

French Broad River MPO

DATE: March 17, 2014

SUBJECT: Prioritization 3.0 (P3.0) – Draft Local Input Point Methodology

BACKGROUND

The NCDOT's Strategic Planning Office of Transportation (SPOT) has been tasked with carrying out the project evaluation process outlined in the Strategic Transportation Investment (STI) legislation enacted on June 26, 2013. One of the most significant tasks that must be accomplished by each MPO/RPO and NCDOT Division Office is to create a methodology that explains how the MPO/RPO/Division Office will allocate the eligible local input points assigned to projects (of all modes) in the prioritization database.

As stipulated by the STI legislation, local points may be assigned to projects in the Regional Impact and Division Needs categories, but not the Statewide Mobility category. The French Broad River Metropolitan Planning Organization (FBRMPO) may allocate the following number of local points for projects in the eligible categories:

- 1800 points – Regional Impact projects
- 1800 points – Division Needs projects

A committee of TCC and MPO Board members was created to develop a local input point methodology. The contents of this memorandum describe the methodology developed by the committee, which the FBRMPO proposes to use to allocate its local input points. NCDOT requires that the methodology include the following components:

- A minimum of one quantitative criteria
- A minimum of one qualitative criteria
- Public involvement (on the proposed methodology, and the preliminary assignment of local input points to projects based on the approved methodology) (on both methodology and preliminary assignment of points to projects based on the methodology)
- Dissemination of methodology, local points and public input on FBRMPO's website (www.fbrmpo.org)

PROPOSED LOCAL INPUT METHODOLOGY

Overview

The following principles will be used for the allocation of FBRMPO's local points:

- The MPO will by default not assign points to any cascading project, but reserves the right to address cascading projects on a case-by-case basis, and will provide written explanation and justification for any cascading project that justifies an exception.

- The same philosophy will guide assignment of points to any non-highway mode: They will not be given points as a default, but exceptions can be awarded points if written explanation and justification is provided for each exception.

The committee reviewed the vision and goals in the FBRMPO 2035 Long Range Transportation Plan, and reviewed a number of ways that other MPOs around the country attempt to measure progress toward those goals. The highway method table below represents the melding of the local interests with the methodology used by the Nashville, TN MPO.

There are overarching criteria that link back to goals in the LRTP (shown in blue in the table). The sub criteria under each criterion describe the data points that the FBRMPO use to measure the merits of a particular highway project. Criteria for the other modes follow the remainder of the narrative.

Criteria (Category in blue, components in white)	Party	Description of Criterion	Max Points	% of score	Regional Points	Division Points
QUALITY GROWTH, SUSTAINABLE DEVELOPMENT, & ECONOMIC PROSPERITY			6.00	13.33%	2.00	
Project Located Near Existing Jobs	MPO Staff	500' buffer of centerline touches TAZ with significant jobs: 0-149=1point , 150-405=2, 406 +=3 (based on statistical "natural breaks" algorithm)	3	6.67%	1.00	
Located in High Job Growth Areas	MPO Staff	500' buffer of centerline touches TAZ with significant jobs forecast between 2010 and 2040: 0-149=1 point, 150-405=2, 406 +=3 (based on statistical "natural breaks" algorithm)	3	6.67%	1.00	
MULTI-MODAL OPTIONS			4.00	8.89%	1.33	
Bike Ped indicated in LRTP	MPO Staff	Project indicates bike/ped component in the LRTP highway project table, 0 point if not include 1 point if included	1	2.22%	0.33	
Multimodal Options	MPO Staff	Can achieve 1 point each (for a maximum of 3 total possible points) if: project is included in local or regional bike plan (1 point), pedestrian plan (1 point), or is on a transit fixed route or spine of deviated fixed route (1 point)	3	6.67%	1.00	

