

**Winston-Salem Urban Area Metropolitan Planning Organization
Transportation Advisory Committee
Action Request**

Meeting Date: May 20, 2021 **Agenda Item Number:** 8

Action Requested: Review of the Winton-Salem Urban Area Metropolitan Planning Organization Prioritization 6.0 Local Input Point Assignment Methodology and Schedule.

SUMMARY OF INFORMATION: **Attachments:** Yes X No

The State Transportation Improvement Program (STIP) identifies the construction funding for and scheduling of transportation projects at the state level over a 10-year period. The N.C. Department of Transportation (NCDOT) proactively updates the STIP every two years to ensure it accurately reflects the state's current financial situation.

The Strategic Transportation Investments law mandates ongoing evaluation and improvement to ensure the process continues to be responsive to North Carolina's diverse needs. This is accomplished through what is known as the strategic prioritization process. The strategic prioritization process 6.0 began in fall 2019 when NCDOT and local planning organizations asked for public feedback on and later submitted projects to be evaluated for the 2024-2033. STIP.

NCDOT will release the preliminary scores for projects it evaluated for the 2024-2033 STIP. Projects that are evaluated and will receive a preliminary score include:

- Projects in the last four years of the 2020-2029 STIP (the current STIP) – these projects are in the developmental stages. (Projects in the first five years of the STIP are committed for funding and are not subject to being reprioritized.)
- Projects submitted as part of the development of the 2020-2029 STIP but were not funded.
- New projects that local planning organizations and NCDOT division submitted in fall 2019.

Projects that do not score high enough to be funded in the statewide category can be considered and potentially funded at the regional category. Projects that do not score high enough to be funded in the regional category can be considered and potentially funded at the division category. Projects in these categories are scored and ranked based on data as well as local input.

From September 1 2021 to November 30 2021, NCDOT's 14 divisions – as well as metropolitan and regional planning organizations will rank local priorities, which involves assigning what are called "local input points." Each group has established clear methodologies in determining how to assign local input points as required by law.

TAC Vote: Motion by: _____ **Second by:** _____

Vote: For _____ **Against** _____

The three groups separately will assign local input points to projects at the regional level. NCDOT will then combine the local input points assigned by each group to generate the total score for each project. Total scores for regional projects are scheduled to be released in the summer of 2021. A similar process will then take place for division-level projects.

RESOLUTION
APPROVING THE WINSTON-SALEM URBAN AREA METROPOLITAN PLANNING ORGANIZATION PRIORITIZATION 6.0 LOCAL INPUT POINT ASSIGNMENT METHODOLOGY AND SCHEDULE

A motion was made by TAC Member _____ and seconded by TAC Member _____ for the adoption of the following resolution, and upon being put to a vote was duly adopted.

WHEREAS, in 2009, Governor Perdue issued Executive Order No. 2 mandating a professional approval process for transportation project selection; and

WHEREAS, in response, the North Carolina Department of Transportation (NCDOT) created the Strategic Prioritization Process; and

WHEREAS, Prioritization 6.0 (P6.0) will be the primary input for the FY 2024-2033 State Transportation Improvement Program (STIP); and

WHEREAS, P6.0 involves three evaluation processes: 1) a data driven, quantitatively scored estimate of project need provided by the NCDOT Strategic Prioritization Division, 2) the MPO priority score, and 3) the NCDOT Division priority score; and

WHEREAS, the Prioritization 6.0 Methodology for the Local Input Point Assignment Process for the Winston-Salem Urban Area MPO uses many of the quantitative criteria established in 1996 for the MPO's Needs process along with a qualitative criteria to provide flexibility for MPO local ranking based on community goals and public input; and

WHEREAS, the MPO's Prioritization 6.0 Methodology for the Local Input Point Assignment Process was conditionally approved by the NCDOT.

NOW, THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee of the Winston-Salem Urban Area MPO approves the Prioritization 6.0 Methodology for the Local Input Point Assignment Process and its schedule for the Winston-Salem Urban Area MPO.

