

## PRO-4 - Approve Project Prioritization

### Description

At this key decision, the approved project list is prioritized using the methodology previously developed. This step is extremely important to maintain consistency between transportation plans and the TIP. This ensures that the projects going into the TIP are consistent with projects from the planning phases (Long Range Transportation and Corridor).

There is information developed in prior key decisions that informs this step. In order to effectively execute this step, there is essential information from PRO-2 and PRO-3.

### Purpose

To develop a prioritized list of projects with associated costs, sequencing, and applicable revenue considerations for immediate programming as funds become available. This project list should be developed in horizon years so that conformity is considered along with fiscal constraint.

### Outcome

A prioritized list of projects from the adopted plan that allow the horizon years in the LRTP to reflect the sequencing of projects for the TIP.

Partner	Role Type	Description
MPO	Decision Maker (urban), No Role (rural)	Approves project prioritization that is reasonable and equitable.
FHWA/FTA	Observer	Observes the prioritization of projects from the adopted LRTP.
State DOT	Advisor (urban), Decision Maker (rural)	Provides state perspective on project prioritization.
Resource Agency	Advisor	Advise decision makers so that the prioritized mitigation projects and cost from ecological planning inform the prioritization of projects in the TIP.
Public Transportation Operator(s)	Advisor	Provides transit perspective on project prioritization.

## **Policy Questions**

Questions are a way to elicit information and to validate that the information has been considered. The partners should discuss the listed questions to ensure a broad array of interests is considered at a key decision. Discussions arising from these questions support collaborative decision making.

## **Questions Partners Discuss**

### **Questions about purpose and roles**

- For P3 projects, is information on funding, revenue potential, and proposed delivery schedules available from private sector developers to consider during project prioritization?

### **Questions about stakeholders, including modal and operational partners**

- When and how will the results of prioritization be communicated to private sector partners?

### **Questions about the transportation process supporting the decision**

- Are all projects on the list eligible as programmed?
- Do the P3 projects identified for programming meet current revenue and financing goals or provide a trajectory for meeting long term revenue and financing goals beyond the TIP timeframe?
- Do the projects identified for programming meet reliability system performance goals or provide a trajectory for meeting longer term goals beyond the TIP timeframe?
- Do transportation control measures in an approved SIP receive priority funding?
- For operational projects, are they consistent with ITS architecture requirements that must be met before project is incorporated into the TIP/STIP?
- For P3 projects, are there additional state level requirements that must be met or implementation authority that must be granted before a P3 project is incorporated into the STIP?
- Has project prioritization included system performance and benefits of operational improvements?
- Has the project prioritization considered bicycle and pedestrian network connectivity, accessibility, equity, and safety?
- Has the project prioritization considered the funding, revenue potential, and delivery schedules of operational projects?
- Has the project prioritization considered the funding, revenue potential, and delivery schedules of P3 projects?
- Is the project prioritization consistent with the programming methodologies?
- To what extent does the prioritization further bicycle and pedestrian network goals from the long range transportation plan and network plans?
- What is the relative importance of revenue generation as compared to achieving other transportation goals or objectives?
- Which P3 projects can generate revenues or pay for themselves during the TIP timeframe? Does this information affect the prioritization of such projects?

### **Questions about other phases**

- Has the project prioritization considered overall project readiness?
- Is the project prioritization consistent with the adopted LRTP goals and vision?
- Is the project prioritization consistent with the adopted priorities to implement from the corridor planning phase?

