



**GREENSBORO  
URBAN AREA  
MPO**  
METROPOLITAN PLANNING ORGANIZATION

# **PRIORITIZATION 7.0**

## **MPO RANKING METHODOLOGY**

**GREENSBORO**

**OAK RIDGE**

**PLEASANT GARDEN**

**SEDALIA**

**STOKESDALE**

**SUMMERFIELD**

**GUILFORD COUNTY**

**March 13, 2024**



# MPO Project Ranking Methodology Modification

*For NCDOT's 2026-2035 Strategic Prioritization Process*

## Introduction

New roadway, public transportation, bicycle, pedestrian, rail, and aviation projects are under consideration for funding for the years 2026 through 2035. Per the [Strategic Transportation Investments Act](#), NCDOT uses a formalized, needs-based process for Transportation Improvement Program candidate project identification, prioritization, and selection. This process, now in the seventh cycle, is known as Prioritization 7.0 (P 7.0). All modes compete under this process except for bridges, interstate maintenance, safety, and similar categories, which use alternative selection processes.

The MPO is a key partner in identifying new projects for evaluation. Prioritization 7.0 is a key component in project selection for the FY 2026-2035 Statewide Transportation Improvement Program (STIP).

## **Background**

The Prioritization process is generally quantitative measuring relative project needs or benefits, along with a qualitative element. In the Greensboro area, the Greensboro Urban Area MPO (GUAMPO) represents its member jurisdictions in the process. The MPO starts the process by working with MPO member jurisdictions to identify potential candidate projects. The MPO will then validate, prioritize and determine which candidate projects to submit to NCDOT. The MPO is limited to 23 submittals per mode, and the Division Engineer is limited to 14 per mode. The figure below provides a snapshot of the two phased process.

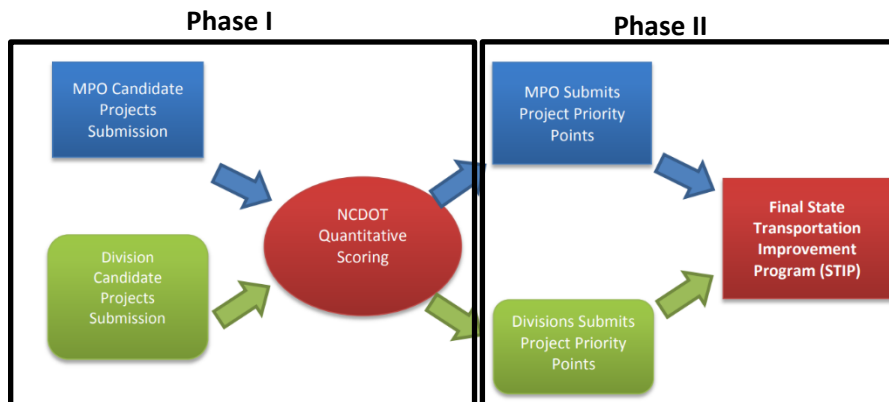


Figure 1. Strategic Prioritization Overview

Eligible member jurisdictions or agencies include the City of Greensboro, Guilford County Parks &

Open Space, Greensboro Transit Authority (GTA), Piedmont Authority Regional Transportation (PART), Guilford County (TAMS) and Towns of Oak Ridge, Pleasant Garden, Sedalia, Stokesdale, Summerfield.

MPO staff has compiled *Recommended Project List (Phase I)* developed based on a review the Metropolitan Transportation Plan (MTP), the Bicycle, Pedestrian, and Greenway Plan (BiPed, update 2018, initial discussions with NCDOT, 2040 Greensboro Mobility Public Transportation Plan (adopted 2019), 2019 Congestion Management Process plan, Vision Zero Greensboro High Injury Network (HIN) and projects submitted by the MPO member jurisdictions.

The [Recommended Project List](#), including roadway, bicycle and pedestrian, aviation, rail, and public transportation projects, have been evaluated for eligibility and competitiveness based on NCDOT's requirements and performance measures for each mode. The listing is recommended for submittal for P 7.0. The listing includes new projects and existing projects previously submitted to NCDOT under Prioritization 3.0, 4.0, 5.0 and 6.0.

### ***MPO Project Ranking Methodology Requirement***

A follow-up legislation to the STI, Senate Bill 890 requires NCDOT to develop a process for approving local methodologies used by the MPOs and Rural Planning Organization (RPOs). Therefore, all MPOs and RPOs must develop a local performance-based process based on criteria outlined in House Bill 817 (STI). Public involvement is an important component to the development of the local methodologies used and providing local input through the Greensboro MPO and NCDOT Division 7. This document will fulfill those requirements. Public involvement was held from February 5 to March 7 with a total of fourteen respondents. Comments have been summarized in the **Appendix B.** MPO Transportation Advisory Committee approved the Methodology at the March 13 meeting. You may view more information on the Strategic Transportation Investments (STI) at <https://www.ncdot.gov/initiatives-policies/Transportation/stip/Pages/strategic-transportation-investments.aspx>

### ***Purpose***

The MPO Project Ranking Methodology is an important component in Strategic Prioritization Process. The MPO Project Ranking Methodology serves to:

- **Allow the MPO to identify projects that will serve the highest need;**
- **Allow the MPO to communicate local input for specific projects; and**
- **Meet NCDOT's requirements for development of a local methodology**

After MPOs, RPOs, and Divisions across the state complete the project submittal process, NCDOT will evaluate and rank projects based on quantitative data (i.e., congestion, safety, ridership, accessibility). This will produce a rank ordered list based strictly on quantitative needs based scores. These ratings are expected to be released in April 2024 along with the draft Statewide Mobility Category project funding results.

The next step will be for the MPO and Division Engineer, and their counterparts across the state, to apply local input points at the Regional Impact Category. NCDOT will then prepare a rank ordered list taking into account both the quantitative scores and the results of local input point assignments. NCDOT expects to release this list along with the draft Regional Impact Category Project Funding results in August 2024.

