Prioritization 4.0-Adopted KTRPO P3 Methodology with Draft Modifications for P4

Kerr-Tar Regional Transportation Planning Organization
Prioritization 3.0 Project Solicitation, Local Point Assignment, and Ranking Process
Approved by KTRPO TAC on March 27, 2014

Introduction: The North Carolina legislature and NC Department of Transportation (NCDOT) require all regional transportation planning organizations (rural and metropolitan) to develop a *local ranking process* for projects   across all modes of transportation (highway, bicycle/pedestrian, public transit, aviation, rail, and ferry).
The following local ranking process will be submitted to the NCDOT's Strategic Prioritization Office of Transportation (SPOT) for their review and comment and then*, the modifications will be* presented for adoption by the Kerr-Tar RPO's Transportation Advisory Committee (TAC) on *February 25, 2016* to ensure compliance with the legislative mandate. The TAC approved methodology will be made available to the public for a period of public comment consistent with the KTRPO Public Involvement Plan (PIP).

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 2013 Strategic Transportation Investments law.

SCHEDULE

Local Point Assignment Methodologies: The KTRPO *will submit* its proposed *modified P4.0* Prioritization methodology to NCDOT and to KTRPO TAC/TCC members in *January and February, 2016. It is anticipated that comments on the modified methodology for P4.0 will be received from NCDOT in January 2016 and incorporated into the revision.   A copy of the TAC approved (March 27, 2014) KTRPO P 3.0 methodology will be posted on the KTRPO website along with the methodology modifications for P4.0 and any NCDOT comments. It is anticipated that the revised document with NCDOT comments incorporated will be distributed to the TAC/TCC in late-January in time to be posted on the KTRPO website (www.ktrpo.com) for public comment*. Pending NCDOT review and approval, the KTRPO TAC/TCC will approve the *modified* KTRPO point assignment methodologies described herein at the *February 25, 2016 TAC/TCC meeting.*

Project Ranking: The TCC and TAC evaluated the full list of new, *existing and modified* projects for our five counties from *August to October 2015*. Final approval, point assignment, and submission to the SPOT *office occurs during November 2015 to August 2016 and the final P4.0 scores will be released in October 2016.*

PHASE I: Identify Candidate Projects

● Project Modifications and anticipated Intersection/ Interchange projects due	September 1, 2015
● Alternate Criteria for Regional Impact and Division Needs scoring due	October 1, 2015
● TCC/TAC evaluates list of new, existing and modified projects	August-October 2015
● KTRPO allowed to submit up to 12 new projects entered via SPOT On!ine	October-November 2015

PHASE II: Assign Points & Final Rankings

● TAC votes on modified methodology for P4.0(from approved P3.0)	February 25, 2016
● NCDOT releases Quantitative Scores & Programmed Statewide Mobility Projects Draft List	End of March 2016
● Regional Impact Local Input Point window opens for two months	April 1, 2016
● Draft list of Programed Regional Impact Projects released	End of July 2016
● Division Needs Local Input Point window opens for two months	August 1, 2016
● Final P4.0 Scores released	October 2016

PUBLIC INPUT PROCESS

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 RPO website (www.ktrpo.com) 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 at their ==*February 25*== meeting for final approval. All public comment 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.

Project Ranking: 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. The results of the public comment period will be presented to the TCC and TAC for their consideration at the ==May 26 and August 25== meeting, during which the public will also be permitted to submit comments. All public comment will be documented. ==In *May* 2016, the TAC will be asked to approve the project list for Regional Impact Projects and in August 2016 the TAC will be asked to approve the project list for Division Needs==. The lists and assignments will be available on the RPO website. Projects will be scored based on the criteria established regardless of the eligible funding category (statewide, regional or division) and then segregated by eligible funding category into Regional and Division 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.

RANKING

Ranked List Development:
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 SPOT quantitative score and the score from ranking process outlined on the next several pages. Final projects scores will reflect **100% (NCDOT) SPOT Office score at Statewide Level; 70% SPOT Office score at Regional and 50% SPOT Office score at Division.**

The top two projects in each county from the Regional list will be assigned 100 points for a total of 1000 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 1300 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

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 4.0 list; however, as the NCDOT deadline for submitting new projects will have passed.

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 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 TAC has the final discretion regarding assignment of local points and retains the flexibility to make changes to these point assignments if it is able to document a reason for doing so.

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.*

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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
Number of automobile crashes most recent 3-year period					
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)
Is the proposed project part of an existing, adopted transportation plan; does the project support a goal / objective of the Kerr-Tar Region CEDS?					
Criteria	**0 points**		**10 points**		**20 points**
Destinations served (20%)	No direct access to major destination		Direct access to one destination from among the *list below*		Direct access to at least two destinations from among the *list below*
Does the project connect directly to an educational (such as elementary/middle school, high school, or community college), health care (such as hospitals or community clinics), employment (such as factories or industry) or recreation/entertainment destination (such as theatre, convention center or arena)?					
Criteria	**0 points**		**10 points**		**15 points**
Multimodal accommodations (15%)	Project does not include bike/ped or transit-supportive facilities or connections		Project includes one bike/ped or transit-supportive facility or connection		Project does include more than one bike/ped 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

Non-Highway (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
Number of pedestrian and/or bicycle crashes over the most recently tabulated 3-year period.					
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
Is the proposed project part of an existing, adopted transportation plan?					
Destination served (25%)	No direct access to major destination		Direct access to at least one destination from among the *list below*		Direct access to more than one destination from among the *list below*
Does the project connect directly to an educational (such as elementary/middle school, high school, or community college), health care (such as hospitals or community clinics), employment (such as factories or industry) or recreation/entertainment destination (such as theatre, convention center or arena)?					
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)
Includes: Comprehensive Economic Development Strategy (CEDS); Public Health Plan; Safe Routes to School Plan; Jobs Access and Mobility Objective					

Non-Highway (Rail and Aviation Projects) - Maximum 100 Points					
Criteria	**0 points**	**5 points**	**10 points**	**15 points**	**25 points**
Project addresses an identified facility safety Issue (25%)	No		Improves facility safety		Improves facility and community safety
These include, but are not limited to, improvements to track or runway condition, lighting, warning signalization, railroad crossings, control tower improvement					
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
Is the proposed project part of an existing, adopted transportation plan?					
Project expands facility capacity (25%)	Capacity is not increased				Ability to handle more rail or aircraft
May include new or expanded runway, terminals, rail sidings, or additional track among other capacity-related improvements					
Project addresses a regional goal / objective (25%)	Project does not meet any approved goal or objective				Project supports a goal of the approved CEDS
Includes: Comprehensive Economic Development Strategy (CEDS); local area plan; local economic plan					

Non-Highway (Public Transportation Projects) - Maximum 100 Points					
Criteria	**0 points**		**25 points**	15 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
Projects may include transit shelters, information systems, new vehicles to support new or expanded routes					
Criteria	**0 points**				**10 points**
Project improves fuel economy (10%)	Fuel economy is not addressed				Fuel economy is improved by the project
Project enhances transit providers' fuel savings and reduces average annual fuel expenditures per vehicle					
Criteria	**0 points**				**10 points**
Passenger safety (10%)	Safety is not addressed				Passenger Safety is Addressed by the Project
Will the project enhance on-board and/or passenger safety generally					
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
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					