

Northwest Piedmont
Rural Planning Organization

Prioritization 3.0 Policy



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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 for Review	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 10, 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 Online 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 style="text-align: center;"><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 style="text-align: center;"><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 style="text-align: center;">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 style="text-align: center;"><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>
	<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</p>
	<p>Safety = 10% Evaluation of the number, severity, and frequency of crashes along the roadway</p>
	<p>Multimodal [& Freight + Military] = 20% Measure of existing congestion along key military and truck routes, and routes that provide connections to transportation terminals</p>
Regional Impact	<p>[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</p>
	<p>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.)</p>
	<p>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</p>
	<p>Safety = 10% Evaluation of the number, severity, and frequency of crashes along the roadway</p>
Division Needs	<p>[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</p>
	<p>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)</p>
	<p>Safety = 10% Evaluation of the number, severity, and frequency of crashes along the roadway</p>

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	<p>Safety = 15% Projects or improvements where bicycle or pedestrian accommodations are non-existent or inadequate for safety of users</p>
	<p>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</p>
	<p>Density = 10% Areas with significant residential or employment density</p>
	<p>Constructability = 5% Readiness of project to be administered and maintained by the local government</p>
	<p>Benefit-Cost = 10% Ratio of calculated user benefit divided by NCDOT project cost</p>

NCDOT Aviation Data Driven Criteria Summary

Funding Category	Quantitative Data
Division Needs	<p>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.</p>
	<p>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).</p>
	<p>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.</p>
	<p>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.</p>

NCDOT Rail Data Driven Criteria Summary

Project Type	Quantitative Data					
	Criteria	Statewide	Regional		Division	
			Freight	Pax	Freight	Pax
Track & Structure Projects	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 RPO website.

<i>Table 1: Highway - Regional Level Projects</i>				
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, feasibility study, or other locally adopted plan	Project is listed in STIP, CTP, feasibility study, 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.			

Table 2: Highway - Division Level Projects

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, feasibility study, or other locally adopted plan		Project is listed in STIP, CTP, feasibility study, 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, feasibility study, or other eligible locally adopted plan			Project is listed in STIP, CTP, feasibility study, 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.			

Table 4: Aviation Projects – Division Level

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

The RPO will release the draft prioritization policy for public comment when conditional authorization is granted by NCDOT. The public comment period will be announced in accordance with public input processes described in the *Public Participation Plan*. Public input will be collected until the TAC meeting on April 16th, 2014. All public comments will be documented and reasonable edits to the methodology may be made prior to final approval by the TAC. The adopted NWPRPO methodology will then be sent to the Strategic Prioritization Office of Transportation for final approval.

Appendix A: Northwest Piedmont RPO P3.0 Project Submittal List

Highway Projects – Regional Level New Submittals and Existing SPOT Projects					
SPOT ID	Route	First County	From	To	Specific Improvement Type
H140443	I-40	Davie	US 601	NC 801	Widen Existing Roadway
H090838	US-601	Davie	Blaise Church Rd.	Cana Rd.	Widen Existing Roadway
H090856	US-158	Davie	Farmington Road	Milling Road	Widen Existing Roadway
H090241-A*	US-64	Davie	US 64 from US 601 S of Mocksville	Davidson County Line	Widen Existing Roadway
H142225	US-601	Davie	Salisbury Street		Improve Intersection
H090211	New Route - Mocksville Bypass	Davie	US 64 East of Mocksville	US 601 West of Mocksville	Construct Roadway on New Location
H090656	NC-65	Stokes	NC 8	US 311 in Walnut Cove	Modernize Roadway
H141289	US-311	Stokes	NC 65		Improve Intersection
H090861	US-311	Stokes	NC 65	NC 89	Widen Existing Roadway
H090254	NC-8	Stokes	NC 89 N of Walnut Cove	Virginia State Line	Modernize Roadway
H111142	NC-8	Stokes	Piney Grove Church Rd.	Virginia State Line	Modernize Roadway
H141733	NC-704	Stokes	NC 8	Rockingham Co. Line	Modernize Roadway
H141629	US-601	Surry	US 52	Forrest Drive	Access Management
H090843	US-601	Surry	I-74	Cody Trail	Widen Existing Roadway
H090923	NC-89	Surry	SR 1420	NC 18	Modernize Roadway
H090022	I-74 , US-52	Surry	NC 65 in Winston-Salem	I-74 in Surry County	Upgrade Freeway to Interstate Standards
H090234	NC-268	Surry	East of Veneer St. in Elkin	Shoals Rd. in Pilot Mtn.	Modernize Roadway
H090246	NC-268	Surry	Key Street	Shoals Road	Widen Existing Roadway
H111152	NC-89	Surry	Landmark Court	Round Peak Church Rd.	Widen Existing Roadway
H090180	NC-268	Surry	South Key Street	Old US 52	Construct Roadway on New Location
H142039	US-601 State Street	Yadkin	US 421	Lee Avenue	Access Management
H141643	US-601	Yadkin	US 421	Hoots Road	Widen Existing Roadway
H090862	US-21	Yadkin	I-77	Iredell County Line	Modernize Roadway
H090860	US-601	Yadkin	Country Club Rd.	Surry County Line	Modernize Roadway

