) – 30 pts max	0
Cost Effectiveness Score from NCDOT (x2) – 30 pts max	0
Economic Development Score from NCDOT (x2) – 20 pts max	0
Congestion Relief Score from NCDOT (x2) – 20 pts max	0
Section Subtotal	0
GRAND TOTAL (County Rank Score * 0.5 + Additional Quantitative Score * 0.5)	0

Lower Section To Be Completed After All Projects Are Scored:

Project's Grand Total Score Ranking within County: _____

Project's Grand Total Score Ranking within TARPO Overall: _____

SPOT Points Recommended for Assignment to this Project by TARPO staff: _____

Aviation Project Scoring Worksheet			
Project Name: XXXXX (SPOT ID: xxxx)			
COUNTY RANK SCORING (50% of total)			
Countywide Ranking (100 points maximum)			
Enter ranking here (enter "N/A" if unranked):		Refer to document for scoring scale	0
Section Subtotal			0
ADDITIONAL QUANTITATIVE SCORING (50% of total)			
NCDOA Project Rating Score from NCDOT (x2) – 60 pts max			0
FAA Airport Capital Improvement Plan Score from NCDOT (x2) – 20 pts max			0
Local Investment Index Score from NCDOT (x2) – 10 pts max			0
Volume/Demand Index Score from NCDOT (x2) – 10 pts max			0
Section Subtotal			0
GRAND TOTAL (County Rank Score * 0.5 + Additional Quantitative Score * 0.5)			0

Lower Section To Be Completed After All Projects Are Scored:

Project's Grand Total Score Ranking within County: _____

Project's Grand Total Score Ranking within TARPO Overall: _____

SPOT Points Recommended for Assignment to this Project by TARPO staff: _____

Rail Project Scoring Worksheet			
Project Name: XXXXX (SPOT ID: xxxx)			
COUNTY RANK SCORING (50% of total)			
Countywide Ranking (100 points maximum)			
Enter ranking here (enter "N/A" if unranked):		Refer to document for scoring scale	0
Section Subtotal			0
ADDITIONAL QUANTITATIVE SCORING (50% of total)			
For Freight Track & Structure Projects (100 points maximum)			
Benefit/Cost Score from NCDOT (x2) – 20 pts max			0
Capacity/Congestion Score from NCDOT (x2) – 20 pts max			0
Safety Score from NCDOT (x2) – 20 pts max			0
Accessibility Score from NCDOT (x2) – 10 pts max			0
Connectivity Score from NCDOT (x2) – 10 pts max			0
Mobility Score from NCDOT (x2) – 20 pts max			0
For Passenger Track & Structure Projects (100 points maximum)			
Benefit/Cost Score from NCDOT (x2) – 20 pts max			0
Capacity/Congestion Score from NCDOT (x2) – 30 pts max			0
Safety Score from NCDOT (x2) – 20 pts max			0
Mobility Score from NCDOT (x2) – 30 pts max			0
For Freight Intermodal Facility, Intercity Passenger Service, and Station Projects (100 points maximum)			
Benefit/Cost Score from NCDOT (x2) – 20 pts max			0
Capacity/Congestion Score from NCDOT (x2) – 30 pts max			0
Connectivity Score from NCDOT (x2) – 20 pts max			0
Mobility Score from NCDOT (x2) – 30 pts max			0
Section Subtotal			0
GRAND TOTAL (County Rank Score * 0.5 + Additional Quantitative Score * 0.5)			0

Lower Section To Be Completed After All Projects Are Scored:

Project's Grand Total Score Ranking within County: _____

Project's Grand Total Score Ranking within TARPO Overall: _____

SPOT Points Recommended for Assignment to this Project by TARPO staff: _____

SPOT Point Assignment

Once all projects in each mode have been scored according to the qualitative and quantitative criteria for that mode, TARPO staff will develop a ranked list of projects within each county and within the region as a whole based on the outcome of the scoring. This ranked list of all projects in all modes will be used to develop the recommended point assignments that are presented to the public for comment and to the RTCC and RTAC for approval.

The recommendation will call for the three top-scoring projects within each county (regardless of mode) to be allocated 100 points each. Additionally, the two next-highest scoring projects within the region (regardless of county and mode) will also be allocated 100 points, to reach TARPO's total point allocation of 1400 points. In the event that a county does not have at least three projects, then additional projects will be selected from the top of the list of remaining projects in the other counties. This allows for geographic equity of projects in the region.

TARPO will be allowed to assign points differently within the "Regional Impact" and "District Needs" categories. Some projects will be eligible for both categories, while some will only be eligible in the "District Needs" category. An example of this process is shown below.

Example. The projects within the Example RPO were ranked as follows:

<u>Projects</u>	<u>County</u>	<u>Regional Eligible</u>	<u>Regional Points</u>	<u>Division Points</u>
Project 1 – 94.3 pts	County A	Yes	100	100
Project 2 – 92.7 pts	County A	Yes	100	100
Project 3 – 90.1 pts	County C	No		100
Project 4 – 90.0 pts	County B	No		100
Project 5 – 88.9 pts	County C	Yes	100	100
Project 6 – 88.5 pts	County A	Yes	100	100
Project 7 – 85.7 pts	County B	No		100
Project 8 – 85.7 pts	County D	Yes	100	100
Project 9 – 84.9 pts	County B	Yes	100	100
Project 10 – 78.2 pts	County B	No		100
Project 11 – 78.0 pts	County C	Yes	100	100
Project 12 – 77.9 pts	County D	No		100
Project 13 – 77.7 pts	County A	Yes	100	100
Project 14 – 76.9 pts	County A	No		
Project 15 – 75.0 pts	County C	Yes	100	

Project 16 – 72.1 pts	County C	No		
Project 17 – 70.7 pts	County A	Yes	100	
Project 18 – 67.8 pts	County A	Yes		
Project 19 – 67.5 pts	County D	Yes	100	100
Project 20 – 67.3 pts	County C	No		
Project 21 – 67.3 pts	County B	No		
Project 22 – 64.0 pts	County B	Yes	100	
Project 23 – 62.1 pts	County D	No		
Project 24 – 60.9 pts	County A	Yes		
Project 25 – 60.1 pts	County C	No		
Project 26 – 58.9 pts	County D	Yes	100	
Project 27 – 58.6 pts	County B	Yes	100	

In this example, for the Regional Impact category, projects 1, 2, 5, 6, 8, 9, 11, 15, 19, 22, 26, and 27 were selected as the three top-scoring eligible projects within their respective counties and projects 13 and 17 were selected as the two highest-scoring remaining projects. For the Division Needs category, projects 1, 2, 3, 4, 5, 6, 7, 8, 9, 11, 12, and 19 were selected as the three top-scoring eligible projects within their respective counties and projects 10 and 13 were selected as the two highest-scoring remaining projects.