Once the results of the Regional Impact Category competition are announced, the MPO and Division will apply their local input points at the Division Needs Category. NCDOT will then prepare a rank ordered list taking into account both the quantitative scores and the results of local input point assignments. The draft 2026-2035 STIP including the statewide, regional and division projects will be released in February 2025.

The local input, shown below for each category, is evenly split between the MPO and the NCDOT Division 7 Engineer. As noted above, the statewide category projects are only scored quantitatively, therefore local input is only provided for projects included in the regional and division categories.

<b>FUNDING CATEGORY</b>	Statewide	Regional	Division
<b>QUANTITATIVE SCORING %</b>	100	70	50
<b>LOCAL INPUT SCORING %</b>	N/A	30	50
<b>TOTAL NUMBER OF MPO POINTS</b>	N/A	1900	1900

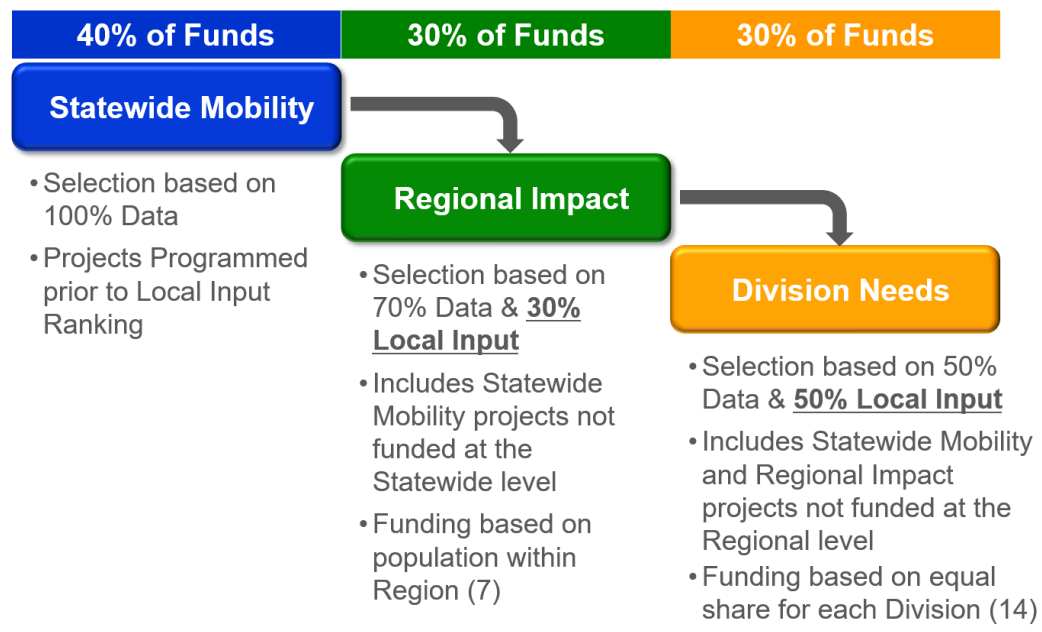
This table provides the definition for project eligibility for each funding category. The eligibility is broken out by mode and includes the type of facility or level of service that is eligible at each category. Not all modes are able to compete at the Statewide or Regional category.

<b>STI Eligibility Definitions</b>			
<b>Mode</b>	<b>Statewide Mobility</b>	<b>Regional Impact</b>	<b>Division Needs</b>
Highway	<ul style="list-style-type: none"> <li>• Interstates (existing &amp; future)</li> <li>• NHS routes (July 1, 2012)</li> <li>• STRAHNET</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

Projects in the statewide category which are not awarded funding are also eligible to compete at the regional category. This is also the case for regional category projects which may compete at the division category if not funded. Aviation projects will be the only exception to this rule. The MPO's policy board



(Transportation Advisory Committee) approved this decision under P 3.0. Aviation projects can cascade down to all categories under NCDOT's process.



## Total Score and MPO Project Ranking Approach

### ***MPO Project Ranking Process***

The process proposed for use by the Greensboro Urban Area MPO for Prioritization 7.0 includes 6 key steps:

- 1) Identification of candidate projects;
- 2) Evaluation of candidate projects;
- 3) Submittal of local projects to NCDOT;
- 4) Point assignment process;
- 5) Schedule and public outreach; and
- 6) Submittal of local input to NCDOT.

#### ***Step One: Identification of Candidate Projects***

MPO staff will begin the first step by compiling a list of candidate projects for scoring by NCDOT's Strategic Prioritization Office (SPOT). Staff will coordinate with potential implementing sponsor agencies (including the City of Greensboro, Guilford County Parks & Open Space, GTA, PART, Guilford County (TAMS), and the towns of Pleasant Garden, Oak Ridge, Summerfield, Stokesdale, and Sedalia) to compile the list of candidate projects. MPO staff will then screen the candidate project list to narrow it down before the evaluation step. The screening process will consider a range of factors including:

- Eligibility requirements;
- Relative need;
- Realistic potential for funding and implementation between FY 2026-2035.

### ***Step Two: Evaluation of Candidate Projects***

Demonstration of project need is key to a project's competitiveness under NCDOT's project selection process. The MPO will evaluate candidate projects' competitiveness based on the NCDOT ranking process and criteria.

**Appendix A**, at the end of this document, includes the eligibility requirements set by the NCDOT. It is provided in the following order:

- *Roadway Projects*
- *Public Transportation*
- *Rail*
- *Bicycle & Pedestrian Projects*
- *Aviation*

### ***Step Three: Submittal of Local Projects to NCDOT***

MPO staff will provide TCC and TAC final MPO recommendations for all candidate projects. The total number of projects that can be submitted by each mode is as follows:

- **Roadway**- A total of 23 projects may be submitted. This includes resubmittals of previously submitted but unfunded projects.
- **Public Transportation**- A total of 23 public transportation projects can be submitted.
- **Bicycle and Pedestrian** – A total of 23 bicycle and pedestrian projects can be submitted.
- **Rail**- A total of 23 projects can be submitted.
- **Aviation** – A total of 23 new aviation projects can be submitted.