Highway Projects – Division Level
New Submittals and Existing SPOT Projects

SPOT ID	Route	First County	From	To	Specific Improvement Type
H090838	US-601	Davie	Blaise Church Rd.	Cana Rd.	Widen Existing Roadway
H142225	US-601	Davie	Salisbury Street		Improve Intersection
H140443	I-40	Davie	US 601	NC 801	Widen Existing Roadway
H090856	US-158	Davie	Farmington Road	Milling Road	Widen Existing Roadway
H090241-A*	US-64	Davie	US 64 from US 601 S of Mocksville	Davidson County Line	Widen Existing Roadway
H090211	- New Route - Mocksville Bypass	Davie	US 64 East of Mocksville	US 601 West of Mocksville	Construct Roadway on New Location
H090863	SR-1801 Deadmon Road	Davie	US 601	NC 801	Modernize Roadway
H141289	US-311	Stokes	NC 65		Improve Intersection
H090656	NC-65	Stokes	NC 8	US 311 in Walnut Cove	Modernize Roadway
H111142	NC-8	Stokes	Piney Grove Church Rd.	Virginia State Line	Modernize Roadway
H090861	US-311	Stokes	NC 65	NC 89	Widen Existing Roadway
H090254	NC-8	Stokes	NC 89 N of Walnut Cove	Virginia State Line	Modernize Roadway
H141733	NC-704	Stokes	NC 8	Rockingham Co. Line	Modernize Roadway
H090345	South Street	Surry	US 601	US 52 Bus.	Widen Existing Roadway an Construct Part on New Location
H090180	NC-268	Surry	South Key St.	Old US 52	Construct Roadway on New Location
H111152	NC-89	Surry	Landmark Court	Round Peak Church Rd.	Widen Existing Roadway
H111156	SR-1144	Surry	CC Camp Rd.	Hospital	Widen Existing Roadway
H141629	US-601	Surry	US 52	Forrest Drive	Access Management
H090923	NC-89	Surry	SR 1420	NC 18	Modernize Roadway
H090022	I-74 , US-52	Surry	NC 65 in Winston-Salem	I-74 in Surry County	Upgrade Freeway to Interstate Standards
H090234	NC-268	Surry	East of Veneer St. in Elkin	Shoals Rd. in Pilot Mtn.	Modernize Roadway
H090246	NC-268	Surry	Key Street	Shoals Road	Widen Existing Roadway
H090866	- New Route - SR 1544 (McKinney Road) Extension	Surry	McKinney Rd.	NC 89/Pine St.	Construct Roadway on New Location
H111145	SR-1415	Yadkin	S of Beamer/Billy Reynolds Rd.	US 421/Beamer Rd. Interchange	Construct Roadway on New Location

H090865	SR-1605 East Main Street	Yadkin	US 601	Unifi Industrial Rd.	Widen Existing Roadway
H142039	US-601 State Street	Yadkin	US 421	Lee Avenue	Access Management
H141674	I-77	Yadkin	Asbury Church Rd.		Convert Grade Separation to Interchange
H090313	Elkin-Jonesville Bridge	Yadkin			Construct Roadway on New Location
H141643	US-601	Yadkin	US 421	Hoots Road	Widen Existing Roadway
H141409	SR-1765 Unifi Industrial Drive Ext.	Yadkin	East Main St.	Country Club Rd.	Construct Roadway on New Location
H090864	- New Route - SR 1765 (Unifi Industrial Road) Extension	Yadkin	East Main St.	Mackie Rd.	Construct Roadway on New Location
H141044	SR-1605 Old US 421	Yadkin	Shacktown Rd.	Speer Bridge Rd.	Construct Roadway on New Location
H090860	US-601	Yadkin	Country Club Rd.	Surry County Line	Modernize Roadway
H090862	US-21	Yadkin	I-77	Iredell County Line	Modernize Roadway

