

# Kerr-Tar Regional Transportation Planning Organization

## P7.0 Local Input Methodology

### INTRODUCTION

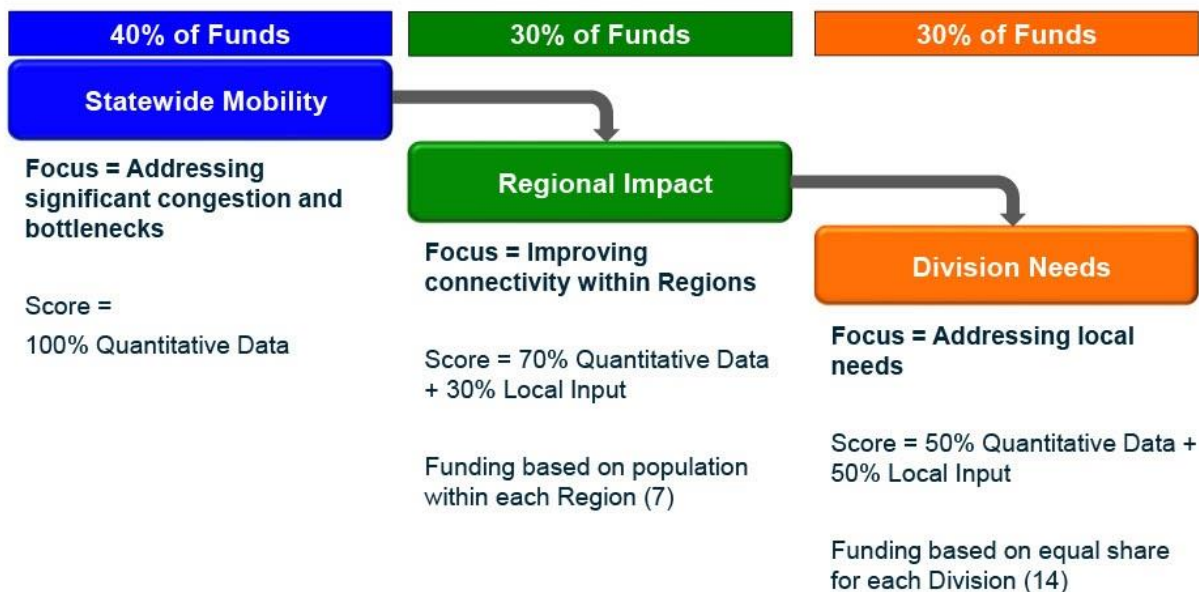
The Strategic Transportation Investments (STI) law (GS 136-189.10 and .11), enacted in 2013, directs NCDOT to select and fund major capital improvement projects using a data-driven prioritization process in combination with local input. Under STI, all major capital mobility/expansion and modernization projects across all six modes of transportation compete for funding. Each project is classified into one of three funding categories – Statewide Mobility, Regional Impact, or Division Needs – where it competes for funds with other eligible projects.

Statewide Mobility eligible projects compete against all other projects in this category across the state, and project selection is based 100% on the data-driven quantitative score. Regional Impact projects compete against all other projects in this category within the same funding region (consisting of two NCDOT Transportation Divisions), and selection is based 70% on the quantitative score and 30% on local input (15% MPO/RPO priority and 15% NCDOT Division Engineer priority). Division Needs projects compete against all other projects within the same NCDOT Transportation Division, and selection is based 50% on quantitative score and 50% on local input (25% MPO/RPO priority and 25% NCDOT Division Engineer priority).

The STI law includes an innovative component known as cascading, where projects not funded in the Statewide Mobility category are eligible for funding in the Regional Impact category. Similarly, projects not funded in the Regional Impact category are eligible for Division Needs funds. Projects that cascade down are then subject to the scoring criteria and local input for the respective funding category.

STI Legislation

### How STI Works



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Project eligibility for each STI category, as defined in law, is illustrated below:

STI Project Eligibility			
Mode	Statewide Mobility	Regional Impact	Division Needs
Highway	<ul style="list-style-type: none"> <li>Interstates (existing &amp; future)</li> <li>NHS routes (as of July 1, 2013)</li> <li>STRAHNET Routes</li> <li>Designated Toll Facilities</li> </ul>	Other US and NC Routes	<ul style="list-style-type: none"> <li>All Secondary Roads (SR)</li> <li>Federal-Aid Eligible Local Roads</li> </ul>
Aviation	Large Commercial Service Airports	Other Commercial Service Airports not in Statewide	All Airports without Commercial Service (General Aviation)
Bicycle-Pedestrian	N/A	N/A	All projects (\$0 state funds)
Public Transportation	N/A	Service spanning two or more counties	All other service, including terminals, stations, and facilities
Ferry	N/A	Vessel or infrastructure expansion	Replacement vessels
Rail	Freight Capacity Service on Class I Railroad Corridors	Rail service spanning two or more counties not Statewide	All other service, including terminals and stations (no short lines)

MPOs/RPOs and Divisions indicate priority by applying local input points to projects. Each organization receives a baseline of 1,000 local input points, with additional points (up to 2,500) based on population. The Kerr-Tar RPO has a total of **1400 points** to apply to projects in the Regional Impact category and a total of **1400 points** to apply to projects in the Division Needs category. State law requires NCDOT to approve how each organization will assign points to projects, in a document known as their Local Input Point Methodology.

