

Greenville Urban Area Metropolitan Planning Organization's (GUAMPO) Local Input Methodology for the Prioritization Process

The following local input methodology has been developed by the Greenville Urban Area MPO for the purpose of determining regional priorities for transportation funding, as carried out through the State of North Carolina's Strategic Transportation Investments (STI) law and the associated Strategic Prioritization Office of Transportation (SPOT) Prioritization Process. This methodology is intended to incorporate both measurable, objective data and information about priorities from local jurisdictions, to ensure a process that is both data-driven and responsive to local needs. STI as summarized on the NCDOT website:

"Passed in 2013, the Strategic Transportation Investments law allows the N.C. Department of Transportation to use its funding more efficiently and effectively to enhance the state's infrastructure, while supporting economic growth, job creation and a higher quality of life. This process encourages thinking from a statewide and regional perspective while also providing flexibility to address local needs.

STI also establishes the Strategic Mobility Formula, which allocates available revenues based on data-driven scoring and local input. It is used to develop NCDOT's State Transportation Improvement Program, which identifies the transportation projects that will receive funding during a specified 10-year period.

Federal law requires the State Transportation Improvement Program to be updated at least every four years. NCDOT, however, updates it every two years."

The subsequent local input methodology has been developed to meet the requirements of Session Law 2012-84 (Senate Bill 890), which requires that MPOs and RPOs have a process of determining project prioritization. For P6.0, the process must include the use of at least two (2) different criteria with, at a minimum, one (1) of those required to be qualitative. The output of this process will generate a point assignment per project.

Transportation projects are divided into highway, bicycle-pedestrian, rail, aviation, ferry and public transit projects, and sorted based on eligible Strategic Transportation Investment categories. Each mode has a series of measurable criteria and weighting in each criteria category. Additional information on the STI Initiative can be found online at [here](#).

Quantitative criteria are based on measurable data available from local and state sources. Qualitative criteria are based on staff knowledge of local conditions, public comment and suggestions from TCC and TAC members. Data measurements were chosen based on TCC and TAC knowledge of evaluation measures.

Regional projects scored using Division Points

The STI law provides for the use of points from a lower-level project on a higher-level project. If a project is entered into SPOT as a Statewide project but does not receive funding at that level, the project will cascade downwards into the Regional level projects. Likewise if a Regional project does not receive funding at the Regional level the project will cascade downwards into the Divisional level for possible funding. If a project cascades downwards it is eligible to be funded at that level and may have local input points assigned to it in accordance to the process outlined in this document (30% local input at the Regional level and 50% local input at the Division level). The MPO may choose to do this for some projects that may have an improved chance of being funded in this manner at a lower-level. Figure 1 below depicts the cascade process for projects not receiving funding at their initial level and being cascaded downwards.

