



**Rocky Mount Urban Area  
Metropolitan Planning Organization**



**P5.0 Local Input Points Methodology and  
Process Standards**

**for the Development of the  
State Transportation Improvement  
Program (STIP 2020 – 2029)**



**January 2018**



Drive: M  
Folder: SPOT 5.0  
File: Prioritization 5.0 Local Methodology

## Table of Contents

<b>Introduction .....</b>	<b>3</b>
<b>Description of Criteria and Weights .....</b>	<b>6</b>
<b>Total Score and Project Ranking Approach .....</b>	<b>8</b>
<b>Schedule and Public Outreach .....</b>	<b>8</b>
<b>Point Assignment Process .....</b>	<b>10</b>
<b>Materials Sharing .....</b>	<b>12</b>
<b>Sample Prioritization Forms .....</b>	<b>13</b>
<b>Glossary .....</b>	<b>20</b>

## **Introduction**

The State Transportation Improvement Program (STIP) is developed by the North Carolina Department of Transportation (NCDOT) in collaboration with the Metropolitan Planning Organizations (MPO) and Rural Planning Organizations (RPO). The STIP is a list of planned transportation improvements for all modes of travel over a period of ten years.

The current STIP 2018 – 2027 will be replaced by the STIP 2020 – 2029. Prioritization is the process followed by NCDOT and the MPO's and RPO's to develop the STIP according to federal and state regulations. The North Carolina Strategic Transportation Investment (STI) law established the Prioritization (P) process. P5.0 is the version now in use to develop the next STIP.

Public participation and input are desired any time in the transportation planning process. Transportation improvement needs exceed the available funding for improvements, hence a priority of improvement projects needs to be established. The *P5.0 Local Input Points Methodology and Process Standards* is the document which describes how the Rocky Mount Urban Area MPO follows the Prioritization process and complies with the Strategic Transportation Investment Law.

Please note that the dates provided in this document are general in nature and subject to change.

This document is available online at <http://www.rockymountnc.gov/mpo/> and in the offices of the:

Rocky Mount Engineering Department (252 972-1129)  
P.O. Box 1180  
331 South Franklin Street  
Rocky Mount, NC 27802

The Rocky Mount Urban Area Metropolitan Planning Organization (MPO) will collaborate with the North Carolina Department of Transportation (NCDOT) to submit and rank transportation projects under NCDOT's Prioritization 5.0 process. The results of this effort will provide input into the development of the next State Transportation Improvement Program (STIP). The scoring criteria, measures and weights and assignment of local input points to rank projects in NCDOT's prioritization process were signed into law (referred to as NC Strategic Transportation Investments or STI) by Governor McCrory on June 26, 2013.

NC General Assembly Session Law 2012-84 requires the MPO to adopt a local project ranking process for all modes of transportation. *P5.0 Local Input Points Methodology and Process Standards* describes the ranking process used to assign input points to projects, which were submitted to NCDOT in the Prioritization process. This document illustrates the Prioritization process for the public's understanding of how points are assigned to transportation projects, and it represents the MPO's efforts to comply with the

Drive: M

Folder: SPOT 5.0

File: Prioritization 5.0 Local Methodology

STI law. Additionally, the development of the STIP will fulfill the requirements of the Rocky Mount MPO Public Participation Plan.

The production of the STIP is on a two-year cycle. The current efforts to develop the STIP 2020 - 2029 will conclude in July 2019 with the adoption of the STIP by the North Carolina Board of Transportation. The MPO will collaborate with the Strategic Prioritization Office of Transportation (SPOT) of NCDOT as it completes the task of submitting and prioritizing transportation projects, which supports the new STIP.

For information on other Rocky Mount MPO transportation plans and news of STI and Prioritization visit the MPO and NCDOT websites at

[http://www.rockymountnc.gov/departments\\_services/engineering/transportation\\_planning/mpo/](http://www.rockymountnc.gov/departments_services/engineering/transportation_planning/mpo/)

<http://www.ncdot.gov/strategictransportationinvestments/>.

