



DATE: January 31, 2018
SUBJECT: Prioritization 5.0 (P5.0) – Draft Local Input Point Methodology

INTRODUCTION

The NCDOT’s Strategic Planning Office of Transportation (SPOT) has been tasked with carrying out the project evaluation process outlined in the ‘Strategic Transportation Investments (GS 136-189.10 and .11)’ 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 (Highway, Bike and Pedestrian, Aviation, Public Transit, Rail and Ferry) in the prioritization database. LOSRPO is only scoring Highway and Bike/Ped projects in this round of prioritization.

As stipulated by the Strategic Transportation Investments (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), serving the rural areas of Buncombe, Haywood, Madison and Transylvania Counties, may allocate the following number of local points for projects in the eligible categories:

- 0 points – Statewide projects ie (I-26, I-40)
- 1100 points – Regional Impact projects ie (US-64, US-25/70, NC-280, NC-208)
- 1100 points – Division Needs projects ie (Spring Creek, SR 1512 Ecusta Rd, Bike/Ped Projects)

The contents of this memorandum describe the methodology that LOSRPO proposes to use to allocate its local input points. LOSRPO has no aviation, rail, public transit or ferry projects in this round of prioritization.

NCDOT requires that the methodology include the following components:

- At least two criteria (with at least one being qualitative)
- Public involvement (on the proposed methodology, and the preliminary assignment of local input points to projects based on the approved methodology)
- Dissemination of methodology, local points and public input on LOSRPO’s website (www.landofskyrpo.org)

DESCRIPTION OF CRITERIA AND WEIGHTS

The LOSPRO will use the following criteria for assigning points:

- LOSRPO will score based on a 100 point system.
- NCDOT P5.0 quantitative score will account for 70% in the Regional Impact Tier and 50% in the Division Needs Tier.
- Safety will account for 10% in the Regional Impact Tier and 20% in the Division Needs Tier.



- Local Project Priority will account for 15% in the Regional Impact Tier and 20% in the Division Needs Tier.
- Multimodal Accommodation will account for 5% in the Regional Impact Tier and 10% in the Division Needs Tier (for highway projects) For bicycle and pedestrian projects, Connectivity to existing bike/ped infrastructure will be used instead of Multimodal Accommodation. See Scoring tables.

TOTAL SCORE AND PROJECT RANKING RESULTS

1. **NCDOT P 5.0 quantitative score** will account for 70% in the Regional Impact Tier and 50% in the Division Needs Tier.
2. **Safety** is an important aspect of transportation planning in our region. The safety score will account for 15% for Regional Impact projects and 20% for Division Needs projects overall 100 point scale.

The safety score of projects will be determined using the safety score provided by the NCDOT SPOT office.

LOSRPO will use the following guidelines for applying safety scores to projects:

LOSRPO will put projects in ascending order based on safety scores provided by NCDOT SPOT office for each project. Highway Projects and Bike/Ped Projects will be scored separately.

- 2.5 points Regional Impact/5 points Division Needs for the bottom 25% of RPO projects P5.0 quantitative safety scores.
 - 5 points Regional Impact/10 points Division Needs for 25-50% of RPO projects P5.0 quantitative safety scores.
 - 7.5 points Regional Impact/15 Division Needs for 50-75% of RPO projects P5.0 quantitative safety scores.
 - 10 points Regional Impact/20 points Division Needs for 75%+ RPO projects P5.0 quantitative safety scores.
 - Bike and Pedestrian projects will be ordered and ranked following the same guidelines
3. **Local Priority** will account for 15% for Regional Impact projects and 20% for Division Needs projects in the overall 100-point scale. Each county in coordination with their municipalities will rank their projects. The number 1 and 2 ranking projects will receive 15 points in Regional Impact tier and 20 points in Division Needs tier; the number 3 and 4 ranking projects will receive 11/15 points, and so on. This exercise will be completed for projects in both the Regional Impact category and the Division Needs category.



4. We encourage **multimodal connections** and **connectivity** across our region. This criterion will account for 5% for Regional Impact projects and 10% for Division needs projects of the overall possible 100 points.
- Zero (0) points if a project does not include Bicycle or Pedestrian facilities or for Bike/Ped project that does not connect to an existing facility.
 - 5 points Regional Impact if a project includes EITHER Bicycle or Pedestrian facilities
 - 5 points for EITHER Bicycle or Pedestrian facilities and 10 points for BOTH Bicycle Pedestrian facilities in the Division Needs tier.
 - For Bike/Ped projects 10 points if project connects to an existing BIKE/Ped facility.

Regional Impact Scoring		
Criteria	Max. Score Possible	Scoring Methodology
SPOT Quantitative Score	70	Actual SPOT quantitative score from NCDOT
SPOT Safety Score	10	<ul style="list-style-type: none"> • 2.5 Points projects in bottom 25% • 5 Points projects in 25-50% • 7.5 Points projects in 50-75% • 10 Points projects in 75%+ •
Local Project Priority	15	<ul style="list-style-type: none"> • 15 Points if Priority 1 or 2 • 11 Points if Priority 3 or 4 • 7 Points if Priority 5 or 6 • 3 Points if Priority 7 or 8 • 0 Points is Priority lower that 8
Multi Modal Connections	5	<ul style="list-style-type: none"> • 0 Points if projects does not include Bike/Ped Facilities • 5 Points if project includes EITHER Bike/Ped Facilities.
Total	100	



Division Needs Scoring		
Criteria	Max. Score Possible	Scoring Methodology
SPOT Quantitative Score	50	Actual SPOT quantitative score from NCDOT
SPOT Safety Score	20	<ul style="list-style-type: none"> • 5 Points projects in bottom 25% • 10 Points projects in 25-50% • 15 Points projects in 50-75% • 20 Points projects in 75%+ •
Local Project Priority	20	<ul style="list-style-type: none"> • 20 Points if Priority 1 or 2 • 15 Points if Priority 3 or 4 • 10 Points if Priority 5 or 6 • 5 Points if Priority 7 or 8 • 0 Points is Priority lower that 8
Multi Modal Connections	10	<ul style="list-style-type: none"> • 0 Points if projects does not include Bike/Ped Facilities • 5 Points if project includes EITHER Bike/Ped Facilities • 10 Points if project includes BOTH Bike/Ped Facilities
Total	100	



LOCAL INPUT POINTS ASSIGNMENT PROCESS

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

- LOSRPO will score Highway projects (both Regional Impact and Division Needs) and Bicycle, pedestrian projects with the same methodology.

