



Project Prioritization Policy
Triangle Area Rural Planning Organization
December 10, 2015

The following methodology has been developed by the Triangle Area Rural Planning Organization for the purpose of determining regional priorities for transportation funding, as carried out through the State of North Carolina's Strategic Transportation Investments (STI) law and the associated "SPOT" Prioritization Process. This methodology is intended to incorporate both measurable, objective data and information about priorities from local jurisdictions, to ensure a process that is both data-driven and responsive to local needs. The Triangle Area Rural Planning Organization serves Lee and Moore Counties, as well as the portions of Chatham and Orange Counties that are not within the planning area of a Metropolitan Planning Organization.

This methodology has been developed to meet the requirements of Session Law 2012-84 (Senate Bill 890), which requires that MPOs and RPOs have a process including both quantitative and qualitative elements for determining project prioritization.

The local prioritization process would consist of three parts: (1) ranking of projects at the countywide level; (2) quantitative scoring of submitted projects; and (3) ranking of scored projects and assignment of SPOT points. Each of these is discussed in more detail below.

Countywide Ranking of Projects

Within each TARPO county, all the local jurisdictions (including the county and any municipalities within the county) must work together to develop a single ranked list of projects in **all** modes to submit to TARPO for use in the SPOT process. This list must be based on the list of projects that have been previously submitted to NCDOT – new projects cannot be added at this point in the process. These should be ranked in order from highest priority (#1) to lowest (#10). If there are more than 10 projects within a county, then only the top 10 should be ranked. It is up to the local jurisdictions to determine the best method for achieving this within each county; however, the following general rules apply:

- All jurisdictions should be given an opportunity to participate in the development of their county's ranked project list if they choose
- The process must include at least one meeting open to the public that allows for public comment
- There must be written documentation stating the objective reasoning behind the selected project ranking (this must be submitted to TARPO and will be posted online along with the project list)

These local ranked priority lists should be developed and submitted to TARPO in April 2016, after NCDOT releases its draft quantitative scores for projects. Once submitted to TARPO, the local priority lists will be posted online and made available for additional public comment prior to the TARPO RTAC's approval of local input points on projects.

County Rank Scoring

All projects will be assigned a 50% portion of their total score based on the ranking assigned to that project by local officials in the above-described countywide rankings. This applies to all modes. These points will be assigned as follows:

# 1 Priority in County	100 points	# 6 Priority in County	50 points
# 2 Priority in County	90 points	# 7 Priority in County	40 points
# 3 Priority in County	80 points	# 8 Priority in County	30 points
# 4 Priority in County	70 points	# 9 Priority in County	20 points
# 5 Priority in County	60 points	# 10 Priority in County	10 points

All projects that are not ranked within the top 10 projects in each county will receive a score of 0 for this item. This item will be weighted as 50% of the overall score. It is considered a qualitative measure.

Additional Quantitative & Qualitative Project Scoring

After projects are submitted by local jurisdictions at the county level, the projects will be scored by TARPO staff based on the criteria described below. There are separate scoring methodologies for each mode of transportation (highway, bike/ped, transit, rail, and aviation). Regardless of mode, this score will account for 50% of the overall project score. The worksheets on pages 7-11 will be used to complete this scoring.

Highway

There are five elements that the TARPO Transportation Advisory Committee has determined to be important in the selection of highway projects for prioritization within the RPO: congestion, crash history, economic development, multimodal elements, and consistency with plans. These criteria are described in more detail below.