The Rocky Mount MPO will submit projects to NCDOT for evaluation in the Prioritization 5.0 process. The Local Methodology will advance needed projects while equitably treating all members of the MPO.

Historically the available funding for the STIP has not been sufficient to advance all projects as quickly as desired. The STIP funding amounts are not anticipated to be significantly increased at this time. Therefore, it is beneficial to be consistent with the request for projects. Changing project priorities from one STIP to the next can lose momentum for projects and the MPO. Once in the STIP a project typically will require five to ten years to reach construction. Remember that deserving projects in the STIP system will require continued support to achieve the desired result.

The STIP is divided into two phases, the first five years are the Delivery Program and the second five years are the Developmental Program. Typically, new projects begin in the second phase. A project which has advanced to the first phase is designated as a committed project. Committed projects are no longer required to be evaluated in the Prioritization process. Until that designation, projects must continue to be reviewed in the Prioritization process.

**Classification of Transportation Projects:** Transportation projects in the Prioritization process fall into one of three categories, *Statewide Mobility, Regional Impact, or Division Needs*. The projects are also classified by mode of transportation (i.e. Highway, Aviation, Bike/Pedestrian, Public Transportation, Rail, Ferry). The Strategic Transportation Investments law specifies the percentage of funding allocated to each project category:

- Statewide Mobility 40%
- Regional Impact 30%
- Division Needs 30%

Drive: M

Folder: SPOT 5.0

File: Prioritization 5.0 Local Methodology

The MPO may apply local input points to projects in the Regional and Division categories. The Rocky Mount MPO has 1200 points to apply to Regional projects and 1200 points for Division projects. Statewide projects do not receive local input points.

Projects may cascade in the Prioritization process. That is, a project may reach down to a lower level category if funding is not available or insufficient in its primary category. For example a Statewide Mobility project may be funded in the Regional or Division category.

Highway projects associated with Interstate 95 or US 64 in the Rocky Mount MPO are classified as Statewide projects. Such projects are evaluated and prioritized by NCDOT solely on quantitative project data provided by the MPO and NCDOT. No local input ranking is applied to Statewide projects.

The Rocky Mount MPO lies within the Region A which is comprised of NCDOT Divisions One and Four. Region A is generally the northeastern part of the state of NC (Dare, Currituck, Camden, Pasquotank, Perquimans, Chowan, Gates, Northampton, Hertford, Bertie, Martin, Washington, Tyrrell, Hyde, Halifax, Nash, Edgecombe, Wilson, Johnston, and Wayne counties). The state is divided into seven Funding Regions each having two NCDOT Divisions. Regional funds are distributed by population.

Rocky Mount MPO Regional highway projects are associated with US 301, NC 4, 43, 48, 58, & 97. All Regional projects (i.e. all modes) will receive a quantitative evaluation by NCDOT. In addition to this quantitative score, local input will be added to the project evaluation. For Regional projects, the NCDOT quantitative value will be 70% and the local input will be 30% of the project evaluation.

The Rocky Mount MPO is included in NCDOT Division Four, which includes the counties of Halifax, Nash, Edgecombe, Wilson, Johnston, and Wayne. The 14 NCDOT Divisions will receive equal funding amounts for Division category projects. Highway projects associated with NC Secondary Routes (i.e. SR #'s) will fall into the Division category. The NCDOT quantitative score for Division projects will comprise 50% of the project evaluation. The local input value for Division projects will be 50% of the project evaluation.

The local input for Rocky Mount MPO Regional and Division projects will come from the MPO and the NCDOT Division Four (i.e. the TAC and Division Four Engineer). In each case (i.e. Regional and Division projects) the local input will be equally divided between the MPO and Division Engineer.