Adopted on this the 15th day of July, 2021.

Mike Horn, Chairman
Transportation Advisory Committee

Kirk E. Ericson, Secretary
Transportation Advisory Committee

Winston-Salem Urban Area MPO P6.0 Draft Schedule of Key Dates

Date	Activity
April 12, 2019 - May 31, 2019	Call for projects and/or updated cost estimates and description: - Unfunded Projects that are going to be submitted for P6.0 may need an updated description and will require an updated estimate - New projects can be submitted at this time
Wednesday, July 31, 2019	BOT Approves P6.0 Criteria and Weighs
Monday, October 7, 2019	SPOT Online opens for testing, entering, and submitting projects (closes August 31, 2020)
Friday, June 28, 2019	Letters of support are due by June 3, 2019. Bicycle and pedestrian projects require a 20% local match and public transportation projects require a 10% local match. Letters of support must also acknowledge the 20% or 10% local match requirement.
Thursday, September 19, 2019	Winston Salem MPO P6.0 Project List Review by TAC
Thursday, November 21, 2019	Winston Salem MPO P6.0 Project List Consideration by TAC
Monday, August 31, 2020	SPOT Online closes
Thursday, May 20, 2021	TAC Review of P6.0 Local Assignment Methodology
Thursday, July 15, 2021	TAC Approval of P6.0 Local Point Assignment Methodology
Friday, July 30, 2021	NCDOT Deadline for Approval of Local Input Point Assignment Methodologies
Monday, August 2, 2021	Quantitative scores for all projects released Draft list of Programmed Statewide Mobility projects released
Monday, August 9, 2021	Regional Local Point Assignment Public Review Period (8/9/2021 - 9/6/2021) Draft Regional Point Assignment List emailed to TAC/TCC members
Wednesday, September 1, 2021	Regional Impact Local Input Point window opens for 3 months (9/1/21 - 11/30/21) Deadline for Approval of Local Input Point Assignment Methodologies
Wednesday, September 1, 2021	Draft Regional Point Assignment list with any recommended changes and public comments emailed to TAC/TCC members
Thursday, November 18, 2021	TAC Approval of P6.0 Regional Local Point Assignments
End of January 2022	Draft list of Programmed Regional Impact Projects released
Wednesday, February 2, 2022	Division Needs Local Input Point window opens for 2 months (2/1/22 - 4/29/22)
Friday, February 4, 2022	Division Local Point Assignment Public Review Period (2/4/22 - 3/8/22)
Monday, February 7, 2022	Draft Division Local Point Assignment List emailed to TAC/TCC members
Thursday, March 17, 2022	Draft Division Local Point Assignment List with any recommended changes and Public Comments to TAC/TCC members
Friday, April 15, 2022	**Special Meeting** - TAC Approval of P6.0 Divisional Local Point Assignments
Wednesday, August 31, 2022	2024-2033 Draft STIP released

Introduction

The following methodology was developed by the Winston-Salem Urban Area Metropolitan Planning Organization (WSMPO) for the purpose of determining priorities for transportation funding, as carried out through the State of North Carolina's Strategic Transportation Investments (STI) law and the associated "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.

This methodology was developed to meet the requirements of Session Law 2012-84 (Senate Bill 890), which requires that MPOs and RPOs have a process including both quantitative and qualitative elements for determining project prioritization.

Strategic Transportation Investments

Passed in 2013, the STI law allows NCDOT 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.

Prioritization

NCDOT uses a transparent, data-driven method for prioritizing transportation investment decisions. Through the process, called Prioritization, potential transportation improvement projects are submitted to NCDOT to be scored and ranked at the statewide, regional and division levels, based on approved criteria such as safety, congestion, benefit-cost and local priorities. The scores and other factors are used to determine whether a project receives funding.