Congestion – 30 points maximum

- Highway has existing volume-to-capacity ratio greater than or equal to 1.0 (road is currently over capacity) – 30 points
- Highway has existing volume-to-capacity ratio greater than or equal to 0.8 but less than 1.0 (road is currently approaching capacity) – $(V/C - 0.8) * 75 + 15$ (results in a sliding scale from 15 to 30 points)
- Highway is not currently at capacity, but has projected future volume-to-capacity ratio greater than or equal to 1.0 (road is expected to be over capacity in the future, based on the projections documented in a CTP) – 15 points
- Highway is not currently at capacity, but has projected future volume-to-capacity ratio greater than or equal to 0.8 but less than 1.0 (road is expected to be approaching capacity in the future, based on the projections documented in a CTP) – $(V/C - 0.8) * 75$ (results in a sliding scale from 0 to 15 points)
- All other projects – 0 points

Crash History – 15 points maximum

- Choose either this: Location with a high crash severity score (corresponding to a SPOT crash severity score greater than or equal to 50) – Severity Score * 0.15 (minimum=7.5, maximum=15)
- Or this: Location with a high crash density score (corresponding to a SPOT crash density score greater than or equal to 50) – Density Score * 0.10 (minimum=5, maximum=10)
- All other projects (those with crash severity and crash density scores below 50) – 0 points

Economic Development/Employment Access – 10 points maximum

- Project provides direct access to an active industrial/business park development site OR proposed new employment location with more than 200 employees – 10 points
- Project provides direct access to an existing employment center (one or more employers in close proximity) with more than 200 employees – 5 points
- All other projects – 0 points

Multimodal Elements – 15 points maximum

- Project includes facilities/features for all three of the following: bicycles, pedestrians, and transit – 15 points
- Project includes facilities/features for two of the following: bicycles, pedestrians, and transit – 10 points
- Project includes facilities/features for one of the following: bicycles, pedestrians, and transit – 5 points
- All other projects – 0 points

Consistency with Plan – 30 points maximum

- Project comes from an adopted CTP – 30 points
- Project comes from a current draft of a CTP that is in development but not yet adopted – 20 points
- Project comes from an adopted plan other than a CTP (such as a comprehensive plan, land use plan, capital improvement plan, or other locally-adopted document), ONLY in areas that do not have an adopted CTP – 10 points
- All other projects – 0 points

Bicycle and Pedestrian

There are five elements that the TARPO Transportation Advisory Committee has determined to be important in the selection of bicycle and pedestrian projects for prioritization within the RPO: safety, connectivity, project purpose/need, access to underserved populations, and inclusion on the regional priority bicycle/pedestrian network. These criteria are described in more detail below.

Safety/Crash Exposure – 30 points maximum

- Pedestrian project (sidewalks, crosswalks) on a roadway with a reported pedestrian-related crash in the last five years – 30 points

- Project adds sidewalk on a road that does not currently have any sidewalks – vehicle AADT on roadway * 0.006 (results in sliding scale where any road with more than 5000 vehicles receives the maximum 30 points)
- Project adds sidewalk on a road that currently only has sidewalk on one side – vehicle AADT on roadway * 0.003 (results in sliding scale where any road with more than 10000 vehicles receives the maximum 30 points)
- Project adds crossing improvements on a road – vehicle AADT on roadway * 0.003 (results in sliding scale where any road with more than 10000 vehicles receives the maximum 30 points)
- On-road bicycle project (bike lanes, wide outside lanes, paved shoulders, shared lane markings) on a roadway with a reported bicycle-related crash in the last five years – 30 points
- Project adds on-road bicycle facility – vehicle AADT on roadway * 0.0015 (results in sliding scale where any road with more than 20000 vehicles receives the maximum 30 points)
- Off-road greenway project that is accessible to pedestrians and/or bicyclists and is physically separated from a roadway – 30 points
- Off-road greenway project that is parallel to a roadway (“sidepath”) – 15 points

Connectivity – 20 points maximum

- Projects that connect two previously disconnected (or inconveniently connected) sections of bicycle or pedestrian infrastructure (missing links) – 20 points
- Projects that connect neighborhoods with schools and/or colleges – 20 points
- Projects that are located in or provide a connection to a downtown or major employment center – 15 points
- Projects that are located in or provide a connection to a shopping or entertainment area or a park – 10 points
- Projects that are located in or provide a connection to a small and/or rural community center or a large residential area/subdivision – 5 points
- All other projects – 0 points