## **Description of Criteria and Weights**

The State of North Carolina, NCDOT and the MPO will implement transportation projects which fulfill the requirements of the STI law. To ensure that projects of the STIP are beneficial to the community and support the public good, projects in the Prioritization 5.0 process must be evaluated using a minimum of two criteria. One criteria must be a qualitative criterion and a second criterion may be qualitative or quantitative.

NCDOT will calculate a quantitative score for all projects submitted to the Prioritization 5.0 process. This number is developed by NCDOT using the project description and supporting project facts provided by the MPO. NCDOT will supply to the MPO this quantitative score on or about April 1, 2018.

The STI Law defines a set of highway criteria for each funding category (Statewide Mobility, Regional Impact and Division Needs). A collaboration of stakeholders from NCDOT, MPO's and RPO's formed a workgroup, which determined how each criteria is calculated. And the workgroup establishes the default weight for each criteria. For non-highway projects the workgroup establishes criteria for these project modes.

Guidelines have been established to allow modification of the default criteria only for Regional Impact and Division Needs projects, but all participants (NCDOT Division, MPO's and RPO's) in the Region or Division must agree to any change.

The MPO will have the opportunity to add local input points to transportation projects in the Regional and Division categories. The local input score will be based on quantitative and qualitative evaluations of the project. The Rocky Mount MPO proposes that the quantitative and qualitative criteria for local input weigh equally in the Prioritization 5.0 process (i.e. 50% each).

The local input quantitative criteria will be the quantitative value calculated by NCDOT and provided on April 1, 2018. Project *Viability* will be the local qualitative criteria used by the Rocky Mount MPO in the Prioritization 5.0 process. Project *Viability* is a qualitative assessment of the practicality and reasonableness of a project.

Although values of quality can not be measured specifically like tangible quantities, the MPO will assess the viability of a project. The table below identifies the attributes used to describe the viability of a project. Both Regional and Division projects of all modes will be evaluated for viability.

<b>Viability</b>	<b>Regional Score (range)</b>	<b>Division Score (range)</b>
1 MTP 2040	0 to 20	0 to 20
2 STIP	0 to 20	0 to 10
3 R-O-W	0 to 20	0 to 10
4 NEPA	0 to 5	0 to 5
5 Multi-modal	0 to 5	0 to 5
<b>Total Viability Score</b>	<b>0 to 70</b>	<b>0 to 50</b>

The maximum Viability score for a Regional project is 70.  
The maximum Viability score for a Division project is 50.

The MPO will use the following guidelines to establish the project *Viability* score.

#### 1 MTP 2040

Projects in the MTP (Metropolitan Transportation Plan) will receive points as follows:  
MTP Phase One (years 2013-2020) 20 points for Regional or Division projects  
MTP Phase Two (years 2021-2030) 10 points for Regional or Division projects  
MTP Phase Three (years 2031-2040) 5 points for Regional or Division projects

#### 2 STIP

Projects in the STIP will receive points with additional points allowed for projects which have been in multiple editions of the STIP as follows:  
Projects in years 6-10 of the current STIP 5 points for Regional, 2 points for Division  
Projects in the last 2 to 5 STIPs 10 points for Regional, 5 points for Division  
Projects in the last 6 or more STIPs 20 points for Regional, 10 points for Division

#### 3 R-O-W

Projects for Right-of-Way status will receive points as follows:  
R-O-W needs established 5 points for Regional, 2 points for Division  
R-O-W purchase has started 10 points for Regional, 5 points for Division  
R-O-W needs are in hand 20 points for Regional, 10 points for Division

#### 4 NEPA

Projects in the NEPA (National Environmental Policy Act) process will receive points as follows:  
Project has started NEPA 1 point for Regional or Division projects  
Initial environmental document complete 3 points for Regional or Division projects  
Final environmental document complete 5 points for Regional or Division projects

#### 5 Multi-modal

Projects with Multi-modal attributes will receive points as follows:  
Projects impacting two transportation modes 2 points for Regional or Division projects  
Projects which impact more than two modes 5 points for Regional or Division projects

The NCDOT Transportation Planning Division is a resource for the MPO to establish the viability evaluation using the MTP and STIP documents.

