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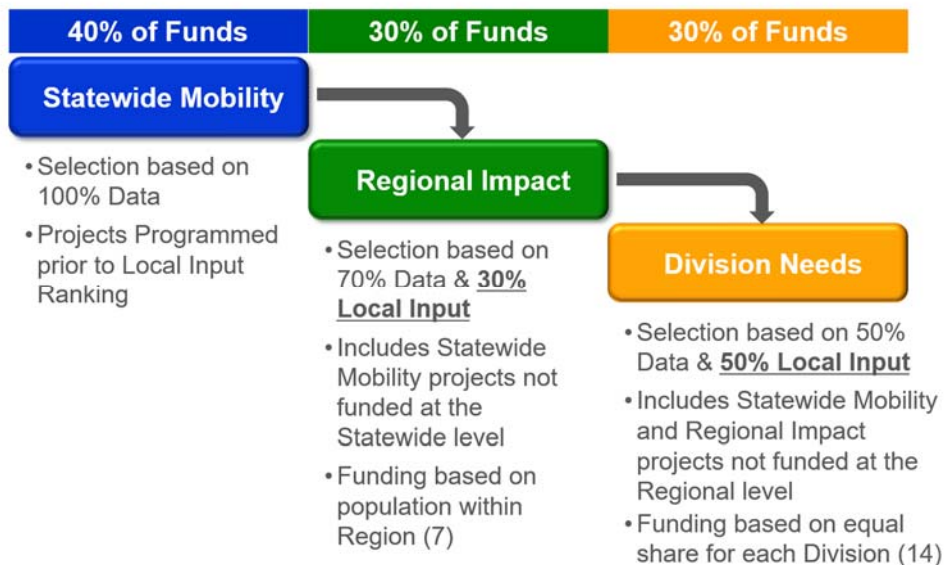
## ARPO Prioritization 5.0 Methodology

### 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 shown below.

<b>STI Project Eligibility</b>			
<b>Mode</b>	<b>Statewide Mobility</b>	<b>Regional Impact</b>	<b>Division Needs</b>
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 Albemarle 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.

**Description of Criteria and Weights:**

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

Regional level criteria (Highways and Transit)

Criteria	0 points	5 points	10 points	15 points
<b>Safety score</b>	0-25	26-49	50-74	75-100
	Calculation based on the crash frequency and severity along sections of a particular roadway. This score is generated in the quantitative scoring process.			
<b>Transportation Plan consistency</b>	Project is not in STIP, CTP, or other locally adopted plan	Project will be incorporated into CTP or other locally adopted plan.		Project is in STIP, CTP, or other locally adopted plan.
	Is the proposed project part of an existing, or proposed, adopted Plan?			
<b>Economic Development/ Employment access</b>		Provides direct access within a 20 mile radius of an existing or proposed employment center* with more than 20 employees.	Provides direct access within a 15 mile radius of an existing or proposed employment center* with more than 100 employees.	Provides direct access within a 10 mile radius of an active industrial/business park or proposed new employment center* with more than 100 employees.
	Does the project provide connection to a downtown district, business district, government center, educational center healthcare center, military base, prison, or agricultural center? Must meet both distance and employment criteria to be eligible to receive points.			
<b>Multimodal elements</b>	Project does not incorporate or connect to facilities of another mode			Project incorporates or connects to facilities of another mode
	Does the project incorporate other modes of transportation (a sidewalk along a road etc.)?			
<b>Existing deficiency</b>	Existing facility/service available		Existing facility/service available, but contains gap with lower level of service/intermittent service	No existing facility/service available,
	Does the project address an existing gap in the transportation system?			
<b>Roadway and shoulder width</b>	Currently exceeds NCDOT minimum standards	Currently meets NCDOT standards		Currently does not meet NCDOT standards
	Does the current condition not meet, meet or exceed NCDOT minimum standards?			
<b>Evacuation</b>	The project is not an official NCDOT evacuation route			The project is an official NCDOT evacuation route
	Is the project part of an official NCDOT evacuation route?			

\*An employment center is defined as a downtown district, business district, government center, educational center healthcare center, prison, military base, or agricultural center

Division Level criteria (Highways and ferries)

Criteria	0 points	5 points	10 points	15 points
<b>Safety score</b>	0-25	26-49	50-74	75-100
	Calculation based on the crash frequency and severity along sections of a particular roadway. This score is generated in the quantitative scoring process.			
<b>Transportation Plan consistency</b>	Project is not in STIP, CTP, or other locally adopted plan	Project will be incorporated into CTP or other locally adopted plan.		Project is in STIP, CTP, or other locally adopted plan.
	Is the proposed project part of an existing, or proposed, adopted Plan?			
<b>Economic Development/ Employment access</b>		Provides access within a 20 mile radius of an existing or proposed employment center* with 20 or more employees.	Provides access within a 15 mile radius of an existing or proposed employment center* with 100 or more employees.	Provides access within a 10 mile radius of an active industrial/business park or proposed new employment center* with more than 100 employees.
	Does the project provide direct connection to a downtown district, business district, government center, educational center healthcare center, and prison, military base or agricultural center? Must meet both distance and employment criteria to be eligible to receive points.			
<b>Multimodal elements</b>	Project does not incorporate or connect to facilities of another mode			Project incorporates or connects to facilities of another mode
	Does the project incorporate other modes of transportation (a sidewalk along a road etc.)?			
<b>Existing deficiency</b>	Existing facility/service available		Existing facility/service available, but contains gap with lower level of service/intermittent service	No existing facility/service available.
	Does the project address an existing gap in the transportation system? (i.e. increase ferry service hours, multi-lane an existing project)			
<b>Roadway and shoulder width</b>	Currently exceeds NCDOT minimum standards	Currently meets NCDOT standards		Currently does not meet NCDOT standards
	Does the current condition not meet, meet or exceed NCDOT minimum standards?			
<b>Evacuation</b>	The project is not an official NCDOT evacuation route			The project is an official NCDOT evacuation route
	Is the project part of an official NCDOT evacuation route?			