Bicycle and Pedestrian Projects					
SPOT ID	Route	From / Cross Street	To	Description	Municipality
B141944	US 158	SR 1600 (Milling Road)	Dogwood Lane	Widen paved shoulders to 4' along US 158 from SR 1600 (Milling Road) to Dogwood Lane	Town of Mocksville
B141946	US 601	US 64 (Lexington Road)	Southwood Drive	Construct a sidewalk along US 601 from downtown Mocksville to Davie County High School	Town of Mocksville
B142081	Hospital Sidewalk Network - S. South Street	Worth Street	Rockford Street	Construct a sidewalk along 1). S. South Street from Worth Street to Rockford Street (Total Length: 1,520 feet); 2). Rockford Street from Penn Street to US 52 (Total Length: 1,500 feet); and 3). Worth Street from South Street to US 52	City of Mount Airy
B142102	Riverside Drive	E Pine Street	City Limits	Construct a new sidewalk connection to Jones Intermediate School along Riverside Drive (Total Length: 6,000)	City of Mount Airy
B142108	Mt. Airy High School Greenway Connector	Orchard Street	Emily B. Taylor Greenway	Construct a greenway connector from Orchard Street through the Mt. Airy High School campus to the Emily B. Taylor Greenway (Total Length: 1,000 feet) and complete the sidewalk gap connection on Orchard Street to N. South Street (Total Length: 1,050)	City of Mount Airy
B142114	Mt. Airy Middle School Greenway Connector	S. Main Street	Mt. Airy Middle School	Construct a new sidewalk from S. Main Street to Mt. Airy Middle School (Total Length: 2,500 feet) and a greenway connector from Hamburg Street to the school (Total Length: 250 feet).	City of Mount Airy
B142147	Mount Airy Greenway - Northern Connector	Emily B. Taylor Greenway	Ararat River Greenway	Construct the northern connector of the Mount Airy Greenway System to connect the Emily B. Taylor and Ararat River Greenways	City of Mount Airy
B142213	SR 1605 (Old US 421)	Forsyth County	Flint Hill Road	Upgrade roadway to bicycle standards, including 4' wide paved shoulders	Yadkin County
B142226	SR 1600 (Milling Road)	US 158	Elisha Creek Dr	Construct a sidewalk along Milling Road from US 158 to Elisha Creek Dr (Former SPOTID: B141950)	Town of Mocksville

Aviation Projects				
SpotID	Specific Improvement Type	Route Facility Name	Project Title	Project Description
A130392	1115 - Land Acquisition-Taxiway Construction	MWK - Mount Airy/ Surry County Airport	LAND ACQUISITION (WEST)	Acquire land from Bannertown Volunteer Fire Department, Holly Springs Baptist Church, James Love and Lucy Cook for use in the runway extension project. Appraisals of first three properties have been completed. Negotiations are complete with the BVFD and are underway with Love and the Church. Cook is a willing seller. (includes Project Request Numbers: 3251)
A130393	1125 - Clearing / Grading / Drainage / Paving / Marking / Lighting / Signage	MWK - Mount Airy/ Surry County Airport	TAXIWAY TURNAROUND (RUNWAY 36)	Construct Partial Parallel Taxiway to meet the requirement of a taxiway turnaround. Taxiway is approximately 800' long. (includes Project Request Numbers: 2553)
A130394	1220 - Permitting/mitigation / Preliminary Engineering	MWK - Mount Airy/ Surry County Airport	APRON EXPANSION AND GA AREA EXPANSION PHASE 1 AND 2 AND HANGARS	Construct general aviation apron in vicinity of new terminal building. All tie-down spaces are currently used. This project will increase the aircraft parking apron by approximately 14,500 square yards adding an additional 12 tie-down spaces and space for itinerant aircraft parking. Construct aircraft storage hangars to accommodate additional aircraft. (includes Project Request Numbers: 2594/2602/2604/2609)
A130395	1305 - Construct new terminal building	MWK - Mount Airy/ Surry County Airport	GA TERMINAL	New Terminal Building, Parking Lot, and Entrance Road. (includes Project Request Numbers: 2601)
A130396	1705 - Install MALS / MALSF / MALS (for precision runway only)	MWK - Mount Airy/ Surry County Airport	APPROACH LIGHTING SYSTEM - RW 36	Installation of approach lighting system to Runway 36. (includes Project Request Numbers: 2605)
A130397	2100 - Hangars and Economic Development	MWK - Mount Airy/ Surry County Airport	CORPORATE AREA ACCESS ROAD	Construct an access road to allow for future corporate development.(includes Project Request Numbers:2598)
A130398	3000 - Other	MWK - Mount Airy/ Surry County Airport	RD RELOCATION -SR 1627 UTILITY RELOCATION	Relocate existing utilities to new road right of way. This is a new cost item for the project. Cost was originally believed to be covered by utility companies due to agreements with NCDOT. Work does not need to be performed until the runway extension is underway. (includes Project Request Numbers: 2559)
A130399	305 - Land Acquisition / Obstruction removal / Easement - RPZ	MWK - Mount Airy/ Surry County Airport	LAND ACQUISITION (EAST)	Acquire 15 parcels on east side of the airport to protect airport environment. (includes Project Request Numbers: 2603)