### **Total Score and Project Ranking Approach**

All Rocky Mount MPO projects in the Prioritization 5.0 process will be given a Priority Ranking, which is based on the quantitative and qualitative criteria of each project. The Priority Ranking number (PRN) is equal to the sum of the NCDOT quantitative score and the project *Viability* score, indexed to 100.

Regional project PRN = [(NCDOT Quantitative Score + Viability Score)/140] x 100

Division project PRN = [(NCDOT Quantitative Score + Viability Score)/100] x 100

The maximum Priority Ranking Number for any project is 100.

The Priority Ranking for each transportation project in the Prioritization 5.0 process will be calculated. By sorting the Priority Ranking numbers in descending order of value, a prioritized order of MPO transportation projects in the Prioritization 5.0 process is established. The Transportation Advisory Committee (TAC) will approve the Priority Ranking numbers of all projects in the Prioritization 5.0 process.

The Priority Ranking number will be used to assist the assignment of local input points. The MPO will report scored projects with local input points back to NCDOT in May 2018 (for Regional projects) and September 2018 (for Division projects).

The application of local input is determined by the NCDOT quantitative score, the project Viability and the Priority Ranking number. With these three parameters, the TAC may decide which projects receive local input points according to the process on page 10.

### **Schedule and Public Outreach**

The following general schedule for Prioritization P5.0 is provided with the stipulation that dates are subject to change. TCC and TAC meetings are open to the public.

#### **September 2017**

5<sup>th</sup> TCC Meeting: Review of projects for P 5.0

18<sup>th</sup> TAC Meeting: Approval of projects for P 5.0

20<sup>th</sup> Projects submitted to SPOT for P 5.0

#### **April 2018**

1<sup>st</sup> Receive from NCDOT projects with quantitative scores

3<sup>rd</sup> Release Prioritization 5.0 Project List for public comment and Notice of Public Hearing for P 5.0.

#### **May 2018**

7<sup>th</sup> TCC Meeting: Review candidate projects with quantitative NCDOT scores

Drive: M

Folder: SPOT 5.0

File: Prioritization 5.0 Local Methodology



21<sup>st</sup> TAC Meeting: Hold Public Hearing for Prioritization 5.0 Projects and Local Input Point Scoring.

23<sup>rd</sup> Submit P 5.0 Project scores with local points to NCDOT.

### **November 2018**

5<sup>th</sup> TCC Meeting: Review Final P 5.0 Project Scores from NCDOT

21<sup>st</sup> TAC Meeting: Review Final P 5.0 Project Scores

23<sup>rd</sup> Public Release of P 5.0 Project Scores

As events approach and details are known the meeting notice will be on the MPO website:

[http://www.rockymountnc.gov/departments\\_services/engineering/transportation\\_planning/mpo/](http://www.rockymountnc.gov/departments_services/engineering/transportation_planning/mpo/)

The Rocky Mount MPO conducts a comprehensive, coordinated and continuing (3C) transportation planning program serving the government jurisdictions of Rocky Mount, Edgecombe County, Nash County, Nashville, and Sharpsburg. The MPO operates with a Technical Coordinating Committee and Transportation Advisory Committee. Both committees invite public participation at the advertised meetings. Public participation and contribution is always solicited for the MPO's development of plans, programs and projects. Through its committees the MPO reaches out for public input in the P5.0 Prioritization process to develop the STIP 2020 – 2029.

The public is involved with project development as early as the Comprehensive Transportation Plan (CTP) and the Metropolitan Transportation Plan (MTP). The Pedestrian Plan and Bicycle Plan are additional examples of public involvement to support transportation improvements. The MPO Public Participation Plan (PPP) guides the work of the MPO to develop these plans and to complete the Prioritization process.