### **Questions about non-transportation sectors/processes**

- Are there additional, state-level GHG related requirements impacting areas outside of MPO boundaries that need to be reflected in the STIP? If so, will these requirements impact MPO/TIP incorporation into the STIP if they are not addressed properly?
- Are there key GHG-related results of the project prioritization process that need to be communicated to stakeholders and decision makers to inform decision making?
- Are there programmed projects in the current long-range plan or in corridor studies that have GHG emission reduction benefits?
- Do the projects identified for programming meet GHG reduction goals or provide a trajectory for meeting longer term goals beyond the TIP timeframe?
- Does the prioritization process reflect economic realities identified earlier (PRO 2)?
- Does the state require a GHG inventory or demonstration of GHG reduction for TIP approval and incorporation into the STIP? If so, does the TIP address GHG requirements?
- Has the project prioritization considered ecological conservation, restoration and mitigation projects?
- Have projects supported by freight stakeholders been considered?
- How will funding/revenue projections for each funding program and for each federal, state, and local funding source impact the selection of priority projects? What are the specific impacts to GHG-related projects?
- What is the relative importance of GHG reduction compared to achieving other transportation goals or objectives?
- Which of the GHG-reduction projects can pay back for themselves and generate revenues during the TIP timeframe? Does this information affect the priority of such projects?

## **Stakeholder Inputs**

'Questions to Gather Stakeholder Interests' allow staff to determine which stakeholders have interests at a key decision and to collect those interests for partner consideration. 'Questions to Incorporate Stakeholder Interests' ensure the interests of stakeholders are included in the decision. For more help with stakeholder collaboration visit the Stakeholder Portal

### **Questions to Gather Stakeholder Interests**

- What are the factors that should help prioritize the projects?
- What are the priority projects and why do you consider them priorities?
- Would you support including projects with P3 involvement or innovative financing options?

### **Questions to Incorporate Stakeholder Interests**

- Are project cost estimates and delivery schedules for P3 projects credible?
- What did the stakeholders tell us?
- What did we do in response to the feedback from the stakeholders?
- What factors does this information depend on? What has been the experience in this region and elsewhere that must be taken into account?
- What is the rationale for our priorities? If this is inconsistent with what the stakeholders wanted, what was the reason?

## Data

The following is a list of data needed to support the key decision. Practitioners collect this information for decision makers to consider.

Supporting Data for the Key Decision		
<b>From other phases of transportation decision making</b>	Long Range Planning	Plan revenue in horizon years Project costs
	Programming	Availability of related revenue source including private sector funding, as applicable.
		Delivery schedules and revenue potential for P3 projects
		Other funding considerations (e.g. mandated formula allocations, equity between regions)
		Potential cost sharing agreements
		PRO-2: Methods for allocating revenue
	PRO-3: Approved list of projects	
	Corridor Planning	Prioritized list of projects for implementation
Environmental Review	No Specific Data.	
<b>From other sectors and processes</b>	Land Use	No Specific Data.
	Transportation Conformity	No Specific Data.
	Natural Environment and Implementing Eco-Logical	Prioritized mitigation projects, per benefit and cost
	Capital Improvement	No Specific Data.
	Safety and Security	No Specific Data.
	Human Environment	No Specific Data.
	Economic Development	Revenue sources that relate to economic development potential
	Greenhouse Gas Emissions	GHG-related requirements of the STIP
		Total GHG emissions impact of TIP projects, in relation to GHG related goals and objectives for the horizon years
Freight	Important benefits of freight projects beyond the economic and mobility benefits for trucks	
<b>From the transportation technical process supporting this key decision</b>	Anticipated right of way costs	
	Available funding and budgeted cost	
	Consistency with conformity analysis and fiscal constraint	
	ITS Architecture	
	Legal restrictions for programming funds for each fund program and source	
	Other construction activity that may impact	
	Project readiness	
	Project readiness to begin the environmental review process	
	Project-level cost-benefit analysis	
	Revenue projections for project programming, by fund program and source	
	Pedestrian and Bicycle Transportation Along Existing Roads—ActiveTrans Priority Tool Guidebook	
<b>From stakeholder collaboration</b>	No Specific Data.	
<b>From public private partnership</b>	No Specific Data.	

## Links to Decisions

This table identifies how a key decision is connected to other key decisions. The linkages are a two-way transfer of information. Understanding and applying these linkages means that partners will recognize how a decision will impact other specific key decisions. Recognizing that the transportation processes are linked will: (1) encourage practitioners to produce information that can be used later and (2) remind them to look at information from previous key decisions.