The NCDOT and North Carolina legislature have required that all metropolitan and rural planning organizations develop a ranking process to evaluate all eligible project categories (highway, non-motorized, public transportation, aviation, rail and ferry). The evaluated projects must then be assigned points as per an NCDOT approved methodology. This process is known as Local Input Point Assignment. The WSMPO was assigned a total of 1900 Local Input Point (LIP). This entire methodology is approved by the NCDOT to ensure compliance with the legislative intent of the mandate. The process will apply to all projects ranked by the MPO in the MPO planning area that fall in the "regional impact" and "division needs."

MPO Transportation Planning

As the lead transportation planning agency for the Winston-Salem Urban Area that includes Forsyth County, its municipalities and portions of Davidson, Davie, and Stokes Counties, the City of Winston-Salem Department of Transportation develops and maintains a multimodal Transportation Plan. The planning process is open, inclusive, and encourages public participation in the overall development of the transportation system.

The WSMPO Prioritization 6.0 project list is comprised of projects from various transportation planning documents with input from various subcommittees. Each planning document below was reviewed by the public and endorsed by the Transportation Advisory Committee (TAC).

Metropolitan Transportation Plan (MTP) or Transportation Plan

The MTP is a federally required long-term planning document listing the transportation improvements (projects) and policies to be implemented in the MPO area. The MTP is updated at least every four years and must cover at least the next twenty years into the future.

Needs Report

The needs report is a single prioritized transportation project list for Forsyth County and the surrounding communities of Bermuda Run, King and portions of Stokes, Davie and Davidson Counties. The projects were evaluated based on their benefits in improving air quality, congestion reduction, safety benefit and transportation benefits to the community.

Comprehensive Bicycle Master Plan

The Comprehensive Bicycle Master Plan is intended to improve the safety, efficiency, and convenience of the area's bicycle network. The Master Plan has been developed to provide the necessary updates to the original bike route map and to support the integration of bicycle planning into the long-range growth management efforts of the community.

Greenway Plan

The Greenway Plan provides a prioritized system of proposed greenways for construction over the next ten to fifteen years. Connectivity, constructability, and evidence of public support were used to prioritize proposed greenways for future construction. Utilization of these three key ideas aids in the implementation of the goals and objectives of the Greenway Plan.

Smith Reynolds Airport Master Plan

The purpose of the Master Plan is to identify improvements over a 20 year planning period that will improve safety, increase operational efficiency, or increase capacity. The proposed improvements consider several factors including environmental and community impacts along with the anticipated availability of future grant funding.

Schedule and Public Outreach

The MPO will announce two (2) 30-day project point assignment comment periods to all member governments and interested persons. The Regional Impact local input point assignment comment period will begin on August 9, 2021 and the Division Needs local input point assignment comment period will begin on February 4, 2022. The qualitative and quantitative analysis of each project will be placed on the WSDOT webpage for the duration of the comment period. The MPO will also issue press releases in newspapers

of general circulation in the MPO and advertise through the MPO website. Once the information is available, the TAC committee will consider the public comments in making points assignments for each project. The comments will be presented and discussed before the TAC has a final vote to approve or not approve the project point assignments.

Project evaluations will be posted on the City of Winston-Salem Department of Transportation (WSDOT) STI webpage. Interested parties will have access to project criteria data, meeting minutes, updates, and other useful information throughout the entire process.

The URL link is <http://www.cityofws.org/departments/transportation/planning/sti-spot-prioritization> (Undergoing Maintenance)