These recommended point assignments will be presented to the RTCC and RTAC for their review and approval. The RTCC retains the discretion to make recommendations to the RTAC regarding changes to list. The RTAC has the final discretion regarding assignment of local points, and retains the flexibility to make changes to these point assignments if it is able to document a reason for doing so. These changes must be documented and made available as information to the public.

Public Participation in Project Scoring Process

As part of this project scoring process, TARPO will post the county-level priority lists, the results of the quantitative analysis, the recommended SPOT point assignments, and the final adopted SPOT point assignments at the following website: www.tarpo.org/topics/spot3.shtml. The public is invited to submit comments via the website, email, phone, or mail, as well as in person at RTCC and RTAC meetings at any point throughout the process. Additionally, a public hearing will be held at a time after the initial staff-recommended scoring is developed based on this adopted scoring policy, but before the RTCC and RTAC approve the assignment of points. Any comments provided by the public will be addressed by the RTCC and RTAC before the vote on the assignment of points and those discussions will be documented in the meeting minutes.

Proposed Schedule for Implementation of Policy in Prioritization 3.0

Counties Submit Consolidated Project Lists to TARPO – by November 27, 2013 (lists will be posted on TARPO website as they become available)

Adoption of this Revised Policy – December 19, 2013 (Public Hearing at beginning of RTAC meeting)

RTCC & RTAC Adoption of Project List to Submit to NCDOT – December 19, 2013 (draft list will be posted on TARPO website prior to meeting and final list will be posted following meeting; opportunity for public comment at the meeting)

TARPO Staff Submits New Projects to NCDOT – January/February 2014

NCDOT Provides Scoring Information to TARPO – end of April 2014 (this information will be posted on the TARPO website once available)

TARPO Staff Will Calculate Scores for Local Point Assignment and Post the Draft Point Assignments on the TARPO Website – May 2014

Public Hearing to Consider Local Point Assignment – May 2014

RTCC & RTAC Adoption of Local Point Assignments – June 19, 2014 (final point assignments will be posted on TARPO website following meeting)

NCDOT Releases Draft STIP – December 2014 (this information will be posted on the TARPO website once available)

Amendments to Policy

This policy may be amended by a majority vote of the members of the RTAC. Prior to adopting an amendment, the proposed amended policy should be made available for public comment and a public hearing should be announced. Following adoption of an amendment, a copy of the new policy should be provided to NCDOT to ensure compliance with SL 2012-84.

Adoption

A motion was made by _____ and seconded by _____ for the adoption of this policy, and upon being put to a vote it was duly adopted on December 19, 2013.

_____ George Erickson
Chair, Triangle Area RPO RTAC

_____ Matthew Day
Secretary, Triangle Area RPO RTAC

Previous Versions: December 6, 2012 (official)
November 4, 2013 draft
October 17, 2013 draft

Appendix A

HYPOTHETICAL COUNTY

TRANSPORTATION FUNDING PRIORITIES

NOVEMBER 2013

Requested Projects, ranked from highest priority (#1) to lowest (#20):

1. Highway Project - Widen NC 500 from Main Street to Market Street from 2 lanes to 4 lanes with median
2. Bike/Ped Project - Sidewalks on both sides of Church Street in Hometown from Court Street to Bank Street
3. Aviation Project – Extend runway at Hometown Municipal Airport from 5000 feet to 6000 feet
4. Bike/Ped Project - Extension of Riverside Greenway from County Park to Hometown High School
5. Highway Project - Provide paved shoulders on Turnpike Road from US 20 to County Park
6. Highway Project - Widen lanes on NC 340 from NC 500 to US 20 to 12-foot lanes
7. Highway Project - New interchange at US 20 and Hometown Road
8. Transit Project – Purchase 2 buses for new fixed route service by Hypothetical County Transit, connecting the courthouse in Hometown and the hospital in Sprawlton
9. Bike/Ped Project - Restripe existing pavement on 4th Street in Sprawlton to provide bike lanes
10. Highway Project - New route connecting High Road to Low Road, including new bridge over railroad tracks
11. Highway Project - Upgrade NC 500 and NC 340 intersection to superstreet
12. Highway Project - Median and access management improvements on Main Street in Sprawlton
13. Bike/Ped Project - Sidewalk on east side of NC 500 from NC 340 to Old NC 340, with crosswalk to provide access to Hometown High School
14. Highway Project - Extension of Fifth Street to connect to school complex
15. Highway Project - Widen and straighten Twining Road between 10th Street and 30th Street, including bicycle lanes
16. Transit Project – Construction of new bus maintenance facility for Hypothetical County Transit
17. Rail Project – Construction of grade separation at Main Street railroad crossing and closure of adjacent Church Street railroad crossing
18. Bike/Ped Project – H&S Greenway on abandoned rail corridor from Hometown to Sprawlton
19. Highway Project - Construct US 20 Bypass around Sprawlton
20. Aviation Project – Expand the terminal building at Hometown Municipal Airport

Projects Requested for Removal from Existing Project Lists:

- Highway Project – Widen US 20 through the Town of Sprawltown – this project is no longer on the CTP and is no longer desired by the community
- Highway Project – Widen Hilly Road to provide 12-foot lanes and 2-foot paved shoulders – this project has already been completed using a different source of funding

These priorities have been adopted by the Hypothetical County Board of Commissioners, the Hometown Town Council, and the Sprawltown Board of Aldermen.