News and information about the MPO, transportation planning, the PPP and Prioritization is available on the MPO website:

[http://www.rockymountnc.gov/departments\\_services/engineering/transportation\\_planning/mpo/](http://www.rockymountnc.gov/departments_services/engineering/transportation_planning/mpo/)

Citizens may also become involved in the Prioritization process by contacting the MPO at P.O. Box 1180, Rocky Mount, NC 27802, or calling the Principal Transportation Planner at 252 972-1129. Local television stations and the daily newspaper are other means used to inform the public.

The response from the public is collected by the MPO staff and relayed to the TCC and TAC. The public may suggest entirely new projects, or request specific details for projects already in development. Details may include pavement width, median treatments, sidewalk construction, bicycle facilitation, support for transit and other notions. This public input is reflected in the decisions made by the MPO staff and the committees.

Drive: M

Folder: SPOT 5.0

File: Prioritization 5.0 Local Methodology

The Strategic Prioritization Office of Transportation (SPOT) will accept new projects until September 2017 from the MPO to be evaluated in the Prioritization 5.0 process. The list of new projects to be submitted for Prioritization 5.0 will be approved by the MPO's Transportation Advisory Committee (TAC) in an announced public meeting (September). The May TAC meeting includes a public hearing for the award of local input points. A 30-day comment period is advertised prior to this public hearing.

Under the Strategic Transportation Investments law, limitations on new project submittals have been established by NCDOT. The Rocky Mount MPO can submit the following number of new projects, which reflect the input from the public:

- New Highway Projects 15
- New Aviation Projects 15
- New Bike/Pedestrian Projects 15
- New Public Transportation Projects 15
- New Rail Projects 15

The MPO will evaluate highway projects included in the Metropolitan Transportation Plan (MTP 2040) for submittal in all three geographical categories (Statewide, Regional, Division).

Aviation projects for the Rocky Mount Wilson Airport fall into the Division category. Bike/Pedestrian projects are in the Division category. Public transportation projects (Tar River Transit) may be in the Regional or Division categories. CSX rail projects may be Statewide, Regional or Division projects.

The involvement of the public influences the selection of projects submitted to NCDOT for evaluation in the Prioritization process.

### **Point Assignment Process**

As previously described, projects in the Prioritization 5.0 process will be evaluated with an NCDOT quantitative score and local input scores from the MPO and the Division Engineer. The process includes the calculation of Project *Viability* and Priority Ranking Number as described on pages 7 and 8. A ranking order of projects is determined, and the MPO determines how to add local input points to these ranked projects.

Based on population, the Rocky Mount MPO has 1,200 local input points for regional projects and 1,200 local input points for division projects. (The state's largest MPO has 2,500 points in each category.) NCDOT guidelines set a maximum number of 100 points that may be assigned to any one project.

The methodology of the Rocky Mount MPO will be to assign the maximum number (100) of points to a project (i.e. a project will get either 100 or 0 local input points). Hence, the MPO will promote as many as twelve regional and twelve division projects.

If the scenario occurs where a project straddles the MPO and RPO boundary, the two planning organizations will confer and adjust point assignments to not exceed 100 points for the single project.

The methodology of the Rocky Mount MPO will be to assign the maximum number of local input points (100) to the highest-ranking projects (i.e. highest Priority Ranking number) in the following classifications as determined in the quantitative and qualitative project evaluations:

- Highway - Regional
- Highway - Division
- Aviation - Division
- Bicycle / Pedestrian - Division
- Public Transportation - Regional
- Public Transportation - Division
- Rail - Regional
- Rail - Division

The assignment of these points (potentially as many as 300 regional and 500 division points) will promote multi-modal development and will not be restricted by geographical location. Potentially, three regional and/or five division projects may be assigned local input points totaling 800 points. No project receives more than 100 local input points.