WSMPO P6.0 Schedule *Pending TAC Approval on July 15, 2021*****

- TAC review of P6.0 Local Point Assignment Methodology – **May 20, 2021**
 - TAC Approval of P6.0 Local Point Assignment Methodology – **July 15, 2021**
 - NCDOT releases Draft list of Programmed Statewide Mobility Projects – **August 2, 2021**
 - NCDOT Deadline for Approval of Local Input Point Assignment Methodologies – **July 30, 2021**
 - Regional Local Point Assignment Public Review Period – **August 9, 2021 – September 6, 2021**
 - Draft Regional Point Assignment List emailed to TAC/TCC members — **August 9, 2021**
 - Draft Regional Point Assignment List with any recommended changes and Public Comments emailed to TAC/TCC members — **September, 2021**
 - TAC Approval of P6.0 Regional Local Point Assignments – **November, 2021**
 - Regional Impact Local Input Point Window – **September 1, 2021 – November 30, 2021**
 - NCDOT releases Draft list of Programmed Regional Impact Projects – **January 31, 2022**
 - Draft Division Local Point Assignment List emailed to TAC/TCC members — **February 7, 2022**
 - Division Local Point Assignment Public Review Period – **February 4, 2022 – March 8, 2022**
 - Draft Division Local Point Assignment List with any recommended changes and Public Comments to TAC/TCC members — **March 17, 2022**
 - TAC Approval of P6.0 Divisional Local Point Assignments – **April 2022**
- **Special Meeting*****
- Division Needs Local Input Point Window – **February 1, 2022 – April 29, 2022**
 - 2024-2033 Draft STIP Released – **August 2022**

***Note:** All dates subject to change.

Description of Criteria and Weights:

Regional Impact and Division Needs Qualitative and Quantitative Criteria for Aviation, Highway, and Public Transit Projects

Congestion:

Project intends to relieve congestion. This criteria is determined using the Scaled Volume to Capacity Ratio (V/C) calculated by the Strategic Prioritization Office of Transportation (SPOT). The project will receive a maximum of **10 points** based on V/C ratio.

Safety Objective:

Accident history will be an indicator of a safety deficiency in an existing road and the project evaluation will be based on the crash data. The project will receive a maximum of **10 points** based on the safety score calculated using data from SPOT. Proposed new roads will receive a score based on the accident history and proposed improvement to existing roads in the vicinity.

- All data provided by NCDOT Mobility & Safety Division
 - Crash Density
 - Crash Severity
 - Critical Crash Rate
 - Crash Frequency
 - Severity Index
- Higher scores indicate poorer performance

Freight:

Improves access to airports, freight distribution facilities, or major commercial/industrial districts. Improves access and/or enhances freight movement to regional and national economic centers. Maximum score of **10 points** See attached matrix.

Multimodal:

Project provides access to and/or accommodates various modes of travel: Bicycle & Pedestrian, transit, rail, and air. Provides transit stops with sidewalks within ½ mile radius. Maximum score of **10 points** See attached Matrix

Environmental Justice Objective:

New facilities or facility improvements will be considered a benefit to Minority and Low-Income (MLI) populations by providing greater choice and availability of transportation options, stimulating economic development or redevelopment investments, and/or has little or no impact to existing homes and businesses. Maximum score of **10 points**

Economic Development Objective:

Improves access to existing employment centers or opens access to land zoned, or identified in development guides, for future employment. Maximum score of **10 points**

MPO Qualitative Objective:

It is difficult to fully assess the need of a project based solely on quantitative criteria. The MPO will have the option of assigning **40 points** to any given project in an attempt to ensure that each member jurisdiction has a viable project. The point assignment must be based on a qualitative factors that include (but not limited to) the following: public input, consistency with planned growth and development areas, adherence to Complete Streets Policy, promotion of community goals and objectives to further adopted comprehensive plans, Environmental Justice, and projects with existing local commitment to funding. An MPO member must identify at least one factor as the basis for the point assignment. WSMPO will provide a form listing all the qualitative factors while also allowing the MPO voting members to provide staff with other relevant factors for their community to justify the 40 point assignment.

The TAC voting structure will be used to determine how many projects from each MPO partner would be eligible to receive the remaining 40 points: Three (3) projects from the City of Winston-Salem, Two (2) projects from the Forsyth County Board of Commissioners, and one (1) project from each of the remaining MPO partners (Town of Bermuda Run, Town of Bethania, Village of Clemmons, City of King, Town of Kernersville, Town of Lewisville, Town of Midway, Town of Rural Hall, Village of Tobaccoville, Town of Walkertown, Town of Wallburg, Davidson County, Davie County, Stokes County, North Carolina Department of Transportation, and the Winston-Salem Transit Authority (WSTA)).