Project Purpose/Need – 15 points maximum

- Project has a primarily transportation-related purpose – 15 points
- Project has some transportation use, but is primarily for recreational use – 10 points
- Project has little use as a transportation facility – 5 points
- Project has only recreational utility, with no transportation function – 0 points

Access to Underserved Populations – 20 points maximum

- For all projects, points are assigned by taking the percentage of population living in poverty within the census tract where the project is located (or the tract with the highest percentage of population in poverty if the project is located in multiple tracts) and dividing by two, with results capped at a maximum of 20 (corresponds with 40% of the

population living in poverty, which is the approximate maximum within the TARPO region at this time).

- Projects that provide a connection to a permanent bus stop location receive an additional 5 points (up to the total cap of 20 for this criterion).

Inclusion in TARPO Priority Network – 15 points maximum

- Projects that are located on identified priority network corridors in the TARPO Regional Bicycle and Pedestrian Planning Framework for both bicycle facilities and pedestrian facilities – 15 points
- Projects that are located on identified priority network corridors in the TARPO Regional Bicycle and Pedestrian Planning Framework for either bicycle facilities or pedestrian facilities, but not both – 10 points
- All other projects – 0 points

Transit

TARPO proposes to use the quantitative scoring methods already developed by NCDOT for the purpose of scoring transit projects. For simplicity, TARPO will use the current scoring method in use by NCDOT for transit projects in the “Division Needs” category at the time of prioritization, multiplied by 2 to put this on a 100-point scale instead of a 50-point scale. Based on the proposed NCDOT criteria at the time of this document’s preparation, the scoring would be based on the following factors (subject to change by NCDOT in the future):

For Expansion Vehicles:

- 10% based on Access
- 20% based on System Safety
- 30% based on Impact
- 30% based on Cost Effectiveness
- 10% based on Market Share

For Facilities:

- 30% based on Impact or Age of Facility
- 30% based on Cost Effectiveness
- 20% based on Market Share
- 20% based on Ridership Growth

For Fixed Guideway:

- 30% based on Mobility
- 30% based on Cost Effectiveness
- 20% based on Economic Development
- 20% based on Congestion Relief

Aviation

TARPO Proposes to use the quantitative scoring methods already developed by NCDOT for the purpose of scoring aviation project. Since all three airports in the TARPO region are within the “Division Needs” category of funding, TARPO will use the current scoring methods in use by NCDOT for aviation projects in that category at the time of prioritization, multiplied by 2 to put this on a 100-point scale instead of a 50-point scale. Based on the proposed NCDOT criteria at the time of this document’s preparation, the scoring would be based on the following factors (subject to change by NCDOT in the future):

- 50% based on the NCDOA Project Rating
- 20% based on the FAA Airport Capital Improvement Plan Rating
- 10% based on the Non-state Contribution Index
- 20% based on Benefit/Cost

Rail

TARPO proposes to use the quantitative scoring methods already developed by NCDOT for the purpose of scoring rail projects. For simplicity, TARPO will use the current scoring method in use by NCDOT for rail projects in the “Division Needs” category at the time of prioritization, multiplied by 2 to put this on a 100-point scale instead of a 50-point scale. Based on the proposed NCDOT criteria at the time of this document’s preparation, the scoring would be based on the following factors (subject to change by NCDOT in the future):

- 40% based on Cost Effectiveness
- 20% based on System Health
- 20% based on Safety and Suitability
- 20% based on Project Support

Ferry

There are no current or planned ferry operations in the TARPO area, so no scoring method is proposed for this category.

Project Scoring Worksheets

The following worksheets detail the points associated with the quantitative criteria, and will be used to score each project. There are separate worksheets for each mode of transportation.