Staff will narrow down the project list for each mode based on the results of step two as needed. This list will represent the *Recommended Project List* to be submitted to NCDOT.

### ***Step Four: Point Assignment Process***

The MPO has 1900 points to allocate to projects across all modes for both the Regional and Division categories. Up to 100 points can be allocated to a single project. The MPO will base its assignment of local points on the results of NCDOT's quantitative scoring of the MPO's projects and the *MPO Project Ranking Methodology*. The Methodology, includes such factors as multi-modalism, project readiness (i.e., completed feasibility study, implementable within first five years of the TIP), safety, economic impact, and priority.

The MPO assigns points at both the Regional and Division Categories. The MPO will use a '*Project Cascading*' approach for *unfunded* projects from the Statewide and Regional Categories. This means that at the Regional Category, step down Statewide projects are eligible to compete and receive local input points. At the Division Category, step down Regional projects are eligible to compete and receive local input points. Statewide projects are not considered for local input points during the division needs competition per MPO policy. *Aviation projects do not step down, which will be the only exception to this rule.*

***Flex Policy Option \****: MPO has the option to apply the Local Input Point Flexing Policy. This means that up to 500 Local Input Points can be transferred between Regional and Division Categories. If the organization chooses to flex Local Input Points, MPO will provide written documentation to the SPOT Office prior to assigning Regional Impact Local Input Points.

## Description of Criteria and Weights

Assignment of local points will be based on a combination of quantitative and qualitative criteria. *The criteria have been weighted to reflect their relative importance and will be applied to all modes.* Criteria include:

Criteria	Description	Color Scheme & Point Assignments	Weighted Percentage
Relative performance in NCDOT's quantitative scoring process	Projects ranked from highest to lowest into three tiers based on NCDOT's quantitative scoring.	<b>Green</b> will be assigned to projects in top scoring tier; <b>Yellow</b> to those in second scoring tier; and <b>Red</b> to those in bottom scoring tier.	40
Projects that support multi-modalism ( <i>bicycle, pedestrian, transit, or freight</i> )	Projects on roadways with bicycle, pedestrian, and/ or transit accommodations in approved plan or design. Or projects on roadways with Interstate, US, or NC shields.	Any project following into the above categories will receive a <b>Green</b> assignment all other projects will receive a <b>Red</b> assignment.	10
Identified on the MPO Priority List	TAC approved MPO Priority List includes Greensboro Urban Area priority projects for obtaining funding by mode.	<b>Green</b> will be assigned to projects identified on the list and all others will receive a <b>Red</b> assignment.	10
Feasibility of obtaining funding and construction of project during fiscal years 2026-2035	Readiness of the project determined by the scope of the project and phases required and completed in the project development process.	<b>Green</b> will be assigned to projects with designs completed or that will only require a Categorical Exclusion environmental document. <b>Yellow</b> will be assigned to projects with designs or environmental documents currently underway or have completed feasibility study. <b>Red</b> will be assigned to all other projects.	15
Identified on the High Injury Network*	Projects identified on the High Injury Network. The High Injury Network highlights locations of high crash concentrations based on severity.	<b>Green</b> will be assigned to all projects identified as Top Concern. <b>Yellow</b> will be assigned to all projects identified as Moderate or Emerging Concern. <b>Red</b> will be assigned to all other projects.	15
Impact to economic development	Projects that have a significant benefit supporting economic development.	<b>Green</b> will be assigned to projects that support adopted economic development plan (i.e., Comprehensive Plan, Chamber of Commerce, etc.). <b>Yellow</b> will be assigned to projects that will support current economic development activity. <b>Red</b> will be assigned to all other projects. Economic development is considered any projects that creates industrial, technology, warehousing, freight and logistics, aerospace, pharmaceutical, health care, and research oriented jobs.	10
<b>Total</b>			100

The MPO uses a matrix to evaluate each project based on these criteria. A color scheme *with assigned points* will be used to assess the relative performance of each project under each criteria. The color scheme is defined as follows:

- ❖ **Green**- Project performs well or has a positive impact on the criteria. (4 points)
- ❖ **Yellow**- Project performs moderately or has little or no impact on the criteria (2 points)
- ❖ **Red**- Project performs low or has negative impact on criteria (0 points)

\*Denotes modification to original methodology

Once each project is scored for each criteria , the total score is calculated for each project on the list. The total score calculation sums total number of points based on weighted percentage value of each criterion. The MPO total points are used to sort the projects from the highest to the lowest score. Below is a sample of the sorted project matrix:

Category	Facility	NCDOT's Performance (40%)	Support Multi-Modalism (10%)	MPO Priority List (15%)	Project Feasibility (15%)	Local Budget Impact (10%)	Economic Development Impact (10%)	MPO Total Points
Division	Downtown Greenway	4	4	4	4	4	4	4.0
Statewide	US-29 S. Ohenry Blvd, US-220 , US-70	4	4	4	4	0	2	3.4
Statewide	US 29/ Reedy Fork Interchange (R-4707B)	4	4	4	2	0	4	3.3
Regional	Battleground Avenue	4	4	4	2	0	0	2.9

The MPO will then assign local input points ranging from 0 to 100. The assignment of local input points is accomplished using a three step process. In the first step, after the projects are sorted by score in descending order, maximum (generally 100) points are allocated to each project going down the list until there are no more points. In the second step, the MPO then evaluates each of these projects to determine how many points appear needed to put the project in a competitive position. If a project appears competitive with less than 100 points applied, the excess points are removed and budgeted to increase the competitiveness of other projects. If it appears that no amount of local input points would do so, no points are assigned. In the third step, the MPO then proceeds to allocate remaining points to the next project on the list, unless it appears the project will not be competitive even with local input points, until the point allocation is fully exhausted.

The MPO considers two interrelated questions in deciding how many points to assign to a project in the second and third steps of this methodology:

- (1) How many points appear needed to keep a specific project in a competitive position in the prioritization process?
- (2) If after assigning local input points would the project still likely be uncompetitive or excessively costly relative to funding availability (for example a major statewide project cascaded to the Division level)?