The assignment of 40 points qualitative score to a single project by each TAC voting member is a method to identify the priority projects during the ranking process. The quantitative data (60 points) along with the 40 points qualitative score will differentiate what is important to the MPO communities when assigning the local input points.

Regional Impact and Division Needs Qualitative and Quantitative Criteria for Highway Projects

Qualitative and Quantitative Criteria					
Points	0 points	1 point	5 points	10 points	40 points
Congestion (10 Max)	Volume to capacity less than 0.5	Volume to capacity btw 0.51 and 0.75	Volume to capacity btw 0.751 and 0.9	Volume to capacity greater than 0.9	
Multimodal (10 Max)	Project doesn't provide access to or accommodate various modes of travel. Project doesn't provide transit stops with sidewalks within ½ mile radius.		Project provides access to and/or accommodates various modes of travel: bicycle & pedestrian, transit, rail, and air OR provides transit stops with sidewalks within ½ mile radius.	Project provides access to and/or accommodates various modes of travel: bicycle & pedestrian, transit, rail, and air AND provides transit stops with sidewalks within ½ mile radius.	
Freight (10 Max)	Doesn't Improve access to airports, freight distribution facilities, or major commercial/industrial districts OR access and/or enhances freight movement to economic centers.		Improves access to airports, freight distribution facilities, or major commercial/industrial districts OR Improves access and/or enhances freight movement to economic centers.	Improves access to airports, freight distribution facilities, or major commercial/industrial districts AND Improves access and/or enhances freight movement to economic centers.	
Economic Development (10 Max)	Doesn't Improve access to existing employment centers or opens access to land zoned, or identified in development guides, for future employment.			Improves access to existing employment centers or opens access to land zoned, or identified in development guides, for future employment.	
Environmental Justice (10 Max)	Project is not a benefit to Minority and Low-Income (MLI) populations and impacts existing homes and businesses.	Project has little or no impact to existing homes and businesses.	Project is a benefit to Minority and Low-Income (MLI) populations and has little or no impact to existing homes and businesses.	Project is a significant benefit to Minority and Low-Income (MLI) populations and has no impact to existing homes and businesses.	
Safety (10 Max)	Safety points less than 30	Safety points btw 31-50	safety points btw 51-65	Safety points btw 66-80+	
MPO Qualitative Score (40 Max)					Each MPO partner may assign 40 points to a project based on qualitative criteria. The number of projects per MPO partner is determined by TAC voting structure.

Regional Impact and Division Needs Qualitative and Quantitative Criteria for Aviation Projects

Qualitative and Quantitative Criteria					
Points	0 points	1 point	5 points	10 points	40 points
Congestion (N/A)					
Multimodal (10 Max)	Project doesn't provide access to or accommodate various modes of travel. Project doesn't provide transit stops with sidewalks within ½ mile radius.		Project provides access to and/or accommodates various modes of travel: bicycle & pedestrian, transit, rail, and air OR provides transit stops with sidewalks within ½ mile radius.	Project provides access to and/or accommodates various modes of travel: bicycle & pedestrian, transit, rail, and air AND provides transit stops with sidewalks within ½ mile radius.	
Freight (10 Max)	Doesn't Improve access to airports, freight distribution facilities, or major commercial/industrial districts OR access and/or enhances freight movement to economic centers.		Improves access to airports, freight distribution facilities, or major commercial/industrial districts OR Improves access and/or enhances freight movement to economic centers.	Improves access to airports, freight distribution facilities, or major commercial/industrial districts AND Improves access and/or enhances freight movement to economic centers.	
Economic Development (10 Max)	Doesn't Improve access to existing employment centers or opens access to land zoned, or identified in development guides, for future employment.			Improves access to existing employment centers or opens access to land zoned, or identified in development guides, for future employment.	
Environmental Justice (10 Max)	Project is not a benefit to Minority and Low-Income (MLI) populations and impacts existing homes and businesses.	Project has little or no impact to existing homes and businesses.	Project is a benefit to Minority and Low-Income (MLI) populations and has little or no impact to existing homes and businesses.	Project is a significant benefit to Minority and Low-Income (MLI) populations and has no impact to existing homes and businesses.	
Safety (N/A)					
MPO Qualitative Score (40 Max)					Each MPO partner may assign 40 points to a project based on qualitative criteria. The number of projects per MPO partner is determined by TAC voting structure.

