



Prioritization 3.0/Strategic Transportation Investments

**MPO/RPO Process, Submittals, Scoring and S.L.
2012-84 Implementation**

September 10, 2013



MPO/RPO Process, Submittals, Scoring

Over 1,300 Highway projects in current database re-scored under new P3.0 criteria by the end of 2013

New candidate projects submitted by MPOs/RPOs/Division Engineers in January 2014 (30-day window)

- **Project Submittals**

- Highways: Base of 10, add 1 for every 100,000 population & 5 exchanges
- Aviation: No limit
- Bicycle/Pedestrian: 20
- Ferry: 10
- Public Transportation: No limit
- Rail: 5

Quantitative Scores compiled February – April 2014

Local Input Points assigned May – July 2014



MPO/RPO Process, Submittals, Scoring

FUNDING CATEGORY	QUANTITATIVE DATA	LOCAL INPUT POINTS	
		Division Rank	MPO/RPO Rank
Statewide Mobility	Total = 100%	--	--
Regional Impact	Total = 70%	15%	15%
Division Needs	Total = 50%	25%	25%
P2.0 Statewide Tier	Total = 70%	20%	10%
P2.0 Regional Tier	Total = 50%	25%	25%
P2.0 Subregional Tier	Total = 30%	30%	40%



Local Input Points

Used in Regional Impact and Division Needs categories only

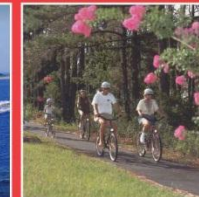
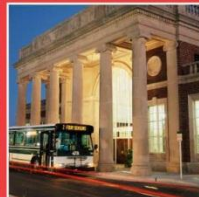
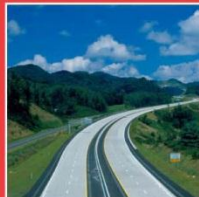
of Points = 1000 points + additional points based on population

Separate Allocation of Points for Regional Impact Category and Division Needs Category, but are assigned across all modes

- Point allocation is the same for each category. For example, Greensboro MPO has 1,700 Regional Impact Local Input Points and 1,700 Division Needs Local Input Points

100-point cap for any one project; points can also be donated across Regions/Divisions

MPOs/RPOs need to have a NCDOT approved process for assigning local input points based on combination of quantitative and qualitative data (per S.L. 2012-84)



2012 Law - Prioritization Process

“The Department shall develop and utilize a process for selection of transportation projects that is based on professional standards in order to most efficiently use limited resources to benefit all citizens of the State.

The strategic prioritization process should be a systematic, data-driven process that includes a combination of quantitative data, qualitative input, and multimodal characteristics, and should include local input.

The Department shall develop a process for standardizing or approving local methodology used in Metropolitan Planning Organization and Rural Transportation Planning Organization prioritization.”

- S.L. 2012-84



Implementation of Strategic Prioritization Law

Accomplished to Date:

- 1. Fall 2012 – Per a survey each MPO/RPO provided the Department their existing methodologies for assigning local input points**
- 2. Survey showed wide range of methodologies**
 - Most large MPO's had data-driven methodologies and sought public input
 - Only a limited number of RPO's had data-driven methodologies and fewer included public input
- 3. Through March 2013 - Workgroup discussed results and started developing recommendations to the Department on how to implement. Proposed STI put aside discussions.**
- 4. September 23 - Workgroup expected to reach decision on overall guidance**



Implementation of Strategic Prioritization Law

Proposed Overall Approach/Steps:

- 1. NCDOT letter to each MPO and RPO providing potential guidance (fall 2013)**
 - Emphasize transparency and public input/comment
 - Emphasize use of quantitative and qualitative criteria
- 2. Each MPO/RPO submits request for approval of their process to the Department. Department provides approval letter or need for additional revision (fall 2013/early 2014)**
- 3. All approvals must be completed by May 1, 2014 or no local input points may be assigned**



Potential P3.0 Methodology Guidance/Process

Local methodology defines at least one quantitative criteria and one qualitative criteria from Department's list of eligible criteria (see subsequent slide)

All modes have project scores

MPO/RPO staff prepare narrative outlining rationale for point assignments

MPO/RPO staff prepares preliminary point assignments, coordinates with other MPOs/RPOs/Division Engineers

Preliminary scores and narrative posted for public comment prior to TCC/TAC meetings



Potential P3.0 MPO/RPO Eligible Criteria

Eligible Criteria	Quantitative	Qualitative
	Benefit-Cost	Project in adopted plan
	Safety	Environmental status
	Economic Competitiveness	Identified as critical need
	Freight	Regionally significant to area
	Multimodal	Local support for project
	Pavement Condition	
	Lane Width/Shoulder Width	
	Accessibility/Connectivity	
	System Operational Efficiency (public transportation)	
	Vehicle Utilization (public transportation)	

Note: Each MPO/RPO methodology must contain at least one quantitative and one qualitative criteria from the above and no criteria can be less than 10% nor more than 50% of the total used to assign points.



Potential P3.0 Methodology Guidance/Process

Public meeting/hearing held to receive comments

TCC/TAC incorporate public comments into final point assignments

MPO/RPO staff provides final point assignments and letter seeking methodology approval to Department and posts to their respective websites