In considering these questions, the MPO qualitatively considers a range of relevant factors including:

- NCDOT’s quantitative score
- Project cost relative to expected funding availability including any anticipated modal funding constraints
- Division 7 feedback on which projects they will assign local input points to



- Quantitative scores and costs for projects competing in the same tier in other MPOs or RPOs (assuming competing and competitive projects from other MPOs or RPO will be assigned the highest local input points)

**Note:** Point assignments may deviate from the MPO Project Ranking Methodology based on TAC or NCDOT Division advisement. Any deviation from the above methodology will be documented with the rationale/ reasoning and made available online at <http://www.guampo.org/>, along with public comments and final point assignments.

**Step Five: Schedule and Public Outreach**

The Greensboro Urban Area MPO will follow its Public Participation Plan (PPP, available at <https://www.greensboro-nc.gov/home/showpublisheddocument/56690/638321155860570000>). The PPP was developed in consultation with community stakeholders and is a flexible framework for encouraging public participation on all MPO plans and studies. The projects being considered for funding in the FY 2026-2035 period have a large geographic reach or impact. Therefore, this process will be conducted in accordance with Tier 2 of the PPP. In addition to the Tier 2 requirements, Tier 1 requirements must also be followed. The method of outreach under Tiers 1 and 2 include:

- Public Notice Newspaper Ads;
- Posters displayed on transit, parking decks, libraries, and recreation centers;
- Press Releases;
- Newsletter on the MPO and Prioritization Process; and
- Public Review and Meeting (*minimum of one and may be held virtually*).

NCDOT will release a listing of projects funded for each category over a series of months. As a result, the MPO will submit local points twice during a five-month period. The MPO will solicit public review and comments via survey (online and/or on-site), email and public meetings on the MPO Project Ranking Methodology and assignment of local points 1-5 months prior to final submittal to NCDOT in July 2024 (regional category) and November 2024 (division category). Comments will be summarized in a brief report and presented to the TCC and TAC for review. If necessary, the MPO will also document responses to the comments in the report.

Prior to submittal to NCDOT, MPO staff will present a draft Recommended Project Assignment of Local Points to the TCC and TAC for review only. The TCC and TAC will have a month to review assignment of points and public comments. In addition, the public will also be able to voice their comments during a Public Review Period and the TAC comment period at the beginning of the TAC meeting. MPO staff will request TCC recommendation for approval and TAC approval the following month. The adoption will be noted in the minutes and a notarized resolution.

## MPO Project Ranking Process Timeline

Phase I: Identify Candidate Projects	Dates
MPO call for projects*	May-July 10, 2023
MPO Evaluation of Candidate Projects	July- August 2023
MPO Review of Candidate Projects	August 9, 2023
Public Review	Aug. 10-Sept. 10, 2023
MPO Approval of Identified Projects	September 20, 2023
MPO Submittal to NCDOT	September 29, 2023
NCDOT Evaluation and Scoring of Projects	October 2023- March 2024
Release of P7.0 Quantitative Scores & Draft Funded Statewide Projects	Late April 2024
Phase II: Assign Points & Final Rankings	Dates
MPO Analysis and Local Input Points	May-July 2024
MPO Priority Project List	May 2024
Public Review (including Local Input Points)	May 13-June 13, 2024
MPO Approval of Regional & Division Tier projects	June 2024
MPO Submittal of Regional Projects to NCDOT	July 2024
Draft Programmed Regional Projects	Late August 2024
MPO Submittal of Division Project to NCDOT	November 2024
2026-2035 Draft STIP Released	February 2025

**Step Six:** *Submittal of Local Input (Points) to NCDOT*

MPO staff will submit the project assignment of Regional Local points to NCDOT as approved by the TAC in July 2024, and Division Needs Points by November 2024. The final *Listings of Project Assignment of Local Points* will be available online at [www.guampo.org](http://www.guampo.org).

A comprehensive Draft listing of projects to be funded by NCDOT will be in the Draft FY 2026-2035 State Transportation Improvement Program (STIP) expected to be released in February 2025. The MPO will then develop the Draft FY 2026-2035 Metropolitan Transportation Improvement Program (MTIP) for additional public review and comment.

## **Materials Sharing**

Materials relevant to the P7.0 local input point assignment process will be available online at [www.guampo.org](http://www.guampo.org) and include:

- Adopted local input methodology document
- Highlights of schedule milestones, as well as specific public comment and public meeting schedules when available
- Preliminary and final local input point assignment sheet(s) (including record of deviations, as applicable).

# **APPENDIX A: NCDOT** Eligibility Criteria

 **P6 Highway - Mobility**

Criteria	Measure Description	Statewide Mobility (100%)	Regional Impact (70%)	Division Needs (50%)
Congestion	[Volume] and [Volume/Capacity]	30%	20%	15%
Benefit/Cost	[10-year Travel Time Savings benefit] + [10-year Safety Benefit] / [Cost to NCDOT]	25%	20%	15%
Safety	SEG: Crash Density, Crash Severity, Crash Rate, Safety Benefits INT: Crash Frequency, Crash Severity, Safety Benefits	10%	10%	10%
Freight	[Truck Volumes] and [Truck Percentage]	25%	10%	5%
Economic Competitiveness	TREDIS Model Output: [% Change in Long-Term Jobs] and [% Change in County Economy over 10 years]	10%	-	-
Accessibility / Connectivity	[Measurement of county economic distress indicators] and [degree the project upgrades mobility of the roadway]	-	10%	5%

*Project Types: Widening, Intersection/Interchange Improvements, Access Management, and other capacity additions*



 **P6 Highway - Modernization**

Criteria	Measure Description	Statewide Mobility (100%)	Regional Impact (70%)	Division Needs (50%)
Congestion	[Volume] and [Volume/Capacity]	10%	5%	-
Safety	SEG: Crash Density, Crash Severity, Crash Rate, Safety Benefits INT: Crash Frequency, Crash Severity, Safety Benefits	25%	25%	20%
Freight	[Truck Volumes] and [Truck Percentage]	25%	10%	5%
Lane Width	Existing lane width vs. DOT design standard	10%	10%	5%
[Paved] Shoulder Width	Existing paved shoulder width vs. DOT design standard	20%	10%	10%
Pavement Condition	Existing Pavement Condition Rating (PCR) along the project	10%	10%	10%