[Alternative adoption text: These priorities have been approved by the Hypothetical County Transportation Board, which includes representatives appointed by Hypothetical County and the boards of each municipality within the county, and is charged with making recommendations on transportation policy in the county.]

Unifour RPO

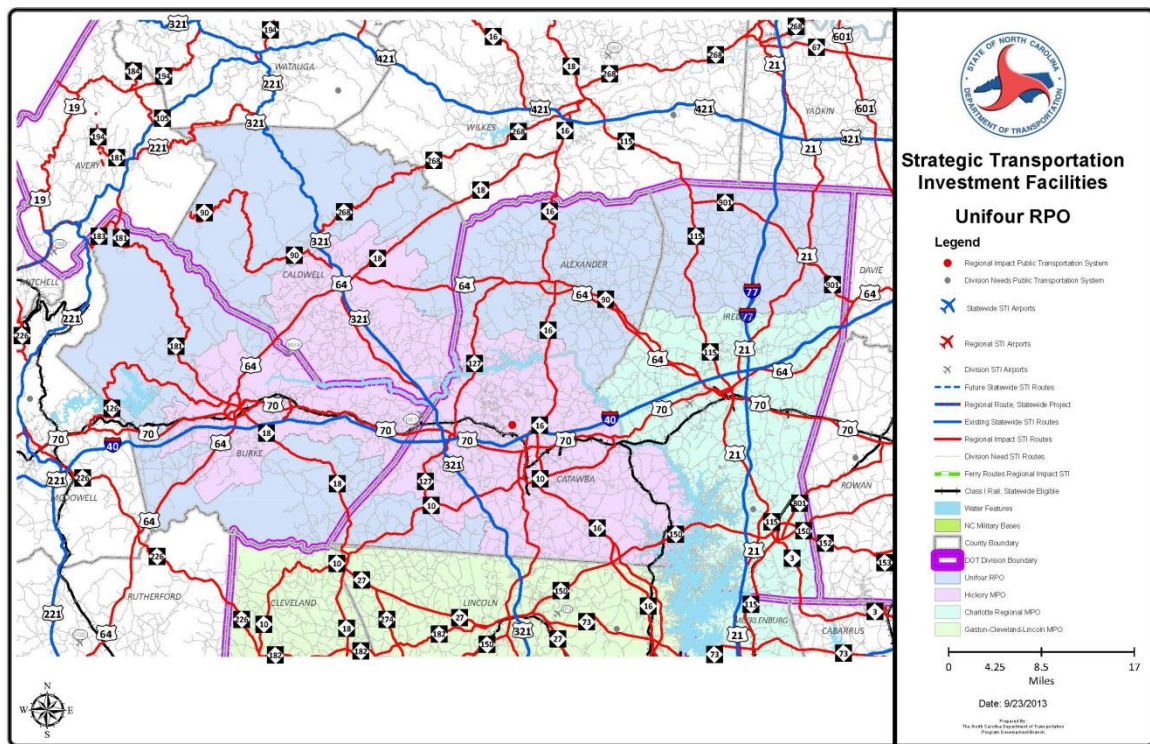
2014 STIP Project Solicitation and Ranking Process

Introduction

The NCDOT and North Carolina legislature have required that all metropolitan and rural planning organizations develop a project solicitation and ranking process to evaluate all eligible project categories (highway, non-motorized, public transportation, aviation, rail and ferry). This process has been approved by the NCDOT to ensure compliance with the legislative intent of the mandate.

Applicability

This process would apply to all projects ranked by the RPO in Alexander, Burke, Caldwell, Catawba, and Iredell counties that fall in the “regional” and “division” levels, as defined in the 2013 Strategic Highway Investments (STI) legislation and depicted in the maps below.



Schedule

Project Solicitation: The RPO solicited candidate projects from November 2013 to February 2014. The results of this process was presented to the TAC at its December 18, 2013 and January 22, 2014 meeting, where the TAC was able to review the list. The TAC endorsed a project list at its January 22, 2014 meeting for submittal to NCDOT.

Project Ranking: The TCC and TAC of the RPO will evaluate the full list of new and previously-evaluated projects for the five counties between May and July 2014, with local points assigned and submitted to the SPOT office by July 31, 2014.

Key Dates in the SPOT Process

- 08/15/2013 Report submitted to Joint Legislative Transportation Oversight Committee
- 09/10/2013 Presentation to Joint Legislative Transportation Oversight Committee
- 10/04/2013 Approval of STI
- 10/23/2013 Deadline for RPO/Division to modify existing P3.0 project
- 01/27/2014 P.3 Open for New Project Submittals
- 03/03/2014 Deadline for RPO/Division to enter new candidate projects
- 03/31/2014 NCDOT released preliminary highway project scores
- 04/30/2014 Deadline for approval of RPO Local Input Methodology
- 05/2014 NCDOT plans to release all project scores
- 07/31/2014 Deadline to assign Local Input Points

Ranking and Local Points Assignment and Public Input Process

The methodology for ranking projects includes the following steps:

6. Solicit new projects from RPO member governments.
7. Submit new projects to NCDOT via SPOT Online.
8. Assign points to projects according to local methodologies to create project rankings.
9. Submit project rankings to TACs for approval and open public comment period.
10. Final approval of the project list and point assignments by the TACs.

Project Solicitation: The RPO announced the 30-day project solicitation period to all member governments and interested persons. All submitted projects were presented to the TAC for their review at their December and January meetings, who used the input to determine which projects to submit for technical evaluation by the NCDOT's Strategic Prioritization Office for Transportation (SPOT), who develops the technical scores for candidate projects. The MPO and RPO were able to submit up to 20 new projects, with the ability to replace five previously submitted projects with new candidate projects.

Local Points Assignment: After every project has been scored using the methodology described in this document, MPO and RPO staff will develop a ranked list of projects within the RPO as a whole based on the outcome of the scoring. This ranked list will be used to develop the recommended point assignments that are presented to the public for comment and to the TCC and TAC for approval. The RPO receives 1,200 points each at the Regional Level and Division Level to allocate to projects for local prioritization. The maximum number of points any project can receive is 100.