**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 Strategic Transportation Investments (STI) Act.

## DESCRIPTION OF CRITERIA AND WEIGHTS:

The KTRPO has developed this prioritization method in an effort to satisfy the quantitative, data-driven requirements of the legislation while protecting the discretion of local officials by incorporating subjective qualitative local input where possible.

Following are the descriptions of the criteria the Kerr-Tar Rural Planning Organization will be using to score projects in the Regional Impact and Division Needs categories.

**Project Ranking:** Projects will be scored based on the criteria established, regardless of the eligible funding category (statewide, regional or division) and then separated by eligible funding categories into Regional and Division Level projects.

- **Statewide Projects:** Entirely determined by quantitative score. The statewide routes in KTRPO are 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, US401, 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.

Highway – Maximum 100 Points					
Criteria	0 points	5 points	10 points	15 points	25 points
<b>Crash frequency (25%)</b>	0 crashes	2 or fewer crashes	3 to 5 crashes	6 to 10 crashes	11 or more crashes
<i>Number of automobile crashes in most recent 5-year period as reported in NCDOT P7.0 Scoring Data.</i>					
Criteria	0 points		10 points		25 points
<b>Plan consistency (project identified in a locally adopted plan) (25%)</b>	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)
<i>Is the proposed project part of an existing, adopted transportation plan; does the project support a goal / objective of the Kerr-Tar Region Comprehensive Economic Development Strategy or other local economic development plans?</i>					
Criteria	0 points		10 points		20 points

<b>Destinations served (20%)</b>	No direct access to major destination		Direct access to one destination from among the <i>list below</i>		Direct access to at least two destinations from among the <i>list below</i>
<i>Through collaboration with KTRPO staff and local governments, Does the project connect directly to an educational facility (such as elementary, middle, and/or high schools, or community colleges), health care facilities (such as hospitals or community clinics), employment centers (such as factories or industry) and/or recreation/entertainment destinations (such as theaters, convention centers, or arenas)?</i>					
<b>Criteria</b>	<b>0 points</b>		<b>10 points</b>		<b>15 points</b>
<b>Multimodal accommodations (15%)</b>	Project does not include bike/pedestrian or transit-supportive facilities or connections		Project includes one bike/pedestrian or transit-supportive facility or connection		Project does include more than one bike/pedestrian or transit-supportive facilities or connections
<i>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.</i>					
<b>Criteria</b>	<b>0 points</b>				<b>15 points</b>
<b>Project completes an unfinished project (for example, segment A and B are complete, but segment C still needs to be completed)(15%)</b>	No				Yes

<b>Bike and Pedestrian Projects – Maximum 100 Points</b>					
<b>Criteria</b>	<b>0 points</b>	<b>5 points</b>	<b>10 points</b>	<b>15 points</b>	<b>25 points</b>
<b>Crash frequency (25%)</b>	0 crashes	2 or fewer crashes	3 to 5 crashes	6 to 10 crashes	11 or more crashes
<i>Number of pedestrian and/or bicycle crashes over the most recently tabulated 5-year period as reported in NCDOT P 7.0 Scoring Data.</i>					
<b>Criteria</b>	<b>0 points</b>				<b>25 points</b>
<b>Transportation plan consistency (25%)</b>	Project is not in CTP or other locally adopted transportation plan				Project is included in CTP or other locally adopted transportation plan
<i>Is the proposed project part of an existing, adopted transportation plan?</i>					
<b>Criteria</b>	<b>0 points</b>		<b>10 points</b>		<b>25 points</b>
<b>Destination served (25%)</b>	No direct access to major destination		Direct access to at least one destination from among the <i>list below</i>		Direct access to more than one destination from among the <i>list below</i>
<i>Does the project connect directly to an educational facility (such as elementary/middle school, high school, or community college), health care facility (such as hospitals or community clinics), employment (such as factories or industry) or recreation/entertainment destination (such as theatre, convention center or arena)?</i>					
<b>Criteria</b>	<b>0 points</b>		<b>10 points</b>		<b>25 points</b>
<b>Project addresses a regional goal / objective (25%)</b>	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)
<i>Includes: Comprehensive Economic Development Strategy (CEDS); Public Health Plan; Safe Routes to School Plan; Jobs Access and Mobility Objective, county specific economic development plans/objectives.</i>					