A130400	535 - Taxiway Extension	MWK - Mount Airy/ Surry County Airport	RW & TW EXTENSION - SITE PREPARATION	Extend runway from 4,300' to 5,500'. Project also includes extension of the parallel taxiway. (includes Project Request Numbers: 2595)
A130401	540 - Widening	MWK - Mount Airy/ Surry County Airport	RUNWAY WIDENING TO 100 FEET	Widen runway from 75' to 100'. (includes Project Request Numbers: 2597)
A130402	605 - Runway Overlay	MWK - Mount Airy/ Surry County Airport	RW REHAB & STRENGTHENING TO 30,000# Dual Wheel Gear	Rehabilitate runway pavement and strengthen to 30,000# dual wheel gear aircraft. (includes Project Request Numbers: 2599)
A130403	605 - Runway Overlay	MWK - Mount Airy/ Surry County Airport	RUNWAY STRENGTHENING TO 45,000# Dual Wheel Gear	Strengthen runway to 45,000# dual wheel gear aircraft to handle increased corporate aircraft that currently use the airport. (includes Project Request Numbers: 2607)
A130404	805 - Install runway edge lighting system / Emergency replacement	MWK - Mount Airy/ Surry County Airport	RW & TW EXTENSION - PAVING AND LIGHTING	Extend runway from 4,300' to 5,500'. Project also includes extension of the parallel taxiway. (includes Project Request Numbers: 2596)
A130405	1125 - Clearing / Grading / Drainage / Paving / Marking / Lighting / Signage	ZEF - Elkin Municipal Airport	TURNAROUND TAXIWAY AT RUNWAY 7 END LAND/DESIGN/CONSTRUCT	This project includes construction of a 35-foot wide paved turnaround taxiway at the Runway 7 end, which will also be part of the future Parallel taxiway. A taxiway turnaround will increase safety and allow aircraft to pull off the runway after back taxiing. Approximately 2.6 acres of additional land (fee simple) on the northwest side of the airport needs to be acquired for this project. (includes Project Request Numbers: 2220)
A130406	1125 - Clearing / Grading / Drainage / Paving / Marking / Lighting / Signage	ZEF - Elkin Municipal Airport	PARALLEL TAXIWAY	Construction of a parallel taxiway serving the existing 4000 foot runway ends with an additional connector taxiway between the new end of runway 25 and the main connector taxiway into the aircraft parking ramp and includes medium intensity taxiway edge lighting and pavement markings. A full-length parallel taxiway will minimize the potential for runway incursions during periods of heavy activity and will increase the overall capacity of the airfield. (includes Project Request Numbers: 2226)
A130407	1305 - Construct new terminal building	ZEF - Elkin Municipal Airport	NEW TERMINAL BUILDING	New Terminal Building to serve the airport, transient pilots, flight training and improve aesthetics for the patrons. Improvement to the airport's safety and security, access to the apron, airfield, and aircraft by controlling access through the new terminal building at an improved location and with improved fencing. (includes Project Request Numbers: 2223)

