

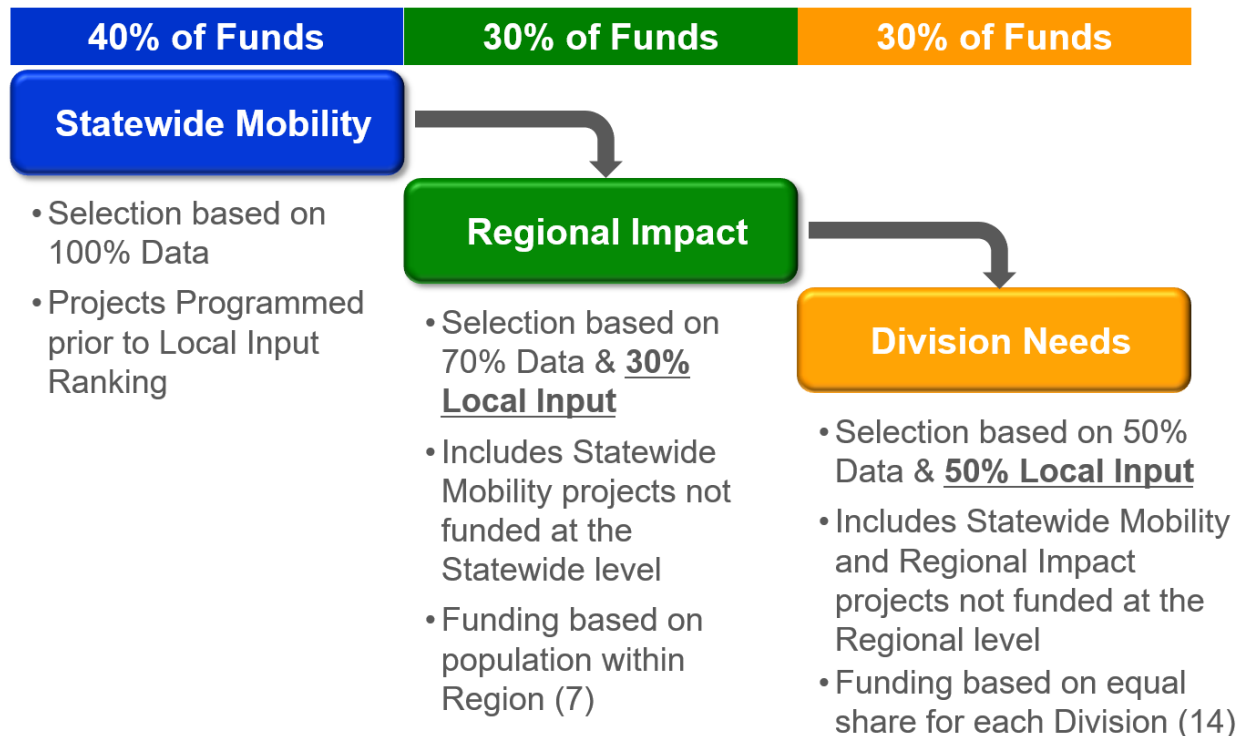
# Cabarrus-Rowan MPO 2018 MTIP Project Solicitation and Ranking Process

## Introduction:

The Strategic Transportation Investments (STI) law (GS 136-189.10 and .11), enacted in 2013, directs NCDOT to select and fund major capital improvement projects using a data-driven prioritization process in combination with local input. Under STI, all major capital mobility/expansion and modernization projects across all six modes of transportation compete for funding. Each project is classified into one of three funding categories – Statewide Mobility, Regional Impact, or Division Needs – where it competes for funds with other eligible projects.

Statewide Mobility eligible projects compete against all other projects in this category across the state, and project selection is based 100% on the data-driven quantitative score. Regional Impact projects compete against all other projects in this category within the same funding region (consisting of two NCDOT Transportation Divisions), and selection is based 70% on the quantitative score and 30% on local input (15% MPO/RPO priority and 15% NCDOT Division Engineer priority). Division Needs projects compete against all other projects within the same NCDOT Transportation Division, and selection is based 50% on quantitative score and 50% on local input (25% MPO/RPO priority and 25% NCDOT Division Engineer priority).

The STI law includes an innovative component known as cascading, where projects not funded in the Statewide Mobility category are eligible for funding in the Regional Impact category. Similarly, projects not funded in the Regional Impact category are eligible for Division Needs funds. Projects that cascade down are then subject to the scoring criteria and local input for the respective funding category.