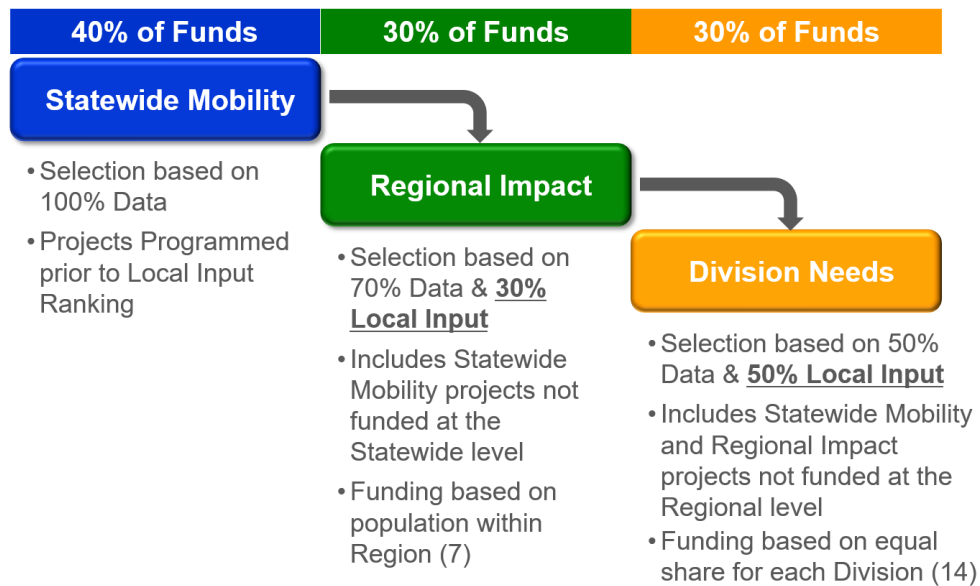


Figure 1

Scoring Criteria

The Greenville MPO will locally rank Regional and Division level projects according to the criteria and matrix below and assign local input points according to that rank. The maximum points a single project can receive cannot exceed 100.

For P6.0 of STI Prioritization, the Greenville Urban Area MPO submitted Highway, Bicycle & Pedestrian and Aviation mode projects only. Highway and bicycle & pedestrian projects will utilize all five (5) of the below defined criteria. Aviation projects will be scored using only the three defined qualitative criteria (plan consistency, multi-modal support and economic development support) for scoring.

Prioritization 6.0 Safety Score: The Prioritization 6.0 Safety Score defined and calculated with the purpose of measuring existing crashes along/at a project and calculate future safety benefits. This criteria only applies to highway and bicycle & pedestrian mode projects. Aviation mode projects will not utilize this criteria.

Prioritization 6.0 Accessibility/Connectivity Score: The Prioritization 6.0 Accessibility/Connectivity Score defined and calculated with the purpose of improving access opportunity in rural and less affluent areas and improving interconnectivity of the transportation network. This criteria only applies to highway and bicycle & pedestrian mode projects. Aviation mode projects will not utilize this criteria.

Plan Consistency: a qualitative yes or no question to establish whether a proposed project is found in any currently adopted plan (Comprehensive Transportation Plan (CTP); Metropolitan Transportation Plan (MTP); or any locally adopted plan). This qualitative criteria will be applied to all modes of P6.0 submitted projects

Multi-Modal Support: a qualitative yes or no question to establish whether a highway project incorporates and/or connects bicycle, pedestrian or transit accommodations, and is based on the project description. For non-highway (bicycle & pedestrian and aviation) projects, a yes or no is based on whether a project is within one (1) mile of a commercial service airport (passenger and/or freight), public bus system stop and/or hub, Port, sidewalks and/or bike lanes, or intermodal freight terminal. This qualitative criteria will be applied to all modes of submitted projects.

Economic Development Support: a qualitative measure of a project's support within the transportation network of local/regional economic development goals or objectives; or a connection of two or more economically significant areas or routes in the project vicinity that will support local/regional economic development goals or objectives. This category will assign points based on no support (0 points), moderate support (2 points), or significant support (4 points) as determined by locally adopted plans and community goals. Level of support, if any, shall be determined by the TCC and TAC. This qualitative criteria will be applied to all modes of P6.0 submitted projects.

<u>Criteria</u>	0 Points	1 Points	2 Points	3 Points	4 Points
Prioritization 6.0 Safety Score <i>*This criteria is not applicable for Aviation mode projects.</i>	0-19	20-39	40-59	60-79	80 or above
Prioritization 6.0 Accessibility/Connectivity Score <i>*This criteria is not applicable for Aviation mode projects.</i>	0-19	20-39	40-59	60-79	80 or above
Plan Consistency **Applicable for all modes	No, project not contained in an adopted plan				Yes, project is contained in an adopted plan
Multi-Modal Support **Applicable for all modes	No, project does not include any multi-modal support as defined above.				Yes, project does include multi-modal support as defined above.
Economic Development Support **Applicable for all modes	None		Moderate		Significant

Point Assignment Based on Ranking

The Greenville MPO has a total of 1,300 points to distribute to Regional Projects, and 1,300 points to Division Projects. Projects will be ranked using the above local scoring matrix. Projects will receive a total criteria score of 0-20 (see above for weighting and scoring criteria). The top 11 Highway Projects and top 2 Non-Highway Projects based on the local scoring matrix's total criteria score will be assigned 100 local input points. Should the Regional or Division Project's list not contain a Non-Highway project, the top 13 ranked Highway Projects will be assigned 100 local input points.

