



DATE: May 5, 2014  
SUBJECT: Prioritization 3.0 (P3.0) – Draft Local Input Point Methodology

## BACKGROUND

The NCDOT's Strategic Planning Office of Transportation (SPOT) has been tasked with carrying out the project evaluation process outlined in the SL 2013-84 legislation enacted on June 26, 2013. One of the most significant tasks that must be accomplished by each MPO/RPO and NCDOT Division Office is to create a methodology that explains how the MPO/RPO/Division Office will allocate the eligible local input points assigned to projects (of all modes) in the prioritization database.

As stipulated by the STI legislation, local points may be assigned to projects in the Regional Impact and Division Needs categories, but not the Statewide Mobility category. The Land of Sky Rural Planning Organization (LOSRPO) may allocate the following number of local points for projects in the eligible categories:

- 1100 points – Regional Impact projects
- 1100 points – Division Needs projects

A committee of TCC members was created to develop a local input point methodology. The contents of this memorandum describe the methodology developed by the committee, which the LOSRPO proposes to use to allocate its local input points. NCDOT requires that the methodology include the following components:

- A minimum of one quantitative criteria
- A minimum of one qualitative criteria
- Public involvement (on the proposed methodology, and the preliminary assignment of local input points to projects based on the approved methodology) (on both methodology and preliminary assignment of points to projects based on the methodology)
- Dissemination of methodology, local points and public input on LOSRPO's website ([www.landofskyrpo.org](http://www.landofskyrpo.org))



**PROPOSED LOCAL INPUT METHODOLOGY**

Overview

The following principles will be used for the allocation of LOSRPO’s local points:

- This methodology will be used for all submitted SPOT projects highway, Bicycle, pedestrian, and transit
- The RPO will by default not assign points to any cascading project, but reserves the right to address cascading projects on a case-by-case basis, and will provide written explanation and justification for any cascading project that justifies an exception.
- The same philosophy will guide assignment of points to any non-highway mode: They will not be given points as a default, but exceptions can be awarded points if written explanation and justification is provided for each exception.

Draft Prioritization Methodology (100 point scale)

1. SPOT Score- worth 5 points of the overall 100 point scale.

SPOT score of projects will be broken into 5 tiers based on overall score. Top tier of projects will receive 5 points, second highest tier will receive 4 points, etc until all projects are scored. *A table illustrating existing projects is below:*

Project ID	Score		
H090855	14.94	5	Top
H090183	14.9	5	
H090791	14.4	5	
H111159	11.94	4	Mid Tier
H111128	9.07	3	
H111135	8.89	3	
H111133	8.56	3	
H111137	8.25	3	
H090162	7.98	2	Low Tier
H111138	7.79	2	
H129079-D	7.46	2	
H090858	7.04	2	
H090092	4.29	1	
H090857	4.15	1	Long
H111136	2.95	0	



H090157	2.2	0	Range
H090317	2.1	0	
H090854	0.99	0	

2. Economic Development is a critical component of our prioritization methodology. We broke it down into further subsections based on what our values are and how we utilize transportation.

- Projects within ¼ mile receive a full 5 points (Measured from edge of property line to center line of proposed improvement)
  - ¼ to ½ mile- 4 points
  - ½ mile to 1 mile- 3 points
  - Greater than 1 mile- zero points
  - Identified future sites- 1 point
  
- a. Improve access to existing manufacturing, commercial, or service industries and/or access to identified future sites using the point structure above. (Measured from edge of property line to center line of proposed improvement)
  
- b. Employment opportunities- Access is measured by proximity of site and is primarily a bike/ped methodology but can be applied to highway scoring methodology using the same point methodology above. (Measured from edge of property line to center line of proposed improvement)
  
- c. Industrial Parks- Both planned and existing receive points based on the spread above (Measured from edge of property line to center line of proposed improvement)
  
- d. Issue identified in local or regional economic development plans- 5 points or no points
  