*Project Types: Modernize Roadway and Upgrade Freeway to Interstate Standards*



## P6 Public Transportation Scoring – Mobility

Criteria	Measure Description	Statewide Mobility (100%)	Regional Impact (70%)	Division Needs (50%)
Impact	Number of trips generated by project	N/A	15%	10%
Demand/ Density	Total Trips / Service population	N/A	20%	10%
Efficiency	Total trips / Total revenue seat hours	N/A	10%	10%
Cost Effectiveness	Additional trips / (Cost to NCDOT / Lifespan of project)	N/A	25%	20%

Project Types:

- Route-specific vehicles (new or expansion only)
  - Fixed guideway vehicles, fixed route vehicles, deviated fixed route vehicles
- Corridors
  - Fixed guideway (commuter rail, intercity rail, light rail)
  - Bundle of vehicle + other (ex. stops / shelters, park and rides, bus pullouts)
  - Bus Rapid Transit (BRT)
  - Bus on Shoulder System (BOSS) / Busway



## P6 Public Transportation Scoring – Demand Response

Criteria	Measure Description	Statewide Mobility (100%)	Regional Impact (70%)	Division Needs (50%)
Impact	Number of trips affected by project	N/A	10%	10%
Demand/ Density	Total hours with the project in place / Service population	N/A	20%	15%
Efficiency	Vehicle Utilization Ratio	N/A	15%	10%
Cost Effectiveness	Additional trips / (Cost to NCDOT / Lifespan of project)	N/A	25%	15%

Project Types:

- Demand Response vehicles (expansion only)
  - No facilities – either submit Demand Response facilities under Facility category or under Mobility category if bundled with a vehicle
  - Clarified for P7 – Demand Response includes MicroTransit service purchases (vehicles and software)



## P6 Public Transportation Scoring – Facility

Criteria	Measure Description	Statewide Mobility (100%)	Regional Impact (70%)	Division Needs (50%)
Impact	Number of trips affected by project	N/A	N/A	15%
Demand/ Density	Ridership Growth Trend for the Previous 5 Years	N/A	N/A	10%
Efficiency	Efficiency Score	N/A	N/A	10%
Cost Effectiveness	Additional trips / (Cost to NCDOT / Lifespan of project)	N/A	N/A	15%

Project Types:

- Passenger stations
  - Clarified for P7 – includes Mobility Hubs with Transit service
- Individual or bundled stops/shelters
- Individual or bundled park and ride lots
- Administration/Maintenance buildings



# P6 Rail Scoring

Criteria	Measure Description	Statewide Mobility (100%)	Regional Impact (70%)	Division Needs (50%)
Benefit-Cost	Benefit-Cost score	35%	25%	10%
System Opportunities	(Accessibility/Connectivity score x 50%) + (Multimodal score x 50%)	15%	10%	15%
Safety	Safety score	30%	15%	10%
Capacity and Diversion	(Volume/Capacity score x 75%) + (Highway Diversion score x 25%)	10%	10%	10%
Economic Competitiveness	Economic Competitiveness score	10%	10%	5%

- Only Class I Freight projects eligible in Statewide Mobility
- Passenger Rail only eligible for Regional Impact and Division Needs





## P6 Bicycle and Pedestrian Scoring

Criteria	Measure Description	Statewide Mobility (100%)	Regional Impact (70%)	Division Needs (50%)
Safety	(Number of crashes x 40%) + (Crash severity x 20%) + (Safety risk x 20%) + (Project safety benefit x 20%)	N/A	N/A	20%
Accessibility/ Connectivity	Points of Interest pts + Connections pts + Route pts	N/A	N/A	15%
Demand/Density	# of households and employees per square mile near facility	N/A	N/A	10%
Cost Effectiveness	(Safety + Accessibility/Connectivity + Demand/Density) / Cost to NCDOT	N/A	N/A	5%



# P6 Aviation Scoring

Criteria	Measure Description	Statewide Mobility (100%)	Regional Impact (70%)	Division Needs (50%)
NCDOA Project Rating	NCDOA Project Rating	40%	30%	25%
FAA ACIP Rating	FAA Airport Capital Improvement Plan (ACIP) rating	30%	15%	10%
Constructability Index	Sum of metrics rating project constructability	10%	10%	5%
Benefit/Cost	(Total Economic Contribution / Cost to NCDOT) + Funding Leverage	20%	15%	10%