**Regional Impact and Division Needs Qualitative and Quantitative Criteria for
 Transit Projects**

Qualitative and Quantitative Criteria					
Points	0 points	1 point	5 points	10 points	40 points
Congestion (N/A)					
Multimodal (10 Max)	Project doesn't provide access to or accommodate various modes of travel. Project doesn't provide transit stops with sidewalks within ½ mile radius.		Project provides access to and/or accommodates various modes of travel: bicycle & pedestrian, transit, rail, and air OR provides transit stops with sidewalks within ½ mile radius.	Project provides access to and/or accommodates various modes of travel: bicycle & pedestrian, transit, rail, and air AND provides transit stops with sidewalks within ½ mile radius.	
Freight (10 Max)	Doesn't Improve access to airports, freight distribution facilities, or major commercial/industrial districts OR access and/or enhances freight movement to economic centers.		Improves access to airports, freight distribution facilities, or major commercial/industrial districts OR Improves access and/or enhances freight movement to economic centers.	Improves access to airports, freight distribution facilities, or major commercial/industrial districts AND Improves access and/or enhances freight movement to economic centers.	
Economic Development (10 Max)	Doesn't Improve access to existing employment centers or opens access to land zoned, or identified in development guides, for future employment.			Improves access to existing employment centers or opens access to land zoned, or identified in development guides, for future employment.	
Environmental Justice (10 Max)	Project is not a benefit to Minority and Low-Income (MLI) populations and impacts existing homes and businesses.	Project has little or no impact to existing homes and businesses.	Project is a benefit to Minority and Low-Income (MLI) populations and has little or no impact to existing homes and businesses.	Project is a significant benefit to Minority and Low-Income (MLI) populations and has no impact to existing homes and businesses.	
Safety (N/A)					
MPO Qualitative Score (40 Max)					Each MPO partner may assign 40 points to a project based on qualitative criteria. The number of projects per MPO partner is determined by TAC voting structure.

Division Needs Bicycle & Pedestrian Qualitative and Quantitative Criteria

Access Objective:

One of the primary objectives of bicycle and pedestrian projects is to ensure that they provide active transportation options for residents of all ages. To ensure that proposed projects are providing connections to important locations, points will be assigned to projects based on the number of destinations they serve. Points will be awarded to projects that provide connections to high-density residential areas, transit stations, employment centers, schools, parks, retail centers, and libraries. Maximum score: **20** points.

Safety Objective:

Bicycle and pedestrian crash history will be an indicator of a safety deficiency and half of the safety objective evaluation will be based on the crash data. The project will receive a maximum of eight (8) points based on the number crashes on the adjacent roadway. The other half of the safety objective will address the speed limit on the adjacent roadway, as speed differential is a major concern for cyclists and pedestrians. The project will receive a maximum of 8 points based on the speed limit on the adjacent roadway. Maximum score: **16** points.

Connectivity Objective:

Building a well-connected network of bicycle and pedestrian facilities is crucial for cyclists and pedestrians, as gaps in the network can present serious challenges to active transportation. Projects will be awarded points based on the number of connections they provide to existing bicycle and pedestrian facilities. Maximum score: **16** points.