The methodology of the Rocky Mount MPO will be to allot points equitably to all government members of the MPO. Each member will have an allotment of points to assign to projects in the Prioritization 5.0 process. These projects will have been ranked in the quantitative and qualitative evaluation process. The award of points (i.e. 100 points) to a project will enhance the project's competitiveness on the regional or division level. The individual government member of the MPO will be allowed to award its point allotment as the member chooses to do. In general, the MPO member will be expected to assign points to the highest ranked project within its geographical jurisdiction.

The equitable allotment of points will be made with these guidelines based on population:

- Each MPO member will receive no less than 100 points
- Allotments of points will be rounded to the nearest 100-point denomination
- The City of Rocky Mount will receive 65% of remaining points (i.e. points after the highest ranked projects have been awarded 100 points and all MPO members have a 100-point minimum allotment)
- Nash County will receive 20% of remaining points
- The Town of Nashville will receive 6% of remaining points
- Edgecombe County will receive 6% of remaining points
- The Town of Sharpsburg will receive 3% of remaining points

The methodology of the Rocky Mount MPO will be to use all available points to promote the highest ranked projects. Any points not used by a member will be applied to the next available highest ranked project.

However, a MPO member may deviate from the above procedure and assign local input points to a lower ranked project (i.e. a project with a lower Priority Ranking number) than a higher ranked project. Any such deviation must be stated in a written justification provided to the TAC. An act of deviation will be recorded in the TAC meeting minutes.

When completed the final list of projects with Local Input Points, which will be delivered to NCDOT, will be adopted by the TAC. The final list will be available on the MPO website. The TAC may choose to authorize the MPO staff to make minor changes, adjustments or corrections to the final list as deemed necessary by the MPO and/or SPOT during the period that NCDOT is making the final ranking of projects for the Draft STIP.

## **Materials Sharing**

### **Rocky Mount Urban Area MPO Website Organization**

The Rocky Mount MPO website features a section called *Strategic Transportation Investment*. The latest news and information about STI and Prioritization can be found at this location:

[http://www.rockymountnc.gov/departments\\_services/engineering/transportation\\_planning/mpo/](http://www.rockymountnc.gov/departments_services/engineering/transportation_planning/mpo/)

On the same website the *Local Input Points Methodology and Process Standards* can be found in the featured section, *Items of Interest*.

Additional news and resources about Prioritization and Strategic Transportation Investments may be found on the NCDOT website at:

<https://connect.ncdot.gov/projects/planning/Pages/PrioritizationResources.aspx>

### **Prioritization 5.0 Schedule Milestones**

The following general highlights of Prioritization will be included as a topic in the Strategic Transportation Investment section of the MPO website. Prioritization (P5.0) is the process followed by the MPO and NCDOT to develop the STIP 2020 – 2029 according to state law, the Strategic Transportation Investment Act.

May 2017 - The TAC will adopt a list of candidate projects to submit to NCDOT for P5.0 evaluation for the STIP 2020 – 2029.

September 2017 - The TAC will adopt scoring criteria for the P5.0 evaluation process.

May 2018 - The TAC will conduct a Public Hearing to determine the input of local points to projects in the P5.0 process.

May 2019 - The TAC will conduct a Public Hearing on the Draft STIP 2020 – 2029.

September 2019 - The TAC will adopt the STIP 2020 – 2029.

### **Documentation of Prioritization P5.0**

A list of documents used in the P5.0 process follows:

1. Suggested List of New Projects for Prioritization
2. List of New Projects Accepted by TAC for Prioritization Submittal
3. List of P5.0 Projects with NCDOT Quantitative Score
4. List of P5.0 Projects with NCDOT Score, Project Viability and Priority Ranking
5. List of Priority Ranked Projects and Local Input Points as Adopted by TAC
6. Record of Deviation from the P5.0 Local Input Points Methodology and Process Standards
7. P5.0 Point Assignment Sheet (Available separately as an Excel spreadsheet)