**APPENDIX B:**  
Public Comments

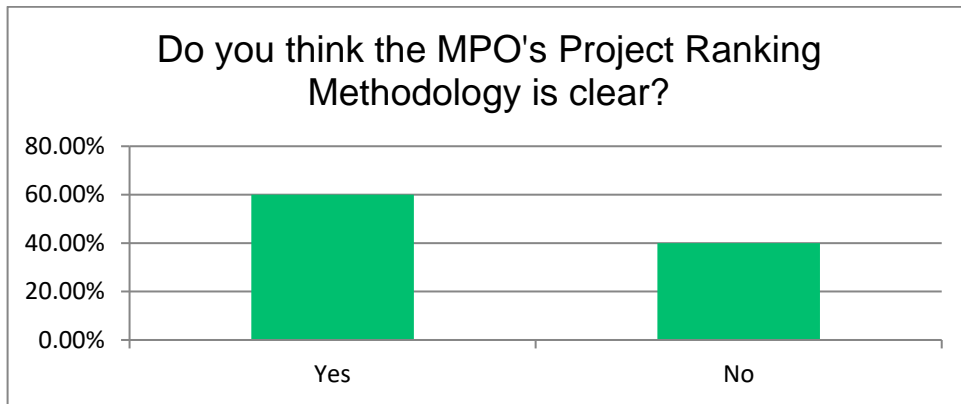


## MPO Project Ranking Methodology

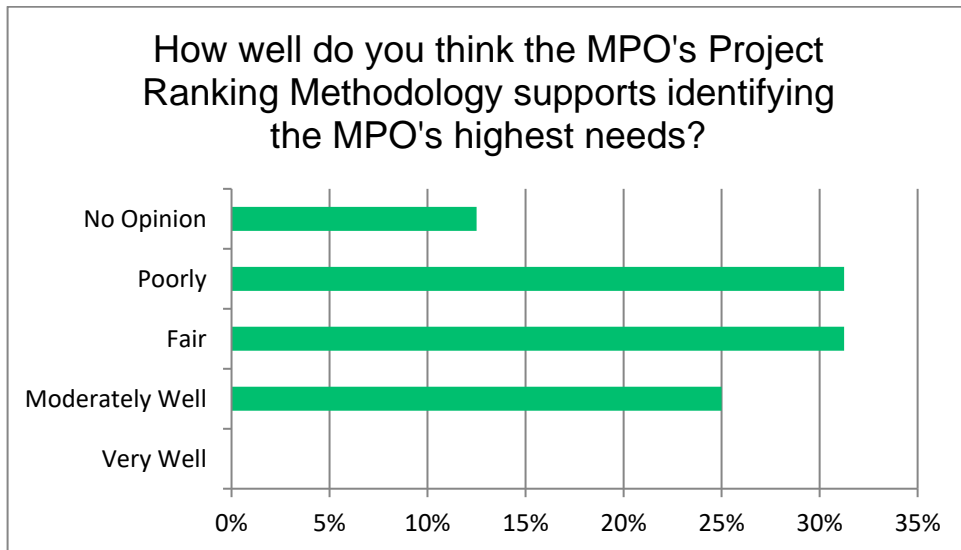
Public Comments

The Greensboro MPO held a Public Comment period from February 5 through March 7<sup>th</sup> for the *MPO Project Ranking Methodology* document. The *Project Ranking Methodology* document described the method the MPO will use to identify the most competitive projects and assign local points. Methods of outreach included newspaper ads, emails, and press release. Interested persons were able to respond via email, mail, or Survey Monkey. A combination of sixteen responses were received for both documents. Below are survey response(s) on the methodology.

### Question 1.



### Question 2.



### **Question 3. Do you recommend any changes to the MPO's Project Ranking Methodology? If so, please list.**

#### Comments Emphasizing a Need for Better Traffic Management

C1. I live on the outer edges of the city and am in the older age group so am less likely to be using a bicycle or walking into town to do business or shopping. I prefer having better traffic flow and access by car to get into town and around. I do understand the need for better bus service in the center of downtown and southern areas of the city.

*MPO Response:* Your comments have been reviewed and will be shared with the TAC. The MPO continues to undertake efforts to improve congestion management within Greensboro and the rest of the MPO area by prioritizing roadway modernization projects that enhance accessibility, safety, and improve the flow of traffic.

#### Comments Critical of the Methodology

C2. NCDOT should not have as much weight with their quantitative scoring process, most of their goals are to expand the high injury network of roads.

C3. drop the competition model (competition is easier to oversee and requires less planning but wastes energy and resources); drop the point system (this isn't a game); establish a set of values/goals (environmental sustainability, resource/land usage maximization (fewer roads and parking lots, more space for homes, businesses, and third places), resident quality of life (air, noise, and light pollution, and safety), transit time reduction (it doesn't use cars), etc.) and design all solutions around them; hire traffic consultants, preferably from the Netherlands or some place that has already figured all this stuff out. There is no need to reinvent the wheel.

C4. Yes. Stop making up shxx to spend money on.

*MPO Response:* Thank you for your comments. The scoring methodology used by the MPO is designed to comply with the state process and state legal requirements. This process requires that we score projects based off of a series of merit criteria and metrics. We will make sure to share your comments with NCDOT, and the MPO will continue to look for ways to add qualitative inputs into our methodology with each new round of prioritization. GDOT and the City continue to investigate and implement efforts to increase space utilization in Downtown Greensboro, and to include environmentally sustainable, multimodal solutions in our plans. For more information about our current programs, please visit our [Transportation Plans and Programs page](#).

#### Comments Emphasizing BiPed Infrastructure and Multimodal Solutions

C5. With deaths to our pedestrian and bicyclist population, bike paths and sidewalks should be a higher priority, especially in Northwest Greensboro where there is a large contingent of bicyclists and where pedestrians have no place to walk except on the road. Improve the lighting so motorists can see the bicycles, etc. We were promised



sidewalks as part of your annexation of our land by the city. We have waited over 14 years and still no sidewalks. Now all of this additional traffic is coming to the airport area and still no sidewalks, no bike paths, poor lighting, congested roadways with no plans to fix the congested areas. And we were promised a new high school to ease the overcrowding at Northwest High and we still don't have that. That was in the plans and was taken out because you built Northern. Northern did not ease the crowded conditions at Northwest. You want our tax dollars but you don't want to address the issues you created.

C6. Plan for a post-fossil-fuel world. Make multi-modal transportation available. Increase the number of and improve bike lanes.

C7. Base on income sources...trucking lanes...car lanes, bike lanes.

C8. I think multimodal should be given a higher % ranking

C9. The project ranking should take into account the way car dependent infrastructure costs cities and communities more in the long run and place more weight in priority on projects that support better public transit and pedestrian options.

C10. De-emphasize highway projects, particularly those that expand capacity. Instead, emphasize equity (impacts upon vulnerable users, racial and ethnic minorities, ADA compliance, etc.). Have an equity scoring criteria. Focus on projects that create connective "main streets" rather than overly wide roads. Greensboro has set a goal of being car-optional by 2040, so project rankings ought to reflect that, as well as for Vision Zero.

C11. I think the plan for rail service between the three airports is a great idea especially if PTIA isn't going to be able to attract more passenger airlines to lower fares or offer more destination choices.