Constructability Objective:

Proposed projects should have a certain level of planning completed and some right-of-way acquired to ensure that they can be built in a timely manner. Proposed projects will be awarded points based on whether a feasibility study has been performed and what percentage of right-of-way has been acquired. Maximum score: **8** points

MPO Qualitative Objective:

It is difficult to fully assess the need of a project based solely on quantitative criteria. The MPO will have the option of assigning **40** points to any given project in an attempt to ensure that each member jurisdiction has a viable project. The point assignment must be based on a qualitative factors that include (but not limited to) the following: public input, consistency with planned growth and development areas, adherence to Complete Streets Policy, promotion of community goals and objectives to further adopted comprehensive plans, and projects with existing local commitment to funding. An MPO member must identify at least one factor as the basis for the point assignment. WSMPO will provide a form listing all the qualitative factors while also allowing the MPO voting members to provide staff with other relevant factors for their community to justify the 40 point assignment.

The TAC voting structure will be used to determine how many projects from each MPO partner would be eligible to receive 40 points: three (3) projects from the City of Winston-Salem, two (2) projects from Forsyth County, and one (1) project from each of the remaining MPO partners (Town of Bermuda Run, Town of Bethania, Village of Clemmons, City of King, Town of Kernersville, Town of Lewisville, Town of Midway, Town of Rural Hall, Village of Tobaccoville, Town of Walkertown, Town of Wallburg, Davidson County, Davie County, Stokes County, North Carolina Department of Transportation, and the Winston-Salem Transit Authority (WSTA).

The assignment of 40 qualitative points to a single project by each TAC voting member is a method to identify the priority projects during the ranking process. The quantitative data along with the 40 qualitative points will differentiate what is important to the MPO communities when assigning the local input points.

Division Needs Bicycle & Pedestrian Qualitative and Quantitative Criteria

Access: <i>(Within .5 miles of pedestrian facility / within 1.5 miles of bicycle or greenway facility)</i>		
- High-Density Residential Areas (at least 12 units/acre)	2	_____
- Transit Station or Stop	2	_____
- Activity Center, as defined in Legacy 2030 Update (or comparable)	2	_____
- School <input type="checkbox"/> K-8 <input type="checkbox"/> 9-12 <input type="checkbox"/> College/University	2	_____
- Cultural Attraction (Museum, Stadium, Theater, Park, Playground, Recreation Center, etc.)	2	_____
- Municipal Site (local, county, state, or federal government office or property, not including council or judicial chambers)	2	_____
- Within an area with minority population above the MPO average per the 2045 WSUAMPO MTP	2	_____
- Within an area with zero-car household above the MPO average per the 2045 WSUAMPO MTP	2	_____
MAXIMUM POINTS – 16		Total _____
Constructability:		
1. Is the project included in an adopted plan?		
<input type="checkbox"/> Yes	5	_____
<input type="checkbox"/> No		
2. Has the project been studied through a preliminary engineering process?		
<input type="checkbox"/> Yes	5	_____
<input type="checkbox"/> No (If No, skip to question #4)		
3. Did the preliminary engineering process identify the following needs?		
<input type="checkbox"/> Utilities	2	_____
<input type="checkbox"/> Right-of-Way	2	_____
<input type="checkbox"/> Terrain (need for retaining walls, fill, etc.)	2	_____

Winston-Salem Urban Area Metropolitan Planning Organization (WSMPO)
 Prioritization 6.0 Evaluation Criteria and Point Assignment Process

4. Curb and gutter infrastructure is needed on less than 25% of total project length

- Yes
 No

4 _____

MAXIMUM POINTS – 20

Total _____

Safety:

Bicycle and pedestrian crashes within previous 5-year period (within ½ mile of project)

5 or more	6	_____
4	5	_____
3	4	_____
2	3	_____
1	2	_____

Posted Speed Limit

40 MPH and above	10	_____
30 to 39 MPH	6	_____
29 MPH and below	2	_____

MAXIMUM POINTS – 16

Total _____

Connections: *(Connections to existing or funded Sidewalk/Greenway/Bike/Transit Facilities)*

3, or more, connections	8	_____
2 connections	4	_____
1 connection	2	_____

MAXIMUM POINTS – 8

Total _____

MPO Qualitative Score:

Each MPO partner may assign 40 points to a project based on qualitative criteria. The number of projects per MPO partner is determined by TAC voting structure.