The RPO will assign the maximum number of points to the top 12 projects in the Regional and Division levels based on rankings created through the processes described in this document. In the event that the RPO has points remaining that have not been distributed, up to 100 points per project will be given the MPO, as agreed by both organizations and communicated to the SPOT office.

Final Project Ranking: The MPO and RPO will present the recommended local-points assignments to the TCC at the May 2014 meeting. Upon the approval of the TACs, the MPO and RPO will release the recommended projects, point assignments, and the methodology used to assign the points for a 30-day public comment period. The 30-day period will also be advertised on the MPO/RPO website (<http://trans.wpcog.org>). The results of the public comment period will be presented to the TCC and TAC at their July 2014 meetings for their consideration. At that time the TACs will be asked to approve a project list and final point assignments at which time will be placed on the MPO/RPO website by August 2014.

All final project rankings, points assigned per project and any rationale/justification for point adjustments which deviate from this methodology will be available on the MPO/RPO website by August 2014.

Regional and Division Level eligible projects and Bicycle/Pedestrian projects are ranked based on the criteria listed in the tables 2, 3, and 4. While most Regional and Division Level criteria are self-explanatory, some do merit additional explanation.

Table 1: Regional and Division Level Project Criteria and Explanations

Criteria	Explanation	Data Source
Existing Congestion	Ratio of how much traffic is on a road versus the maximum traffic that can be on a road and provide an acceptable level of service.	NC Dept. of Transportation - SPOT Office
Proposed Congestion	Ratio of how much traffic is predicted on a road versus the maximum traffic that can be on a road and provide an acceptable level of service.	NC Dept. of Transportation - SPOT Office
Existing Safety	The safety score is a calculation based on the crash frequency and severity along sections of a particular roadway. The crashes are then normalized based on traffic volumes to establish rates. These rates are compared to statewide averages for similar facilities to determine how the road performs compared to its peers.	NC Dept. of Transportation - SPOT Office
Freight Volume	Average daily number of large freight movers (tractor trailers, etc.) on a road.	NC Dept. of Transportation - Transportation Planning Branch
Transportation Plan Consistency	A yes or no question to determine if the proposed project is found in an existing adopted transportation plan for the area.	GHMPO/URPO
Cost	Projects requiring less money to complete will scoring higher points.	NC Dept. of Transportation - SPOT Office
Multimodal Accommodations	Whether the project includes facilities such as sidewalks, bicycle lanes, etc., or a connection to these type facilities.	GHMPO/URPO
Supports Economic Development	A project will score higher if it is located close to a major employment center.	GHMPO/URPO
Supports Environmental Justice (EJ)	A project will receive points if it enters an area which a high concentration of poverty or has over half of the residents are minorities.	GHMPO/URPO
Lack of Capacity	Ratio of how much traffic is on a road versus the maximum traffic that can be on a road and provide an acceptable level of service.	NC Dept. of Transportation - SPOT Office
Project Feasibility	A project will receive points depending availability of right-of-way (ROW); environmental justice concerns, and impacts on the natural environment.	GHMPO/URPO

Ranking Processes

Table 2: Regional Level Projects

These projects would be evaluated by the criteria, weighting, and scoring as detailed in the table below. Only highway and multi-county public transportation capital projects would fall under this category.

Criteria and Maximum Points	0 points	5 points	10 points	15 points	20 points
Existing Congestion (20 max)	Volume to capacity less than 0.5	Volume to capacity btw 0.51 and 0.75	Volume to capacity btw 0.76 and 0.9	Volume to capacity btw 0.91 and 1.0	Volume to capacity over 1.0
Proposed Congestion (10 max)	Volume to capacity less than 0.5	Volume to capacity btw 0.51 and 0.75	Volume to capacity btw 0.76 and 0.9		
Existing Safety (20 max)	SPOT safety points less than 30	SPOT safety points btw 31-50	SPOT safety points btw 51-65	SPOT safety points btw 66-80	SPOT safety points over 80
Freight Volume (10 max)	Less than 500 trucks/equivalent per day	Btw 500-750 trucks/equivalent per day	More than 750 trucks/equivalent per day		
Transportation Plan Consistency (10 max)	Project is not in CTP or TP		Project in CTP or L RTP		
Cost (10 max)	Cost over \$50 million	Cost btw \$25-49 million	Cost less than \$25 million		
Multimodal Accommodations (5 max)	Project does not include bike/ped/transit facilities	Project includes bike/ped/transit facilities			
Supports Economic Development (10 max)		Intersects TAZ that includes 250 or more employees	Intersects TAZ that includes 500 or more employees		
Supports Environmental Justice (EJ) (5 max)		Intersects TAZ with poverty level of 20% or higher or minority concentration of 50% or higher			

Table 3: Division Level Projects

All highway projects on SR roads and other modes (public trans., rail and airport) would be evaluated through the process detailed below.

Division Level Projects					
Criteria and Maximum Points	0 points	5 points	10 points	15 points	20 points
Existing Lack of Capacity (20 max)	Volume to capacity less than 0.5 (roads and rail), existing facilities available (other modes)		Volume to capacity btw 0.51 and 0.75 (roads and rail), intermittent or incomplete facilities/transit available (other modes)		Volume to capacity over 0.75 (roads and rail), no facilities/transit available (other modes)
Proposed Congestion (10 max)	Volume to capacity less than 0.5 (roads and rail), existing facilities available (other modes)		Volume to capacity btw 0.51 and 0.75 (roads and rail), intermittent or incomplete facilities/transit available (other modes)		
Existing Safety (20 max)	SPOT safety points less than 30	SPOT safety points btw 31-50	SPOT safety points btw 51-65	SPOT safety points btw 66-80	SPOT safety points over 80
Total Cost (10 max)	Cost over \$10 million	Cost \$5-10 million	Cost less than \$5 million		
Plan Consistency (10 max)	Project is not in an adopted land use, transportation, transit or other plan		Project is in an adopted land use, transportation, transit or other plan		
Project Feasibility (10 max)	ROW concerns 0-50%	Moderate ROW concerns 50%+ <100%	No ROW concerns 100%		
Multimodal Accommodations (5 max)	Project does not include bike/ped/transit facilities	Project includes bike/ped/transit facilities			
Supports Economic Development (10 max)		Intersects any TAZ that includes 100 or more employees	Intersects any TAZ that includes 250 or more employees		
Supports Environmental Justice (EJ) (5 max)		Intersects TAZ with poverty level of 20% or higher or minority concentration of 50% or higher			

Table 4: Bicycle and Pedestrian Projects All bicycle, pedestrian, and greenway projects would be evaluated through the through the process detailed below.