Project eligibility for each STI category, as defined in law, is shown below.

STI Project Eligibility			
Mode	Statewide Mobility	Regional Impact	Division Needs
Highway	<ul style="list-style-type: none"> <li>Interstates (existing &amp; future)</li> <li>NHS routes (as of July 1, 2012)</li> <li>STRAHNET Routes</li> <li>ADHS Routes</li> <li>Uncompleted Intrastate projects</li> <li>Designated Toll Facilities</li> </ul>	Other US and NC Routes	All County (SR) Routes
Aviation	Large Commercial Service Airports (\$500K cap)	Other Commercial Service Airports not in Statewide (\$300K cap)	All Airports without Commercial Service (\$18.5M cap)
Bicycle-Pedestrian	N/A	N/A	All projects (\$0 state funds)
Public Transportation	N/A	Service spanning two or more counties (10% cap)	All other service, including terminals, stations, and facilities
Ferry	N/A	Ferry expansion	Replacement vessels
Rail	Freight Capacity Service on Class I Railroad Corridors	Rail service spanning two or more counties not Statewide	Rail service not included on Statewide or Regional

MPOs/RPOs and Divisions indicate priority by applying local input points to projects. Each organization receives a baseline of 1,000 local input points, with additional points (up to 2,500) based on population. The Cabarrus-Rowan MPO has a total of 1,600 points to apply to projects in the Regional Impact category and a total of 1,600 points to apply to projects in the Division Needs category. State law requires NCDOT to approve how each organization will assign points to projects, in a document known as their Local Input Point Methodology.

## **Schedule**

**Project Solicitation:** The MPO solicited candidate projects for a minimum of 28 days beginning in February 2017. Those candidate projects were presented to the TAC at the August 23, 2017 meeting, where the TAC endorsed the project list for submittal and evaluation by NCDOT. In the event that the number of new projects exceeded the maximum acceptable to NCDOT, the TAC endorsed projects based on technical review by the TCC, Division 9 and 10 staff recommendations. MPO staff subsequently submitted the MPO's endorsed projects into NCDOT's SPOT On!ine tool (web-based system) for project evaluation and quantitative scoring.

**Project Ranking:** The TCC and TAC will evaluate the full list of new and previously-scored projects for the two counties between January 2018 and August 2018, with local points assigned and submitted to the SPOT office by the September 30, 2018 deadline.

### **Schedule Summary:**

February 2017 to March 2017 – Public solicitation of new candidate projects

July 2017 to September 2017 – Submit candidate projects to NCDOT for evaluation; NCDOT quantitatively scores submitted candidate projects.

February 2018 to June 2018 – TCC and TAC receive public comments and review data

April 2018 to May 2018 – Review of SPOT evaluation results of proposed regional tier projects

April 25, 2018 MPO meeting – Allocate local points to regional tier projects and NCDOT local input point assignment / post results to CRMPO website for public comments

June 27, 2018 - review public comments and endorse final regional tier project's list for NCDOT local input point assignment

August 2018 to September 2018 – Review of SPOT evaluation results of proposed division tier projects

August 22, 2018 MPO meeting – Allocate local points to division tier projects and NCDOT local input point assignment / post results to CRMPO website for public comments

October 24, 2018 - review public comments and endorse final division tier project's list for NCDOT local input point assignment

October 25, 2018 – Submit SPOT projects and publish information on CRMPO website

### **Public Input Process**

**Project Solicitation:** The MPO announced a 28-day new project solicitation period to all member governments and interested persons. The MPO publicized the project solicitation on the MPO's website. Any new project was presented to the TCC and TAC for their approval prior to submission to NCDOT's Strategic Prioritization Office for Transportation (SPOT) for technical evaluation and scoring.

**Project Ranking:** The MPO will present the recommended local point assignments to the TCC at their April and September 2018 meeting(s). Upon the approval of the TAC, the MPO will release the recommended projects, point assignments, and a narrative of how the points are assigned for a 28-day public comment period consistent with the MPO's Public Participation Policy. The results of the public input will be presented to the TCC and TAC at their May and October 2018 meeting(s). At that time the TAC will be asked to approve a project list and final point assignment, which will be published on the MPO website ([www.crmpo.org](http://www.crmpo.org)).

### **Description of Criteria and Weights**

**Highway Projects:** All highway projects both division tier and regional tier will be scored using the following local criteria. The NCDOT has determined that MPO input will be weighted at 15 percent of the total score for regional tier projects and 25 percent of the total score for division tier projects. The NCDOT Division Engineer's will be afforded the same level of influence through their project point assignment for regional tier and division tier eligible projects.

