

Greenville MPO Prioritization Process

The following methodology has been developed by the Greenville Urban Area MPO for the purpose of determining regional priorities for transportation funding, as carried out through the State of North Carolina's Strategic Transportation Investments (STI) law and the associated Strategic Prioritization Office of Transportation (SPOT) Prioritization Process. This methodology is intended to incorporate both measurable, objective data and information about priorities from local jurisdictions, to ensure a process that is both data-driven and responsive to local needs.

This methodology has been developed to meet the requirements of Session Law 2012-84 (Senate Bill 890), which requires that MPOs and RPOs have a process including both quantitative and qualitative elements for determining project prioritization. The output of this process will generate a points assignment per project.

Scores for the criteria in each mode will be weighted and awarded to each project. The percent weight times the points measurement will comprise the project score. For Division Projects, it is the intent that the top 13 projects each receive 100 points. A project not entirely located within the MPO's planning boundary may only receive that amount of points correlating to the percent of the project that lies within the MPO. For example, a roadway project that is 20% within the MPO may only receive a maximum score of 20 points. In this case, the remaining points (80) will be distributed to other projects. If TAC decides to assign a project other than the top 13 the 100 points, the reasons why any changes were made will be publicly disclosed. The same process applies for Regional projects. These preliminary point assignments will be distributed for public comment. Following the public comment period, the TCC/TAC will make the final point assignments, taking into consideration any public input received. If any additional changes are made to the point assignments, the reasons will be publicly disclosed and posted on the MPO's website.

Final scores and project ranking will be posted on the Greenville MPO home page after TAC consideration. The URL link to the Greenville Urban Area MPO's web page is <http://www.greenvillenc.gov/government/public-works/engineering/greenville-urban-area-metropolitan-planning-organization>

How the criteria were developed:

Transportation projects are divided into highway, bicycle-pedestrian and transit projects, and sorted based on eligible Strategic Transportation Investment categories. Each mode has a series of measurable criteria and weighting in each criteria category.

Quantitative criteria are based on measurable data available from local and state sources. Qualitative criteria are based on staff knowledge of local conditions, public comment and suggestions from TCC and TAC members. Data measurements were chosen based on staff knowledge of evaluation measures. Scoring percentages for each mode were established based on the percentages assigned to MPOs for local input at the regional and division level.

Regional projects scored using Division Points

The STI law provides for the use of points from a lower-level project on a higher-level project. For example, Division Needs points may be used on a Regional Impact or Statewide Mobility project. The MPO may choose to do this for some projects that may have an improved chance of being funded in this manner.

Quantitative measures for ranking

NCDOT requires that MPO's use at least 1 quantitative measure in their ranking of transportation projects. The Greenville Urban Area MPO will use the total quantitative score, as calculated by NCDOT, in their consideration of project ranking. While a short overview has been provided in this document, further information regarding specific ranking criteria can be found on NCDOT's web site at <http://www.ncdot.gov/strategictransportationinvestments/>.

Qualitative measures for ranking

NCDOT requires that MPO's use at least 1 qualitative measure in their ranking of transportation projects. In the criteria provided in this document, there is at least one qualitative criteria for each project category. An example of qualitative criteria is "transportation plan consistency". Operational improvement projects are considered consistent with the MPO's Metropolitan Transportation Plan (MTP).

Public input to the selection criteria

Public input opportunities are available at all TCC and TAC meetings. All TCC and TAC meetings have designated public comment periods. The Greenville Urban Area MPO will advertise a minimum 10-day public comment period to solicit public input regarding the proposed prioritization process described within this document. This public involvement opportunity will be advertised in the local newspaper. Additionally, all TCC and TAC meetings are advertised and open to the public.

Public comment on the priority criteria will be available according to the timeline shown below. The criteria will be presented at a scheduled TCC and TAC meeting so that residents can understand how the projects will be ranked and selected. The information will also be posted on the City of Greenville's website and on the MPO home page, to assure wider dissemination of the points criteria.

TCC and TAC committees will consider public comments received in making points assignments for each project. The comments will be presented and discussed before committee action is taken regarding point assignment.

