

Prioritization 5.0 - Adopted by KTRPO

Kerr-Tar Regional Transportation Planning Organization

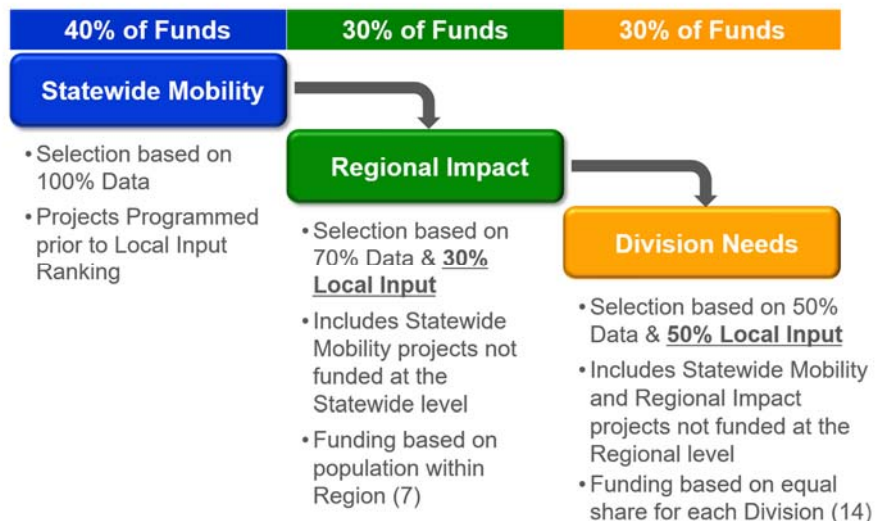
P5.0 Local Input Methodology

INTRODUCTION

The Strategic Transportation Investments (STI) law (GS 136-189.10 and .11), enacted in 2013, directs NCDOT to select and fund major capital improvement projects using a data-driven prioritization process in combination with local input. Under STI, all major capital mobility/expansion and modernization projects across all six modes of transportation compete for funding. Each project is classified into one of three funding categories – Statewide Mobility, Regional Impact, or Division Needs – where it competes for funds with other eligible projects.

Statewide Mobility eligible projects compete against all other projects in this category across the state, and project selection is based 100% on the data-driven quantitative score. Regional Impact projects compete against all other projects in this category within the same funding region (consisting of two NCDOT Transportation Divisions), and selection is based 70% on the quantitative score and 30% on local input (15% MPO/RPO priority and 15% NCDOT Division Engineer priority). Division Needs projects compete against all other projects within the same NCDOT Transportation Division, and selection is based 50% on quantitative score and 50% on local input (25% MPO/RPO priority and 25% NCDOT Division Engineer priority).

The STI law includes an innovative component known as cascading, where projects not funded in the Statewide Mobility category are eligible for funding in the Regional Impact category. Similarly, projects not funded in the Regional Impact category are eligible for Division Needs funds. Projects that cascade down are then subject to the scoring criteria and local input for the respective funding category.



Project eligibility for each STI category, as defined in law, is illustrated below:

STI Project Eligibility			
Mode	Statewide Mobility	Regional Impact	Division Needs
Highway	<ul style="list-style-type: none"> Interstates (existing & future) NHS routes (as of July 1, 2012) STRAHNET Routes ADHS Routes Uncompleted Intrastate projects Designated Toll Facilities 	Other US and NC Routes	All County (SR) Routes
Aviation	Large Commercial Service Airports (\$500K cap)	Other Commercial Service Airports not in Statewide (\$300K cap)	All Airports without Commercial Service (\$18.5M cap)
Bicycle-Pedestrian	N/A	N/A	All projects (\$0 state funds)
Public Transportation	N/A	Service spanning two or more counties (10% cap)	All other service, including terminals, stations, and facilities
Ferry	N/A	Ferry expansion	Replacement vessels
Rail	Freight Capacity Service on Class I Railroad Corridors	Rail service spanning two or more counties not Statewide	Rail service not included on Statewide or Regional

MPOs/RPOs and Divisions indicate priority by applying local input points to projects. Each organization receives a baseline of 1,000 local input points, with additional points (up to 2,500) based on population. The Kerr-Tar RPO has a total of 1300 points to apply to projects in the Regional Impact category and a total of 1300 points to apply to projects in the Division Needs category. State law requires NCDOT to approve how each organization will assign points to projects, in a document known as their Local Input Point Methodology.