The total maximum qualitative highway project score would be 50 points. Because the congestion score and safety score will be generated quantitatively by NCDOT, these scores will fluctuate with each version of SPOT's quantitative formula. Under the previous SPOT version 4.0, the highest congestion score was an 94.93, weighted to a score of 28.48 in the local

methodology. The highest safety score was an 78.51, weighted to a score of 11.78. Therefore the maximum theoretical score for a highway project would be 85.5 under this scenario.

1. **Element of the Metropolitan TIP** - The project must be in the CR MPO Metropolitan Transportation Improvement Program (MTIP). (If project is fully funded =10 points; Partially funded = 7 points; Unfunded = 5 points, based on staff assessment)
2. **Element of the Comprehensive Transportation Plan** - The project must be in the CR MPO Comprehensive Transportation Plan. (Yes=5 points; No=0 points)
3. **Element of an Economic or Land Development Plan** - The project must be in a locally adopted economic or land development plan. (Yes=5 points; No=0 points)
4. **Element of the 2045 Metropolitan Transportation Plan** - The project must be in the fiscally constrained CR MPO 2045 Metropolitan Transportation Plan. (Yes=10 points; No=0 points)
5. **Congestion Score** - This item refers to the Volume to Capacity (V/C) ratio for road projects. The local score is based on using the scaled score from P5.0 quantitative scoring. This numerical score will be multiplied by 30 percent to produce the final congestion score. This score will come from the SPOT database.
6. **Safety Score** - For safety, the numerical crash score is determined by the NCDOT Mobility and Safety Division. The local score is based on using the scaled score from P5.0 quantitative scoring. A higher score (up to 100) are considered to have poorer highway safety performance. This numerical score will be multiplied by 15 percent to produce the final safety score. This score will come from the SPOT database.
7. **Promotes Interstate or Intrastate Connections** - Points are awarded for this item if the project provides connections or enhancements to the interstate or intrastate highway system as determined by MPO staff. (Yes=10 points; No=0 points)
8. **Has Minimal Impacts on the Natural or Built Environment** - Points are awarded if the road project is on a recognized alignment where there is minimal right-of-way impact. This criteria is a qualitative assessment by local staff. (Yes=5 points; No=0 points)
9. **Has Minimal Impacts on the Human Environment** - Points are awarded if the road project is on a recognized alignment where there is minimal right-of-way impact to residential properties, particularly minority or low income residents. This criteria is a qualitative assessment by local staff. (Yes=5 points; No=0 points)

**Bicycle and Pedestrian Projects:** All bicycle and pedestrian projects will be scored using the following local criteria. All data for each criteria will be locally generated for each prospective bicycle and pedestrian project. The total maximum qualitative bicycle and pedestrian project score would be 100 points. Under the previous SPOT version 4.0, the maximum local score for a bicycle project was 66 and the maximum local score for a pedestrian project was 76.

BICYCLE AND PEDESTRIAN PRIORITIZATION CRITERIA			
Criteria	Points Allowed	Points Awarded	Notes
1. % of ROW, easements, and or real property owned	25	1 point per 10%	Amount of publicly owned land easements, and/or real property for the proposed project improvement. Additional 15 points if 100 percent of ROW, easement, and/or real property are owned publicly.
2. Amount of local funding available as a percentage of the total project costs	10	5 pts for up to 20%; 10 pts greater than 20%	The amount of local funding available for the project.
3. Access to School, Park, Transit stop, or Library	15	Yes/No	Project improvement is within ½ mile of a school, park, transit stop, or library.
4. Access to population density	10	Project's relative rank; based on a 10 point scale	The persons per square mile within ½ mile of the project improvement.
5. Network, which could include sidewalk, greenway, transit route, or trail, existing to support improvement	10	1 point per access point	The number of road and non-road physical access points per mile to the project improvement. (Driveways are not included).
6. Mix of residential and employment uses for potential to provide non-auto work trip and related travel	10	5 points for planned; 10 points for existing	Does the project improvement connect residential development with shopping or employment center?
7. Included on a local greenway, pedestrian or other Plan	10	Yes/No	Identified in a planning document with local government approval.
8. Project design	10	Yes/No	Has there been a preliminary plan or design completed on the project improvement?
Total	100		

**Aviation Projects:** All aviation projects will be scored using the following local criteria. All data for each criteria will be locally generated for each prospective aviation project, although items 1,

4, 5, and 6 will require information from external sources to the MPO and local membership. The total maximum qualitative aviation project score would be 40 points. Under the previous SPOT version 4.0, the maximum local score for an aviation project was 26.