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Division Level criteria (bicycle and pedestrian transportation, transit, aviation)

Criteria	0 points	5 points	15 points	25 points
<b>Transportation Plan consistency</b>	Project is not in STIP, CTP, LCP, CTSP, ALP or other locally adopted plan	Project will be incorporated into CTP or other locally adopted plan. .		Project is in STIP, CTP, LCP, CTSP, ALP or other locally adopted plan.
	Is the proposed project part of an existing, or proposed, adopted Plan?			
<b>Economic Development/ Employment access</b>		Provides access within a 3 mile radius of a proposed or existing employment center* with more than 20 employees.	Provides access within a 2 mile radius of an existing or proposed employment center* with more than 100 employees.	Provides <del>direct</del> access within 1 mile radius of an active industrial/business park or proposed new employment center* with more than 100 employees.
	Does the project provide direct connection to a downtown district, business district, government center, educational center healthcare center, prison, or agricultural center?			
<b>Multimodal elements</b>	Project does not incorporate or connect to facilities of another mode			Project incorporates or connects to facilities of another mode
	Does the project incorporate other modes of transportation (a sidewalk along a road etc.)?			
<b>Existing deficiency</b>	Existing facility/service available		Existing facility/service available, but contains gap with lower level of service/intermittent service	No existing facility/service available.
	Does the project address an existing gap in the transportation system? (i.e. add a multi-use path where none existed, increase service for on demand transit)			

\*An employment center is defined as a downtown district, business district, government center, educational center, healthcare center, and prison, military base or agricultural center.

**Total Score and Project Ranking Approach:**

Regional level (NC Routes)

Projects involving NC routes are evaluated at the Regional level and the Albemarle Rural Planning Organization also receives 1300 local input points for these projects. Once all projects are scored using the methodology described below, the ARPO staff will develop a ranked list of projects within each county and within the RPO as a whole based on the outcome of the criteria below. This ranked list will be used to develop the recommended point assignments that are presented to the public for comment and to the RTCC and RTAC for approval. The top scoring Division level project, within each county will be allocated 100 points to reach the ARPO’s total allocation of 1300 points provided their quantitative score exceeds 10 points in the Regional needs category. This promotes geographic equity of projects. In the event that any counties do not have at least one Regional level project, which meets the criteria above, one projects from each mode which quantitative score exceeds 10 points in the Regional needs category will be selected from the top of the list of remaining projects within the RPO as a whole in order to reach the ARPO’s allocation of 1300 points. Should two or more projects of the same or different modes tie, the Strategic Prioritization Office of Transportation quantitative score will

be used as the tie-breaker. Since funding in the Division category is limited, Statewide or Regional projects, that cost over \$20,000,000, that cascade down to the Division level will not be considered for Division qualitative points.

#### Division level

Projects involving SR routes, bicycle and pedestrian transportation, transit, airports and ferry vessels are evaluated at the Division level. The Albemarle Rural Planning Organization receives 1300 local allocation points at the Division level. Once all projects are scored using the methodology described below, the ARPO staff will develop a ranked list of projects within each county and within the RPO as a whole based on the outcome of the scoring. This ranked list will be used to develop the recommended point assignments that are presented to the public for comment and to the RTCC and RTAC for approval. The top scoring Division level project, within each county will be allocated 100 points to reach the ARPO's total allocation of 1300 points provided their quantitative score exceeds 10 points in the Division needs category. This promotes geographic equity of projects. In the event that any counties do not have at least one Division level project, which meets the criteria above, one project from each mode which quantitative score exceeds 10 points in the Division needs category will be selected from the list of remaining projects within the RPO as a whole in order to reach the ARPO's allocation of 1300 points. Projects will be selected in the following order, Highway, Aviation, Ferry, Transit and Bike and Ped. Should two or more projects of the same or different modes tie, the Strategic Prioritization Office of Transportation quantitative score will be used as the tie-breaker. Since funding in the Division category is limited, Statewide or Regional projects, that cost more than \$20,000,000, that cascade down to the Division level will not be considered for Division qualitative points.

