

# Kerr-Tar Regional Transportation Planning Organization

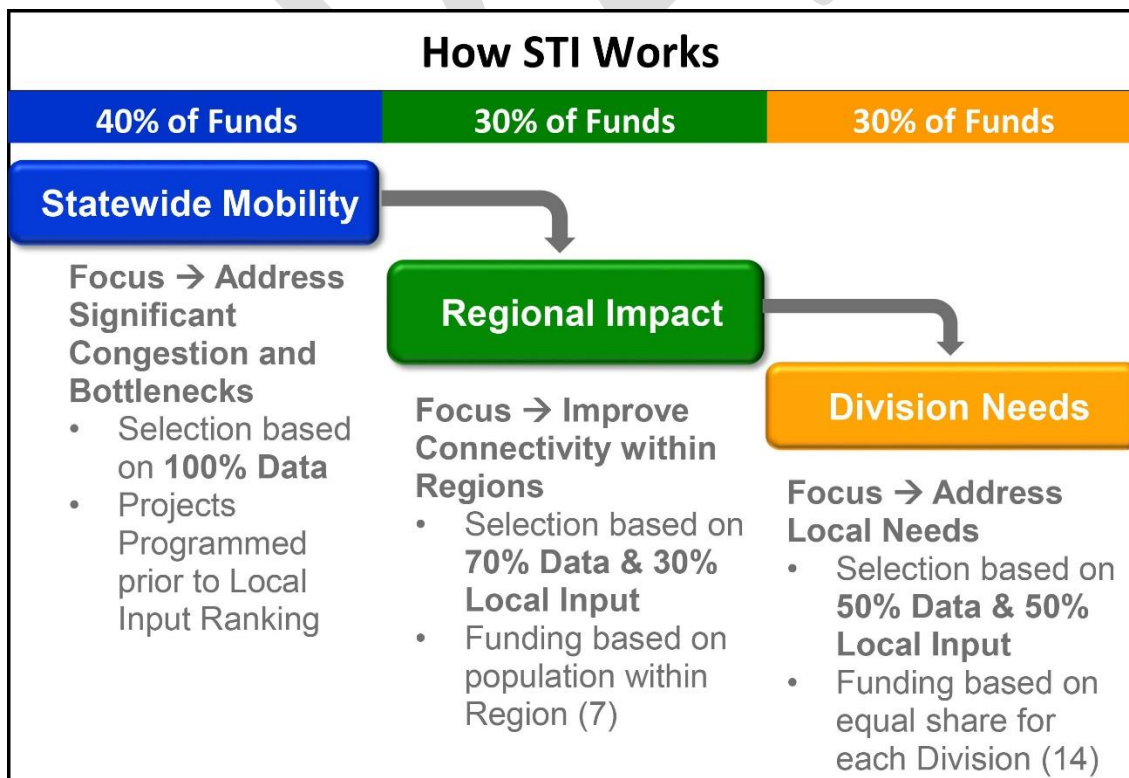
## P6.0 Local Input Methodology

### 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"> <li>• Interstates (existing &amp; future)</li> <li>• NHS routes (as of July 1, 2012)</li> <li>• STRAHNET Routes</li> <li>• ADHS Routes</li> <li>• Uncompleted Intrastate projects</li> <li>• Designated Toll Facilities</li> </ul>	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 **1,400 points** to apply to projects in the Regional Impact category and a total of **1,400 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 Impact or Division Needs funding level projects. Funding levels are defined in the Strategic Transportation Investments (STI) Act.

### **Description of Criteria and Weights**

The following are descriptions of the criteria to be used by the Kerr-Tar Rural Planning Organization to score projects in the Regional Impact and Division Needs categories.

**Project Ranking:** Prior to being separated by eligible funding category (statewide, regional, or division), projects will be scored based on the criteria established.

**Statewide Mobility Level:** Entirely determined by quantitative score. For KTRPO, the types of projects classified as Statewide Mobility are highway and rail. The statewide routes in the KTRPO region are US 401, US 1, US 158, and I-85. Any project that scores well enough to be funded at the statewide level will not cascade to regional or division level scoring. All other projects will cascade to the Regional Impact level.

**Regional Impact Level:** Projects to be evaluated and scored at the Regional Impact level include those along US 501, US 15, all NC highways, Kerr Area Regional Transportation System (KARTS) and Person Area Transportation System (PATs). Any projects not funded at the Regional Impact Level will cascade to the Division Needs category.

**Division Needs Level:** Projects to be evaluated and scored at the Division Needs level include those involving local road and highways, bicycle and pedestrian facilities, KARTS, PATs, and projects for the region’s general aviation airports.

