

Albemarle Rural Planning Organization



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 Online
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 August 29, 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 August 29, 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. **Once projects are scored, based on the methodology above, the 13 top scoring projects will each receive 100 local input points to reach the total 1300 local input points assigned to the ARPO for Prioritization 3.0.** 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. **Once projects are scored, based on the methodology above, the 13 top scoring projects will each receive 100 local input points to reach the total 1300 local input points assigned to the ARPO for Prioritization 3.0** 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 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?			