Should more than one project have the same score utilizing the local scoring matrix, those projects shall be ordered according to their total Prioritization 6.0 Safety Score.

A project not entirely located within the MPO's planning boundary may only receive that amount of points correlating to the percent of the project that lies within the MPO. For example, a roadway project that is 20% within the MPO may only receive a maximum score of 20 points. In this case, the remaining points (80) will be distributed to other

projects according to their rank. Any points remaining after the top 11 Highway Project and top 2 Non-Highway Projects, or top 13 Highway Projects should a Non-Highway Project not be available, shall be assigned to the next highest ranked project according to the total criteria score based on the local scoring matrix.

Deviation Clause: If TAC moves to assign points in a manner not consistent with this process, those point assignment and rationale why will be publically documented and disclosed and posted on the MPO website, under “Transportation Priorities” titles “Deviations from Adopted Local Methodology,” for public viewing. Any variation in point assignments from the preliminary scores must have justifications documented in the meeting minutes and posted on the GUAMPO website. Anticipated justifications include, but are not limited to: project cost, points sharing arrangements, estimated points required for funding, geographic equity, modal distribution, new information and public comment. If any additional changes are made to the point assignments between the preliminary assignment stage and the final assignment stage, the reasons will be publically documented and disclosed on the MPO’s website.

Flexing Policy: Greenville Urban Area MPO has the option to apply the Local Input Point Flexing Policy. Up to 500 Local Input Points can be transferred from one funding category to the other. If the point flexing option is used, GUAMPO will provide written documentation to the NCDOT prior to assigning Regional Impact Local Input Points.

Final scores and project ranking will be posted on the Greenville MPO home page after TAC consideration and adoption. Additionally should the need arise, for any reason, to change the finalized point assignment after. The URL link to the Greenville Urban Area MPO’s web page can be found [here](#).

Public Comment and SPOT Schedule

Public input opportunities are available at all TCC and TAC meetings. All TCC and TAC meetings have designated public comment periods. The Greenville Urban Area MPO will advertise a minimum 30-day public comment period to solicit public input regarding the proposed prioritization process described within this document. Additionally, all TCC and TAC meetings are advertised and open to the public.

Public comment on the MPO prioritization process will be available according to the timeline shown below. The criteria will be presented at a scheduled TCC and TAC meeting so that residents can understand how the projects will be ranked and selected. The information will also be posted on the City of Greenville’s website and on the MPO home page, to assure wider dissemination of the points criteria. During the preliminary point assignment phase, for Regional and Division level projects, the public will have at least 10 days, as outlined below, in which to comment on the proposed point assignment. Comments can be given by phone, mail, fax and/or by dropping off written comments to the Greenville Urban Area MPO. The address and contact information to be used during the comment periods is as follows:

*The Greenville Urban Area MPO
c/o Greenville Engineering Department
1500 Beatty St. Greenville, NC 27834*

Phone: 252-329-4476

Fax: (252) 329-4535

Online: <https://www.greenvillenc.gov/government/engineering/greenville-urban-area-metropolitan-planning-organization>

Email: EDeJesus@greenvillenc.gov

All comments received regarding the Division and Regional preliminary point assignment phase will be recorded and taken into account by Staff, the TCC and the TAC before finalizing and formally adopting point assignments for each project. The comments will be presented and discussed before committee action is taken regarding point assignment and posted to the MPO's website until the final FY 2024-2033 State Transportation improvement Program (STIP) is adopted. Public hearings for Divisional and Regional point assignments will be held during the respective TCC and TAC meetings in which point assignment is listed and advertised as an agenda item. Should additional public involvement opportunities be requested or advised by the TCC or TAC, the MPO will advertise said opportunity in the local newspaper and on the MPO website.