<b>Highway Projects- Maximum 100 Points</b>					
<b>Criteria</b>	<b>0 Points</b>	<b>5 Points</b>	<b>10 Points</b>	<b>15 Points</b>	<b>25 Points</b>
Crash Severity (25%)		Property Damage Only		Moderate/Minor Injury	Fatality/Severe Injury
<i>Scoring based on how the highest number of crashes are categorized as reported in NCDOT crash data</i>					
<b>Criteria</b>	<b>0 Points</b>	<b>5 Points</b>	<b>10 Points</b>	<b>15 Points</b>	<b>25 Points</b>
Crash Frequency (20%)	0-9 crashes	10-29 crashes	30-49 crashes	50-64 crashes	65+ crashes
<i>Number of automobile crashes in most recent 5 year period as reported in NCDOT crash data</i>					
<b>Criteria</b>	<b>0 Points</b>	<b>5 Points</b>	<b>10 Points</b>	<b>15 Points</b>	<b>25 Points</b>
Supportive of Comprehensive Economic Development Strategy (CEDs) Using the CTP as the measure (15%)	Project is not included in a CTP or other adopted plan		Project is included in CTP but no other adopted plan(s)		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 Regional CEDs?</i>					
<b>Criteria</b>	<b>0 Points</b>	<b>5 Points</b>	<b>10 Points</b>	<b>15 Points</b>	<b>25 Points</b>
Destinations Served (15%)	No direct access to at least one (1) destination from the list below		Direct access to at least one (1) destination from the list below		Direct Access to at least two (2) destinations from the 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 areas)?</i>					

<b>Criteria</b>	<b>0 Points</b>	<b>5 Points</b>	<b>10 Points</b>	<b>15 Points</b>	<b>25 Points</b>
Multimodal Accommodation (15%)	Project does not include any bike/ped or transit supportive facilities or connection		Project includes one (1) bike/ped or transit supportive facility or connection	Project includes more than one bike/ped or transit supportive facility or connection	

*Does the project include facilities such as sidewalks, bicycle lanes, park and ride lots, shelters and stations, or a connection to these types of facilities?*

<b>Criteria</b>	<b>0 Points</b>	<b>5 Points</b>	<b>10 Points</b>	<b>15 Points</b>	<b>25 Points</b>
Project Completion (10%)	Not part of a multi-segment project		Continues but does not finish a multi-segment project		Completes a multi-segment project

*Is the project part of a multi-segment project? Does it complete the project? Does it continue but not finish a multi-segment project?*

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<b>Bicycle and Pedestrian Projects- Maximum 100 Points</b>					
<b>Criteria</b>	<b>0 Points</b>	<b>5 Points</b>	<b>10 Points</b>	<b>15 Points</b>	<b>25 Points</b>
Crash Severity (25%)		Property Damage Only		Moderate/Minor Injury	Fatality/Severe Injury
<i>Scoring based on how the highest number of crashes are categorized as reported in NCDOT crash data</i>					
<b>Criteria</b>	<b>0 Points</b>	<b>5 Points</b>	<b>10 Points</b>	<b>15 Points</b>	<b>25 Points</b>
Crash Frequency (20%)	0-5 Crashes	6-10 Crashes	11-15 Crashes		16+ Crashes
<i>Number of bicycle and/or pedestrian crashes in most recent 5 year period as reported in NCDOT crash data</i>					
<b>Criteria</b>	<b>0 Points</b>	<b>5 Points</b>	<b>10 Points</b>	<b>15 Points</b>	<b>25 Points</b>
Transportation Plan Consistency (20%)	Project is not in an existing, adopted plan or plan currently being revised or developed		Project is part of a plan currently being revised or developed		Project is part of an existing, adopted transportation plan
<i>Is the project part of an existing, adopted transportation plan?</i>					
<b>Criteria</b>	<b>0 Points</b>	<b>5 Points</b>	<b>10 Points</b>	<b>15 Points</b>	<b>25 Points</b>
Destinations Served (20%)	No direct access to at least one (1) destination from the list below		Direct access to at least one (1) destination from the list below		Direct Access to at least two (2) destinations from the 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 areas)?</i>					
<b>Criteria</b>	<b>0 Points</b>	<b>5 Points</b>	<b>10 Points</b>	<b>15 Points</b>	<b>25 Points</b>
Regional Goal or Objective (15%)	Project does not address a regional goal or objective		Project addresses one (1) regional goal or objective		Project addresses more than one (1) regional goal or objective
<i>Does the project address a regional goal or objective from plans such as the Comprehensive Economic Development Strategy (CEDS), Public Health Plan, Safe Routes to School (SRTS) Plan, Workforce Development Plan?</i>					

