

CAPITAL AREA MPO PROJECT PRIORITY RANKING PROCEDURE

Historically, the Capital Area MPO TAC has required that projects (particularly roadway projects) be prioritized based on technical merit. A rating system is reserved for roadway improvements, since the vast bulk of all transportation capital dollars spent are on these types of facilities. The ratings system works based on the premise that along with conducting the user benefits analysis for each project, forecasted and current ADT volumes are developed using the approved Triangle Regional Model. This portion of the analysis can also produce accident (safety) benefits. Furthermore, the inclusion of various environmental (air and water quality, historic/park properties, wetlands and other critical habitat) and environmental justice (low-income and minority populations) factors have been essential in the development of the project priority listings. These factors were intended to “flag” potential environmental problems associated with a proposal, which could in turn be used to adjust the project to avoid negative impacts. Use of this analysis protocol may result in time needed to design and construct a project, as well as its ultimate cost to taxpayers and the community. Finally, five additional factors were applied to the projects scores (representing only 20% of the overall project score) based on subjective judgment of the project subcommittee and.

These five factors are:

- a) Local Priority Listing: Position on the approved, submitted local priority listing;
- b) Access Management/Lane Efficiency: Indicates how well the governing body protects the capacity of the proposed facility through access management and land use planning;
- c) Continuity of Request from Previous Local Priority List: Weight assigned to projects that have been in the previous priority listing submitted by the government agency;
- d) Financial support exhibited by sponsoring agency(-ies), which may include direct financing, private participation, or corridor protection; and
- e) Adherence to the goals/objectives in the CAMPO adopted long-range transportation plan.

This method provides a sound prioritization process