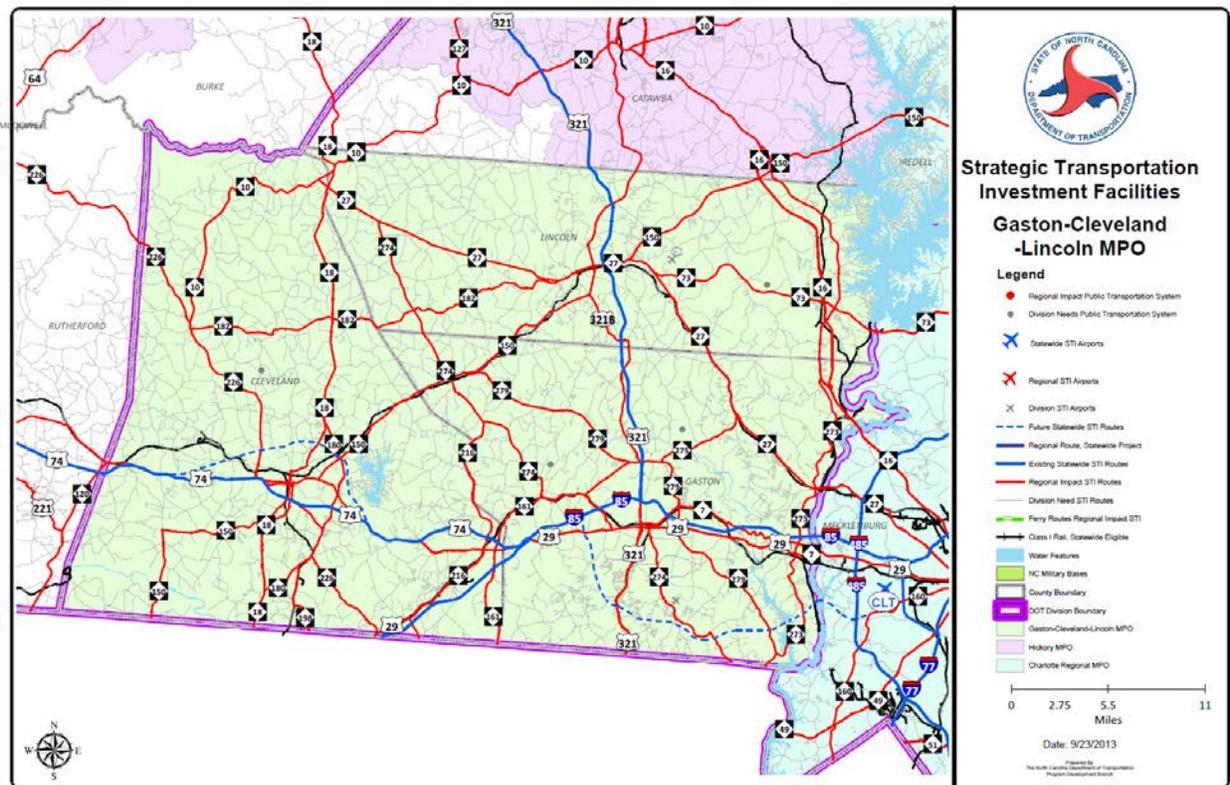


Gaston-Cleveland-Lincoln MPO

Gaston-Cleveland-Lincoln MPO 2014 STIP Project Solicitation and Ranking Process Adoption Date: December 4, 2013

Introduction: The NCDOT and North Carolina legislature have required that all metropolitan and rural planning organizations develop a project solicitation and ranking process to evaluate all eligible project categories (highway, non-motorized, public transportation, aviation, rail and ferry). This process has been approved by the NCDOT to ensure compliance with the legislative intent of the mandate.

Applicability: This process would apply to all projects ranked by the MPO in Cleveland, Gaston, or Lincoln counties that fall in the "regional" and "division" levels, as defined in the 2013 Strategic Highway Investments (STI) legislation and depicted in the map below.



Schedule

Project Solicitation: The MPO will solicit candidate projects for 30 days in November 2013. The results of this process were presented to the TAC at its December 4, 2013 meeting, where the TAC reviewed the list. The TAC will then endorse a project list at its

January 28, 2014 meeting for submittal to NCDOT. In the event that the number of new projects exceeds the maximum possible the TAC will choose projects to submit based on Division 12 and MPO staff recommendations. MPO staff will subsequently submit the TAC endorsed projects into NCDOT's SPOT On!ine tool (web based system) for project evaluation and quantitative scoring.

Project Ranking: The TCC and TAC of the MPO will evaluate the full list of new and previously-evaluated projects for the three counties between May and July 2014, with local points assigned and submitted to the SPOT office by July 31, 2014.

Public Input Process

Project Solicitation: The MPO announced a 30-day project solicitation period to all member governments and interested persons. The MPO issued press releases in newspapers of general circulation in Cleveland, Gaston, and Lincoln counties soliciting candidate projects. The MPO also held a public input session in each of the three counties in November 2013. Information regarding the public input sessions and this solicitation period was also advertised through the MPO website. The results of the input sessions and all submitted projects were presented to the TAC for their review at their December 4th meeting, who will use the input in determining which projects to submit for technical evaluation by the NCDOT's Strategic Prioritization Office for Transportation (SPOT), who develops the technical scores for candidate projects. The MPO will be able to submit up to 14 new projects, with the ability to replace five previously submitted projects with new candidate projects.