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 Strategic Transportation Investments (STI) Act.

DESCRIPTION OF CRITERIA AND WEIGHTS:

Following are the descriptions of the criteria the Kerr-Tar Rural planning Organization will be using to score projects in the Regional Impact and Division Needs categories.

Project Ranking: Projects will be scored based on the criteria established, regardless of the eligible funding category (statewide, regional or division) and then separated by eligible funding categories into Regional and Division Level 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.

Highway – 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 automobile crashes in most recent 5 year period as reported in NCDOT P 5.0 Scoring Data.</i>					
Criteria	0 points		10 points		25 points
Supportive of comprehensive economic development strategy (CEDs) using the CTP as the measure (25%)	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>					
Criteria	0 points		10 points		20 points
Destinations served (20%)	No direct access to major destination		Direct access to one destination from among the <i>list below</i>		Direct access to at least two destinations from among the <i>list below</i>

Through collaboration with KTRPO staff and local governments, Does the project connect directly to an educational facility (such as elementary, middle, and/or high schools, or community colleges), health care facilities (such as hospitals or community clinics), employment centers (such as factories or industry) and/or recreation/entertainment destinations (such as theaters, convention centers, or arenas)?

Criteria	0 points		10 points		15 points
Multimodal accommodations (15%)	Project does not include bike/pedestrian or transit-supportive facilities or connections		Project includes one bike/pedestrian or transit-supportive facility or connection		Project does include more than one bike/pedestrian or transit-supportive facilities or connections

Whether the project includes facilities such as sidewalks, bicycle lanes, transit-supportive facilities including park and ride lots, shelters and stations, or a connection to these type facilities.

Criteria	0 points				15 points
Project completes an unfinished project (for example, segment A and B are complete, but segment C still needs to be completed) (15%)	No				Yes

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 5 year period as reported in NCDOT P 5.0 Scoring Data.</i>					
Criteria	0 points				25 points
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>					
Criteria	0 points		10 points		25 points
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 more than one destination from among the <i>list below</i>
<i>Does the project connect directly to an educational facility (such as elementary/middle school, high school, or community college), health care facility (such as hospitals or community clinics), employment (such as factories or industry) or recreation/entertainment destination (such as theatre, convention center or arena)?</i>					
Criteria	0 points		10 points		25 points
Project addresses a regional goal / objective (25%)	Project does not meet any approved goal or objective		Project supports 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>					

Rail and Aviation Projects - Maximum 100 Points					
Criteria	0 points		10 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>					
Criteria	0 points		10 points		25 points
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>					
Criteria	0 points		10 points		25 points
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>					
Criteria	0 points		10 points		25 points
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>					

Public Transportation Projects - Maximum 100 Points					
Criteria	0 points		25 points		50 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, and/or new vehicles to support new or expanded routes.</i>					
Criteria	0 points				10 points
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>					
Criteria	0 points				10 points
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>					
Criteria	0 points		15 points		30 points
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>					

Total Score and Project Ranking:

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 P 5.0 quantitative score as calculated by NC DOT and the score from ranking process outlined on the next several pages. Final projects scores will reflect the following per STI, enabling legislation by the North Carolina General Assembly.

POINT ASSIGNMENT PROCESS

The top two projects in each county from the Regional list will be assigned 100 points for a total of 1,000 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 1,300 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 at least one of the thirteen (13) 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.

Final Ranking and Local Points Assignment: The TAC and TCC will consider the public comments. They will be able to make changes to the draft Ranked Priority lists at the Regional and Division level where they can decide to delete up to two (2) projects in each list and replace them with projects from the project lists or, donate the points to a project outside of KTRPO.

