

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

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| ● 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

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| ● 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>					