### linkages to other phases of transportation decision making

Key Decision	What is Linked?	Purpose of Linkage
<b>To Long Range Transportation Planning</b>		
LRP-10 - Adopt LRTP by MPO	Plan revenue in horizon years	To ensure that the LRTP fiscal constraint provides input on project prioritization
<b>From Corridor Planning</b>		
COR-9 - Adopt Priorities for Implementation	Prioritized list of projects for implementation	To provide input into or validation of the overall project prioritization established at this key decision
<b>To Environmental Review/NEPA Merged with Permitting</b>		
ENV-1 - Reach Consensus on Scope of Environmental Review	Project prioritization established at this key decision point	To inform the scoping step of environmental review about related projects, the selection of logical termini, and funding identified for the project

## **Examples**

In-depth case studies of successful practices in collaborative decision making were used to develop the Decision Guide. Links in this table point to a specific paragraph or section of a case study that supports a key decision. It is not necessary to read through an entire case study to find the example; however, full versions are available in the Library.

### **PlanWorks Case Study Examples**

- None

### **Other Examples**

- North Carolina Department of Transportation Project Prioritization Processes

## Integrated Planning

Integrated Planning looks at the interaction between the transportation decision making process and other processes. Considering these inputs will ensure that important values and goals outside the transportation process are recognized and considered. For a full understanding of a specific process and how it influences transportation decisions, visit Applications.

Process	Integration Type	Integration Description
<b>Land Use</b>	None.	None.
<b>Transportation Conformity</b>	None.	None.
<b>Natural Environment and Implementing Eco-Logical</b>	Data From IEF Step 8 - Implement Agreements, Adaptive Management & Deliver Projects	Prioritized mitigation projects, per benefit and cost. This data will inform the prioritization of mitigation projects at PRO-4.
<b>Capital Improvement</b>	None.	None.
<b>Safety and Security</b>	None.	None.
<b>Human Environment</b>	None.	None.
<b>Economic Development</b>	Data	Private sector revenue sources that may inform prioritization and sequencing.
<b>Greenhouse Gas Emissions</b>	Data	Priority projects that support GHG goals/objectives or meet established targets
		Results of prioritization that need to be communicated to air quality stakeholders.
<b>Freight</b>	Data	Results of prioritization that need to be communicated to freight stakeholders
<b>Bicycles and Pedestrians</b>	Data	Information and data reflecting bicycle and pedestrian stakeholder input to, and understanding of, the prioritization of projects.

## Special Topics

This table provides an overview of the relationship between a key decision and individual special topics. A special topic may be an external process, a new regulation, or any emerging issue requiring collaboration. For a full understanding of a specific topic and how it influences transportation decisions, visit Applications.

### Key Decision Relationship to Other Topics

Topic	Description
Public-Private Partnerships	<p><b>Consider P3 Financing and Impacts</b> - Consider the availability of private sector financing, delivery schedules, and revenue generation of P3 projects in prioritization.</p> <p><b>Data Transfer</b> - Communicate results of prioritization to public/private partners and stakeholders.</p>
Planning and Environment Linkages	<p><b>Inform Prioritization</b> - Identify schedule and funding interfaces and restrictions that may impact implementation of operations strategies (for example, ITS architecture).</p> <p><b>Data Transfer</b> - Budget and schedule implications of operations strategies.</p>
Performance Measures	<p><b>Using Performance Measures</b> - The selected performance measures are used to inform the decisions made with regard to funding allocation. These objective measures are one tool that can be used to prioritize projects.</p> <p><b>Data Transfer</b> - Selected measures are transferred from PRO-2.</p>
Streamlining a Congestion Bottleneck Project	<p><b>High Priority Project for Programming</b> - The specific project concept must have an identified cost and appropriate revenue source in order to be evaluated within the existing project priority.</p> <p><b>Data Transfer</b> - Identified project concept cost, potential revenue source, and prioritization for consideration in the TIP at PRO-6 and to fund Environmental Review (ENV-1)</p>
Visioning and Transportation	<p><b>Approve Goals</b> - Consider baseline information from community visioning that may be used in programming.</p> <p><b>Adopt Futures</b> - Consider how the visioning preferred scenario can be supported by selected projects.</p> <p><b>Data Transfer</b> - Relevant data on visioning priorities that are supported by the project prioritization to PRO 5 and COR 9, as applicable.</p>