

Greenville Urban Area Metropolitan Planning Organization's (GUAMPO) 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 point assignment per project.

Criteria Development

Transportation projects are divided into highway, bicycle-pedestrian, rail, aviation 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 TCC and TAC knowledge of evaluation measures.

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.

Public Comment

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 30-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 MPO prioritization process 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/August 2017
Candidate projects identified by MPO	August, 2017
Draft MPO prioritization methodology conditionally approved by NCDOT	October, 2017
Advertise for public comments on prioritization methodology (this document)	October, 2017
TCC meeting to receive public comments, and recommend TAC adopt prioritization methodology	October, 2017
TAC meeting to receive public comments and adopt prioritization methodology.	November, 2017
10-day Public comment period to receive input on Regional projects preliminary point assignment	April, 2018
TCC meeting to recommend final point prioritization (for Regional projects)	June, 2018
TAC meeting to adopt final point prioritization (for Regional projects)	June, 2018
10-day Public comment period on Division Needs projects preliminary point assignment	September, 2018
	September, 2018

TCC meeting to recommend final point prioritization (for Division Needs projects)	
TAC meeting to adopt final point prioritization (for Division Needs projects)	September, 2018
Alternative scenario (depending upon availability of data, as released by NCDOT) Public comment period on both Regional and Division Needs projects preliminary point assignment	Potentially: April, 2018
Alternative scenario (depending upon availability of data, as released by NCDOT) TCC meeting to recommend final point prioritization for both Regional and Division Needs projects.	Potentially: June, 2018
Alternative scenario (depending upon availability of data, as released by NCDOT) TAC meeting to adopt final point prioritization for both Regional and Division Needs projects.	Potentially: June, 2018

**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.*

Scoring Criteria

The Greenville MPO will locally rank Regional and Division level projects according to the criteria and matrix below and assign local input points according to that rank. The maximum points a single project can receive cannot exceed 100.

STI Safety Score: a calculated scoring based on crash frequency and severity along a specified road section. The crashes are then normalized based on traffic volumes to establish rates. These rates are compared to statewide averages for similar facilities to determine how the road performs compared to its peers.

STI Connectivity Score: a calculated score based on increased mobility and/or access to destinations from improving/constructing a connection from one facility to another or connecting between different transportation modes.

Plan Consistency: a qualitative yes or no question to establish whether a proposed project is found in any currently adopted plan (Comprehensive Transportation Plan (CTP); Metropolitan Transportation Plan (MTP); or any locally adopted plan).

Multi-Modal Support: a qualitative yes or no question to establish whether a project incorporates and/or connects bicycle, pedestrian or transit accommodations.

Economic Development Support: a qualitative measure of a project's support within the transportation network of local/regional economic development goals or objectives; or a connection of two or more economically significant areas or routes in the project vicinity that will support local/regional economic development goals or objectives. This category will assign points based on no support (0 points), moderate support (2 points), or significant support (4 points).

<u>Criteria</u>	0 Points	1 Points	2 Points	3 Points	4 Points
STI Safety	0-19	20-39	40-59	60-79	80 or above
STI Connectivity	0-19	20-39	40-59	60-79	80 or above
Plan Consistency	No, project not contained in an adopted plan				Yes, project is contained in an adopted plan
Multi-Modal Support	No, project does not include or connect any bicycle, pedestrian or transit facilities				Yes, project does not include or connect any bicycle, pedestrian or transit facilities
Economic Development Support	None		Moderate		Significant

Project Scoring Based on Ranking

The Greenville MPO has a total of 1,300 points to distribute to Regional Projects, and 1,300 points to Division Projects. Projects will be ranked using the above local scoring matrix. The top 11 Highway Projects and top 2 Non-Highway Projects based on the local scoring matrix will be assigned 100 local input points. Should the Regional or

Division Project's list not contain a Non-Highway project, the top 13 ranked Highway Projects will be assigned 100 local input points.

Should more than one project have the same score utilizing the local scoring matrix, those projects shall be ordered according to their total STI total Quantitative score.

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 according to their rank. Any points remaining after the top 11 Highway Project and top 2 Non-Highway Projects, or top 13 Highway Projects should a Non-Highway Project not be available, shall be assigned to the next highest ranked project according to the local scoring matrix. If TAC moves to assign points in a manner not consistent with this process, those point assignment and rationale why will be publically documented and disclosed on the MPO website for public review. 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 documented and disclosed 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>