- e. Tourism- Improved access is measured by both current Level Of Service and future Level Of Service as identified in the project needs statement. Scored on 10 points



Current Level of Service	Points	Future LOS	Points
F	5	F	0
E	4	E	1
D	3	D	2
C	2	C	3
B	1	B	4
A	0	A	5

*In an extreme example, if a facility is currently operating at a level of service “F” the project receives 5 points. If the proposed improved facility is projected to operate at a level of service “A” the project is awarded an additional 5 points for a maximum of 10 points.*

f. Tourism- Within 3 miles of tourist facility (recreational, cultural, and or historic destination)( *Measured from edge of property line to center line of proposed improvement*). These destinations are regionally accepted. We have no formal policy or list of sites but are developing this for SPOT 4.0 if this criteria stays. 5 point scale as follows:

¼ - ½ mile- 5 points

½ - 1 mile- 4 points

1-2 miles 3 points

2-3 miles 2 points

Greater than 3 miles- 0 points

g. Corridor Enhancement- Routes identified by either a CTP, local plan, Strategic Highway corridor plan, Regional Bicycle, Safe Routes to School, Regional Greenway or Pedestrian plan, or Appalachian Regional Commission plan as regional corridors receive a full 5 points.

### 3. Policy Score

- Very High Priority local projects receive 20 points
- High Priority local projects 10 points
- Long Range Priority projects receive 5 points



Local input is the main deciding factor in how these points are assigned. Local governments will have to justify the reasoning behind these local priorities to the larger group. The deciding criteria will be defined by the local government and posted to the Land of Sky RPO website.

4. Community Compatibility and Planning

- a. Feasibility study completed, underway, or included in CTP- 5 points. Gives projects that have had some baseline vetting additional points.

Consistency with local planning (2 or more) 10 points maximum with equal weighting

- Land Use plan
- Farmland preservation plan
- Zoning ordinance
- Bike plans
- Pedestrian Plan
- Greenway or Recreation plan
- LCP-HSTP or other Transit Plan
- Small Area Plan
- Utility Infrastructure Plan
- Other Plan(s) TBD

We wanted to avoid being punitive but recognize whatever level of planning that is done in a community. One point is awarded for each plan above and including two plans to a maximum of 10 points in this category.

- *If a community has adopted Recreation plan, small area plan, and a utility infrastructure plan it would receive 1 point (2 plans baseline = 0, 1 additional plan = 1 point)*
- *A community with an adopted land use plan, zoning, infrastructure plans, transit plan, small area plan would receive 3 points (2 plan baseline = 0, 3 additional plans = 3 points)*

- b. Provides more transportation choices- 5 points total

We encourage multimodal connections across our region. Projects that encourage and support our multimodal goals receive 5 points. Projects which do not support our goals receive no points.



5. Special Considerations- 5 points for each to a maximum of 15 points

- Completes the final portion of a project- *There are several half completed projects in our region. We would like to see these finished by awarding 5 points towards the total.*
- Eliminates a severe safety problem- *Either self-identified or statistically proven with a full crash analysis to be provided*
- Improves Level of Service (LOS) on other facilities- *Building a robust and integrated network is important to us. If a project alleviates congestion or improves service on a parallel route it is awarded 5 points.*
- Local Funding (public or private) or ROW donation (public or private)- *Providing local financial stake in the game proves a project's true intrinsic value. 5 points*
- Eliminates or mitigates an established natural hazard (landslide, flooding, etc.)- *The safety and reliability of the network is important to us. Projects which alleviate areas of known issues receive 5 points. This will be local knowledge and NCDOT data driven.*
- Emergency evacuation route - *As identified on local emergency management/hazardous mitigation plans. 5 points*
- Critical facility infrastructure (hospital, fire/ambulance station, police, emergency shelters, power stations, etc.)- *Projects which directly improve access to emergency facilities receive 5 points.*
- Improves emergency response time- *Projects which improve response time to emergency events receive 5 points. Local government will have to prove how projects impact emergency response time (alternate route, congestions issues, secondary routes, etc.)*



- Freight Considerations- Projects on the statewide freight network receive 5 points. Projects on secondary or local freight network receive 3 points. Projects not identified on either of these networks receive no points.