CONGESTION MANAGEMENT			5.00	11.11%	1.67	
In high volume corridor	MPO Staff	Scaled for Regional & Division (not Statewide) Tiers: over 30,000=3 points, 20-30k=2, 10-20k=1, under 10 =0	3	6.67%	1.00	
Identified as CMP Hotspot/includes access man/ITS	MPO Staff	Projects in a CMP designated "Hot Spot" corridor = 2 points; Projects that are not in a hot spot but implement a congestion management strategy that is not adding a lane (e.g. ITS, access management)	2	4.44%	0.67	
SAFETY & SECURITY			2.00	4.44%	0.67	
Lane Width	MPO Staff	Project addresses moving a deficient lane width closer to NCDOT current standard width. Any improvement toward the standard will get one point.	1	2.22%	0.33	
Shoulder Width	MPO Staff	Project addresses moving a deficient shoulder width closer to NCDOT current standard width. Any improvement toward the standard will get one point.	1	2.22%	0.33	
FREIGHT & GOODS MOVEMENT			2.00	4.44%	0.67	
Project improves Freight Route	MPO Staff	Project on a "shielded" NC, US, or Interstate route not on official network: 1 point, project on official NCDOT freight network: 2 points	2	4.44%	0.67	
HEALTH & ENVIRONMENT			3.00	6.67%	1.00	
Project Provides Increased Accessibility for Low-Income & Minority Communities	MPO Staff	Will use 5 Environmental Justice demographic variables by block group: population 65 plus, minority, low income, zero vehicle households and Low English Proficiency. Project must touch at least one qualifying block group to get points. Since most other criteria do not go to five points, the initial recommendation is to use a 3 point scale for this category: <ul style="list-style-type: none"> • Social Equity Index of 1 and Multi-modal Criteria of at least 1: Score of 0.5 • Social Equity Index of 2 and Multi-modal Criteria of at least 1: Score of 1 • Social Equity Index of 3 and Multi-modal criteria of at least 1: Score of 1.5 • Social Equity Index of 4 and Multi-modal criteria score of at least 1: Score of 2 • Social Equity Index of 5 and Multi-modal criteria of at least 1: Score of 3 	3	6.67%	1.00	

PROJECT HISTORY			23.00	51.11%	7.67	
Identified as Top Local Priority (Primary Qualitative Criterion)	Local Representatives	County-level Transportation Advisory Committees will rank order projects and assign points in descending order with top priority getting 18 points until they run out of projects or run out of points. A one-page summary of the ranking methodology will be provided by each County-level TAC.	18	40.00%	6.00	
Additional Planning or Preliminary Engineering & Design Conducted	Local Staff/MPO Staff	Recommendation was to give a point if any planning work beyond CTP/LRTP had been completed. Examples include Waynesville Main Street Studies, US 70 Corridor Study, Draft EIS for I-2513, et cetera. Local project sponsors will need to provide the documents if they are not readily evident to the MPO staff. Planning document (up to 8% design) is worth one point, full EIS or engineering to begin ROW or better =2 points	2	4.44%	0.67	
LRTP Tier	MPO Staff	Projects in the FBRMPO 2035 LRTP Tier I get three points, Tier II = 2, and Tier III = 1. Projects not in the LRTP get no points.	3	6.67%	1.00	

Projects with the highest MPO Scores will be given the maximum number of points allowable within their native tier until the MPO points are expended. The MPO Board can adjust projects receiving points or adjust the number of points given to a project based on their discretion and/or public input. Any exceptions will require written explanation to be provided to NCDOT SPOT and be part of an open, public process that complies with Chapter 143, Article 33C of the North Carolina General Statutes.

Public Involvement Process

Public Involvement Process for the Prioritization List will include the following steps based on the FBRMPO's adopted **Public Involvement Plan**, section V.C. on page 16:

- After consideration and preliminary adoption by the MPO Board, the draft Prioritization List will be published for a minimum two-week (14-day) public comment period and the notice will be advertised using our media resources provided in Appendix C of the Plan.
- The notices for the public comment period and the public hearing will include an announcement stating that persons with disabilities will be accommodated. Special provisions will be made if notified 48 hours in advance (i.e. having available large print documents, audio material, someone proficient in sign language, a translator or other provisions as requested). The Prioritization List will be on file for review at the Land-of-Sky Regional Council Office, and available in a PDF format for downloading from the FBRMPO website. Written comments will be received during the comment period and will be directed to the FBRMPO. The FBRMPO's contact person, phone number and e-mail address will be

included in the public notice. The FBRMPO will assemble all comments and forward comments to the MPO Board.

- The Board will hold a public hearing on the draft Prioritization List. The public hearing will be held at a location which is accessible to persons with disabilities. The Board will approve a final Prioritization List after considering the public comments received. The Prioritization List shall be submitted to the NCDOT at or before the NCDOT public hearings for input into the STIP. The MPO Board may elect to open a dialogue with the State on specific project priorities.

NEXT STEPS/TIMELINE

- MPO board and NCDOT approve local input point methodology (March 2014)
- Quantitative scores are given to P3.0 projects (May 2014)
- Proposed Local input points are allocated to P3.0 projects (May-July 2014)
- A minimum 2-week public comment period is provided to review and comment on local input point allocations (June 2014)
- MPO endorses final local input point allocations and submits them to NCDOT and submits to NCDOT (June 2014)
- Final scores are issued to P3.0 projects and posted on the FBRMPO website and released on FBRMPO's website (June-August 2014)