Bicycle and Pedestrian Projects				
Criteria and Maximum Points	0 points	5 points	10 points	15 points
New Project (10 Max)	All other projects.	Project adds sidewalk/bike lane on a road that currently only has a sidewalk/bike lane on one side.	Project adds sidewalk/bike lane on a road that does not currently have any sidewalks/bike lanes.	
		Any other off-road greenway that is accessible to pedestrians and/or bicyclists.	Off-road greenway that is accessible to pedestrians and/or bicyclists and is close proximity (≤ 500 ft.) to a roadway.	
Crash Exposure (15 max)	All other projects.	AADT $\leq 2,000$ (sidewalks)	AADT = $2,001 \leq 4,999$ (sidewalks)	AADT = $5,000 \leq 10,000$ (sidewalks)
		AADT = $5,000 \leq 10,000$ (bicycle facilities)	AADT = $2,001 \leq 4,999$ (bicycle facilities)	AADT $\leq 2,000$ (bicycle facilities)
Safety (10 max)	All other projects.	Roadway speed limit 40 and under.	Roadway speed limit 45 mph and over.	
Economic Development (10 max)	All other projects.	Project located 1 mile from major employment center (100 + employees).	Project located 1/2 mile from major employment center (100 + employees).	
Connectivity (15 max)	All other projects.	Projects that connect neighborhoods with schools and/or colleges.	Projects that are located in or provide a connection to a central business district, shopping center, park, hospital, or major employment center (100 + employees).	Projects that connect two previously disconnected (or inconveniently connected) sections of bicycle or pedestrian infrastructure (missing links).
Total Cost (10 max)	\$500,000 +	\$250,001 \leq \$500,000	\$100,000 \leq \$250,000	
ROW Acquisition (10 max)	50% or less	51% - 75%	76% - 100%	
Proximity to School (10 max)	All other projects.	1 mile from a school.	½ mile from a school.	
Jurisdictional Collaboration (5 max)	All other projects.	Project funding and/or planning cooperation between two jurisdictions.		
Environmental Justice (5 max)	All other projects.	Intersects TAZ with poverty level of 20%+ or minority concentration of 50%+.		

Upper Coastal Plain RPO

RANKING METHODOLOGY – (2/14/14 Revisions)

STI Prioritization 3.0 Background

Former Governor Bev Perdue set the direction for NCDOT's current Transportation Reform initiative with Executive Order No. 2 in 2009. This order mandates a professional approval process for project selection. NCDOT created the Strategic Prioritization Process in response. The newly elected Governor McCrory and the North Carolina Department of Transportation continue to support this prioritization process and are committed to improving the quality of life for citizens in North Carolina through transportation. Together, we want to find more efficient ways to better connect all North Carolinians to jobs, health care, education and recreational experiences. The Strategic Transportation Investments Bill (HB817), which was signed into law on June 26, 2013, will help make that possible by better leveraging existing funds to enhance the state's infrastructure. The Strategic Transportation Investments (STI) - also called the Strategic Mobility Formula - is a new way to fund and prioritize transportation projects to ensure they provide the maximum benefit to our state. It allows NCDOT to use its existing revenues more efficiently to fund more investments that improve North Carolina's transportation infrastructure, create jobs and help boost the economy.

The formula breaks down the Upper Coastal Plain Rural Organizations (UCPRPO) transportation projects into three categories: Statewide, Regional, and Division level. The Statewide Level will receive 40% of the available revenue and the selection process will be 100% data-driven, meaning NCDOT will base its decisions on hard facts such as crash statistics and traffic volumes. The Regional Level will receive 30% of the available revenue and the selection process will be 70% data-driven with 15% scoring coming from NCDOT Division 4 and 15% ranking or scoring from the UCPRPO. The Division Level will also receive 30% of the available revenue and the selection process will be 50% data-driven with the Division 4 having a 25% ranking input and the UCPRPO having the remaining 25% ranking input.

STI Selection Formula		
Statewide Projects	Regional Projects	Division Projects
100% Data-Driven	70% Data-Driven	50% Data-Driven
	15% Division 4 Input	25% Division 4 Input
	15% UCPRPO Input	25% UCPRPO Input

All modes of capital transportation projects must compete for funding including highways, transit, aviation, rail, and bike/pedestrian. You may view more information on the Strategic Transportation Investments (STI) at <http://www.ncdot.gov/strategictransportationinvestments/default.html>.

According to the law below, this document will describe how the Upper Coastal Plain Rural Planning Organization will score or rank its applicable projects.

Session Law 2012-84 amended Section 2 of the General Statutes 136-18 Prioritization Process

"The Department shall develop and utilize a process for selection of transportation projects that is based on professional standards in order to most efficiently use limited resources to benefit all citizens of the State. The strategic prioritization process should be a systematic, data-driven process that includes a

combination of quantitative data, qualitative input, and multimodal characteristics, and should include local input.