#### **Schedule and Public Outreach:**

This methodology will be tentatively approved by the RTCC and RTAC at their February 2018 meeting. Once approved by the RTAC, the RPO will release the draft methodology for a 30-day public comment period. This comment period will be advertised on the RPO website at <http://www.albemarlecommission.org/planning/sti-project-information/> and via local media. The results of the public comment period will be presented to the RTCC and RTAC at their April 2018 meeting where the public will also be able to submit comments. All public comments will be documented and reasonable edits to the methodology may be made prior to RTAC approval and submittal to the SPOT office. All public comments will be documented, filed by the RPO and distributed to local entities to consider for future prioritization processes and transportation plans. No new projects will be added to the Prioritization 5.0 list due to the fact the NCDOT deadline for submitting new projects will have passed. Following is a timeline for project solicitation, project ranking process and ARPO point assignment. These dates are subject to change as we work through this process.

Time Frame	Description	Action
March- Mid-April 2017	Solicit new projects. If new projects exceed SPOT's cap for new projects, the RTCC will make a recommendation to the RTAC at the July 26 meeting.	RPO Staff
April 26, 2017	RTAC finalizes and tentatively approves project list	RTCC/RTAC
May 1- May 31	Project list released for 30 day public comment period.	RPO Staff
July 26, 2017	Public Hearing- approval of project list and final approval of Local Input Methodology	RTCC/RTAC
September 2017	Projects entered into SPOT On!ine	RPO Staff
December 2017	Score Regional and Division projects based on Local Input methodology	RPO Staff
February 21, 2018	RTAC finalizes and approves ARPO Local Input Methodology	RTCC/RTAC
March 2018	TIP Unit programs Statewide projects	NCDOT
April 25, 2018	Public Hearing- Final approval local input methodology project scores and assigns local input points to regional projects.	RTAC
May 2018	Regional local input points entered into SPOT On!ine	RPO Staff
September 26, 2018	Review regional scores with RTAC and assign final Division local input points.	RTAC
October 2018	Division scores entered into SPOT On!ine	RPO Staff
January 2019	Draft STIP released	NCDOT

During the months of March and April of 2017, the ARPO started soliciting projects from local government Managers and Planners who, in turn, solicited projects from organizations and the public in their respective communities.

On April 26, 2017, the results of the project solicitation will be reviewed by the Rural Technical Coordinating Committee (RTCC) and then presented to the Rural Technical Advisory Committee (RTAC) for tentative approval. If new projects exceed the maximum number allowed, the RTAC will choose which projects to submit based on recommendations from NCDOT Division 1, RTCC, and RPO staff. The process and point assignment methods will also be reviewed by the RTCC and presented to the RTAC, for tentative approval, at their April 26, 2017 meeting. The methods described herein are subject to change based on the public comment process described later in this document.

The project list will be released for a 30 day public comment period in May of 2017 and a Public Hearing for final approval of the project list will be held on July 26, 2017. In September of 2017, ARPO staff will submit new projects to NCDOT through the SPOT On!ine system.

In February of 2018, RTAC members will meet and approve the ARPO Local Input Methodology. In April of 2018, the RTAC will hold a Public hearing for final approval of the local input methodology Regional and Division scores and will assign local input points to Regional projects.

In September of 2018, the RTAC will meet to discuss the finalized quantitative Regional scores and assign final Division local input points to projects. In January of 2019, the NCDOT will release the Draft STIP.

The RPO will present the project scores of all projects to the RTCC and RTAC at their January 2018 meetings. Once approved by the RTAC, the RPO will release the project scores for a 30-day public comment period. This comment period will be advertised on the RPO website <http://www.albemarlecommission.org/planning/sti-project-information/> and via local media. The results of the public comment period will be presented to the RTCC and RTAC at their April 2018 meetings where the public will also be able to submit comments and all public comments will be documented. In April 2018, the RTAC will take any public comments into account and be asked to approve the project list and scores. Once complete, the list and project scores will be available on the ARPO SSTI project information website located at <http://www.albemarlecommission.org/planning/sti-project-information/>.

#### **Point assignment process:**

Any justification/rationale for local point assignment deviation from the RTAC adopted and SPOT office approved Methodology by the RTAC will be posted on the ARPO website for public inspection. Special consideration to deviate from the approved Methodology includes, but is not limited to, projects not being competitive in their respective categories, projects that are not far enough along in the planning process to warrant funding, projects that have strong local government support, and projects that have strong public support. Any deviation from the approved Methodology must be agreed upon by a majority of RTCC and RTAC members as outlined in the ARPO Bylaws. This allowance is envisioned as a safety net to provide local oversight to the data-driven process and to compensate for any peculiar scores where the prioritization methodology fails to operate as expected. Any local point assignment deviation from the methodology will be fully disclosed to the public and reason(s) why placed on the ARPO STI/Project information page located here: <http://www.albemarlecommission.org/planning/sti-project-information/>.

#### **Materials sharing:**

This ARPO STI project information webpage, located at <http://www.albemarlecommission.org/planning/sti-project-information/>, provides an overview of the STI process as well as public notices for the former and current Prioritization processes. All public comment periods, materials approved by the RTAC and preliminary and final local input point assignments will be available within one week of approval of the ARPO RTAC Board and will be grouped under the heading "Prioritization 5.0".



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