Action	Date*
Public input meeting and 30-day comment period on candidate projects	July, 2015
Candidate projects identified by MPO	August, 2015
Draft MPO prioritization methodology conditionally approved by NCDOT	September-October, 2015
Advertise for public comments on prioritization methodology (this document)	October, 2015
TCC meeting to receive public comments, and recommend TAC adopt prioritization methodology	November, 2015
TAC meeting to receive public comments and adopt prioritization methodology.	November, 2015
10-day Public comment period to receive input on Regional projects preliminary point assignment	April, 2016
TCC meeting to recommend final point prioritization (for Regional projects)	May, 2016
TAC meeting to adopt final point prioritization (for Regional projects)	May, 2016
10-day Public comment period on Division Needs projects preliminary point assignment	August, 2016

<p>TCC meeting to recommend final point prioritization (for Division Needs projects)</p>	<p>September, 2016</p>
<p>TAC meeting to adopt final point prioritization (for Division Needs projects)</p>	<p>September, 2016</p>
<p>Alternative scenario (depending upon availability of data, as released by NCDOT)</p> <p>Public comment period on both Regional and Division Needs projects preliminary point assignment</p>	<p>Potentially: April, 2016</p>
<p>Alternative scenario (depending upon availability of data, as released by NCDOT)</p> <p>TCC meeting to recommend final point prioritization for both Regional and Division Needs projects.</p>	<p>Potentially: May, 2016</p>
<p>Alternative scenario (depending upon availability of data, as released by NCDOT)</p> <p>TAC meeting to adopt final point prioritization for both Regional and Division Needs projects.</p>	<p>Potentially: May, 2016</p>

*Actual dates depend upon the date NCDOT releases information to the public, and are presented here based upon the information available at the time this document was developed, and thus are subject to change.

REGIONAL PROJECT PRIORITIZATION CRITERIA

Roadway--regional

Highway - REGIONAL PROJECT SCORING (MPO score=15% of total score)		
Criteria	Measurement	Percent Weight
NCDOT's total quantitative data score, as calculated by NCDOT for each project	0-70 points (score will be scaled to 100 points by dividing by 0.7)	50%
Transportation plan consistency (is the proposed project included in the MPO's Long Range Transportation Plan?)	100 points = yes 0 points = no	50%

NCDOT's total quantitative score - 50% of MPO's regional project score. This criteria will measure the quantitative score for each transportation project, as calculated by NCDOT.

The quantitative criteria measures and weighting are as follows:

- Benefit/Cost - 10%
- Congestion - 10%
- Accessibility / Connectivity - 10%
- Safety - 25%
- Freight - 10%
- Multimodal - 5%

Transportation Plan Consistency - 50% of regional score - If a project is identified in the MPO's adopted Long Range Transportation Plan, then a score of 100 points will be awarded in this category. A project not in the MPO's MTP will not receive any points in this category. Modernization, Access Management, Interchange or Intersection Improvement and other operational improvements projects are consistent with the MTP and will receive the full 100 points for this criteria.

Aviation Projects --regional

Aviation - REGIONAL PROJECT SCORING		
MPO ranking = 15% of total score		
Criteria	Measurement	Percent Weight
NCDOT's total quantitative data score calculated for a project	0-70 points (score will be scaled to 100 points by dividing by 0.7)	50%
Transportation plan consistency (is the proposed project included in the MPO's Long Range Transportation Plan?)	100 points = yes 0 points = no	50%

Criteria for aviation projects will use NCDOT's total quantitative data score calculated for a project, and transportation plan consistency. Consistency with the MPO's Long Range Transportation Plan will be 50% of the score.

MPO score will equal 15% of total score for Regional airports. Pitt Greenville Airport (PGV) is the only airport in the MPO's planning area is classified as a "regional impact" airport.

Quantitative Criteria: NCDOT's total quantitative score criteria is based on the following:

- 30% based on the NC DOA Project Rating'
- 5% based on the FAA Airport Capital Improvement Plan rating;
- 20% based on the Non-State Contribution Index
- 15% based on the Benefit/Cost

Qualitative Criteria: Transportation Plan Consistency - 50% of score - If a project is identified in the MPO's adopted Metropolitan Transportation Plan, then a score of 100 points will be awarded in this category. A project not in the MPO's MTP will not receive any points in this category. Modernization and operational improvements projects are consistent with the MTP and will receive the full 100 points for this criteria.

Rail--regional

Rail - REGIONAL PROJECT SCORING		
MPO ranking = 15% of total score		
Criteria	Measurement	Percent Weight
NCDOT's total quantitative data score calculated for a project	0-70 points (score will be scaled to 100 points by dividing by 0.7)	50%
Transportation plan consistency (is the proposed project included in the MPO's Long Range Transportation Plan)	100 points = yes 0 points=no	50%

50% of the regional ranking would be based on the NCDOT quantitative data score and the remaining 50% is based upon consistency with the MPO's Long Range Transportation Plan.