1. Element of Statewide System plan-Must be identified and approved by NcDOA in the STIP projects.-Yes-5 No-0
2. Airport must have an approved Master Plan and approved ultimate ALP and project must be element of Master Plan-Yes- 5 No- 0
3. Element of Governing Authority CIP plan-Project must be part of an approved Capital Improvement Plan-Yes- 5, No- 0
4. Airport FAA Classification- or General Aviation Airport Group- Commercial Service-10, General Aviation Airports by Category. National-7, Regional-5, Local-3, Basic-1.
5. Congestion-Number of Airport operations including landings and takeoffs -250,000+ -10, 100,000-250,000 – 5, 50,000-100,000 – 3, Less than 50,000 – 1
6. Safety Related Projects- Is project a safety related project in accordance with FAA guidance? Yes-5, No-0. If all safety related projects are complete, then the project receives 5 points in order to avoid penalizing a project that may not meet FAA guidance.

**Public Transit Capital Projects:** All public transit capital projects will be scored using the following local criteria. All data for each criteria will be locally generated for each prospective public transit capital project. The total maximum qualitative public transit capital project score would be 45 points. Under the previous SPOT version 4.0, the maximum local score for an transit project was 30. No transit projects were submitted under SPOT version 5.0 for quantitative scoring.

1. Element of a current Planning Document. -5 points in STIP, 5 points in TDP/Other
2. Direct Access to employment. Yes- 5 No- 0
3. Factor in improving safety or security. – 5 points for safety (ex. pedestrian turn warning systems ie SMART Drive or Drivecam), 5 points for security (ex. surveillance camera systems or fencing)
4. Intermodal Connectivity. – 5 points for (3) or more modes, 3 points for (2) or more modes.
5. Local Funding Availability. – 5 points for 50+ percent funding, 3 points for 10 to 20 percent funding, 1 point for less than 10 percent.
6. Access to Bike/Ped projects. 1 point per connection for a max of 5 pts.

7. Preservation of existing level of service. Yes -5 No-0

**Rail Projects:** All rail projects will be scored using the following local criteria. The total maximum rail project score would be 70 points. Under the previous SPOT submittal process, the maximum local score for a rail project was 49.

1. Element of Statewide or Local System plan-Must be identified and approved by NCDOT Rail as a potential STIP project.-Yes-15 No-0
2. Project addresses an identified facility safety issue. This quantitative score will come from the SPOT database and be multiplied by 15 percent to produce the final safety index score.
3. Project expands facility capacity. This quantitative score will come from the SPOT database and be multiplied by 30 percent to produce the final capacity index score.
4. Local support of the project as demonstrated thru an adopted resolution by a local governing Board.-Yes-10 No-0

#### **Total Score and Project Ranking Approach**

**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. (All TCC and TAC meetings are open to the public and advertised with the local media and on the MPO website.) The TCC and TAC may choose to remove or modify projects before ultimately approving the point assignments, but no projects can be modified or added after the NCDOT deadline for submitting candidate projects for evaluation through the SPOT process.

**Final Ranking and Local Points Assignment:** All eligible projects by tier (Regional or Division) could receive some variation of points with the maximum being 100 points per project. NCDOT has indicated that the Cabarrus-Rowan MPO will receive 1600 points to distribute for Regional tier eligible projects and 1600 points to distribute for Division tier eligible projects. The intent of the MPO is to award the maximum number of points (100) within each category (division and regional) to the top 16 projects. If the MPO elects to award points to projects outside the quantitative rank order, a justification for this adjustment will be shared with the public and interested stakeholders during the public comment period and on the MPO's website ([www.crmppo.org](http://www.crmppo.org)). As an example, some consideration may be given to competitive rank within the division (9 or 10) and funding region (D and E) by mode. Project point assignment or adjustment to non-highway mode projects based on this logic will be properly documented in the published narrative.

**Materials Sharing:** The Cabarrus-Rowan MPO strives to maintain complete transparency through the local input scoring process. All relevant materials will be posted on the CRMPO's website ([www.crmppo.org](http://www.crmppo.org)) within one week of completion and will remain available until after the adoption of the STIP by the Board of Transportation.