Highway Project Scoring Worksheet

Project Name: XXXXX (SPOT ID: xxxxx)

COUNTY RANK SCORING (50% of total)

Countywide Ranking (100 points maximum)

Enter ranking here (enter "N/A" if unranked):		Refer to document for scoring scale	0
Section Subtotal			0

ADDITIONAL QUANTITATIVE & QUALITATIVE SCORING (50% of total)

Congestion (choose one of the following – 30 points maximum)

<input type="checkbox"/>	Enter existing V/C ratio here:		$((V/C - 0.8) * 75) + 15$ (V/C<0.8=0; V/C>1.0=30)	0
<input type="checkbox"/>	Enter future V/C ratio here:		$(V/C - 0.8) * 75$ (V/C<0.8=0; V/C>1.0=15)	0
<input type="checkbox"/>	All other projects (0 points)			0

Crash History (choose one of the following – 15 points maximum)

<input type="checkbox"/>	Enter Crash Severity Score here:		If over 50, then Severity Score * 0.15, else 0	0
<input type="checkbox"/>	Enter Crash Density Score here:		If over 50, then Density Score * 0.10, else 0	0
<input type="checkbox"/>	All other projects (0 points)			0

Economic Development (choose one of the following – 10 points maximum)

<input type="checkbox"/>	Project that provides direct access to an active industrial/business park development site OR proposed new employment location with more than 200 employees (10 points)			0
<input type="checkbox"/>	Project that provides direct access to an existing employment center (one or more employers in close proximity) with more than 200 employees (5 points)			0
<input type="checkbox"/>	All other projects (0 points)			0

Multimodal Elements (choose one of the following – 15 points maximum)

<input type="checkbox"/>	Includes facilities/features for all 3 of the following: bicycles, pedestrians, and transit (15 points)			0
<input type="checkbox"/>	Includes facilities/features for 2 of the following: bicycles, pedestrians, and/or transit (10 points)			0
<input type="checkbox"/>	Includes facilities/features for 1 of the following: bicycles, pedestrians, or transit (5 points)			0
<input type="checkbox"/>	All other projects (0 points)			0

Consistency with Plan (choose one of the following – 30 points maximum)

<input type="checkbox"/>	Project comes from an adopted CTP (30 points)			0
<input type="checkbox"/>	Project comes from a current draft of a CTP that is in development but not yet adopted (20 points)			0
<input type="checkbox"/>	Project comes from an adopted plan other than a CTP (such as a comprehensive plan, land use plan, capital improvement plan, or other locally-adopted document) – THIS ONLY APPLIES IN AREAS THAT DO NOT HAVE A CTP (10 points)			0
<input type="checkbox"/>	All other projects (0 points)			0

Section Subtotal

GRAND TOTAL (County Rank Score * 0.5 + Additional Quant/Qual Score * 0.5)			0
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Lower Section To Be Completed After All Projects Are Scored:

Project's Grand Total Score Ranking within County: _____

Project's Grand Total Score Ranking within TARPO Overall: _____

SPOT Points Recommended for Assignment to this Project by TARPO staff: _____

Bicycle and Pedestrian Project Scoring Worksheet

Project Name: XXXXX (SPOT ID: xxxxx)

COUNTY RANK SCORING (50% of total)**Countywide Ranking (100 points maximum)**

Enter ranking here (enter "N/A" if unranked):		Refer to document for scoring scale	0
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Section Subtotal**0****ADDITIONAL QUANTITATIVE & QUALITATIVE SCORING (50% of total)****Safety/Crash Exposure (choose one of the following – 30 points maximum)**

<input type="checkbox"/>	Pedestrian project (sidewalks, crosswalks) on roadway with a reported pedestrian-related crash in last five years (30 points)			0
<input type="checkbox"/>	Project adds sidewalks on road that does not currently have any sidewalks	AADT:	AADT * 0.006 (sliding scale, max=30 pts for AADT over 5000)	0
<input type="checkbox"/>	Project adds sidewalks on road that currently only has sidewalk on one side	AADT:	AADT * 0.003 (sliding scale, max=30 pts for AADT over 10000)	0
<input type="checkbox"/>	Project adds crossing improvements on a road (crosswalks, ped signals, etc.)	AADT:	AADT * 0.003 (sliding scale, max=30 pts for AADT over 10000)	0
<input type="checkbox"/>	On-road bicycle project (bike lanes, wide outside lanes, paved shoulders, shared lane markings) on a roadway with a reported bicycle-related crash in the last five years (30 points)			0
<input type="checkbox"/>	Project adds on-road bicycle facility	AADT:	AADT * 0.0015 (sliding scale, max=30 pts for AADT over 20000)	0
<input type="checkbox"/>	Off-road greenway that is accessible to pedestrians and/or bicyclists and is physically separated from a roadway (30 points)			0
<input type="checkbox"/>	Off-road greenway that is accessible to pedestrians and/or bicyclists and is located parallel to a roadway ("sidepath") (15 points)			0

