

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

2016 MPO SPOT 4.0 METHODOLOGY

As stipulated by the STI legislation, local points may be assigned to projects in the Regional Impact and Division Needs categories, but not the Statewide Mobility category. The French Broad River Metropolitan Planning Organization (FBRMPO) may allocate the following number of local points for projects in the eligible categories:

- 1800 points – Regional Impact projects
- 1800 points – Division Needs projects

A committee of TCC and MPO Board members was created to develop a local input point methodology. The contents of this memorandum describe the methodology developed by the committee, which the FBRMPO proposes to use to allocate its local input points. NCDOT requires that the methodology include the following components:

- A minimum of one quantitative criteria
- A minimum of one qualitative criteria
- Public involvement (on the proposed methodology, and the preliminary assignment of local input points to projects based on the approved methodology)
- Dissemination of methodology, local points and public input on FBRMPO's website (www.fbrmpo.org)

PROPOSED LOCAL INPUT METHODOLOGY

Overview and Guiding Principles

The following principles will be used for the allocation of FBRMPO's local points:

- The MPO will by default not assign points to any cascading project, but reserves the right to address cascading projects on a case-by-case basis, and will provide written explanation and justification for any cascading project that justifies an exception.
- The MPO will reserve 300 points for Division Needs that will be prioritized for non-highway modes, but may be used towards highways if the Board finds insufficient warrant for the application of points towards non-highway modes. For Bicycle and Pedestrian projects, 200 Division Needs points will be reserved. For Transit projects, 100 points will be reserved.

The committee reviewed the vision and goals in the FBRMPO 2040 Metropolitan Transportation Plan, and reviewed a number of ways that other MPOs around the country attempt to measure progress toward those goals.

There are overarching criteria that link back to goals in the MTP (shown in blue in the table). The sub criteria under each criterion describe the data points that the FBRMPO use to measure the merits of a particular highway project. Criteria for the other modes follow the remainder of the narrative.

Projects with the highest MPO Scores will be given the maximum number of points allowable within their native tier until the MPO points are expended. The MPO Board can adjust projects receiving points or adjust the number of points given to a project based on their discretion

and/or public input. Any exceptions will require written explanation to be provided to NCDOT SPOT and be part of an open, public process that complies with Chapter 143, Article 33C of the North Carolina General Statutes.

- *Non-Highway Modes*
 - *Aviation*
 - *Aviation projects must be requested to cascade to Regional Impact and/or Division Needs tiers, per the MPO’s cascading policy outlined in this methodology. Aviation projects will use the SPOT score and local priority points to score the project at the Regional Impact or Division Needs level. This score (out of 100) will be used to compete with other modes at that funding tier.*

Preliminary SPOT Score				
75	SPOT Score Assigned Based on Rank within FBRMPO Percentile (from the corresponding tier)			
	Projects scoring below the 25th percentile of all projects in the region	Projects scoring within the 25 th - 49.9 th percentile of all projects in the region	Projects scoring within the 50 th – 74.9 th percentile of all projects in the region	Projects scoring within the top 25th percentile of all projects in the region
	0 Points	25 Points	50 Points	75 Points
LOCAL PRIORITIES				
25	<p>Local Priority points will be distributed based on county-level meetings with TCC and/or MPO Board members. A total of 450 Local Priority points at the Regional Impact Level and another 450 Local Priority points at the Division Needs level will be apportioned to counties based on their share of the MPO’s population. Individual local governments may choose to dedicate their Local Priority points separately from the rest of their county. All modes will compete for local priorities points.</p>			

- *Bicycle and Pedestrian*
 - *Bicycle and Pedestrian projects will not receive local input points from the MPO without written affirmation of required local match from a sponsoring local government representative as well as the use of local priority points from the MPO’s methodology.*
 - *Bicycle and Pedestrian projects will be scored based on the SPOT score and local priority points. These projects will compete for the Division Needs points reserved for bicycle and pedestrian projects.*
- *Transit*
 - *Transit projects will be scored based on the SPOT score and local priority points. These projects will compete for the Division Needs points reserved for transit projects.*

- Highway
 - Highway projects will be scored based on the below chart:

Maximum Points	Minimal Need	Low Need	Moderate Need	High Need
Improve Safety on Surface Streets and Highways				
27 (Roadway Segments)	NCDOT Crash Rate Score			
	Crash Rate Score of 0 – 24.9	Crash Rate Score of 25 – 49.9	Crash Rate Score of 50 – 74.9	Crash Rate Score of 75 - 100
	0 Points	3 Points	6 Points	9 Points
	NCDOT Crash Density Score			
	Crash Density Score of 0 – 24.9	Crash Density Score of 25 – 49.9	Crash Density Score of 50 – 74.9	Crash Density Score of 75 - 100
	0 Points	3 Points	6 Points	9 Points
	NCDOT Crash Severity Score			
	Crash Severity Score of 0 – 24.9	Crash Severity Score of 25 – 49.9	Crash Severity Score 50 – 74.9	Crash Severity Score of 75 - 100
	0 Points	3 Points	6 Points	9 Points
	27 (Intersections)	NCDOT Crash Rate Score		
Crash Rate Score of 0 – 24.9		Crash Rate Score of 25 – 49.9	Crash Rate Score of 50 – 74.9	Crash Rate Score of 75 - 100
0 Points		4.5 Points	9 Points	13.5 Points
NCDOT Crash Severity Score				
Crash Severity Score of 0 – 24.9		Crash Severity Score of 25 – 49.9	Crash Severity Score 50 – 74.9	Crash Severity Score of 75 - 100
0 Points		4.5 Points	9 Points	13.5 Points
Address Congestion and Bottlenecks				
20	Roadway Volume to Capacity Ratio			
	Less than 40% V/C	40-59.9% V/C	60-79.9% V/C	80%+ V/C
	0 Points	6 Points	12 Points	20 Points

