

Mid-Carolina RPO

SPOT 3.0 Prioritization Process

Introduction: As part of the implementation of House Bill 817, all Rural and Metropolitan Planning Organizations (RPOs and MPOs) are now required to develop a local ranking process for projects across all modes of transportation (highway, bicycle/pedestrian, public transit, aviation, rail, and ferry).

Applicability: This process will be used to rank all projects within the Mid-Carolina RPO Boundaries in Bladen, Cumberland, Harnett and Sampson Counties, that fall into the Regional or Division funding levels. Funding Levels are designated according to the 2013 Strategic Transportation Investments law.

Schedule: The Mid-Carolina RPO asked for candidate projects beginning on October 10, 2013. The RPO, working through and with the Mid-Carolina RTCC and RTAC, requested projects from the local member governments (counties, towns, transit departments, airports, etc.). Projects will be received until the January 28, 2014 RTAC Meeting, where the project list will be approved. Projects are required to be submitted to the North Carolina Department of Transportation Strategic Prioritization Office of Transportation (SPOT) by February 24, 2014.

Local Point Methodology: This process, along with the local point methodology, will be reviewed by the RTAC at their January 28, 2014 meeting and a final methodology will be approved no later than their scheduled April 22, 2014 meeting. The final, approved methodologies must be sent to the SPOT Office for their final approval no later than May 1, 2014.

Project Rankings: The Mid-Carolina RTCC and RTAC will evaluate all projects with their respective funding designation upon their release from the SPOT Office. Final approval and point assignment will take place no later than the July 22, 2014 RTAC Meeting.

Public Input Process: This prioritization methodology, along with the project rankings and point assignments will be made readily available to the public. The January, April, and July RTAC Meetings will all be advertised in each of the four (4) counties' major newspapers. The advertisements will also let it be known that this methodology and project prioritization will be discussed and will include the Mid-Carolina RPO Website (http://www.mccog.org/regional_transportation_document.asp), which will include links to all of these documents. The advertisements and website (http://www.mccog.org/regional_contact.asp) also provide contact information for the public to reach RPO staff for input.

Ranking Formula:

<u>Criteria</u>	<u>Score Range</u>
<p>Accident Rate (Safety) Maximum 30 Points</p>	<p>>5.01 = 30 points 2.01 – 5.00 = 20 points 1.01 – 2.00 = 10 points <1.0 = 0 points</p>
<p>Congestion (Mobility) Maximum 30 Points</p>	<p>>1.99 = 30 points 1.98 – 1.50 = 25 points 1.49 – 1.00 = 20 points 0.99 – 0.80 = 10 points <0.79 = 0 points</p>
<p>Connectivity (Linkage/Accessibility) Maximum 25 Points</p>	<p>Regional (Multiple Counties) = 25 points County (Multiple Municipalities) = 20 points Municipal (One Local Government) = 15 points</p>
<p>Functional Classification (Corridor Enhancement) Maximum 20 Points</p>	<p>Principal Arterial = 20 points Minor Arterial = 15 points Major Collector = 10 points Minor Collector = 5 points Not Functionally Classified = 0 points</p>
<p>Multi-Modalism (Modal Connections) Maximum 15 Points</p>	<p>4+ Modes = 15 points 3 Modes = 12 points 2 Modes = 9 points 1 Mode = 6 points</p>
<p>Airport Passenger Service (Airport Capacity) Maximum 10 Points</p>	<p>Project Increases Capacity = 10 points Project Does Not Increase Capacity = 0 points</p>
<p>Airport Safety (Safety) Maximum 10 Points</p>	<p>Project Improves Airport Safety = 10 points Project Does Not Improve Airport Safety = 0 points</p>
<p>Transit Expansion (Service Expansion) Maximum 10 Points</p>	<p>Project Expands Service = 10 points Project Does Not Expand Service = 0 points</p>

Use of Public Input: The RPO will gladly accept all public comments between January 28, 2014 and July 1, 2014. The comments will be documented and filed by the RPO and will be shared with the RTCC and RTAC for their information in current and future prioritization processes and transportation planning. No new projects will be added to the SPOT 3.0 list however, as they will have been submitted already.

Final Ranking and Local Points Assignment: After the scoring of all of the projects submitted using the methodology developed and approved, points will be assigned to each of the projects. The projects will be ranked based upon the score they receive. The Mid-Carolina RPO has 1400 points to assign toward Regional Projects and another 1400 points to assign toward Division Projects. Each project can receive a maximum of 100 points.

The Mid-Carolina RPO proposes giving the Top 14 ranked projects in the Regional Funding Category and the Top Ranked projects in the Division Category the maximum points each, until the 1400 total points per category have been met. The remaining projects will receive no local input points from the RPO, but will receive their only points based upon the SPOT assigned quantitative scoring system.

CRITERIA DEFINITIONS

Accident Rate (SAFETY) – This factor is the crash rate divided by the divisional crash rate. The crash rate is determined by dividing the amount of accidents by the exposure. The exposure is determined by multiplying the Annual Average Daily Traffic by 365, the number of years in the study and the length of the roadway segment. The divisional crash rate is the annual number of accidents that occur along a segment of road per one hundred million miles of travel along all segments of roadway in the division. This is a measurement of transportation safety.

Congestion - Current Volume/Capacity Ratio (MOBILITY) – The ratio of the most recently available average daily traffic volume on the highest volume segment of the highway relative to the design capacity of that highway. A ratio of one (1) indicates that the current volume of traffic is equal to the capacity of the highway to safely handle that amount of traffic. This is a measurement of traffic congestion.

Connectivity (ACCESSIBILITY/LINKAGE) – This criterion examines how many areas benefit from the project.

- Regional (multiple counties)
- County (multiple municipalities within one county)
- Municipal (one local government)

Functional Classification (CORRIDOR ENHANCEMENT) – This criterion is used to give priority to the highways that are integral in serving persons and goods movements. These roadways are identified by a functional classification system defined by the Federal Highway Administration and recognized for the type of trip purpose served. A map showing the functional classification will be used to evaluate these criteria.

Multi-Modalism (MULTI-MODALISM) – Projects will be reviewed for connectivity to other means of transportation such as train stations, airports, designated bicycle routes, or fixed transit routes.

Airport Passenger Service (AIRPORT CAPACITY) – Projects will be reviewed to see if they improve the ability to increase incoming or outgoing airport traffic.

Airport Safety (SAFETY) – Projects will be reviewed to determine their impact on safe movements into and out of the airport.

Transit Expansion (SERVICE EXPANSION) – This criterion will be applied to transit projects and will differentiate between projects that increase service to citizens versus projects which do not.