5/19/15

This is an update from the Prioritization 4.0 Work Group. We have finalized our recommendations regarding the clearing-out of old projects in the database, the number of new projects to submit, and the assignment of local input points.

Projects to be Retained/Removed from Database

The following types of projects will automatically carry-forward from the P3.0 database to the P4.0 database:
- Projects that are programmed in years 6-10 of the Final STIP (projects that are programmed in years 1-5 do not need to carry forward because they will not need to go through STI again)
- "Siblings" of programmed projects (e.g. Section A of the project was funded in the STIP, so Sections B and C will carry forward for consideration in P4.0)
- Projects with a completed NEPA document, or that had project planning actively underway as of December 31, 2014
- Any project that received any amount of local input points in P3.0 (in either regional or division category, from either MPO/RPO or NCDOT Division)

Any project from P3.0 that does not meet one of the criteria above for automatic carry-over will be placed in a "holding tank" within SPOT Online. If you wish to resubmit one of these projects (subject to the limitations discussed below on the number of new submittals), you will be able to select it from the holding tank so that you do not need to completely re-enter the project information from scratch.

This process will apply to *all modes..*

A **draft** spreadsheet is attached showing the list of projects in your RPO that would carry-forward or be removed based on these criteria. There is one tab on the spreadsheet for each RPO. Please note that this list is still draft/subject to change if there are changes between the draft STIP and the final STIP, and subject to a double-check of which projects will meet the NEPA criterion. But it should be pretty close, and give you a place to start working from. We will not receive the final official list of which projects are retained/removed until after the Board of Transportation approves the Final STIP (expected the first week of June).

Number of New Project Submittals

Each MPO/RPO is allowed 10 new submittals, plus 1 for each 100,000 in population (rounded to nearest), up to a max of 20. So, for example, an RPO with a population of 200,000 would be allowed to submit 12 (10 + 2) new projects. This is the same method as in P3.0.. The table below shows the number allowed for each RPO:

Albemarle RPO	12	Mid Carolina RPO	12
Cape Fear RPO	11	Mid East RPO	11
Down East RPO	12	Northwest Piedmont RPO	12
Eastern Carolina RPO	12	Peanut Belt RPO	11
High Country RPO	12	Piedmont Triad RPO	13
Isothermal RPO	11	Rocky River RPO	11
Kerr-Tar RPO	12	Southwestern RPO	11
Land of Sky RPO	11	Triangle Area RPO	12

Lumber River RPO	12	Upper Coastal Plain RPO	12

Please note that you will be allowed to submit up to this number of projects within _each mode_ – in other words, if you are allowed to submit 11 projects, then you are allowed 11 highway projects, 11 bike/ped projects, 11 aviation projects, etc.

If you wish to submit more new projects than are shown in the table above, you will need to remove a project from the "carry-over" database (one-in, one-out rule). Please note that removing projects does require agreement from the Division Engineer (as well as other MPOs/RPOs if the project crosses boundaries).

The NCDOT Division Engineers will each be allowed to submit up to 7 new projects.

It is expected that the MPOs/RPOs and Division Engineers will all be in communication with each other regarding which projects they plan to submit, so that nobody gets surprised later on.

Project Modifications

You will be allowed to modify existing projects within the "carry-over" list without impacting your number of new submittals. For example, if you had a large project that was being automatically carried-forward from the P3.0 database and wanted to break it into three smaller segments, you could do that without having it count against your number of new submittals.

Number of Local Input Points

Each MPO, RPO, and Division receives a minimum of 1000 points, plus an additional 100 points per 50,000 population (rounded to nearest). This is the same as in P3.0. The table below shows the number of local input points each RPO will be allowed to assign:

Albemarle RPO	1300	Mid Carolina RPO	1400
Cape Fear RPO	1300	Mid East RPO	1200
Down East RPO	1300	Northwest Piedmont RPO	1300
Eastern Carolina RPO	1300	Peanut Belt RPO	1200
High Country RPO	1400	Piedmont Triad RPO	1500
Isothermal RPO	1300	Rocky River RPO	1200
Kerr-Tar RPO	1300	Southwestern RPO	1300
Land of Sky RPO	1100	Triangle Area RPO	1400
Lumber River RPO	1500	Upper Coastal Plain RPO	1400

You will have the same number of points to assign in both the regional and division categories (e.g. if your RPO has 1100 points, you can assign 1100 in the regional assignment and 1100 in the division assignment).

Weighting of Local Input Points

The work group agreed to a 50/50 split between the weight given to MPO/RPO local input points and the weight given to Division Engineer local input points. However, it was requested that there be more

collaboration and transparency with regard to the Division Engineer point assignment process; that the MPOs, RPOs, and Chief Engineer's office be given advisory seats on the SPOT local methodology review committee (this is the committee that reviews MPO/RPO local point methodologies for approval); and that the Division Engineers' methodologies be submitted to that committee for comment (although approval of the Division Engineer methodologies would remain with the Chief Engineer).

Other Stuff

- The work group agreed to use the NC Statewide Travel Demand Model for calculating travel time savings in the benefit-cost and economic competitiveness criteria, at the _regional and statewide categories_. The method for calculating travel time savings in the division category would remain similar to the manual method used in P3.0 (with a few minor tweaks).
- The airports in the state are grouped into various categories, which were reshuffled based on new data for this year. The biggest change is that Asheville Airport moves up from the regional category to the statewide category. There is also some shuffling among a few of the General Aviation airport categories that has an impact on the highway multimodal scores (Ashe County Airport, Henderson Field, and Macon County Airport moved up; Anson County Airport, Clinton-Sampson County Airport, and Halifax-Northampton Airport moved down).
- NCDOT provided the work group with some slides to help explain the scaling process. These are attached for reference.

As always, we make the standard disclaimer that these are only Work Group recommendations, and that they are always subject to change based on feedback or action from the Board of Transportation or the General Assembly.

Please let us know if you have any questions, or need more information.

Dana Stoogenke, Karyl Fuller, Patrick Flanagan, Matt Day, and Jesse Day
RPO Representatives to the Prioritization 4.0 Work Group