### **Sample Prioritization Forms**

#### **P5.0 Prioritization Rocky Mount Urban Area MPO Suggested List of New Projects for Prioritization**

1. Widen Airport Road from Wesleyan to Church Street
2. Widen Halifax Road from Sunset Ave to Bethlehem Road
3. Southeast Connector on new location from Sutton Road to Cokey Road
4. Beechwood Drive – extend from West Mount Drive to US 301 Bypass
5. Replace Sutton Road RR tunnels with bridge
6. Widen NC 43 from Woodruff Road to I-95
7. Nashville Connector Phase II
8. Green Pasture Rd / Fairview Rd alignment
9. Bethlehem Rd / Oak Level Rd alignment
10. Vance St / Arlington St extension alignment
11. Extend Red Oak Road (Nashville) to Oak Level Road
12. Widen Cokey Road from Redgate Ave to Old Wilson Road
13. Widen Hunter Hill Road from Winstead Ave to Halifax Road

## 14. Tar River Trail extension to Nashville Road

**P5.0 Prioritization**  
**Rocky Mount Urban Area MPO**  
**List of New Projects Accepted by TAC for Prioritization**  
**Submittal**

Draft P5.0 New Project Submittals - Aviation

Draft P5.0 New Project Submittals - Highway

1. Southeast Connector from Sutton Road to Cokey Road (36)
2. Beechwood Drive from West Mount Drive to US 301 Bypass (37)
3. Sutton Road replace tunnels with bridge (38)
4. NC 43 widen from Woodruff Road to I-95 (42)
5. NC 48 widen from Homestead Road to Red Oak / Battleboro Road (43)
6. Phase 1 NC 58 Connector (45)
7. Eastpointe Rd (Nashville - extend from Eastern Ave to Oak Level Road) (2-24)
8. Hunter Hill Road widen from Winstead Ave to Halifax Road (54)
9. Nash0012B-H – from US 301 Bypass to Kingston Ave (2-10)
10. US 64 Upgrade to Interstate 87 (2-20)
11. Airport Road (from Wesleyan Blvd to Tanner Road) (2-24)

Draft P5.0 New Project Submittals – Bike and Ped

1. Tar River Trail extend to Nashville Road (55)
2. Cokey Road complete street from Redgate Ave to Old Wilson Rd (53)

Draft P5.0 New Project Submittals – Public Transportation

Draft P5.0 New Project Submittals - Railroad

**P5.0 Prioritization**  
**Rocky Mount Urban Area MPO**  
**List of P5.0 Projects with NCDOT Quantitative Score**

Note: This data is not yet available. It is expected in the spring of 2018.



**P5.0 Prioritization  
Rocky Mount Urban Area MPO  
List of P5.0 Projects with NCDOT Quantitative Score, Project Viability  
and Project Ranking**

Note: This data is not yet available. It is expected in May 2018.

**P5.0 Prioritization  
Rocky Mount Urban Area MPO  
List of Priority Ranked Projects and Local Input Points as Adopted by  
TAC**

Note: This data is not yet available. It is expected in May 2018.

**P5.0 Prioritization  
Rocky Mount Urban Area MPO  
Record of Deviation from the P5.0 Local Input Points Methodology and  
Process Standards**

Note: This data is not yet available. It is expected in May 2018.

## **Glossary**

CTP - Comprehensive Transportation Plan  
MPO - Metropolitan Planning Organization  
MTP - Metropolitan Transportation Plan  
NCDOT - North Carolina Department of Transportation  
NEPA – National Environmental Protection Act  
P5.0 – Prioritization 5.0  
PPP – Public Participation Plan  
ROW – Right of Way  
RPO – Rural Planning Organization  
RWI – Rocky Mount Wilson Airport  
SPOT – Strategic Prioritization Office Transportation  
STI – Strategic Transportation Investment  
STIP – State Transportation Improvement Program  
TAC – Transportation Advisory Committee  
TCC – Technical Coordinating Committee  
TRT – Tar River Transit