Improve Non-Motorized Transportation Options

15	Bike/Ped Crash Hot Spots (2007 – 2012)			
	No Bike/Ped Crashes or Adopted Bike/Ped Plan	One or Two Bike/Ped Crashes	Three or Four Bike/Ped Crashes	Five or More Bike/Ped Crashes or One Fatal Bike/Ped Crash
	0 Points	2 Points	4 Points	5 Points
	Is the proposed project part of an adopted bike/ped transportation plan?			
	Not in an Adopted Local/Regional Bike/Ped Plan		Identified in an Adopted Local/Regional Bike/Ped Plan	
	0 Points		10 Points	

Maintain and Improve Safe Freight Movement

6	Average Daily Truck Traffic			
	0 to 300 Trucks	301 - 500 Trucks	501 - 700 Trucks	700 + Trucks
	0 Points	2 Points	4 Points	6 Points

Ensure Changes Respect Our Unique Places and Environments

7	Is the project located within an area of existing public utility service area?	
	Partially or Completely Outside Existing Public Water/Sewer Service Area	Completely Inside Existing Public Water/Sewer Service Area
	0 Points	6 Points
	Does the project use a non-widening strategy from the MPO's Congestion Management Process (CMP) to address congestion?	
	The project does not use a non-widening strategy from the CMP to address congestion	The Project uses a non-widening strategy from the CMP to address congestion on a CMP Corridor
	0 Points	1 Points

LOCAL PRIORITIES

25	<p>Local Priority points will be distributed based on county-level meetings with TCC and/or MPO Board members. A total of 450 Local Priority points at the Regional Impact Level and another 450 Local Priority points at the Division Needs level will be apportioned to counties based on their share of the MPO's population. Individual local governments may choose to dedicate their Local Priority points separately from the rest of their county. All modes will compete for local priorities points.</p>
-----------	--

Public Involvement Process

The Public Involvement Process for the Prioritization List will include the following steps based on the FBRMPO's adopted **Public Involvement Plan**, section V.C. on page 16:

- After consideration and preliminary adoption by the MPO Board, the draft Prioritization List will be published for a minimum two-week (14-day) public comment period and the notice will be advertised using our media resources provided in Appendix C of the Plan.
- The notices for the public comment period and the public hearing will include an announcement stating that persons with disabilities will be accommodated. Special provisions will be made if notified 48 hours in advance (i.e. having available large print documents, audio material, someone proficient in sign language, a translator or other provisions as requested). The Prioritization List will be on file for review at the Land-of-Sky Regional Council Office, and available in a PDF format for downloading from the FBRMPO website. Written comments will be received during the comment period and will be directed to the FBRMPO. The FBRMPO's contact person, phone number and e-mail address will be included in the public notice. The FBRMPO will assemble all comments and forward comments to the MPO Board.
- The Board will hold a public hearing on the draft Prioritization List. The public hearing will be held at a location which is accessible to persons with disabilities. The Board will approve a final Prioritization List after considering the public comments received. The Prioritization List shall be submitted to the NCDOT at or before the NCDOT public hearings for input into the STIP. The MPO Board may elect to open a dialogue with the State on specific project priorities.

The Effect of MPO Local Input Points on Project Prioritization

The MPO's allocation of local input points on projects in the Regional Impact and Division Needs tiers plays a part in determining the project's overall score in the state's prioritization process. For each tier the MPO's allocation of local input points accounts for the following percentage of a project's SPOT score:

- Regional Impact Tier – 15%
- Division Needs Tier – 25%

Prioritization Schedule

Date	Event
January 28th	Prioritization Subcommittee approves methodology
February 10th	Methodology open for public comment
March 10th	TCC approves methodology
March 24th	MPO Board approves methodology
April 1st	NCDOT programs Statewide Tier projects, Regional Impact Tier opens 60-day window for local input points
Mid-April	MPO staff holds county-level meetings with TCC or elected officials (depending on the presence of a county-level TAC) to determine Local Priorities points
Early May	MPO advertises for public comment on placement of local input points
May 19th	TCC approves local input points for Regional Impact projects
May 26th	MPO Board approves local input points for Regional Impact projects
August 1st	NCDOT programs Regional Impact Tier projects, Division Needs Tier opens 60-day window for local input points
Mid-August	MPO staff holds county-level meetings with TCC or elected officials (depending on the presence of a county-level TAC) to determine Local Priorities points
Early September	MPO advertises for public comment on placement of local input points
September 8th	TCC approves local input points for Division Needs projects
September 22nd	MPO Board approves local input points for Division Needs projects
December 1st	NCDOT releases Draft STIP