Connectivity (choose one of the following – 20 points maximum)

<input type="checkbox"/>	Projects that connect two previously disconnected (or inconveniently connected) sections of bicycle or pedestrian infrastructure (missing links) (20 points)			0
<input type="checkbox"/>	Projects that connect neighborhoods with schools and/or colleges (20 points)			0
<input type="checkbox"/>	Projects that are located in or provide a connection to a downtown or major employment center (15 points)			0
<input type="checkbox"/>	Projects that are located in or provide a connection to a shopping or entertainment area or a park (10 points)			0
<input type="checkbox"/>	Projects that are located in or provide a connection to a small and/or rural community center or a large residential area/subdivision (5 points)			0
<input type="checkbox"/>	All other projects (0 points)			0

Project Purpose/Need (choose one of the following – 15 points maximum)

<input type="checkbox"/>	Project has a primarily transportation-related purpose (15 points)			0
<input type="checkbox"/>	Project has some transportation use, but is primarily for recreational use (10 points)			0
<input type="checkbox"/>	Project has little use as a transportation facility (5 points)			0
<input type="checkbox"/>	Project has only recreational utility, with no transportation function (0 points)			0

Access to Underserved Populations (choose one or both of the following – 20 points maximum)

<input type="checkbox"/>	Percent of population living in poverty within census tract (highest percentage if project is in multiple tracts)	%:	Percentage /2 (sliding scale, max = 20 points for percentage over 40)	0
<input type="checkbox"/>	Projects that provide a connection to a permanent bus stop (5 additional points, up to cap of 20)			0

Inclusion in TARPO Priority Network (choose one of the following – 15 points maximum)

<input type="checkbox"/>	Project is located on identified bicycle priority network and pedestrian priority network in the TARPO Regional Bicycle & Pedestrian Planning Framework (15 points)			0
<input type="checkbox"/>	Project is located on either the bicycle priority network or the pedestrian priority network in the TARPO Regional Bicycle & Pedestrian Planning Framework (10 points)			0
<input type="checkbox"/>	All other projects (0 points)			0

Section Subtotal**0****GRAND TOTAL (County Rank Score * 0.5 + Additional Quant/Qual Score * 0.5)****0**

Lower Section To Be Completed After All Projects Are Scored:

Project's Grand Total Score Ranking within County: _____

Project's Grand Total Score Ranking within TARPO Overall: _____

SPOT Points Recommended for Assignment to this Project by TARPO staff: _____

Transit Project Scoring Worksheet

Project Name: XXXXX (SPOT ID: xxxx)

COUNTY RANK SCORING (50% of total)

Countywide Ranking (100 points maximum)

Enter ranking here (enter "N/A" if unranked):		Refer to document for scoring scale	0
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Section Subtotal			0
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ADDITIONAL QUANTITATIVE SCORING (50% of total)

For Expansion Vehicle Projects (100 points maximum)

Access Score from NCDOT (x2) – 10 pts max	0
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System Safety Score from NCDOT (x2) – 20 pts max	0
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Impact Score from NCDOT (x2) – 30 pts max	0
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Cost Effectiveness Score from NCDOT (x2) – 30 pts max	0
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Market Share Score from NCDOT (x2) – 10 pts max	0
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For Facility Projects (100 points maximum)