The Department shall develop a process for standardizing or approving local methodology used in Metropolitan Planning Organization and Rural Transportation Planning Organization prioritization.”S.L. 2012-84

UCPRO Methodology and Ranking with Public Input

- This document describes the methodology and ranking process the UCRPO will use to provide its local input in the Strategic Transportation Investments Act prioritization process.
- This methodology must be approved by the North Carolina Department of Transportation to ensure it meets legislation requirements.
- The methodology will tentatively be approved by the TAC in its March, 2014 meeting. Upon approval there will be a 30 day public comment period where the methodology will be published on the UCRPO website www.ucprpo.org. After the 30 day public comment period there will be a public hearing/meeting prior to the TAC meeting in May, 2014. All public comment will be documented by the RPO staff and considered by the TAC prior to its final approval by the TAC at this meeting.
- The UCRPO is assigned 1,400 points based upon population. The UCRPO TAC will preliminarily rank transportation projects by allocating its allotted 1400 points to projects at its May, 2014 meeting. Once the points have been allocated, the preliminary point allocation will be published to the www.ucprpo.org website for public review and comment for a 30 day period. Prior to the TAC July, 2014 meeting there will be another public meeting/hearing to provide the public an opportunity to submit their comments. After all public input is received the TAC will be asked to approve the final project points allocation.

UCRPO POINT ALLOCATION METHODOLOGY

As part of the ranking process the UCRPO will have 1400 points to allocate to its Regional Level projects and 1400 points to its Division Level projects. These points have been assigned to the RPO based on population with each MPO and RPO receiving a minimum of 1000 points and a maximum of 2500 points. The UCRPO will allocate its points based upon transportation mode as follows:

**UCRPO POINT ALLOCATION
REGIONAL PROJECTS**

MODE	POINTS ALLOCATED
Highway	1200 Points (12 Projects)
Transit	100 Points (1 Project)
Aviation	No Projects Applicable
Rail	100 Points (1 Project)
Bike/Pedestrian	No Projects Applicable

**UCRPO POINT ALLOCATION
DIVISION PROJECTS**

MODE	POINTS ALLOCATED
Highway	700 Point (7 Projects)
Transit	300 Points (3 Projects)
Aviation	200 Points (2 Projects)
Rail	100 Points (1 Project)
Bike/Pedestrian	100 Points (1 Project)

Note: All projects receiving points will receive the maximum 100 points allowed per project. The UCRPO will

allocate points based upon prioritizing all projects based upon transportation mode and weighted criterion as follows:

Upper Coastal Plain Rural Planning Organization Highway Ranking Criteria – Region and Division	
Quantitative Criteria	NCDOT Data-Driven Scores = 20% The data-driven scores provided by NCDOT will be weighted at 10%. http://www.ncdot.gov/strategictransportationinvestments/
Qualitative Criteria (This is measured by a numerical exercise described in Section Qualitative Criteria Measurement)	Public Comments and Input = 40% The TAC will consider all public input and comments provided to them during open meetings. If no one from the public comments the TCC and TAC will be considered the only public comments received. TAC members will base their rankings upon facts that the projects have been discussed repeatedly within the community and are in the interest of the community. This ranking will be measured by a ranking ballot as presented in the section “Qualitative Public Comment Criteria Measurement”. Each TAC member’s prioritization ballot will be available for public view at www.ucprpo.org . Viability of the Project = 40% A viable project is one that is capable of providing growth and development for the local and regional community and has been adopted within the local Comprehensive Transportation Plan (CTP). A project is also viable if it provides connectivity and provides a benefit to multiple communities. For example the project will score higher if it provides connectivity to more than one County or Municipality providing access to more businesses and communities. Project Viability will be measured as follows: Project is in Comprehensive Transportation Plan (CTP) Maximum of 50 Points: If project is in CTP = 50 Points If project is not in CTP = 0 Points Project provides Connectivity - Maximum Points 25 Points: Regional (Multiple Counties) = 25 points County (Multiple Local Governments within one County) = 20 points Local (One Local Government) = 15 points
Upper Coastal Plain Rural Planning Organization Transit Ranking Criteria - Division	
Quantitative Criteria	NCDOT Data-Driven Scores = 30% The data-driven scores provided by NCDOT will be weighted at 30%. http://www.ncdot.gov/strategictransportationinvestments/
Qualitative	Transit Expansion = 30%

Criteria (This is measured by a numerical exercise described in Section Qualitative Criteria Measurement)	<p>This criterion will be applied to transit projects that increase service to citizens versus projects which do not.</p> <p>Transit Expansion (Service Expansion) Maximum 10 Points: Project Expands Services = 10 Points Project Does Not Expand Service = 0 Points</p> <p>Public Comments and Input = 40% The TAC will consider all public input and comments provided to them during open meetings provided by both the public and RPO Transit Agencies. If no one from the public comments the TCC and TAC will be considered the only public comments received. TAC members will base their rankings upon facts that the projects have been discussed repeatedly within the community and are in the interest of the community. This ranking will be measured by a ranking ballot as presented in the section “Qualitative Public Comment Criteria Measurement”. Each TAC member’s prioritization ballot will be available for public view at www.ucprpo.org for public review.</p>
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	Upper Coastal Plain Rural Planning Organization Aviation Ranking Criteria – Division
Quantitative Criteria	<p>NCDOT Data-Driven Scores = 20% The data-driven scores provided by NCDOT will be weighted at 10%. http://www.ncdot.gov/strategictransportationinvestments/.</p>
Qualitative Criteria (This is measured by a numerical exercise described in Section Qualitative Criteria Measurement)	<p>Aviation Operational Improvements = 40% This criterion will be applied to aviation projects that improve operational improvements that make the airport safer and/or increases capacity or addresses deficiencies in the facility.</p> <p>Aviation Operational Improvements Maximum 10 Points: Project provides Operational Improvements =10 Points Project Does Not Provide Operational Improvements = 0 Points</p> <p>Public Comments and Input and Community Benefit = 40% The TAC will consider all public input and comments provided to them during open meetings provided by both the public and RPO Aviation Agencies. If no one from the public comments the TCC and TAC will be considered the only public comments received. TAC members will base their rankings upon facts that the projects have been discussed repeatedly within the community and are in the interest of the community. This</p>

