

FBRMPO Draft SPOT 3.0 Prioritization Methodology/Criteria					
Total Possible Local Points			Input	Sum of all points	Matt and Autumn's Comments
QUALITY GROWTH, SUSTAINABLE DEVELOPMENT, & ECONOMIC PROSPERITY					
Project is consistent with local growth patterns			Local Representative		
Project Located Near Existing Jobs			MPO Staff	On 0-2 point scale: 0=not consistent, 1=consistent, 2=achieves/exceeds plan goal	
Located in High Job Growth Areas			MPO Staff	500' buffer of centerline touches TAZ with significant jobs: 0-149=1 point, 150-405=2, 406 +=3 (based on statistical "natural breaks" algorithm)	
MULTI-MODAL OPTIONS					
Bike Ped Indicated in LRTP			MPO Staff	500' buffer of centerline touches TAZ with significant jobs forecast between 2010 and 2040: 0-149=1 point, 150-405=2, 406 +=3 (based on statistical "natural breaks" algorithm)	Comments
Multimodal Options			MPO Staff	Project indicates bike/ped component in the LRTP highway project table, 0 point if not included, 1 point if included	Y/N: NCDOT doesn't allow for Y/N Correct
CONGESTION MANAGEMENT					
In high volume corridor			MPO Staff	Can achieve 1 point each (for a maximum of 3 total possible points) if project is included in local or regional bike plan (1 point), pedestrian plan (1 point), or	Just because a project is on a transit route does not mean the project is good for transit
Identified as CMP Hotspot/Includes access ramp/ITS			MPO Staff	Scaled for Regional & Division (not Statewide) Tiers: over 30,000-3 points, 20-30k=2, 10-20k=1, under 10=0	Can you scale this down further?
SAFETY & SECURITY					
Lane Width			MPO Staff	Projects that are not in a hot spot but implement a congestion management strategy that is not adding a lane (e.g. ITS, access management)	
Shoulder Width			MPO Staff	Project addresses moving a deficient lane width closer to NCDOT current standard width. This will use the same criteria used by Divisions 1-4 for SPOT.	How are Points Assigned?
FREIGHT & GOODS MOVEMENT			MPO Staff	Project addresses moving a deficient shoulder width closer to NCDOT current standard width. This will use the same criteria used by Divisions 1-4 for SPOT	How are Points Assigned?
Project Improves Freight Route			MPO Staff	Project on a "shielded" NC, US, or Interstate route not on official network: 1 point, project on official NCDOT freight network: 2 points	
HEALTH & ENVIRONMENT					
Project Provides Increased Accessibility for Low-Income & Minority Communities			MPO Staff	Will use 5 Environmental Justice demographic variables by block group: population 65 plus, minority, low income, zero vehicle households and Low English Proficiency. Project must touch at least one qualifying block group to get points. Since most other criteria do not go to two points, the initial recommendation is to use a 3 point scale for this category: <ul style="list-style-type: none"> • Social Equity Index of 1 and Multi-modal Criteria of at least 1: Score of 0.5 • Social Equity Index of 2 and Multi-modal Criteria of at least 1: Score of 1 • Social Equity Index of 3 and Multi-modal criteria of at least 1: Score of 1.5 • Social Equity Index of 4 and Multi-modal criteria score of at least 1: Score of 2 • Social Equity Index of 5 and Multi-modal criteria of at least 1: Score of 3 	Scale this to a whole number system, and if necessary double other scores. Half points make things more complicated to review for all involved.
PROJECT HISTORY					
Identified as Top Local Priority			Local Representative	Initial staff recommendation is that jurisdictions commiserate by county to recommend rank ordered top 5 projects. Projects do not have to be in your county.	How many points do you get? Does each project receive 1 point? What are you doing here?
Preliminary Engineering & Design Conducted			Local Representative	Recommendation was to give a point if documents were complete and ready for ROW/construction, an additional point given for projects that meet complete streets cross section recommendations approved by the MPO Board.	When would present documents and confirm they provided that the project was ready for ROW/construction? When is a project shown as "meeting" complete street cross section recommendations (at what point)?
LRTP Tier (I=3pts, II=2, III=1)			MPO Staff	Projects in the FBRMPO 2035 LRTP Tier I get three points, Tier II = 2, and Tier III = 1.	What about projects in the CTP? Reduce the weight of this scoring?
					Paul's explanations
					They will consider them with explanation; since we do not have too many, we should be fine. There were some RPOs coming in with all Y/N early on, and some legislative staffers on the workgroup said the LRTP was confusing those as "bonus points", mostly for bike/ped. They from on that (or so we were told, very strongly). Since this is also part of an adopted plan, I think we can float it.
					I know, but we had to have something, and this ended up being one of the few "bright line" criteria we could find. It does mean we can try and work in transit or related ped accommodations, I suppose. It certainly won't help transit if it is not near a transit route.
					To what end? I suppose we could do Regional and Division on different scales. We just pick roads in those categories and see what the high end volumes are. Otherwise we have to start documenting and defending where the numbers come from.
					I am following up with SPOT; they did say the scoring would be available in an email from Don Voelker 12/19. If memory serves, it is a sliding scale of points based on how far away from the "ideal" you are starting from and how close to the ideal you get to. A quick example—an 8 foot lane 10' 12' when a 12 foot is warranted would get full points, but a 10 foot to 12 where a 12 is warranted would get half that. Or an 8 to 10 when 12 is warranted would get half. Or something like that. I don't recall how new location projects are handled.
					same as above.
					It is important that it not be out of proportion to the other criteria. I'd rather deal with decimals than start multiplying all the other categories. Then we also have to document and explain the weighting to NCDOT. Decimals seemed like the lesser evil, but whatever gets us to consensus is good by me.
					Priority 1=5 points, 2=4 3=3, 4=2, 5=1 point? That was where my brain was. Maybe I am unnecessarily worried about this category and the reaction from SPOT, but I am worried about it. We also gave this 5 points max—we were shooting for 3 on most criteria.
					Good questions: I suppose we could have DOT (either PDEA or Division?) sign off that the documentation is sufficient. I think this is a difficult criterion to measure and would not lose any sleep if it went away for 3.0
					Based on what is coming from NCDOT, all projects must be in the CTP, so it is a moot criterion. It's only 3 points...not sure why we'd reduce it (and would have to go to decimals if we did, though we can live with that). There is a tier of priority projects in the report section of the CTP document we could look at to see if it gives us a useful criterion in addition, maybe?