Impact or Age of Facility Score from NCDOT (x2) – 30 pts max	0
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Cost Effectiveness Score from NCDOT (x2) – 30 pts max	0
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Market Share Score from NCDOT (x2) – 20 pts max	0
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Ridership Growth Score from NCDOT (x2) – 20 pts max	0
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For Fixed Guideway Projects (100 points maximum)

Mobility Score from NCDOT (x2) – 30 pts max	0
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Cost Effectiveness Score from NCDOT (x2) – 30 pts max	0
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Economic Development Score from NCDOT (x2) – 20 pts max	0
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Congestion Relief Score from NCDOT (x2) – 20 pts max	0
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Section Subtotal	0
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GRAND TOTAL (County Rank Score * 0.5 + Additional Quantitative Score * 0.5)	0
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Lower Section To Be Completed After All Projects Are Scored:

Project's Grand Total Score Ranking within County: _____

Project's Grand Total Score Ranking within TARPO Overall: _____

SPOT Points Recommended for Assignment to this Project by TARPO staff: _____

Aviation Project Scoring Worksheet

Project Name: XXXXX (SPOT ID: xxxx)

COUNTY RANK SCORING (50% of total)

Countywide Ranking (100 points maximum)

Enter ranking here (enter "N/A" if unranked):		Refer to document for scoring scale	0
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Section Subtotal			0
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ADDITIONAL QUANTITATIVE SCORING (50% of total)

NCDOA Capital Project Rating Score from NCDOT (x2) – 50 pts max	0
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FAA Airport Capital Improvement Plan Rating Score from NCDOT (x2) – 20 pts max	0
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Non-state Contribution Index Score from NCDOT (x2) – 10 pts max	0
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Benefit/Cost Score from NCDOT (x2) – 20 pts max	0
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Section Subtotal	0
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GRAND TOTAL (County Rank Score * 0.5 + Additional Quantitative Score * 0.5)	0
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Lower Section To Be Completed After All Projects Are Scored:

Project's Grand Total Score Ranking within County: _____

Project's Grand Total Score Ranking within TARPO Overall: _____

SPOT Points Recommended for Assignment to this Project by TARPO staff: _____

Rail Project Scoring Worksheet

Project Name: XXXXX (SPOT ID: xxxx)

COUNTY RANK SCORING (50% of total)

Countywide Ranking (100 points maximum)

Enter ranking here (enter "N/A" if unranked):		Refer to document for scoring scale	0
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Section Subtotal			0
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ADDITIONAL QUANTITATIVE SCORING (50% of total)

Cost Effectiveness Score from NCDOT (x2) – 40 pts max	0
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System Health Score from NCDOT (x2) – 20 pts max	0
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Safety & Suitability Score from NCDOT (x2) – 20 pts max	0
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Project Support Score from NCDOT (x2) – 20 pts max	0
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Section Subtotal	0
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GRAND TOTAL (County Rank Score * 0.5 + Additional Quantitative Score * 0.5)	0
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Lower Section To Be Completed After All Projects Are Scored:

Project's Grand Total Score Ranking within County: _____

Project's Grand Total Score Ranking within TARPO Overall: _____

SPOT Points Recommended for Assignment to this Project by TARPO staff: _____

SPOT Point Assignment

Once all projects in each mode have been scored according to the qualitative and quantitative criteria for that mode, TARPO staff will develop a ranked list of projects within each county and within the region as a whole based on the outcome of the scoring. This ranked list of all projects in all modes 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 recommendation will call for the two top-scoring projects within each county (regardless of mode) to be allocated 100 points each. Additionally, the six next-highest scoring projects within the region (regardless of county and mode) will also be allocated 100 points, to reach TARPO’s total point allocation of 1400 points. In the event that a county does not have at least two eligible projects, then additional projects will be selected from the top of the list of remaining projects in the other counties. This allows for geographic equity of projects in the region.

No projects with a DOT quantitative score less than 10 will receive local input points in either the “Regional Impact” or “Division Needs” categories.