A130408	210 - Construct, expand, or repair	ZEF - Elkin Municipal Airport	RUNWAY SAFETY AREA EXTENSION RUNWAY 7	The existing runway safety area (RSA) extends only 100 feet beyond the current runway end. The FAA required minimum RSA for this B-II Airport is 150 feet wide x 300 feet long. This Project would bring the existing runway 7 end into compliance with FAA requirements. (includes Project Request Numbers: 2219)
A130409	2100 - Hangars and Economic Development	ZEF - Elkin Municipal Airport	APRON EXPANSION, TAXILANE & BOX HANGARS MULTIPLE PHASES	This project will prepare multiple individual hangar location for build out by the airport or individuals, provide additional T-hangars and box hangars on the eastside of the terminal area and expand the apron and provide additional tiedowns. This project will increase the number of tiedowns, provide an additional taxilane to facilitate aircraft movements. This project can be phased. (includes Project Request Numbers: 2222/2225/2227)
A130410	535 - Taxiway Extension	ZEF - Elkin Municipal Airport	RUNWAY 25 500' EXTENSION AND TAXIWAY TURNAROUND	A 500 foot runway extension is proposed in order to increase safety at the airport and accommodate the variation of general aviation aircraft that utilize the airfield. A taxiway turnaround at the Runway 25 end will also increase safety and allow aircraft to pull off the runway after back taxiing. Project also includes and environmental assessment and preliminary engineering in order to properly assess all impacts. (includes Project Request Numbers: 2981)
A130411	915 - AWOS installation	ZEF - Elkin Municipal Airport	AWOS	The Elkin Municipal Airport is located at the start of the North Carolina mountains, where the local weather conditions can vary greatly from alternative airports in the region. The airport would like to install an AWOS-III or better weather system to provide accurate weather information to the pilots. (includes Project Request Numbers: 2982)

Appendix B: Northwest Piedmont RPO Public Participation Plan

To access to the Public Participation Plan, visit: <http://www.ptrc.org/index.aspx?page=232>.

**Northwest Piedmont Rural Planning Organization
Prioritization 3.0 Policy Updates**

Due to schedule changes initiated by NCDOT, the NWPRPO took the following actions which deviate from the Prioritization 3.0 Policy:

Schedule Changes:

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 for Review	April 30, 2014
NWPRPO Ranks Projects and Assigns Local Input Points	May-August 2014
NWPRPO Conducts Public Input Meetings on Draft TIP	May-August 2014
NWPRPO TCC June Meeting	June 10, 2014
NWPRPO TAC June Meeting	June 18, 2014
NWPRPO TCC August Meeting	August 19, 2014
NWPRPO TAC August Meeting	August 20, 2014
Deadline to Submit Scored Projects and Final Methodology to NCDOT	August 29, 2014

- Project scores were released later than expected in mid-May, which created a short timeframe for RPO staff to schedule CAC meetings and prepare draft project lists for the June TCC and TAC meetings. The above schedule reflects adjustments to the public input meetings and point assignment timeframes. In order to collect the priorities of each County, CAC meetings were moved to late May and early June 2014. The Local Priority Scores were decided during these meetings and follow-up discussions.
- The public comment period will begin on **July 7, 2014** when draft rankings and point assignments are released on the NWPRPO website and comments will be accepted until the public hearing during the TAC meeting on August 20, 2014. The public comment period will be advertised in at least one newspaper in each county.
- NCDOT moved the deadline to submit local input point assignments and methodologies from July 31 to August 29, 2014. The Northwest Piedmont RPO will submit local input point assignments following the TAC August meeting.

RPO Scoring and Ranking of Projects:

- CAC meetings were held in late May and early June 2014 in order to determine priorities and how local input points should be assigned. Minutes for each CAC meeting are available on the NWPRPO website.
- The Local Priority Score for Aviation projects was adjusted in order to allow the two airports within Surry County to have equal project representation. Each airport was allowed to select three projects to receive the Local Priority Score 40 points. The TCC recommended this change during the June meeting and the TAC will consider it for approval during the August meeting. Details for the use of Local Priority Scores for all transportation modes are available in the CAC, TCC, and TAC minutes.
- Flex Points will be distributed during the August TAC meeting. Rationales for the use of the points will be posted on the NWPRPO website following the meeting.