	<p>ranking will be measured by a ranking ballot as presented in the section “Qualitative Public Comment Criteria Measurement”. Each TAC member’s prioritization ballot will be available for public view at www.ucprpo.org for public.</p>
	<p>Upper Coastal Plain Rural Planning Organization Bike/Pedestrian Ranking Criteria - Division</p>
<p>Quantitative Criteria</p>	<p>NCDOT Data-Driven Scores = 50% The data-driven scores provided by NCDOT will be weighted at 10%. http://www.ncdot.gov/strategictransportationinvestments/.</p>
<p>Qualitative Criteria (This is measured by a numerical exercise described in Section Qualitative Criteria Measurement)</p>	<p>Connectivity – Gaps and Connectivity = 20% This criterion will be applied to Bike/Pedestrian projects that provide connection or alleviates gaps in connecting principle points such as churches, employment center, shopping, and or schools... etc.</p> <p>Aviation Operational Improvements Maximum 10 Points: Project provides Connectivity and/or Fills Gaps = 10 Points Project Does Not provide Connectivity and/or Fills Gaps = 0 Points</p> <p>Public Comments and Input = 30% The TAC will consider all public input and comments provided to them during open meetings provided by the Public. If no one from the public comments the TCC and TAC will be considered the only public comments received. TAC members will base their rankings upon facts that the projects have been discussed repeatedly within the community and are in the interest of the community. This ranking will be measured by a ranking ballot as presented in the section “Qualitative Public Comment Criteria Measurement”. Each TAC member’s prioritization ballot will be available for public view at www.ucprpo.org for public review.</p>

	Upper Coastal Plain Rural Planning Organization Rail Ranking Criteria – Region and Division
Quantitative Criteria	<p>NCDOT Data-Driven Scores = 50% The data-driven scores provided by NCDOT will be weighted at 10%. http://www.ncdot.gov/strategictransportationinvestments/.</p>
Qualitative Criteria (This is measured by a numerical exercise described in Section Qualitative Criteria Measurement)	<p>Railroad Company/NCDOT Rail Division Support = 30% This criterion will be applied to Rail projects that have the support of the Railroad Company and/or the NCDOT Rail Division</p> <p>Railroad Company/NCDOT Rail Division Support Maximum 10 Points: Project has = 10 Points Project Does have support = 0 Points</p> <p>Public Comments and Input = 20% The TAC will consider all public input and comments provided to them during open meetings provided by the Public. If no one from the public comments the TCC and TAC will be considered the only public comments received. TAC members will base their rankings upon facts that the projects have been discussed repeatedly within the community and are in the interest of the community. This ranking will be measured by a ranking ballot as presented in the section “Qualitative Public Comment Criteria Measurement”. Each TAC member’s prioritization ballot will be available for public view at www.ucprpo.org for public review.</p>

UCPRPO Prioritization Process Schedule: FY 2013-2014

- **November 2013:**
 - a. Projects - Submission of new Transportation Projects to the TCC and TAC Committee meetings. After submittal, all projects will be posted to the UCPRPO web site <http://ucprpo.org/Projects/SPOTProjects.html> for Public Review.
 - b. Methodology - The UCPRPO will develop a SPOT project ranking methodology for preliminary approval by the TAC at its March, 2014 meeting.
- **January-February 2014:**
 - a. Projects - Submission of projects will be submitted through NCDOT SPOT ONline between January 21, 2014 and February 21, 2014.
 - b. Methodology - The TCC/TAC Committees will present the proposed UCPRPO Ranking Criteria Methodology for public review at the TAC's March, 2014 meeting. The proposed methodology will be posted on the UCPRPO website to provide a 30 day public review period.
- **March 2014:**

Methodology - At the TAC meeting a public hearing will be held to consider any public comments on the proposed UCPRPO SPOT 3.0 Prioritization Ranking Criteria Methodology. After considering all public comment the TCC/TAC will then approve the final SPOT 3.0 Prioritization Ranking Criteria Methodology and submit to NCDOT for approval by May 1, 2014 deadline. SPOT Quantitative scores will be posted on the UCPRPO website (www.ucprpo.org) once received from NCDOT for public review.
- **May 2014:**

Projects - At the TAC meeting a public hearing will be held to consider any public comments on projects to be scored by the UCPRPO. After the public hearing and receiving/reviewing the SPOT 3.0 scores for the projects, all projects will be scored utilizing the adopted Ranking Methodology and the preliminary results of the scores will be posted on the UCRPO website for a 30 day public review period.
- **July 2014:**

Projects - At the TCC/TAC meetings a public hearing will be held to consider any public comments on the proposed UCPRPO SPOT 3.0 Scoring. The TCC/TAC will then take into consideration any public comments and approve the projects scores for submittal to NCDOT by the July 31, 2014 deadline.

Qualitative Public Comment Criteria Measurement:

TAC members will hear from the UCPRPO Community at each of the public hearing/meetings. TAC members will also confer with TCC members and the local non-highway mode agencies to solicit their input into prioritizing projects based upon all required criterion. **TAC members will be strongly encouraged to prioritize and rank individual projects based upon a review of quantitative score, viability score, and input from the public, non-highway agencies, and TCC members.**

Along with input from the UCPRPO Community, members will be able to view the data-driven scores provided by NCDOT during this process. It will be the TAC members' responsibility to prioritize projects based upon each required criterion for each mode of transportation. TAC members will base their rankings upon facts that the projects have been discussed repeatedly within the community and are in the interest of the community. Each TAC member will use their judgment in ranking all projects with 1 being the highest priority (see sample Prioritization Ballot below). Once all TAC members have prioritized the projects the results will be posted to www.ucprpo.org for a 30 day public review and comment period. Prior to finalizing the project rankings, a public hearing/meeting will be held to allow for a final opportunity for the public to provide their input and comments. After which the vote or prioritization ranking by the TAC members will be final. Once the ballots have been completed the methodology explained on page 8 "Methodology for Evaluating and Weighting Criterion" will be used to compute the final project rankings and point allocation.