TARPO will be allowed to assign points differently within the “Regional Impact” and “Division Needs” categories. Some projects will be eligible for both categories, while some will only be eligible in the “Division Needs” category. An example of this process is shown below.

Example:

The projects within the Example RPO were ranked as follows:

<u>Projects</u>	<u>County</u>	<u>Regional Eligible</u>	<u>Regional Points</u>	<u>Division Points</u>
Project 1 – 94.3 pts	County A	Yes	100	100
Project 2 – 92.7 pts	County A	Yes	100	100
Project 3 – 90.1 pts	County C	No		100
Project 4 – 90.0 pts	County B	No		100
Project 5 – 88.9 pts	County C	Yes	100	100
Project 6 – 88.5 pts	County A	Yes	100	100
Project 7 – 85.7 pts	County B	No		100
Project 8 – 85.7 pts	County D	Yes	100	100
Project 9 – 84.9 pts	County B	Yes	100	100
Project 10 – 78.2 pts	County B	No		100
Project 11 – 78.0 pts	County C	Yes	100	100
Project 12 – 77.9 pts	County D	No		100
Project 13 – 77.7 pts	County A	Yes	100	100
Project 14 – 76.9 pts	County A	No		100
Project 15 – 75.0 pts	County C	Yes	100	
Project 16 – 72.1 pts	County C	No		
Project 17 – 70.7 pts	County A	Yes	100	
Project 18 – 67.8 pts	County A	Yes	100	
Project 19 – 67.5 pts	County D	Yes	100	
Project 20 – 67.3 pts	County C	No		
Project 21 – 67.3 pts	County B	No		
Project 22 – 64.0 pts	County B	Yes	100	

Project 23 – 62.1 pts	County D	No	
Project 24 – 60.9 pts	County A	Yes	100
Project 25 – 60.1 pts	County C	No	

In this example, for the Regional Impact category, projects 1, 2, 5, 8, 9, 11, 19, and 22 were selected as the two top-scoring eligible projects within their respective counties and projects 6, 13, 15, 17, 18, and 24 were selected as the six highest-scoring remaining projects. County A would receive Regional Impact points for 7 projects, County B for 2 projects, County C for 3 projects, and County D for 2 projects. For the Division Needs category, projects 1, 2, 3, 4, 5, 7, 8, and 12 were selected as the two top-scoring eligible projects within their respective counties and projects 6, 9, 10, 11, 13, and 14 were selected as the six highest-scoring remaining projects. County A would receive Division Needs points for 5 projects, County B for 4 projects, County C for 3 projects, and County D for 2 projects.

These recommended point assignments will be presented to the RTCC and RTAC for their review and approval. The RTCC retains the discretion to make recommendations to the RTAC regarding changes to list. The RTAC 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. These changes must be documented and made available as information to the public.

Cascading Projects

TARPO will submit its Regional Impact local point assignments separately from its Division Needs local point assignments, and will be able to learn which projects are funded in the Regional Impact category before assigning points in the Division Needs category. As a result, if there are projects **funded** in the Regional Impact category that would otherwise be in line to receive Division Needs points as a result of this methodology, those Division Needs points will instead be assigned to the next-highest scoring eligible project that has not received points (subject to the rules requiring at least two projects from each county receive points). This process will be clearly explained as part of the public outreach process, and the list of “next in line” projects that could potentially be affected by this rule will be presented at the same time the initial point assignment recommendations are presented.

Point Sharing

On projects that cross outside of the TARPO planning boundary, TARPO must coordinate with its neighboring organizations on the allocation of points. By right, TARPO may only assign the number of points equal to the percentage of the project that is located inside the TARPO boundary—for example, TARPO could assign a project that was 48% located within its boundary only 48 points by right. However, TARPO will coordinate with its neighboring organizations to “share” points to ensure that these projects reach a point total of 100 points—in the example above, TARPO would share 52 points with its neighbors to ensure the project receives 100 points. In the event that point sharing is not necessary on these projects, either because the neighboring organization already plans to assign its full amount of points for the project or because the neighboring organization rejects TARPO’s offer to share points, TARPO will only assign the points for the portion within its boundary and the remaining points will be allocated to the next-highest-scoring project on the project list that did not already receive points.