The TCC and TAC are free to deviate from the preliminary points assignment when making the final point assignments to compensate for situations where the methodology does not accurately reflect the TAC's priorities and to ensure appropriate projects at the relevant category. Any variation in point assignments from the preliminary point assignments must have justifications documented in the meeting minutes and posted on the Kerr-Tar Regional Council of Governments and Kerr-Tar Regional Planning Organization websites. Anticipated justifications include but are not limited to: project cost, point sharing arrangements, estimated points required for funding, geographic equity, modal distribution, new information and public comment.

Policy addressing project split across another MPO/RPO and left over points: *In the event that extra points are left over if a project falls partially into another MPO/RPO, these remaining points may be donated to the MPO/RPO to assign points on behalf of KTRPO. If the MPO/RPO has also set aside points for the project, the points may be allocated to the next highest KTRPO project to help boost its score. If this project has received the maximum number of points, the remaining points will go down the line to the next available project that has not received the maximum number of points.*

PUBLIC INPUT CONSIDERATION

Use of Public Input and Comments in Final Methodologies and Rankings: 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 5.0 list; however, as the NCDOT deadline for submitting new projects will have passed.

SCHEDULE OF PUBLIC OUTREACH

Local Methodology: KTRPO will release the methodology for a 30-day public comment period *in mid to late January (anticipated)*. This 30-day period will be advertised on the Kerr-Tar Regional Transportation Planning Organization website (www.ktrpo.com) and Kerr-Tar Regional Council of Governments' website

(www.kerrtarcog.org), 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 for final approval. All public comments 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.

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 NCDOT deadlines. 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. All public comment will be documented. The lists and assignments will be available on the RPO website.

Month(s)	Description	Action
March – June 23, 2017	Solicit new projects	RPO Staff
June 29, 2017	BOT approves P5.0 Criteria and Weights	NCDOT
July 5, 2017	SPOT open for testing	RPO Staff
August 25, 2017	Existing Project Deletions and Modifications due	RPO Staff
September 2017	TAC/TCC Subcommittee finalizes and tentatively approves project list	TAC/TCC/RPO Staff
September 2017	Project list released for public comment period	RPO Staff
September 21, 2017	Public Hearing	RPO Staff
September 29, 2017	Alternate Weights due Projects entered into SPOT	RPO Staff
February 20, 2018	TAC/TCC finalizes and approves KTRPO Local Input Methodology for Prioritization 5.0	TAC/TCC
March 2018	TIP Unit Programs Statewide Mobility Projects	NCDOT
April 3 – July 27, 2018	Score Regional and Division projects	RPO Staff and TAC/TCC
July - August 2018	Regional local input points entered into SPOT	RPO Staff
August 2018	SPOT finalizes Regional Scores and TIP Unit programs Regional Projects	NCDOT
September 26, 2018	Review regional scores with TAC/TCC and assign final Division local input points	TAC/TCC
October 2018	Division scores entered into SPOT	RPO Staff
November – December 2018	SPOT finalizes Division Needs Scores and TIP Unit programs Division Needs Projects	NCDOT
January 2019	Draft 2020-2029 STIP released	NCDOT

MATERIAL SHARING

This KTRPO STI Project information webpage, located at either Kerr-Tar Regional Transportation Planning Organization website (www.ktrpo.com) and Kerr-Tar Regional Council of Governments’ website (www.kerrtarcog.org), will provide an overview of the STI process as well as public notices of the former and current Prioritization processes. All public comment periods and materials approved by the KTRPO TAC/TCC and preliminary and final local input point assignments will be available within one week of approval of the KTRPO TAC/TCC and will be grouped under the heading “**Prioritization 5.0**”.

The Kerr-Tar RPO **Local Input Methodology** was submitted to the P5.0 Methodology Review Committee on January 31, 2018. This document was reviewed thoroughly by the Committee and is now before full consideration by the TAC Committee. This Committee authorizes the Kerr-Tar RPO to make any minor technical changes to the local input methodology in other to comply with the requirements of the North Carolina Department of Transportation. Any substantive changes to this document will be presented to the full body for consideration and approval.

Signature/Title: _____, TAC Chair

Signature/Title: _____, TCC Chair

Date: _____