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

Public Transportation Projects - Maximum 100 Points					
Criteria	0 points		25 points		50 points
<b>Project expands capacity; destinations served and/or enhances the ability of passengers to utilize service (50%)</b>	No impact on the criteria		Project impacts at least one criteria		Project impacts two or more criteria
<i>Projects may include transit shelters, information systems, and/or new vehicles to support new or expanded routes.</i>					
Criteria	0 points				10 points
<b>Project improves fuel economy (10%)</b>	Fuel economy is not addressed				Fuel economy is improved by the project
<i>Project enhances transit providers' fuel savings and reduces average annual fuel expenditures per vehicle.</i>					
Criteria	0 points				10 points
<b>Passenger safety (10%)</b>	Safety is not addressed				Passenger Safety is Addressed by the Project
<i>Will the project enhance on-board and/or passenger safety generally?</i>					
Criteria	0 points		15 points		30 points
<b>Project addresses a regional goal / objective (30%)</b>	Project does not meet any approved goal or objective		Project supports a single goal or objective		Project supports multiple goals and/or objectives
<i>Includes: Comprehensive Economic Development Strategy (CEDS); Public Health Plan; Safe Routes to School Plan; Jobs Access and Mobility Objective, county specific economic development plans/objectives.</i>					

#### Total Score and Project Ranking:

Kerr-Tar RPO receives **1,400** points at the Regional Level and **1,400** 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 P 7.0 quantitative score as calculated by NCDOT and the score from the ranking process outlined on the next several pages. Final projects scores will reflect the following per STI, enabling legislation by the North Carolina General Assembly.

## **POINTS ASSIGNMENT PROCESS**

The top two projects in each county from the Regional list will be assigned 100 points for a total of 1,000 points. Four 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 1,400 points.

*Only projects that originate at the Statewide or Regional Level are eligible for scoring and local points allocation under this methodology.*

The same process will be used for the Division level with the exception that at least one of the 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 points allocation under this methodology.*

**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 two (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 is free to deviate from the preliminary points assignment when making the final point assignments to compensate for situations where the methodology does not accurately reflect the TAC's priorities and to ensure appropriate projects at the relevant category. Any variation in point assignments from the preliminary point assignments must have justifications documented in the meeting minutes and posted on the Kerr-Tar Regional Council of Governments website. Anticipated justifications include but are not limited to project cost, point-sharing arrangements, estimated points required for funding, geographic equity, modal distribution, new information and public comment.

**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.

## **PUBLIC INPUT CONSIDERATION**

**Use of Public Input and Comments in Final Methodologies and Rankings:** The 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 7.0 list; however, as the NCDOT deadline for submitting new projects will have passed.

## **SCHEDULE OF PUBLIC OUTREACH**

**Local Methodology:** KTRPO will release the methodology for a 30-day public comment period. This 30-day period will be advertised on Kerr-Tar Regional Council of Governments' website ([www.kerrtarco.org](http://www.kerrtarco.org)), a process conducted in accordance with KTRPO's Public Involvement Plan. The results of the public comment period will



be presented to the TAC for final approval. All public comments 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.

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 Kerr-Tar Regional Council of Governments' website and all relevant documents will be available on the website. The process will be conducted in accordance with KTRPO's Public Involvement Plan. All public comment will be documented.

<b>Month(s)</b>	<b>Description</b>	<b>Action</b>
June 2023	BOT approves P7.0 Criteria and Weights	NCDOT Board of Transportation
June –July, 2023	Solicitation of new transportation projects from County/Municipal staff	RPO staff
August 24, 2023	New projects considered and recommended by the TCC to the TAC; TAC approved new projects for submittal	RPO Staff
July 10 - October 27, 2023	Submittal Window: Projects entered and submitted into SPOT Online	RPO Staff
November 2023-April 2024	Scoring Window: Review and calculation of quantitative scores for all projects	SPOT office at NCDOT
January 2024 – March 2024	Local Input Methodology developed and submitted for preliminary approval	RPO Staff, TCC, TAC
February 23—March 24, 2024	Draft methodology available for public comment	RPO staff
March 28, 2024	TAC/TCC finalizes and approves KTRPO Local Input Methodology for Prioritization P7.0	TAC/TCC
April 1, 2024	Local Input Methodology submitted to NCDOT	RPO staff
June 2024-August 31, 2024	Region Impact local points assigned and approved	RPO Staff and TAC/TCC
September 2024	Regional Impact scores finalized and regional impact projects programmed	SPOT office and TIP unit at NCDOT
October 2024-December 2024	Division Needs Local Input Points Assigned and approved	RPO Staff, TCC, TAC
January 2025-February 2025	Division Needs Scores Finalized and Division Needs Projects Programmed.	SPOT office and TIP unit at NCDOT
March 2025	Draft 2024-2033 STIP released	NCDOT
September 2025	Final STIP Approval	FHA

## **MATERIAL SHARING**

Materials will be provided on the Kerr-Tar Regional Council of Governments' website at <https://www.kerrtarcog.org/> and will include: 1) A link to the NCDOT STI Prioritization Resources website; 2) The adopted Kerr-Tar RPO Prioritization 7.0 Methodology document and 3) Regional Impact and Division Needs local impact points assignment documentation. All materials will be posted until adoption of the final STIP by the NCDOT Board of Transportation

## **Adoption**

A motion was made by **TBD** and seconded by **TBD** for the adoption of the Kerr-Tar Regional Transportation Planning Organization's P7.0 Local Input Methodology, and upon being put to a vote was duly adopted on **TBD**.

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**Tom Lane**  
**TAC Chairman**

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**Diane Cox**  
**Secretary, Kerr-Tar RPO**