NCDOT's Quantitative Score 50% of regional score NCDOT's quantitative data score (for Regional-level Rail projects) percentage calculations all based upon the following criteria and weights:

- 25% based on Cost Effectiveness
- 20% based on System Health
- 15% based on Safety and Suitability
- 10% based on Project Support

Transportation Plan Consistency - 50% of regional score - If a project is identified in the MPO's adopted Long Range Transportation Plan, then a score of 100 points will be awarded in this category. A project not in the MPO's MTP will not receive any points in this category. Modernization and operational improvements projects are consistent with the MTP and will receive the full 100 points for this criteria.

Transit--regional

Transit projects are grouped in to three types of projects:

1. Expansion Vehicles
2. Facilities
3. Fixed Guideway

Transit - REGIONAL PROJECT SCORING		
MPO ranking = 15% of total score		
Criteria	Measurement	Percent Weight
NCDOT's total quantitative data score calculated for a project	0-70 points (score will be scaled to 100 points by dividing by 0.7)	50%
Transportation plan consistency (is the proposed project included in the MPO's Long Range Transportation Plan)	100 points = yes 0 points=no	50%

50% of the regional ranking would be based on the NCDOT quantitative data score and the remaining 50% is based upon consistency with the MPO's Metropolitan Transportation Plan.

NCDOT's Quantitative Score 50% of regional score NCDOT's quantitative data score percentage calculations are based upon the following criteria and weights:

For Regional-eligible expansion vehicles

- 10% based on Access
- 10% based on System Safety
- 20% based on Impact
- 20% based on Cost Effectiveness
- 10% Market Share

For Regional-eligible facilities

- 20% based on Impact (for expansion projects) / or 20% based on Age (for non-expansion projects)
- 20% based on Cost Effectiveness

- 15% based on Market Share
- 15% based on Ridership Growth

For Regional-eligible Administrative/Maintenance/Operations facilities

- 20% based on Impact (for expansion projects) / or 20% based on Age (for non-expansion projects)
- 20% based on Cost Effectiveness
- 15% based on Market Share
- 15% based on Ridership Growth

For Regional-eligible Fixed Guideway projects

- 20% based on Mobility
- 15% based on Cost Effectiveness
- 20% based on Economic Development
- 15% based on Congestion Relief

Transportation Plan Consistency - 50% of regional score - If a project is identified in the MPO's adopted Long Range Transportation Plan, then a score of 100 points will be awarded in this category. A project not in the MPO's MTP will not receive any points in this category. Modernization and operational improvements projects are consistent with the MTP and will receive the full 100 points for this criteria.

DIVISION PROJECT PRIORITIZATION CRITERIA

Highway--division

Highway-DIVISION PROJECT SCORING (MPO score=25% of total score)		
Criteria	Measurement	Percent Weight
NCDOT's total quantitative data score, as calculated by NCDOT for each project	0-50 points (score will be scaled to 100 points by dividing by 0.5)	50%
Transportation plan consistency (is the proposed project included in the MPO's Long Range Transportation Plan?)	100 points = yes 0 points = no	50%

NCDOT's total quantitative score - 50% of MPO's regional project score. This criteria will measure the quantitative score for each transportation project, as calculated by NCDOT.

The quantitative criteria measures and weighting are as follows:

- Congestion - 10%
- Accessibility / Connectivity - 10%
- Safety - 20%
- Freight - 5%
- Multimodal - 5%

Transportation Plan Consistency - 50% of regional score - If a project is identified in the MPO's adopted Long Range Transportation Plan, then a score of 100 points will be awarded in this category. A project not in the MPO's MTP will not receive any points in this category. Modernization , Access Management, Intersection Improvement, and other operational improvement projects are consistent with the MTP and will receive the full 100 points for this criteria.

Transit--division

Transit Facility - DIVISION PROJECT SCORING		
Criteria	Measurement	Percent Weight
NCDOT's total quantitative data score, as calculated by NCDOT for each project	0-50 points (score will be scaled to 100 points by dividing by 0.5)	50%
Transportation plan consistency (is the proposed project included in the MPO's Long Range Transportation Plan?)	100 points = yes 0 points = no	50%

50% of the Division-level transit project ranking would be based on the NCDOT quantitative data score and the remaining 50% is based upon consistency with the MPO's Long Range Transportation Plan.

NCDOT's Quantitative Score 50% of regional score NCDOT's quantitative data score percentage calculations are based upon the following criteria and weights:

For Division-eligible expansion vehicles

- 5% based on Access
- 10% based on System Safety
- 15% based on Impact
- 15% based on Cost Effectiveness
- 5% Market Share

For Division-eligible facilities

- 15% based on Impact (for expansion projects) / or 15% based on Age (for non-expansion projects)
- 15% based on Cost Effectiveness
- 10% based on Market Share
- 10% based on Ridership Growth

For Division-eligible Administrative/Maintenance/Operations facilities

- 15% based on Impact (for expansion projects) / or 15% based on Age (for non-expansion projects)
- 15% based on Cost Effectiveness
- 10% based on Market Share
- 10% based on Ridership Growth

For Regional-eligible Fixed Guideway projects

- 15% based on Mobility
- 15% based on Cost Effectiveness
- 10% based on Economic Development
- 10% based on Congestion Relief

Transportation Plan Consistency - 50% of regional score - If a project is identified in the MPO's adopted Long Range Transportation Plan, then a score of 100 points will be awarded in this category. A project not in the MPO's MTP will not receive any points in this category. Modernization and operational improvements projects are consistent with the MTP and will receive the full 100 points for this criteria.