*MPO Response:* Thank you for this feedback. We will share these comments with TAC. The MPO will continue to support bicycle, pedestrian, and transit projects in our community. For any specific project concerns or to discuss sidewalk needs and priorities, please contact MPO Staff directly at 336-373-4184. We also encourage all members of the public to attend our [Bicycle & Pedestrian Advisory Committee](#) meetings.

#### **Question 4. Please provide any additional comments.**

##### Comments Critical of BiPed and Multimodal Infrastructure

C12. I'm not a fan of road diets, bicycle lanes, or roundabouts after spending extensive time in California with family and seeing the results of those traffic-calming methods on traffic in cities of similar size (Santa Rosa, Marin, Novato). The bike lanes, bus lanes, and road diets all lead to confusing lines and lanes in the roadway with more accidents, pedestrian injuries, and distracted drivers trying to figure out how to turn, where to go, and what lane to follow than calming or simplifying congested traffic. That's just my experience with cities that have tried these methods. It's better to put the money toward repairing messed up roads, hiring more officers to enforce traffic laws, and making sure judges hand out strict sentences to violators.

C13. With no income from bikes, why do they get an entire lane...and very little usage?

*MPO Response:* Thank you for sharing your opinions. We will make sure to share these comments with TAC. Bicycle and pedestrian infrastructure are important for promoting

public health and wellness, increasing access to outdoor landscapes and opportunities for members of our community (including youth, elderly, and individuals without a personal vehicle) and promote a range of community goals for land use, enhanced livability, and economic competitiveness. We recognize a need for a balanced planning approach, and our methodology is designed to consider improvements to all modes of transportation including personal vehicle transport. Our office also continues to prioritize safety in all of our efforts, and we aim to make sure that all new projects are navigable and efficient for residents.

### Comments Supportive of BiPed and Multimodal Infrastructure

Concerned about public transit being left behind

C14. I know you are trying, and I know there is only so much you can do. I've gone up against the machine of bureaucracy, and lost, so I don't expect much. I know NCDOT will always prioritize roads, and they have all the power, but we cannot keep doing things like this. Good luck.

C15. I strongly support the first 5 projects listed on the biped category and hope that these end up being funded in this next cycle. I would also add the muddy creek greenway to that list going along Lindsay street from Murrow to not sure where that ends. And I would also add the east Greensboro greenway. Even though that is currently in the feasibility stage now - we should be ready with funding when it gets designed.

C16. Greensboro has so much potential to be a great city for pedestrians and to serve communities with excellent public transit. Please do not invest more into overly car dependent infrastructure and invest in people and communities.

C17. Bike/ped projects are the wave of the future and the cost for value is significantly lower than highway projects. The city's plan for vision zero as well as making the city car optional supports this higher priority.

*MPO Response:* Thank you for these comments. The MPO continues to invest in and prioritize new bicycle, pedestrian, and transit infrastructure. We will take this feedback into consideration as we develop new projects in the coming years. Our office is currently engaged in the city's [GoBORO - Greensboro Long Range Transit Plan](#) which aims to increase transit frequency and reliability by the year 2045. The first new project from this plan, the [Crossmax Purple Route](#), launched on March 4 and offers 15-minute daily frequencies between W. Wendover Avenue and GTCC-Greensboro Campus. The city hopes to launch additional new and enhanced transit services in the near future, and we encourage interested residents to check-in frequently on our website for updates on our projects.

### General Concerns

C18. We all feel like we have been ignored for years. Why should we trust you now?

C19. We have homeless people that we can't remove from million dollar properties, ruining property values, with no property tax relief. We have train horns destroying our quality

of life in historic neighborhoods. We don't need upgrades in transportation if no one wants to live here.

C20. Where can you find a list of all these proposed projects and how many points they get?

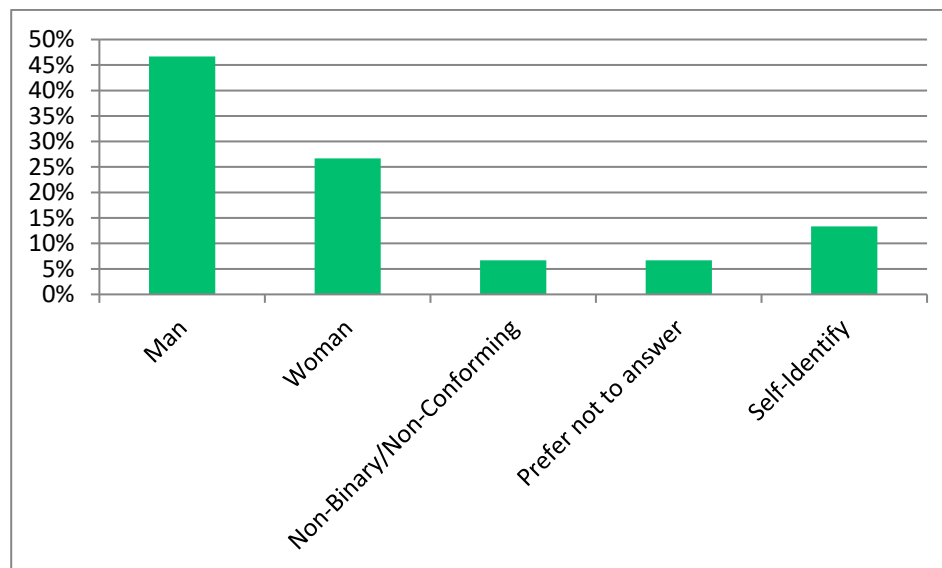
*MPO Response:* All of the proposed projects from the current round of prioritization can be viewed on [our interactive website](#). Our goal is to make sure that all local residents and other interested parties can have their transportation concerns and comments addressed, and we are happy to setup an individual consultation as needed. Please feel free to contact Craig McKinney at [Craig.McKinney@greensboro-nc.gov](mailto:Craig.McKinney@greensboro-nc.gov) or 336-373-4184.