UCPRPO SAMPLE PROJECT PRIORITIZATION BALLOT - Highway Project Criteria "Public Comments and Input"						
SPOTID	Old SPOTID (P1.0)	Route	Description	Quantatative Score	Viability Score	Project Priority (1 for top priority)
75	43572	US 301	NC 96 to SR 1007 (Brogden Road). Widen to Multi-Lanes.	18.31	75	2
20	45170	SR 1927 - Pine Level Selma Rd	Widen from Forest Hills to US 264	16.94	25	9
893	45177	NC 42 - Tarboro St SW	Widen from NC 58 to US 264 Alt in Wilson Co.	16.11	20	4
889	45164	SR 1327 - London Church Rd	Widen from Herring Avenue to Lake Wilson Road	15.83	65	5
262	45852	SR 1902 (Glen Laurel Road)	US 70 to SR 1003 (Buffaloe Road). Widen to Multi-Lanes. Section B: East of SR 1902 (Glen Laurel Road) to SR 1003 (Buffaloe Road).	15.37	15	6
874	45095	Buffalo Rd	Widen to three (3) lanes from US 70 to SR 1934 (Old Beulah Road) in Johnston Co.	8.52	25	3
420	43578	Wilson Northern Loop	NC 58 (Nash Street) to US 301 Interchange at SR 1436 (Rosebud Church Road). Multi-Lanes on New Location.	6.67	70	8
1277		Princeville Interchange	Construct US 64 Westbound Off-Ramp at US 258	6.15	50	7
891	45168	E Anderson St	Widen to three (3) lanes from I-95 to Webb Street in Johnston County	5.99	65	1

Methodology for Evaluating and Weighting Criterion:

To weight each criterion, a Z-Score will be computed for each specific criterion. This will provide a defined final qualitative measurement/score or metrics for evaluating the criteria for all projects based upon data driven scores and local input provided by TAC Members. **This method will be applied to all modes of transportation based upon criterion described pages 3 thru 7.**

Sample Ballot Results - Public Comments Criterion Evaluation						TOTALS		
SPOTID	TAC Member 1	TAC Member 2	TAC Member 3	TAC Member 4	TAC Member 5			
417	2	9	3	9	2	25		
892	9	2	9	3	9	32		
893	4	5	4	6	6	25		
889	5	7	5	4	5	26		
262	6	3	6	5	4	24		
874	3	4	2	2	3	14		
420	8	8	7	7	7	37		
1277	7	6	8	8	8	37		
891	1	1	1	1	1	5		
	45	45	45	45	45	225		
Project Viability Criterion Evaluation Metrics								
SPOTID	Project in CTP Y/N	Project Connectivity	TOTALS					
417	50	25	75					
892	0	25	25					
893	0	20	20					
889	50	15	65					
262	0	15	15					
874	0	25	25					
420	50	20	70					
1277	50	0	50					
891	50	20	70					
	250	165	415					
Sample Evaluation Results for Regional Highway Projects								
SPOTID	Data Driven - Quantitative Score - 20%	Qualitative Score - Public Comments - 40%	Viability Score of Project - 40%	Data Driven Z-Score*	Public Comments Z-Score*	Project Viability Z- Score*	Total Score (Data* X .10) + (Public Comment* X .50) + (Viability* X .40)	UCPRPO Points Given
417	-18.31	25	-75	-1.170155049	7.133560014	-12.03814897	-2.195866591	100
892	-16.94	32	-25	-0.906203509	8.475579642	-2.452294477	2.228073364	
893	-16.11	25	-20	-0.747716742	7.133560014	-1.493709028	2.106397046	
889	-15.83	26	-65	-0.693610345	7.325277103	-10.12097807	-1.257002455	100
262	-15.37	24	-15	-0.606643738	6.941842924	-0.535123579	2.44135899	
874	-8.52	24	-25	0.707799403	6.941842924	-2.452294477	1.937379259	
420	-6.67	37	-70	1.061325717	9.434165091	-11.07956352	-0.445894227	100
1277	-6.15	37	-50	1.162531252	9.434165091	-7.245221722	1.108083598	
891	-5.99	5	-70	1.192673012	3.299218217	-11.07956352	-2.873603518	100
Mean	-12.21	26.11	-46.11					
Standard Deviation	5.22	9.55	24.72					
Note: For the Regional Highway category the lowest 12 z-scoring projects receive the highest prioritization and receive 100 points each. This example highlights the 4 priority projects based on receiving the lowest z-scores as an example only.								

The Formula for computing the Z-Scores is:

$$Z = \frac{X - M}{SD}$$

Z= Z-Score; X=Raw Score; M=Mean; SD=Standard Deviation

The Z-Scores will then be weighted based upon the criterion weights required. Note that in the event of a tie between projects the project with the highest data-driven score will prevail. Once the scores have been tabulated they will be published on the UCPRPO website (www.ucprpo.org) for public review.

Point Allocation:

Once scores have been computed for each project, the projects with the lowest Z-Scores will be used to determine which projects receive the 100 point allocation for each mode. The maximum number of points any project can receive is 100. All projects receiving points will receive the highest maximum points of 100. Points for each transportation mode will be allocated for the Region and Division categories as follows:

Region Level Projects

- Highway – The top 12 Z-Scoring highway projects will receive 100 points each.
- Transit – The top single Z-Scoring transit project will receive 100 points.
- Rail – The top single Z-Scoring rail project will receive 100 points.

Division Level Projects

- Highway – The top 7 highway Z-Scoring projects will receive 100 points each.
- Transit – The top 3 Z-Scoring transit projects will receive 100 points each.
- Aviation – The top 2 Z-Scoring aviation projects will receive 100 points each.
- Rail – The top 1 Z-Scoring rail project will receive 100 points.
- Bike/Pedestrian – The top 1 bike/pedestrian Z-Scoring project will receive 100 points.

Note: Any points not allocated in non-highway modes will transfer to the next highest Z-Scoring project with the consensus of the TAC Members on which transportation mode to apply the points. For example if there are no rail projects competing within the Division Level the TAC will vote on which transportation mode the points should be allocated. The next top Z-Scoring project within the elected mode will receive the points.

The preliminary allotted point's allocation will be posted to the UCPRPO website (www.ucprpo.org) for public review and comment during the 30 day comment period prior to being finalized.

Final Point Allocation:

Once the public comment period ends the UCPRPO will hold a public hearing/meeting in July, 2014 to hear final public input. Afterwards the TAC will be asked to approve the final point allocation. All public comments received and all final point assignments and any justification/rationale for point assignment which deviates from this local Methodology will be placed on the UCPRPO website (www.ucprpo.org).