

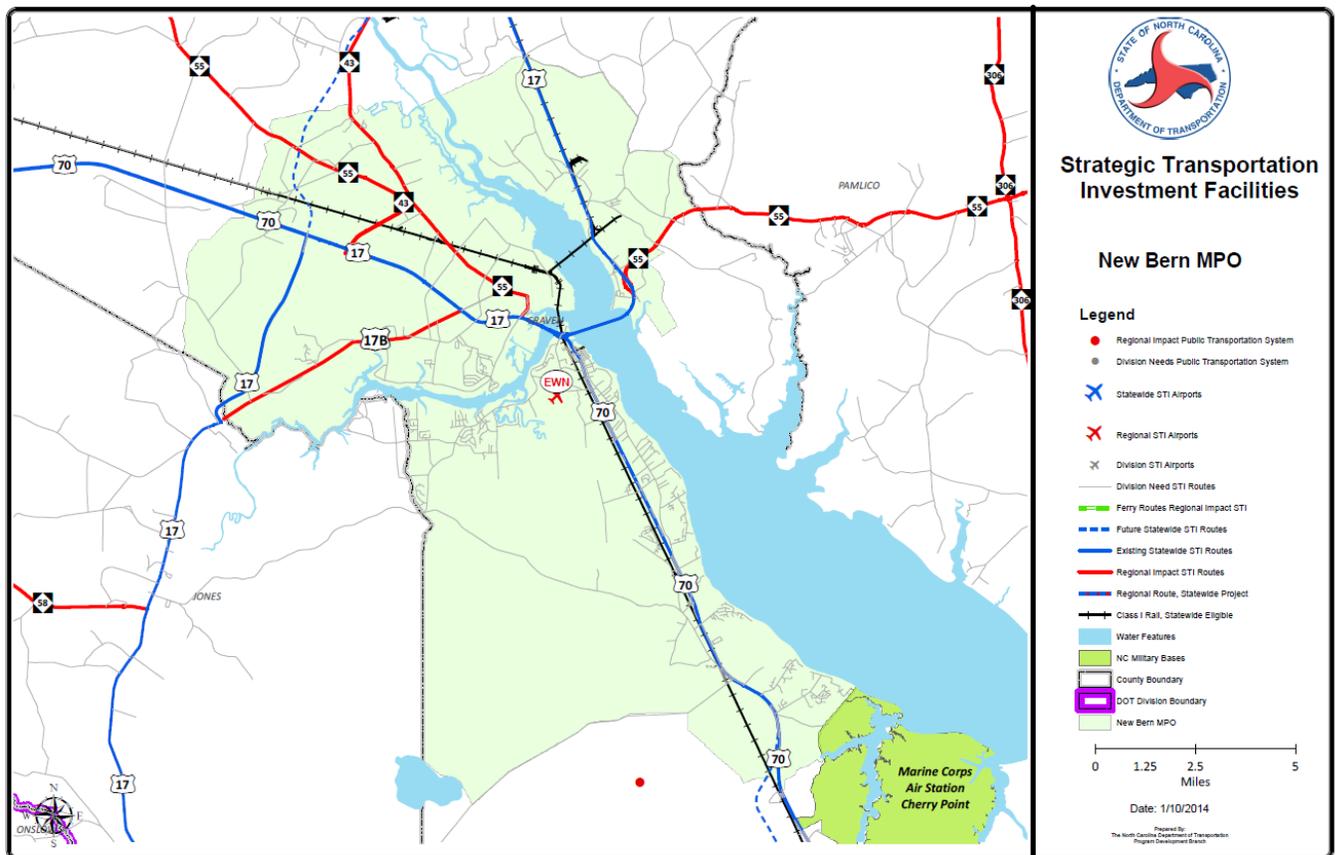
New Bern MPO

Introduction

As part of the implementation of House Bill 817, all Metropolitan and Rural Planning Organizations (MPOs and RPOs) 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). The following process will have to be approved by the NC Department of Transportation, and adopted by the New Bern Area MPO's Transportation Advisory Committee (TAC), to ensure compliance with the legislative mandate.