<b>Rail and Aviation Projects- Maximum 100 Points</b>					
<b>Criteria</b>	<b>0 Points</b>	<b>5 Points</b>	<b>10 Points</b>	<b>15 Points</b>	<b>25 Points</b>
Addressing an Identified Facility Safety Issue (25%)	Project does not address any safety issue		Project address a facility safety issue		Project addresses a facility and community safety issue
<i>Facility Safety Issues include, but are not limited to the following: improvements to track or runway condition, lighting, warning signalization, railroad crossings, and control tower improvement.</i>					
<b>Criteria</b>	<b>0 Points</b>	<b>5 Points</b>	<b>10 Points</b>	<b>15 Points</b>	<b>25 Points</b>
Transportation Plan Consistency (25%)	Project is not in an existing, adopted plan or plan currently being revised or developed		Project is part of a plan currently being revised or developed		Project is part of an existing, adopted transportation plan
<i>Is the project part of an existing, adopted transportation plan?</i>					
<b>Criteria</b>	<b>0 Points</b>	<b>5 Points</b>	<b>10 Points</b>	<b>15 Points</b>	<b>25 Points</b>
Expanding Facility Capacity (25%)	Project does not expand facility capacity				Project expands facility capacity
<i>Includes new or expanded runway, terminal, rail sidings, or additional track among other capacity related improvements.</i>					
<b>Criteria</b>	<b>0 Points</b>	<b>5 Points</b>	<b>10 Points</b>	<b>15 Points</b>	<b>25 Points</b>
Regional Goal or Objective (25%)	Project does not address a regional goal or objective		Project addresses one (1) regional goal or objective		Project addresses more than one (1) regional goal or objective
<i>Does the project address a regional goal or objective from plans such as the Comprehensive Economic Development Strategy (CEDS), local economic plan, or local area plan?</i>					

<b>Public Transit Projects- Maximum 100 Points</b>					
<b>Criteria</b>	<b>0 Points</b>	<b>5 Points</b>	<b>10 Points</b>	<b>15 Points</b>	<b>25 Points</b>
Expansion and Enhancement of Service (25%)	Project does not expand or enhance service		Project either expands or enhances service		Project expands and enhances service
<i>Expansion and/or enhancement projects can include transit shelters, information systems, additional vehicles to support existing routes or expand service</i>					
<b>Criteria</b>	<b>0 Points</b>	<b>5 Points</b>	<b>10 Points</b>	<b>15 Points</b>	<b>25 Points</b>
Service to Population without Vehicle Access (25%)	Project does not increase service to any identified populations		Project increases service to one (1) of the identified populations		Project increases service to more than one (1) of the identified populations
<i>Populations without vehicle access include low income, disabled, aging, and youth</i>					
<b>Criteria</b>	<b>0 Points</b>	<b>5 Points</b>	<b>10 Points</b>	<b>15 Points</b>	<b>25 Points</b>
Fuel Economy (15%)	Project does not address fuel economy or GHG emissions			Project improves fuel economy only	Project improves fuel economy and GHG emissions
<i>Does the project enhance providers' fuel savings, reduce average annual fuel expenditures per vehicle, and/or reduce greenhouse gas (GHG) emissions per vehicle?</i>					
<b>Criteria</b>	<b>0 Points</b>	<b>5 Points</b>	<b>10 Points</b>	<b>15 Points</b>	<b>25 Points</b>
Passenger Safety (15%)	Project does not address passenger safety				Project addresses passenger safety
<i>Will the project enhance on-board and/or passenger safety generally?</i>					
<b>Criteria</b>	<b>0 Points</b>	<b>5 Points</b>	<b>10 Points</b>	<b>15 Points</b>	<b>25 Points</b>
Regional Goal or Objective (20%)	Project does not address a regional goal or objective		Project addresses one (1) regional goal or objective		Project addresses more than one (1) regional goal or objective
<i>Does the project address a regional goal or objective from plans such as the Comprehensive Economic Development Strategy (CEDs), Locally Coordinated Human Service Plan, Jobs Access and Mobility Plan, local public plan, or other public goal or objective?</i>					

**Total Score and Project Ranking:** For this round of scoring, the Kerr-Tar RPO has received an additional 100 points, for a total of **1,400 points** at the Regional level and **1,400 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 P6.0 quantitative score as calculated by NCDOT and the score from the ranking process outlined on the next several pages. Final project scores will reflect the following per the STI enabling legislation by the North Carolina General Assembly.

## **POINT ASSIGNMENT PROCESS**

The top two (2) projects in each of the five (5) counties, from the Regional list, will be assigned **100 points** for a total of **1,000 points**. Four (4) 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 **1,400 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 fourteen (14) 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.*

**Flex Policy:** The Kerr-Tar RPO has the option to apply the Local Input Point Flexing Policy. This means that up to 500 Local Input Points can be transferred from one category to the other. If the Kerr-Tar RPO chooses to flex Local Input Points, the Kerr-Tar RPO will provide written documentation to the SPOT Office prior to assigning Regional Local Input Points.