Project Ranking: The MPO will present the recommended local points assignments to the TCC at their May 2014 meeting. Upon the approval of the TAC, the MPO will release the recommended projects, points assignments, and the methodology used to assign the points for a 30-day public comment period. 30-day period will also be advertised on the MPO website. The results of the public comment period will be presented to the TCC and TAC at their July 2014 meetings. At that time the TAC will be asked to approve a project list and final points assignment and after this approval the project list and points assigned will be available on the MPO website.

Regional and Division Level projects will be ranked based on the criteria listed in the table below. While most criteria are self-explanatory, some do merit additional explanation.

The **safety score** is a calculation based on the crash frequency and severity along sections of a particular roadway. 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.

Cost-Effectiveness is a calculation of the cost per vehicle or user to improve a road one mile. This calculation allows different types of roads or projects to be compared based on how much it costs to improve the road per individual vehicle or implement the project per individual user.

Transportation Plan Consistency is a yes or no question to determine if the proposed project is found in an existing adopted transportation plan for the area.

Addressing **Environmental Justice (EJ), Land Use and Economic Development** is a goal of the GCL MPO. The MPO wants to help implement projects that increase mobility and accessibility to communities with concentrations of lower-income households, persons of color, and households without access to automobiles. The MPO also wants to help implement projects that support local land use and economic development plans and initiatives.

Ranking Process

Regional Level Projects: All NC routes, US 29, and US 74 east of I-85 in Gaston County are found on the Regional Level. These projects would be evaluated by the criteria, weighting, and scoring as detailed in the table below. Only highway and multi-county public transportation capital projects would fall under this category.

Regional Level Projects					
Criteria	0 points	5 points	10 points	15 points	20 points
Existing Congestion (20 max)	Volume to capacity less than 0.5	Volume to capacity btw 0.51 and 0.75	Volume to capacity btw 0.76 and 0.9	Volume to capacity btw 0.91 and 1.0	Volume to capacity over 1.0
Existing Safety (20 max)	SPOT safety points less than 30	SPOT safety points btw 31-50	SPOT safety points btw 51-65	SPOT safety points btw 66-80	SPOT safety points over 80
Cost-Effectiveness (15 max)	Cost per vehicle/equivalent greater than \$1,500 per mile	Cost per vehicle/equivalent btw \$1,000-\$1,500 per mile	Cost per vehicle/equivalent btw \$500-\$999 per mile	Cost per vehicle/equivalent less than \$499 per mile	
Freight Volume (10 max)	Less than 500 trucks/equivalent per day	Btw 500-1,000 trucks/equivalent per day	More than 1,000 trucks/equivalent per day		
Transportation Plan Consistency (10 max)	Project is not in CTP or TP		Project in CTP or TP		
Cost (10 max)	Cost over \$50 million	Cost \$25-49 million	Cost less than \$25 million		
Multimodal Accommodations (5 max)	Project does not include bike/ped/transit facilities	Project includes bike/ped/transit facilities			
Supports Environmental Justice (EJ), Land Use and Economic Development (10 max)	Project adds capacity or accessibility where growth is not encouraged	Project adds some new capacity or accessibility in support of EJ, land use or economic development	Project adds significant new capacity or accessibility in support of EJ, land use or economic development		

Division Level Projects: All highway projects on SR roads, and all other modes (public transportation, bicycle/pedestrian, and ferry projects) would be evaluated through the process detailed below.

Division Level Projects					
Criteria	0 points	5 points	10 points	15 points	20 points
Existing Lack of Capacity (20 max)	Volume to capacity less than 0.5 (roads and rail), existing facilities available (other modes)		Volume to capacity btw 0.51 and 0.75 (roads and rail), intermittent or incomplete facilities/transit available (other modes)		Volume to capacity over 0.75 (roads and rail), no facilities/transit available (other modes)
Cost-Effectiveness (20 max)	Cost per daily user greater than \$4,000 per user per unit per mile	Cost per daily user btw \$2,000-\$4,000 per user per unit per mile	Cost per daily user btw \$1,500-\$1,999 per user per unit per mile	Cost per daily user btw \$1,000-\$1,499 per user per unit per mile	Cost per daily user less than \$999 per user per unit per mile
Total Cost (10 max)	Cost over \$10 million	Cost \$5-10 million	Cost less than \$5 million		
Plan Consistency (10 max)	Project is not in an adopted land use, transportation, transit or other plan		Project is in an adopted land use, transportation, transit or other plan		
Project Feasibility (10 max)	Significant ROW, EJ or environmental concerns	Moderate ROW, EJ or environmental concerns	No ROW, EJ or environmental concerns		
Multimodal Accommodations (10 max)	Project does not include bike/ped/transit facilities		Project includes bike/ped/transit facilities		
Supports Environmental Justice (EJ), Land Use and Economic Development (20 max)	Project adds capacity or accessibility where growth is not encouraged		Project adds some new capacity or accessibility in support of EJ, land use or economic development		Project adds significant new capacity or accessibility in support of EJ, land use or economic development

Use of Public Input and Comments in Final Rankings: The TCC and TAC will review all input received through the public input process to confirm the individual candidate project descriptions and details. The TCC and TAC may choose remove or modify projects before ultimately approving the points assignments, but no new projects will be added after the NCDOT deadline for submitting candidate projects for evaluation through the SPOT process.

Final Ranking and Local Points Assignment: The GCL MPO receives 1,800 points to allocate to projects for local prioritization. All eligible projects by level (Regional or Division) would receive the maximum points, based on the weighting provided to the MPO within the STI legislation. The MPO would assign maximum points to the top 18 projects in the Regional and Division levels based on rankings created through the processes described in this document.