The RPO TAC can adjust projects receiving points or adjust the number of points given to a project based on their discretion and/or public input. Any exceptions will require written explanation to be provided to NCDOT SPOT and be part of an open, public process that complies with Chapter 143, Article 33C of the North Carolina General Statutes and will be made available on the RPO’s website as part of posting the point assignments per project.

A full table of proposed methodology is available on the Land of Sky RPO [website](#): *(website address to change but be finalized for public input)*

LOSRPO			Economic Development							Policy	Community Compatibility and Planning			Special Considerations								
SPOT #	Regional SPOT Score	Points	Access to existing or proposed	Existing Employment	Proximity to Industrial Parks	Regional ED Issue?	Access to Tourists	Within 3 miles of tourist facility	Corridor Enhancement	Policy Score	Feasibility Study	Local Planning	Transport Choices	Final portion of project	Severe Safety Problems	Improves LOS on other	Local Funding	Eliminates or Mitigates Natural Hazard	Emergency Evacuation Route	Critical Infrastructure	Emergency Response Time	Freight
HD00092	5.78	4																				
HD00157	4.36	2																				
HD00162	N/A	0																				
HD00183	18.54	5																				
HD00317	N/A	0																				
HD00791	N/A	0																				
HD00854	N/A	0																				
HD00855	N/A	0																				
HD00857	0.03	3																				
HD00858	7.99	3																				
HL11128	N/A	0																				
HL11133	N/A	0																				
HL11135	N/A	0																				
HL11136	N/A	0																				
HL11137	N/A	0																				
HL11138	N/A	0																				
HL11139	18.39	3																				
HL25079-D	8.96	4																				



## **Public Involvement Process**

Public Involvement Process for the Prioritization List will include the following steps based on the draft LOSRPO Public Involvement Plan, section V.C. on page 16:

- After consideration and preliminary adoption by the RPO TAC, the draft Prioritization List will be published for a minimum two-week (14 day) public comment period and the notice will be advertised using our media resources provided in Appendix C of the Plan.
- The notices for the public comment period and the public hearing will include an announcement stating that persons with disabilities will be accommodated. Special provisions will be made if notified 48 hours in advance (i.e. having available large print documents, audio material, someone proficient in sign language, a translator or other provisions as requested). The Prioritization List will be on file for review at the Land-of-Sky Regional Council Office, and available in a PDF format for downloading from the LOSRPO website. Written comments will be received during the comment period and will be directed to the LOSRPO. The LOSRPO's contact person, phone number and e mail address will be included in the public notice. The LOSRPO will assemble all comments and forward comments to the RPO TAC.
- The LOSRPO TAC will hold a public hearing on the draft Prioritization List. The public hearing will be held at a location which is accessible to persons with disabilities. The LOSRPO TAC will approve a final Prioritization List after considering the public comments received. The Prioritization List shall be submitted to the NCDOT and be posted on the LOSRPO website at or before the NCDOT public hearings for input into the STIP. The RPO TAC may elect to open a dialogue with the State on specific project priorities.

**When possible the Land of Sky RPO is duplicating timelines, meetings, and notices with the FBRMPO**





## **NEXT STEPS/TIMELINE**

- RPO board and NCDOT approve local input point methodology (March 2014)
- Quantitative scores are given to P3.0 projects (May 2014)
- Proposed Local input points are allocated to P3.0 projects (May-August 2014)
- A minimum 2-week public comment period is provided to review and comment on local input point allocations (July-August 2014)
- RPO endorses final local input point allocations and submits them to NCDOT and submits to NCDOT (Summer (by August) 2014)
- Final scores are issued to P3.0 projects and posted on the LOSRPO website (July-August 2014)