### Demographic Responses

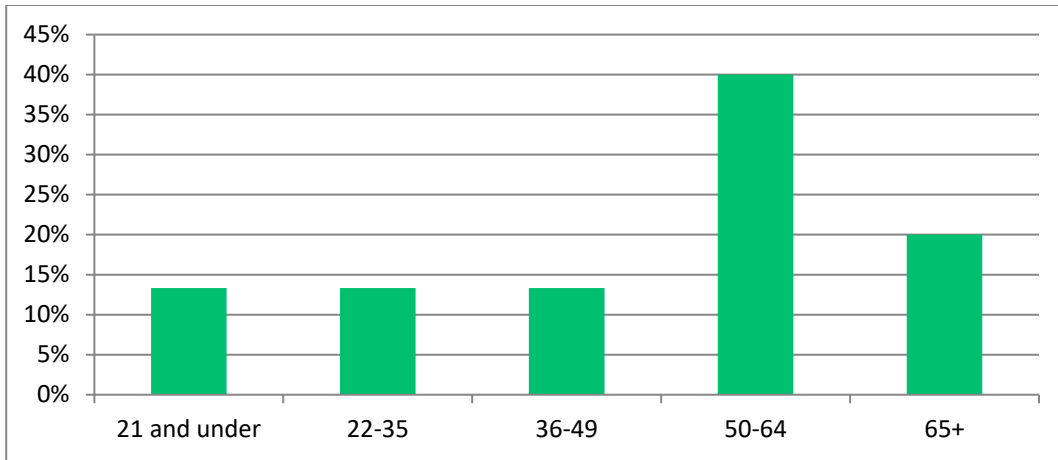
#### Question 5. What is your zip code?

Zip Code	Percentage
27410	29%
27409	7%
27406	7%
27455	7%
27403	21%
27408	7%
27401	14%
27405	7%

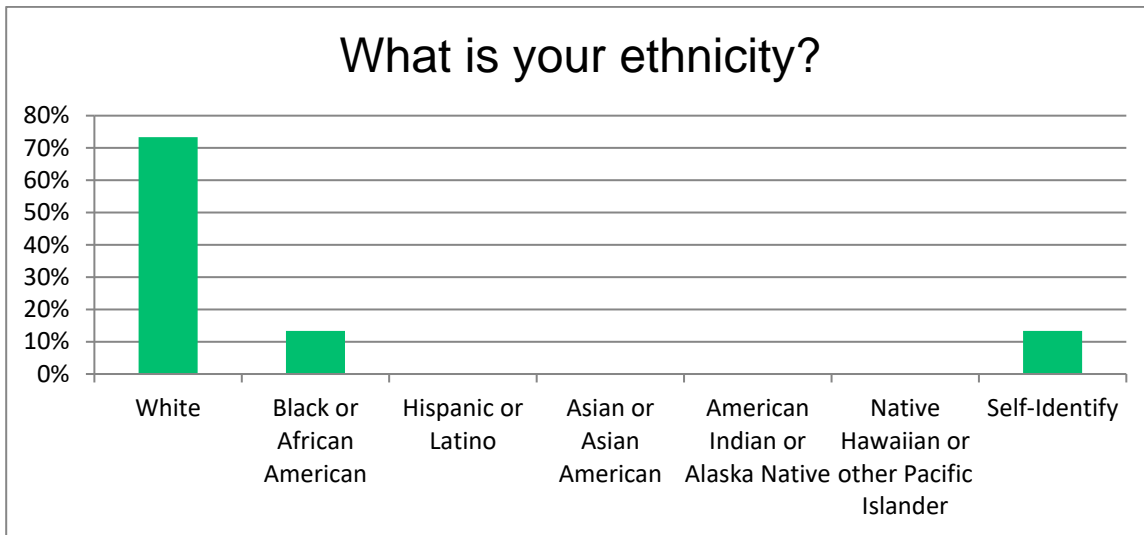
#### Question 6. What is your gender?



#### Question 7. Please select the age group that applies to you?



**Question 8. What is your ethnicity?**



**RESOLUTION ADOPTING THE GREENSBORO URBAN AREA  
PROJECT RANKINGS METHODOLOGY FOR  
TRANSPORTATION IMPROVEMENT PROGRAM FY 2026 - FY 2035**

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

**WHEREAS**, the Transportation Improvement Program (TIP) identifies funded transportation projects in FYs 2026 through 2035; AND

**WHEREAS**, the North Carolina Department of Transportation (NCDOT) is administering the Prioritization 7.0 Process to select projects for funding consideration in FYs 2026-2035; AND

**WHEREAS**, the Prioritization 7.0 Process is intended to allow the prioritization of projects across the State based on quantitative and qualitative performance measures; AND

**WHEREAS**, the Greensboro Urban Area developed a MPO Project Ranking Methodology process as required by Senate Bill 890;

**WHEREAS**, the Greensboro Urban Area's Project Ranking will be used to assign the MPO's Local Input Points to priority projects and be submitted to NCDOT; AND

**WHEREAS**, the Greensboro Urban Area's Project Ranking Methodology supplements Prioritization 7.0 evaluation, provides targeted project need information, and provides opportunity for valuable local input; AND

**WHEREAS**, the Transportation Advisory Committee has provided for a 30-day public comment period for the proposed Project Ranking Methodology; AND

**WHEREAS**, the Transportation Advisory Committee has reviewed the Greensboro Urban Area's Project Ranking Methodology;

**NOW, THEREFORE, be it resolved** by the Greensboro Urban Area Transportation Advisory Committee that the Urban Area's Project Ranking Methodology as attached be adopted, dated March 13, 2024.

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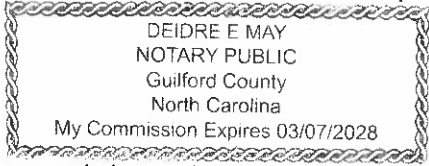
I, Marikay Abuzuaiter, TAC Chair,  
(Name of Certifying Official) (Title of Certifying Official)

do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Greensboro Urban Area TAC duly held on this day of March 13, 2024.

*Marikay Abuzuaiter*  
TAC Chair, Transportation Advisory Committee

\*\*\*\*\*

Subscribed and sworn to me on this day of March 13, 2024.



*Deidre E May*  
Notary Public

My commission expires \_\_\_\_\_.