Public Participation in Project Scoring Process

As part of this project scoring process, TARPO will post the list of projects being submitted for Prioritization 4.0, the county-level priority lists, the results of the quantitative analysis, the recommended SPOT point assignments, and the final adopted SPOT point assignments at the following website:

<http://www.tarpo.org/topics/spot4.shtml>. The public is invited to submit comments via the website, email, phone, or mail, as well as in person at RTCC and RTAC meetings at any point throughout the process.

Additionally, a public hearing will be held at a time after the initial staff-recommended scoring is developed based on this adopted scoring policy, but before the RTCC and RTAC approve the assignment of points. Any comments provided by the public will be addressed by the RTCC and RTAC before the vote on the assignment of points and those discussions will be documented in the meeting minutes.

Proposed Schedule for Implementation of Policy in Prioritization 4.0

Adoption of this Revised Policy – October 8, 2015 (Public Hearing at beginning of RTAC meeting)

RTCC & RTAC Adoption of Project List to Submit to NCDOT – October 8, 2015 (draft list will be posted on TARPO website prior to meeting and final list will be posted following meeting; opportunity for public comment at the meeting)

TARPO Staff Submits New Projects to NCDOT – October 2015

NCDOT Provides Scoring Information to TARPO – end of March 2016 (this information will be posted on the TARPO website once available)

Each county will approve a ranked list of its top ten projects and submit this list to TARPO (the list should be developed jointly by the county and towns within the county) – late March/early April 2016 (this information will be posted on the TARPO website once available)

TARPO Staff Will Calculate Scores for Local Point Assignment and Post the Draft Point Assignments on the TARPO Website – late April/early May 2016

Public Workshop(s) to Present Local Point Assignment and Gather Input – late April/early May 2016

RTCC & RTAC Adoption of Regional Impact Local Point Assignments – late May 2016 (final point assignments will be posted on TARPO website following meeting)

RTCC & RTAC Adoption of Division Needs Local Point Assignments – August 2016 (final point assignments will be posted on TARPO website following meeting)

NCDOT Releases Draft STIP – December 2016 (this information will be posted on the TARPO website once available)

Amendments to Policy

This policy may be amended by a majority vote of the members of the RTAC. Prior to adopting an amendment, the proposed amended policy should be made available for public comment and a public hearing should be announced. Following adoption of an amendment, a copy of the new policy should be provided to NCDOT to ensure compliance with SL 2012-84.

Adoption

A motion was made by _____ and seconded by _____ for the adoption of this policy, and upon being put to a vote it was duly adopted on October 21, 2015.

Chair, Triangle Area RPO RTAC

Secretary, Triangle Area RPO RTAC

This version includes minor revisions that were requested by the NCDOT Internal Review Committee on December 8, 2015. The TARPO RTAC had previously granted staff permission to make any necessary minor clarifying revisions as part of its policy approval on October 21, 2015. These revisions were presented to the RTAC as an information item on December 10, 2015, and no further action was deemed necessary.

Version Date: December 10, 2015

Previous Versions: August 14, 2014 (official)
December 19, 2013 (official)
December 6, 2012 (official)

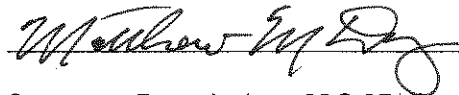
October 21, 2015 draft
October 8, 2015 draft
November 13, 2013 draft
November 4, 2013 draft
October 17, 2013 draft
December 6, 2012 draft

Adoption

A motion was made by Mr. Picerno and seconded by Ms. Hales for the adoption of this policy, and upon being put to a vote it was duly adopted on October 21, 2015.



Chair, Triangle Area RPO RTAC



Secretary, Triangle Area RPO RTAC

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