Action	Date*
Public input meeting and 30-day comment period on candidate projects	September - October, 2019
Candidate projects identified by MPO	October 2019 - August. 31, 2020
Advertise for public comments on prioritization methodology (this document)	June, 2021
TCC meeting to receive public comments, and recommend TAC adopt prioritization methodology	June, 2021
TAC meeting to receive public comments and adopt prioritization methodology	July, 2021
NCDOT releases draft list of Statewide Mobility projects	End of August, 2021
10-day Public comment period to receive input on Regional projects preliminary point assignment	September, 2021

TCC meeting to recommend final point prioritization (for Regional projects).	October, 2021
TAC meeting to adopt final point prioritization (for Regional projects).	November, 2021
NCDOT releases draft list of funded Regional Impact projects	End of January, 2022
10-day Public comment period on Division Needs projects preliminary point assignment	February - April, 2022
TCC meeting to recommend final point prioritization (for Division Needs projects)10-day Public comment period on Division Needs projects preliminary point assignment	February - April, 2022
TAC meeting to adopt final point prioritization (for Division Needs projects)TCC meeting to recommend final point prioritization (for Division Needs projects)	February - April, 2022
NCDOT releases draft FY 2024 – 2033 STIP	Potentially: August, 2022

**Actual dates depend upon the date NCDOT releases information to the public, and are presented here based upon the information available at the time this document was developed, and thus are subject to change.*

*** All TCC and TAC meetings are advertised and open to the general public.*

In addition to the above SPOT schedule, the Greenville Urban Area MPO's TCC and TAC have tentatively scheduled meetings, with consideration to holidays and the SPOT schedule, for the following dates:

<u>TCC</u>	<u>TAC</u>
June 30, 2021	July 14, 2021
October 20, 2021	November 10, 2021
December 8, 2021	December 8, 2021
February - April, 2022	March - April, 2022

The Chairperson for each the TCC and TAC reserves the right to call a meeting in addition to the dates above, or reschedule a meeting should the need arise.

RESOLUTION NO. 2021-07-GUAMPO
ADOPTING THE P6.0 GREENVILLE URBAN AREA MPO LOCAL INPUT METHODOLOGY,
BASED ON THE NORTH CAROLINA STRATEGIC TRANSPORTATION INVESTMENT LAW

WHEREAS, the City of Greenville Urban Area Metropolitan Planning Organization has been designated by the Governor of the State of North Carolina as the Metropolitan Planning Organization {MPO} responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the MPO's metropolitan planning area; and

WHEREAS, the Transportation Advisory Committee is the governing body of the Greenville Urban Area MPO; and

WHEREAS, the Strategic Investment Session Law 2012-84 requires NCDOT to approve MPOs and RPOs local input methodology; and

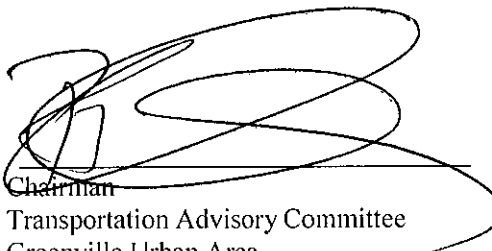
WHEREAS, according to the adopted law, the methodology will describe the MPO's ranking process for all modes of transportation that identifies at least one quantitative and one qualitative criteria to be used in the scoring process with the measures and the percentages assigned to each measure defined, described, and outlined; and

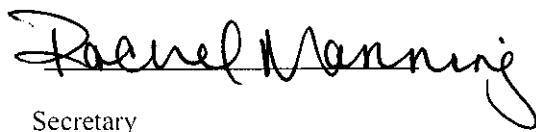
WHEREAS, NCDOT must conditionally approve each MPO's methodology by July 30, 2021; and

WHEREAS, the Greenville Urban Area Metropolitan Planning Organization has developed a local input methodology that has been conditionally approved by NCDOT, and has been reviewed by the Technical Coordinating Committee, and the committee recommends approval by the Transportation Advisory Committee {TAC};

NOW, THEREFORE, BE IT RESOLVED by the Transportation Advisory Committee of the Greenville Urban Area MPO that it does hereby adopt the attached local input methodology for assigning points to transportation projects.

Today, July 14, 2021.


Chairman
Transportation Advisory Committee
Greenville Urban Area


Secretary