MAXIMUM POINTS – 40

Total _____

Total:

MAXIMUM POINTS – 100

Total _____

**MPO Qualitative Objective
Project Point Assignment Form
Aviation, Bicycle & Pedestrian, Highway, and Public Transit Projects**

Project Name: _____

Project SPOT ID: _____

The point assignment must be based on documented qualitative factors.
Please select at least one of the following and provide supporting documentation:

- Public Input
- Consistency with Planned Growth and Development Areas
- Adherence to Complete Streets Policy
- Promotion of Community Goals and Objectives to Further Adopted Comprehensive Plans
- Existing Local Commitment to Funding
- Other Relevant Factor(s)

Each TAC voting member has at least **40** points that may be applied to any given project.

A project will either receive 40 points or 0 points.

The TAC voting structure will be used to determine how many projects from each MPO partner would be eligible to receive 40 points: three (3) projects from the City of Winston-Salem, two (2) projects from Forsyth County, and one (1) project from each of the remaining MPO partners (Town of Bermuda Run, Town of Bethania, Village of Clemmons, City of King, Town of Kernersville, Town of Lewisville, Town of Midway, Town of Rural Hall, Village of Tobaccoville, Town of Walkertown, Town of Wallburg, Davidson County, Davie County, Stokes County, North Carolina Department of Transportation, and the Winston-Salem Transit Authority (WSTA).

Total Score and Project Ranking Approach

Local Points Assignment (LIP)

Regional Impact projects have a pool of 1900 points and Division Needs projects have a pool of 1900 points. The maximum number of points that can be applied to a project at each level is 100. Some projects will be eligible for Local Input Points in both levels, while some will only be eligible at the division level. The MPO intends to assign the maximum allowed points (100) to 19 projects in the Regional and Division levels based on rankings created through the processes described in this document.

Local Input Points Flexing Policy for WSUAMPO

Winston-Salem MPO has the option to apply the Local Input Point Flexing Policy. This means that up to 500 Local Input Points can be transferred from one category to the other. If the organization chooses to flex Local Input Points, the WSUAMPO will provide written documentation to the SPOT Office prior to assigning Regional Impact Local Input Points.

MPO staff may recommend to the TAC that up to 500 LIP points be flexed between Regional Impact and Division Needs category. The recommendation would be made based on the number of projects in each category, the number of MPO Qualitative Objective Project Point Assignment Forms that staff receives during Regional Impact LIP Assignment, how projects rank after the methodology is applied (i.e. the quantitative analysis and the 40 qualitative objective points), as well as consultation with NCDOT Division 9 staff when applicable. MPO staff will share their recommendation with a committee made up of various MPO members for their review before presenting it to TAC.

Point Assignment Process

Local Input Point Assignment Procedures

1. WSDOT staff will score/rank all Projects (Bicycle & Pedestrian/Highway/Public Transit/Aviation) according to the MPO approved Qualitative and Quantitative criteria.
2. The highest ranked project in each mode (Aviation/Bicycle & Pedestrian/Highway/Public Transit) will receive the maximum allowance of Local Input Points (100 points).
3. The WSMPO and the NCDOT Division 9 Office will coordinate and strategically assign the remaining local input points to projects. This coordination will be fully documented and provided for review and comment to the public prior to the approval by the TAC. All projects, rankings, and local point assignments will be published on the MPO's STI webpage.

Note: Public comments, final point assignments, and any justification/rationale for point assignment which deviates from this Local Methodology will be placed on the MPO's STI website.

Material Sharing

<http://www.cityofws.org/departments/transportation/planning/sti-spot-prioritization>

(Undergoing Maintenance)