

High Point MPO

Strategic Transportation Investments – also known as the Strategic Mobility Formula – is a new way to fund and prioritize transportation projects to ensure they provide the maximum benefit to our state. It allows NCDOT to use its existing revenues more efficiently to fund more investments that improve North Carolina’s transportation infrastructure, create jobs and help boost the economy.

The High Point Urban Area Metropolitan Planning Organization (HPMPO) has developed the following project ranking methodology to prioritize projects in the HPMPO in order to be scored using the Strategic Mobility Formula and the SPOT prioritization process. Project scores and rankings will be available on the High Point MPO website at <http://www.hpdot.net/HPMPO/spot/spot.htm>.

Background

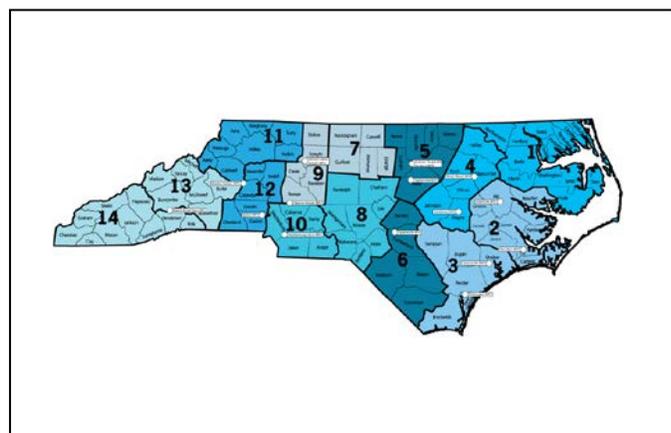
Over the last year, NCDOT has been working with internal and external stakeholders to revamp the process. Significant changes have been made to the process and were driven by House Bill 817 also known as Strategic Transportation Investments (STI). The bill established funding categories (Statewide, Regional, and Division) and allocations across all modes.

Prioritization 3.0, the primary input for the FY 2016-2020 Transportation Improvement Program (STIP), is a multi-modal process that evaluates highway, transit, bicycle and pedestrian, and rail project needs. Prioritization 3.0 will cover newly submitted project needs as well as projects that were submitted under Prioritization 2.0 but which were unfunded or funded in FY 2016 or later.

The NCDOT and North Carolina legislature have required that all metropolitan and rural planning organizations develop a ranking process to evaluate all eligible project categories (highway, non-motorized, public transportation, aviation, rail and ferry). This process must be approved by the NCDOT to ensure compliance with the legislative intent of the mandate. The process will apply to all projects ranked by the MPO that fall in the “regional” and “division” levels.

Regional Level

Projects of regional significance will receive 30% of the available revenue, equaling \$4.5 billion over a decade based on regional population. Projects on this level compete within specific regions made up of two NCDOT Transportation Divisions. This map shows these regions. For example, Divisions 7 and 9 are paired together to form a single region, and Divisions 8 and 10 are paired together to form a single region.



NCDOT will select applicable projects for funding using two weighted factors. Data will comprise 70% of the decision-making process and local rankings by area planning organizations and the NCDOT Transportation Divisions will round out the remaining 30% at this level.

Division Level

Projects that address local concerns such as safety, congestion and connectivity will receive 30% of the available revenue, or \$4.5 billion, shared equally over NCDOT's 14 Transportation Divisions. The department will choose projects based 50% on data and 50% on local rankings.

Public Input

The HPMPO plans to release the Draft ranking criteria and priority list for a 30 day public review and comment period from April 1, 2014 until April 30, 2014. Information will be available on the HPMPO website and the comment and review period will be advertised in all local newspapers as well as local access public television. Any comments received during this period will be presented to the TAC for their consideration before approving the final priority list of projects for the HPMPO.

The HPMPO TAC will assign local input points to projects on the approved priority project list. Once this process is complete the HPMPO will release the project list and input points for a 30 day public review and comment period. Any comments received during the public review and comment period will be considered before the TAC approves the final project list and input point assignments. Any changes to the schedule will be posted on the MPO website. Below are key dates in the prioritization process.

- **April 1, 2014** – release Draft ranking criteria and priority list for public review and comment
- **April 22, 2014** - Transportation Advisory Committee Meeting
- **May 13, 2014** - review public comments, approve ranking criteria and priority list, TAC Dot vote – release for 30 day public review and comment
- **May 27, 2014** - Transportation Advisory Committee Meeting
- **June 24, 2014** – Transportation Advisory Committee Meeting – approve final priority list and local input points assignment
- **July 1, 2014** - Final approved priority list and local input points posted to the HPMPO website and sent to NCDOT
- **July 31, 2014** – NCDOT deadline for local input points

Project Modes

NCDOT requires that each MPO rank all modes of transportation including highway, bike, pedestrian, public transportation, ferry, rail, and aviation. The HPMPO will rank highway, aviation, and public transit projects. Any justification/rationale for point assignments made by the TAC which deviate from this local methodology will be placed on the MPO website.

Project Modes.

NCDOT requires that each MPO rank all modes of transportation including highway, bike, pedestrian, public transportation, ferry, rail, and aviation. The HPMPO will rank highway, public transit and aviation projects.

For highway projects the HPMPO will use a two part ranking process on a 100 point scale. Part one of the ranking process will consist of four ranking criteria which will be used to rank the projects in the HPMPO. They are Congestion, Safety, Economic Vitality, and Accessibility, with scores ranging from 0 points to 4 points. Each criterion is weighted depending on its importance to the HPMPO with a maximum weighted score of 60 points for part one of the ranking process. Part two of the ranking process will be a dot voting procedure by the TAC with a maximum score of 40 points.

