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## ARPO Prioritization 5.0 Methodology

(Note: On April 26, 2017, the ARPO RTAC Board tentatively approved this Methodology which is the same Methodology used in Prioritization 4.0)

Session Law 2012-84 requires Metropolitan Planning Organizations and Rural Planning Organizations (MPO's and RPO's) to develop a ranking process for highway, bicycle/pedestrian, public transit, aviation, rail and ferry projects. The ranking process must be data driven and include a combination of quantitative data and qualitative and local input. The following process applies to all projects ranked as "regional" and "division" funding in the counties of Currituck, Camden, Gates, Pasquotank, Perquimans, Chowan, Washington, Tyrrell, Hyde and Dare. Funding levels are as defined in the 2013 Strategic Transportation Investment Law. 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 TCC will make a recommendation to the TAC at the July 26 meeting.	RPO Staff
April 26, 2017	TAC finalizes and tentatively approves project list TAC finalizes and tentatively approves Local Input Methodology	TCC/TAC
May 1- May 31	Project list and Local Input Methodology released for 30 day public comment period.	RPO Staff
July 26, 2017	Public Hearing- Final approval of project list and final approval of Local Input Methodology	TCC/TAC
August 2017	Projects entered into SPOT On!ine	RPO Staff
November –December 2017	Score Regional and Division projects based on Local Input methodology	RPO Staff
January 2018	TAC tentatively approves Regional and Division Local Input methodology project scores	TCC/TAC
February 1- March 2 2018	Regional and Division Local Input Methodology scores released for 30 day public comment period	RPO Staff
March 2018	TIP Unit programs Statewide projects	NCDOT
April 2018	Public Hearing- Final approval of Regional and Division Local Input Methodology project scores and assign local input points to regional projects.	TAC
May 2018	Regional local input points entered into SPOT On!ine	RPO Staff
August 2018	Review regional scores with TAC and assign final Division local input points.	TAC
September 2018	Division scores entered into SPOT On!ine	RPO Staff
January 2019	Draft STIP released	NCDOT

During the months of March through Mid-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 Technical Coordinating Committee (TCC) and then be presented to the Technical Advisory Committee (TAC) for tentative approval. If new projects exceed the maximum number allowed, the TAC will choose which projects to submit based

on recommendations from NCDOT Division 1, TCC, and RPO staff. The process and point assignment methods will also be reviewed by the TCC and presented to the TAC, for tentative approval, at their April meeting. The methods described herein are subject to change based on the public comment process described later in this document.

The project list and Local Input Methodology 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 and Local Input Methodology will be held on July 26, 2017. In August of 2017, ARPO staff will submit new projects to NCDOT through the SPOT Online system.

In January of 2018, TAC members will meet and tentatively approve the Local Input Methodology Regional and Division scores. The Local Input Methodology Regional and Division scores will be released for a 30 day public comment period on February 1, 2018. In April of 2018, the TAC will hold a Public hearing for final approval of both the Regional and Division scores and the TAC will assign local input points to Regional projects. During this time, results of the public comment period will also be reviewed and considered by the TAC prior to approving the final Local Input Methodology Regional and Division scores.

In August of 2018, the TAC will meet to discuss the SPOT finalized Regional scores and assign final Division local input points to projects.

In January of 2018, the NCDOT will release the Draft STIP.

### **Public Input process**

#### Methodology

This methodology will be tentatively approved by the TCC and TAC at their October 2015 meeting. Once approved by the TAC, 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 [www.albemarlecommission.org/planning/](http://www.albemarlecommission.org/planning/) and via local media. The results of the public comment period will be presented to the TCC and TAC at their January 2016 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 TAC 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 4.0 list due to the fact the NCDOT deadline for submitting new projects will have passed.

#### Project ranking

The RPO will present the recommended point assignments and scores of all projects to the TCC and TAC at their March 2016 meetings. Once approved by the TAC, the RPO will release the recommended projects and point assignments for a 30-day public comment period. This comment period will be advertised on the RPO website [www.albemarlecommission.org/planning/](http://www.albemarlecommission.org/planning/) and via local media. The results of the public comment period will be presented to the TCC and TAC at their May 2016 meetings where the public will also be able to submit comments and all public comments will be documented. In May 2016, the TAC will be asked to approve the project list and final point assignments. Once complete, the list and points assignments will be available on the RPO website.

### **Ranking Process**

#### 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 TCC and TAC 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 (SPOT) 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.

Division Level (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?			
<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 (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?			

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

Regional level (NC Routes)

Projects involving NC routes are evaluated at the Regional level and the Albemarle Rural Planning Organization also receives 1300 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 TCC and TAC 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 (SPOT) 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.

Regional level (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.

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Any justification/rationale for local point assignment deviation from the TAC adopted and SPOT office approved Methodology by the TAC 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 TCC and TAC 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 RPO website.