Applicability

This process will be used to rank all projects within the New Bern Area MPO (which includes the City of New Bern, Towns of Bridgeton, River Bend and Trent Woods, and portions of Craven County), that fall into the Regional or Division funding levels as identified in the map below. Funding Levels are designated according to the 2013 Strategic Transportation Investments law.



On June 27, 2013 the NBAMPO TAC joined other MPOs and RPOs within the North Carolina Department of Transportation Region B, Divisions 2 and 3 by approving a Resolution adopting criteria for quantitative evaluation of Transportation Projects that is different from the statewide formula.

ALTERNATE CRITERIA FOR DIVISIONS 2 & 3 - PRIORITIZATION 3.0

Highway Scoring			
Funding Category	Quantitative Data	Local Input	
		Division Rank	MPO/RPO Rank
Statewide Mobility	<p>[Travel Time] Benefit/Cost = 30%</p> <ul style="list-style-type: none"> Travel time savings the project is expected to provide over 30 years divided by the cost of the project to NCDOT. <i>Toll revenues anticipated from the project will reduce the cost to NCDOT and therefore increase the score in this criteria.</i> <p>Congestion = 30%</p> <ul style="list-style-type: none"> Comparison of the existing traffic volume to the existing capacity of the roadway (depending on data availability, Congestion may be measured by comparing congested travel speeds to uncongested speeds). <p>Economic Competitiveness = 10%</p> <ul style="list-style-type: none"> Estimate of the number of long-term jobs and the % change in economic activity within the NCDOT Division the project is expected to provide over 30 years. <p>Safety = 10%</p> <ul style="list-style-type: none"> Evaluation of the number, severity, and frequency of crashes along the roadway. <p>Multimodal [& Freight + Military] = 20%</p> <ul style="list-style-type: none"> Measure of existing congestion along key military and truck routes, and routes that provide connections to transportation terminals. <p>Total = 100%</p>	N/A	N/A
Regional Impact	<p>[Travel Time] Benefit/Cost = 20%</p> <ul style="list-style-type: none"> Travel time savings the project is expected to provide over 30 years divided by the cost of the project to NCDOT. <i>Toll revenues anticipated from the project will reduce the cost to NCDOT and therefore increase the score in this criteria</i> <p>Safety = 25%</p> <ul style="list-style-type: none"> Evaluation of the number, severity, and frequency of crashes along the roadway. <p>Multimodal [& Freight + Military] = 25%</p> <ul style="list-style-type: none"> Measure of existing congestion along key military and truck routes, and routes that provide connections to transportation terminals. <p>Total = 70%</p>	15%	15%
Division Needs	<p>Congestion = 20%</p> <ul style="list-style-type: none"> Comparison of the existing traffic volume to the existing capacity of the roadway (depending on data availability, Congestion may be measured by comparing congested travel speeds to uncongested speeds). <p>Safety = 20%</p> <ul style="list-style-type: none"> Evaluation of the number, severity, and frequency of crashes along the roadway. <p>Multimodal [& Freight + Military] = 10%</p> <ul style="list-style-type: none"> Measure of existing congestion along key military and truck routes, and routes that provide connections to transportation terminals. <p>Total = 50%</p>	25%	25%

Schedule

Project Solicitation: The New Bern Area MPO reviewed existing projects and solicited for additional candidate projects at the August 22, 2013 TCC/TAC meetings. The MPO, requested that, working through its TCC and TAC members to reach participating jurisdictions, additional projects be provided to staff for addition to the current list no later than February 10, 2014 to give staff time to consult with the Division 2 Engineer, however projects submission was open until the February 20, 2014 TAC Meeting, where the project list was endorsed. If new projects exceed the maximum number allowed, the TAC will choose which projects to submit based on recommendations from NCDOT Division 2, TCC and MPO staff. Projects were required to be submitted to the North Carolina Department of Transportation Strategic Prioritization Office of Transportation (SPOT) by March 3, 2014.

Local Point Methodology: The ranking process, along with the local point methodology, was reviewed by the TCC/TAC at the February 20, 2014 meeting and a final methodology will be approved no later than the scheduled April 24, 2014 TAC meeting. The final approved methodology must be sent to the SPOT Office for approval no later than May 1, 2014.