	0 points	1 point	2 points	3 points	4 points
Congestion	0 - 0.35	.36 - .60	.61 - .75	.76 - .90	.91 - 1.0
Safety	0 - 20	21 - 40	41 - 60	61 - 80	80+
Economic Vitality	The project does not promote or enhance the Economic Vitality of the MPO, Region, or State		The project has the potential to promote or enhance Economic Vitality but may be limited by other factors		The project does promote or enhance the Economic Vitality of the MPO, Region, or State
Accessibility	Other modes of travel are not included in the project and access is not provided to other modes of travel		Other modes of travel are included in the project AND/OR access is provided to other modes of travel		Other modes of travel are included in the project AND access is provided to other modes of travel

Congestion – congestion is determined by volume/capacity (V/C) ratios and is calculated by the Strategic Prioritization Office of Transportation (SPOT). Congestion can receive up to 4 points and will be multiplied by a factor of five (5) which can produce a maximum weighted score for this criterion of **20**.

Safety – safety is based on accident data. On existing roads, projects will be evaluated based on the accident data from that road. On new locations, projects will be evaluated based on the accident data from adjacent roads. The score will be calculated by the SPOT Office and includes Crash Density,

Crash Severity, and Critical Crash Rate. Safety can receive up to 4 points and will be multiplied by a factor of four (4) which can produce a maximum weighted score for this criterion of **16**.

Economic Vitality – economic vitality of a project is determined by whether or not a project improves access and/or enhances freight movement to known economic or employment centers. Does a project provide access to areas that are identified on local land use plans as employment or economic centers or does it provide for potential redevelopment? Economic Vitality can receive up to 4 points and will be multiplied by a factor of three (3) which can produce a maximum weighted score for this criterion of **12**.

Accessibility – accessibility is determined by how well a project may or may not provide access to other modes of transportation. Are other modes included as part of the project? Accessibility can receive up to 4 points and will be multiplied by a factor of three (3) which can produce a maximum weighted score for this criterion of **12**.

Criteria	Factor	Max Possible Points	Max Weighted Score
Congestion	5	4	20
Safety	4	4	16
Economic Vitality	3	4	12
Accessibility	3	4	12
Total	15	4	60

As the table above demonstrates a project can receive a maximum score of **60** for part one of the ranking criteria process.

HPMPO qualitative dot voting procedure

Once staff completes part one of the ranking process using the above ranking criteria, the list will be presented to the TAC for part two of the ranking process. The TAC can decide to approve the submitted priority list of projects, or rearrange the list based on one of several qualitative factors including public input, compatibility with local or regional adopted plans, constructability, additional project funding sources, and project history. These qualitative factors are defined below:

- Public Input – Public opinion of the project is positive.
- Compatibility with local or regional adopted plans – The project is in agreement with locally or regionally adopted planning documents.
- Constructability – the ease and efficiency in which a project can be constructed.
- Additional project funding – Other funding sources are available to help reduce the overall cost of the project.
- Project History – The project has been on the adopted Long Range Transportation Plan (LRTP) or the Comprehensive Transportation Plan (CTP) of the HPMPO for 10 years or longer.

Before the dot voting process begins staff will give each voting TAC member a dot voting worksheet. This worksheet is included below. The TAC member will identify which projects they intend to vote for and the justification for assigning votes to that project. Once all TAC members vote, the worksheets will be turned in and kept as a record of that TAC members vote.

Dot Vote Rank	Points	Dot Vote Rank	Points
1 st	40	14 th	7
2 nd	37	15 th	5
3 rd	35	16 th	3
4 th	33	17 th and up	0
5 th	30		
6 th	27		
7 th	25		
8 th	23		
9 th	20		
10 th	17		
11 th	15		
12 th	13		
13 th	10		

Each voting member will be given 12 dots. Each member must vote for at least three projects. Once all dots have been placed, staff will calculate the number of dots for each project. The project receiving the highest number of dots will get an additional 40 points. The next project with the next highest amount of dots will get 37 additional points. This will continue for each subsequent project until there are no additional points to be awarded. If there is a tie in the number of dots allocated to multiple projects then the project with the highest ranking from part one of the ranking process will get the higher

amount of points. The list will then be rearranged to account for the additional points awarded by the TAC through the dot ranking process.

HPMPO Dot Vote Worksheet																																																																																																																										
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Public transit projects and aviation projects will be ranked using the approved ranking process developed by the Strategic Prioritization Office of Transportation (SPOT), Economic Vitality, and Accessibility. The SPOT score will count as 50 percent, Economic Vitality will count as 25 percent, and Accessibility will count 25 percent.

Local Input Points Assignment

Statewide projects receive 0 local input point because those projects are prioritized entirely at the state level, however if a statewide project does not get funded at that category it can fall into the Regional category and potentially Division Needs category and be eligible for local input points. The HPMPO has 1600 local input points to allocate to Regional category projects and 1600 local input point to allocate to Division category projects. The highest ranked public transit and aviation project as determined by the above ranking process will receive 100 points. The maximum number of points that can be allocated to any one project is 100. The HPMPO will allocate the maximum number of points possible to each highway project on the ranked priority list until we have no points left to allocate.

The HPMPO is located in a portion of four counties and three NCDOT Divisions, as well as adjacent to three MPOs, and two RPOs. It is essential that coordination meetings between the HPMPO, Divisions 7, 8, 9, the Winston-Salem MPO, the Greensboro MPO, the Cabarrus Rowan MPO, the Piedmont Triad RPO, and the NW Piedmont RPO take place to make sure projects receive the maximum amount of local input points possible.