**Final Ranking and Local Points Assignment:** The KTRPO TCC and KTRPO TAC 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 the KTRPO region.

The KTRPO TCC and KTRPO TAC are free to deviate from the preliminary point assignments 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 remain, 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**

The KTRPO TCC and KTRPO TCC will review all public comment received. Public comments will be documented, filed by the KTRPO, and distributed to the appropriate local entities to inform future Prioritization processes and transportation plans. No new projects will be added to the current Prioritization 6.0 list; however, as the NCDOT deadline for submitting new projects will have passed.

### **Schedule of Public Outreach**

Local Methodology: The KTRPO will release the methodology for a 30-day public comment period on July 1, 2021. The 30-day period will be advertised on the Kerr-Tar Regional Council of Governments' website ([www.kerrtarcog.org](http://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 KTRPO TCC and KTRPO 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 KTRPO TAC, and submission to the Strategic Prioritization Office at NCDOT.

The KTRPO will present the recommended local points assignments and total scores of all projects to the KTRPO TCC and KTRPO TAC at a meeting before the NCDOT deadlines. Upon approval by the KTRPO TAC, the KTRPO will release the recommended projects and points assignment for a 30-day public comment period. This 30-day period will be advertised on the Kerr-Tar Regional Council of Governments' website and with all of the relevant documents, including project lists and point assignments, also available on the Kerr-Tar Regional Council of Governments' website. This process will be conducted in accordance with the KTRPO's Public Involvement Plan. All public comment will be documented.

## Prioritization P6.0 Schedule

Month(s)	Description	Responsible Party/Parties
July 1, 2019-July 31-2019	P6.0 Approval: Criteria and Weights Approved	NCDOT Board of Transportation
September 2, 2019-September 30, 2019	Final STIP: Adoption of 2020-2029 (Informs P6.0 Submittal)	NCDOT Board of Transportation
October 1, 2019-August 31, 2020	Submittal Window: Projects tested, entered, and submitted into SPOT Online	MPOS, RPOS, and Divisions
September 1, 2020-July 30, 2021	Scoring Window: Review and calculation of quantitative scores for all projects	SPOT office at NCDOT
April 1, 2021-May 31, 2021	All data and costs to be used for scoring are reviewed	MPOS, RPOS, and Divisions
August 2, 2021-August 31, 2021	Statewide Mobility Projects programmed	TIP Unit at NCDOT
September 1, 2021-November 30, 2021	Regional Impact Local Input Points Assigned (with the option to assign Division Needs Points)	MPOS, RPOS, and Divisions
September 1, 2021-October 31, 2021	P6.0 Scoring Subcommittee meetings	KTRPO Staff, TCC, TAC
October 15, 2021	Regional Impact Point Assignments Released for Public Comment	KTRPO Staff
November 2021	Regional Impact Point Assignments Approved	KTRPO TCC & TAC
December 1, 2021- January 31, 2022	Regional Impact Scores Finalized and Regional Impact Projects Programmed	SPOT Office and TIP Unit at NCDOT
February 1, 2022- April 29, 2022	Division Needs Local Input Points Assigned	MPOS, RPOS, and Divisions
February 1, 2022- March 31, 2022	P6.0 Scoring Subcommittee meetings	KTRPO Staff, TCC, TAC
March 15, 2022	Division Needs Point Assignments Released for Public Comment	KTRPO Staff
April 2022	Division Needs Point Assignments Approved	KTRPO TCC & TAC
May 2, 2022-July 29, 2022	Division Needs Scores Finalized and Division Needs Projects Programmed	SPOT Office and TIP Unit at NCDOT
August 1, 2022- August 21, 2022	Draft 2024-2033 STIP Released (Final STIP to be adopted at a later date)	NCDOT

## **Material Sharing**

The KTRPO STI Project Information webpage, located on the Kerr-Tar Regional Council of Governments' website ([www.kerrtarco.org](http://www.kerrtarco.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 (1) week of approval by the KTRPO TAC/TCC and will be grouped under the heading "**Prioritization 6.0**".

The Kerr-Tar RPO Local Input Methodology was submitted to the P6.0 Methodology Subcommittee on June 30, 2021 and will undergo full consideration by the KTRPO TCC and TAC on July 22, 2021. Any minor revisions made to this methodology due to P6.0 Subcommittee, KTRPO TCC/TAC, or public comment will be made without additional KTRPO TCC/TAC approval. Any substantive changes made to this document will be presented to the KTRPO TCC/TAC for consideration and approval.

Adopted the \_\_\_\_\_ day of \_\_\_\_\_, 2021.

Signature \_\_\_\_\_

Thomas W. Lane  
KTRPO TAC Chairman

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