Bicycle and pedestrian--division

Bike/Ped - DIVISION PROJECT SCORING		
Criteria	Measurement	Percent Weight
NCDOT's total quantitative data score, as calculated by NCDOT for each project	0-50 points (score will be scaled to 100 points by dividing by 0.5)	50%
Transportation plan consistency (is the proposed project included in the MPO's Long Range Transportation Plan or MPO's Bicycle and Pedestrian Master Plan)	100 points = yes 0 points = no	50%

Quantitative Score: The Greenville Urban Area MPO proposes to use NCDOT's quantitative score to allocate points to bicycle and pedestrian projects. This criteria will measure the quantitative score for each transportation project, as calculated by NCDOT.

- Safety - 15%
- Access - 10%
- Demand - 10%
- Connectivity - 10%
- Cost Effectiveness - 5%

Transportation Plan Consistency - 50% of regional score - If a project is identified in the MPO's adopted Bicycle and Pedestrian Master Plan, then a score of 100 points will be awarded in this category. A project not in the MPO's Bicycle and Pedestrian Master Plan will not receive any points in this category. Modernization and operational improvements projects are consistent with the MTP and will receive the full 100 points for this criteria.

Rail--division

Rail - DIVISION PROJECT SCORING		
MPO ranking = 25% of total score		
Criteria	Measurement	Percent Weight
NCDOT's total quantitative data score calculated for a project	0-50 points (score will be scaled to 100 points by dividing by 0.5)	50%
Transportation plan consistency (is the proposed project included in the MPO's Long Range Transportation Plan?)	100 points = yes 0 points = no	50%

The Division-level Rail projects project scoring is based on the NCDOT data score and the consistency with the MPO's Long Range Transportation Plan. NCDOT's quantitative data score (for Division-level Rail projects) percentage calculations all add up to 50% of NCDOT's total score.

NCDOT's Quantitative Score 50% of regional score NCDOT's quantitative data score (for Regional-level Rail projects) percentage calculations are based upon the following criteria and weights:

- 20% based on Cost Effectiveness
- 10% based on System Health
- 10% based on Safety and Suitability
- 10% based on Project Support

Transportation Plan Consistency - 50% of regional score - If a project is identified in the MPO's adopted Long Range Transportation Plan, then a score of 100 points will be awarded in this category. A project not in the MPO's MTP will not receive any points in this category. Modernization and operational improvements projects are consistent with the MTP and will receive the full 100 points for this criteria.

**RESOLUTION NO. 2015-09-GUAMPO
GREENVILLE URBAN AREA MPO**

**ADOPTING LOCAL INPUT METHODOLOGY BASED ON THE NORTH CAROLINA
STRATEGIC TRANSPORTATION INVESTMENT LAW**

WHEREAS, the Strategic Investment Session Law 2012-84 requires NCDOT to approve MPOs and RPOs local input methodology; and

WHEREAS, according to the adopted law, the methodology will describe the MPO's ranking process for all modes of transportation that identifies at least one quantitative and one qualitative criteria to be used in the scoring process with the measures and the percentages assigned to each measure defined, described, and outlined; and

WHEREAS, NCDOT must conditionally approve each MPO's methodology by April 1, 2016; and

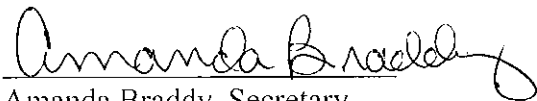
WHEREAS, the Greenville Urban Area Metropolitan Planning Organization has developed a local input methodology that has been conditionally approved by NCDOT on September 30, 2015, and has been reviewed by the Technical Coordinating Committee, and the committee recommends approval by the Transportation Advisory Committee (TAC);

NOW, THEREFORE, BE IT RESOLVED by the Transportation Advisory Committee of the Greenville Urban Area MPO that it does hereby adopt the attached local input methodology for assigning points to transportation projects.

Today, November 19, 2015.



Mayor Allen Thomas, Chairman
Transportation Advisory Committee
Greenville Urban Area



Amanda Braddy, Secretary