Project Ranking: The New Bern Area MPO TCC and TAC will evaluate all projects with their respective funding designation upon release from the SPOT Office. Draft approval and point assignment will take place no later than June 26, 2014, allowing for the public input process prior to TAC final approval. Final approval and point assignment will take place no later than the July 24, 2014 TAC Meeting. The New Bern Area MPO was assigned a maximum of 11 new project

submittals for Highway, 20 maximum for bicycle and pedestrian projects, with a maximum local input points of 1,100 for each Regional and Division projects to be applied across all modes.

Public Input Process

Project Solicitation: The New Bern Area MPO reviewed existing projects and solicited for additional candidate projects at the August 22, 2013 TCC/TAC meetings. The MPO, requested that, working through its TCC and TAC members to reach participating jurisdictions, additional projects be provided to staff for addition to the current list no later than February 10, however projects submittal was open until the February 20, 2014 TAC Meeting, where the project list was endorsed. All TCC and TAC meetings are open to the public and agendas are posted on the City of New Bern Department of Development Services official website <http://www.newbern-nc.org/PI/index.php>.

Local Point Methodology: This prioritization methodology will be made available to the public for at least a 30 days period beginning on March 10, 2014. The March and April TAC Meetings will be advertised as indicated in the current NBAMPO Public Participation Plan. Links to the Draft Document and contact information will be made available through the City of New Bern Department of Development Services official website <http://www.newbern-nc.org/PI/index.php>.

Project Ranking: Draft Project rankings and point assignments will be made available to the public for at least a 30 days period beginning on May 26, 2014. The May, June and July TAC Meetings will be advertised as indicated in the current NBAMPO Public Participation Plan. Links to the Draft Document and contact information will be made available through the City of New Bern Department of Development Services official website <http://www.newbern-nc.org/PI/index.php> and/or, if available, through the NBAMPO website at <http://www.nbampo.org>.

Scoring Criteria

Scoring Criteria Descriptions: Regional and Division level projects will be ranked by the NBAMPO based on the criteria described below. The number of points allocated to a project cannot exceed 100.

- **Safety Score:** 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.
- **Multimodal Accommodations:** a yes or no measure of the incorporation of pedestrian, bicycle or transit elements into a project.
- **Connectivity:** a measure of whether the project will provide a connection between different transportation modes and/or access to destinations. This measure can be both quantitative and qualitative. Connectivity will be determined through use of GIS data for quantitative measures and consultation with technical experts from local government for livability measures.
- **Plan Consistency:** a yes or no question to determine if the proposed project is found in an existing adopted plan for the area (CTP, MTP, Local Plan).
- **Environmental Justice, Land Use, or Economic Development Support:** a qualitative measure of EJ, land use and transportation integration, and local economic development benefits gauged by coordination with technical experts from the respective areas (E.G. NCDOT

Transportation Planning Branch, local government planning departments and economic development departments).

Criteria	0 points	5 points	10 points	15 points	20 points
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
Multimodal Accommodations (20 max)	Project does not include bike/ped/transit facilities				Project includes bike/ped/transit facilities
Connectivity (20 max)	Does not connect to facilities of another mode or provide access to destinations		Project connects with facilities of another mode or provides access to destinations (school, neighborhood, employment center, park, etc)		Project connects with facilities of another mode and provides access to destinations (school, neighborhood, employment center, park, etc)
Plan Consistency (20 max)	Project is not in CTP, MTP or other locally adopted plan			Project is included in CTP, MTP or other locally adopted plan	
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: No new projects will be added after the NCDOT deadline for submitting candidate projects for evaluation through the SPOT process. The NBAMPO TCC and TAC will review and take into consideration all information received through the public input process to confirm the individual candidate project point assignments prior to final submission of the projects ranking.

Projects Point Assignment

The NBAMPO was allocated 1,100 points for Regional level and 1,100 points for Division level projects, where each project cannot exceed 100 points. All projects will be locally evaluated using the criteria described above. The evaluations will generate a preliminary set of points for each project and all final ranked projects and

point assignments will be available through the New Bern Area MPO website. The TAC will use the initial point assignments for ranking of the projects and for the final point assignment, with the MPO's highest ranking project receiving 100 points and any subsequent project receiving one point less until the points are exhausted or the MPO runs out of projects. The website will also include any rationale for TAC point assignments that significantly deviate from this Local Methodology.