Land of Sky RPO receives 1100 points at the Regional Level and 1100 points at the Division Level to allocate to projects for local prioritization. The maximum number of points any project can receive is 100. After scoring projects with the LOSRPO's approved methodology, the two top-scoring Regional Impact projects within each county will be allocated 100 points each.

The remaining points will be allocated to the next highest scoring projects within the RPO (regardless of county), to reach Land of Sky RPO's total point allocation of 1100 points. In the event that any counties do not have at least two Regional Level projects, then additional projects will be selected from the top of the list of remaining projects within the RPO as a whole.

If a county chooses to allocate Regional Impact Points to projects in neighboring MPO's or RPO's they may do so in lieu of allocating points to projects within LOSRPO. This promotes a regional approach to the prioritization process. Only projects that originate at the Regional level are eligible for scoring and local points allocation under this methodology; Statewide level projects that are not programmed at the Statewide level will not be scored at the Regional level or receive Regional Level local points under this methodology, unless the Land of Sky RPO TAC elects to do so.

After scoring projects with the LOSRPO's approved methodology, the two top-scoring Division Needs projects within each county will be allocated 100 points each. The remaining points will be allocated to the next highest scoring projects within the RPO (regardless of county), to reach Land of Sky RPO's total point allocation of 1100 points. In the event that any counties do not have at least two Division Level projects, then additional projects will be selected from the top of the list of remaining projects within the RPO as a whole. If a county chooses to allocate Division Needs Points to projects in neighboring MPO's or RPO's they may do so in lieu of allocating points to projects within LOSRPO. This promotes a regional approach to the prioritization process. Only projects that originate at the Division Needs level are eligible for scoring and local point's allocation under this methodology; Statewide and Regional level projects that are not programmed at the higher levels will not be scored at the Division Needs level or receive Division Needs local points under this methodology, unless the Land of Sky RPO TAC elects to do so.



Notwithstanding any of the above, however, no local points will be assigned to any project requiring local match if the local government in question expresses no desire to provide the required match and no desire to pursue the project at this time. In this case, points will be assigned to the next highest-ranking appropriate project. Should a county choose to assign maximum local input points to a project that does not score in the top two projects in that county they may elect to do so at their discretion. These changes will be noted in the Local Input Points Assignment Table.

The RPO TAC can adjust projects receiving points or adjust the number of points given to a project based on their discretion. Any exceptions will be noted on the LOSRPO Final Local Input Points Assignment Tables and be provided to NCDOT SPOT office and be part of an open, public process that complies with Chapter 143, Article 33C of the North Carolina General Statutes. All prioritization documents, lists and Local Input Points Assignment tables will be made available on the RPO's website as required.

SCHEDULE AND PUBLIC OUTREACH

Public Outreach Process for the Prioritization List will include the following steps based on the draft LOSRPO Public Involvement Plan, section VII. Page 14:

- After consideration by the 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 B.
- A Committee of TCC members was created to develop a local point methodology. After consideration by the TAC, the draft Prioritization Methodology will be published for a minimum four-week (28-day) public comment period and the notice will be advertised using our media resources provided in Appendix B.
- 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 and Prioritization Methodology 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 homepage. 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 TAC.



- The RPOTAC will hold a public hearing on the draft Prioritization List and the Prioritization Methodology. The public hearing will be held at a location which is accessible to persons with disabilities. The RPOTAC will approve a final Prioritization List and Prioritization Methodology after considering the public comments received. The public review periods for the Prioritization List and the Prioritization Methodology will sometimes be concurrent and sometimes will run separately, depending upon which schedule is more practical. The Prioritization List shall be submitted to the NCDOT at or before the NCDOT public hearings for input into the STIP. The RPOTAC 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

- LOSRPO TAC/NCDOT approve local input point methodology (February 2018 – March 2018) with 28 day 4 week **public comment** period provided. LOSRPO TAC Meeting **03/22/2018**
- Quantitative scores are given to P5.0 projects and STIP Unit Programs Statewide Mobility Projects (December 2017 - March 2018).
- Proposed Local input points for Regional Impact projects are allocated and posted on the LOSRPO website and endorsed by LOSRPO TAC (**June 28, 2018**) with minimum 2-week **public comment** period provided.
- STIP Unit Programs Regional Impact Projects (July--August 2018).
- Proposed Local input points for Division Needs projects are allocated and posted on the LOSRPO website and endorsed by LOSRPO TAC (**October 18, 2018**) with minimum 2-week **public comment** period provided.
- NCDOT STIP Unit releases the NCDOT 2020 – 2029 DRAFT STIP January 2019.

MATERIAL SHARING

All Materials, Local Input Point Methodology, Project Lists, P5.0 quantitative score and Local Input Point Assignment Tables, will be made available on the Land of Sky RPO website

<http://www.landofsky.org/rpo.html>

Email comments to rpo@landofsky.org