

Piedmont Triad RPO

Prioritization 3.0: Identification and Scoring of Projects for Prioritization Policy

Prioritization 3.0 Background

The previous Governor, Perdue, set the direction for NCDOT's current Transportation Reform initiative with Executive Order No. 2 in 2009. This order mandates a professional approval process for project selection. NCDOT created the Strategic Prioritization Process in response. The first version of the Strategic Prioritization Process (Prioritization 1.0) was used to support development of the FY 2012-2018 Transportation Improvement Program. The second version (Prioritization 2.0), initiated in June 2011, supported development of the FY 2014-2020 Transportation Improvement Program. However, due to new federal legislation approval and a change in administration at the State level, the FY 2014-2020 was delayed and not approved by the Board of Transportation.

The Prioritization processes and the varying approaches of ranking projects at a local level also led to a new legislative requirement last year (S.L. 2012-84) which calls for NCDOT to oversee the approval of local methodologies used to assign points to rank projects. The legislation must be implemented as part of the Prioritization 3.0 process. Over the last year, NCDOT has also been working with internal and external stakeholders to revamp the process. Significant changes have been made to the process and were driven by House Bill 817, also known as Strategic Transportation Investments (STI). The bill established three funding categories (**Statewide, Regional, and Division**) and allocations across all modes.

Prioritization 3.0 will be a primary input for the FY 2016-2025 TIP. Prioritization 3.0 is a multi-modal process. Highway, transit, bicycle and pedestrian, aviation, and rail project needs will be evaluated. Prioritization 3.0 will cover newly submitted project needs as well as projects that had been submitted under Prioritization 2.0 but were unfunded or funded in FY 2016 or later. You may view more information on the Strategic Transportation Investments (STI) at <http://www.ncdot.gov/strategictransportationinvestments/default.html>.

About this Policy

The policy is made up of two parts:

Part I - Identification of Projects: The first part of this document describes how projects are selected locally for consideration by NCDOT and scored by the Strategic Prioritization Office of Transportation (SPOT).

Part II - Local Points Assignment: The second part of this document describes how projects are ranked and scored locally by the Piedmont Triad RPO

Part 1 – Identification of Projects

How are Projects Submitted and Scored at the State Level?

The Statewide Mobility category in Prioritization 3.0 is 100% data driven. Therefore the remaining Regional Impact and Division Needs categories can involve up to three scoring components: 1) a data driven, quantitatively scored estimate of project need, 2) RPO local points assignment (see Part II, p. 12), and 3) NCDOT Division Engineer points assignment. The first step of Prioritization 3.0 is the identification of projects for evaluation and data driven scoring by NCDOT's Strategic Planning Office of Transportation (SPOT). The project submittal is guided by the following constraints:

Highway

- Submit up to 13 new roadway projects not previously submitted under Prioritization 2.0 (*previously submitted highway projects will already be in the database*)
- The number of roadway safety and infrastructure health project submittals is not restricted. (*However, no RPO rankings or priority points can be assigned to these projects. These projects will be evaluated in a separate process focused strictly on need and available resources.*)

Other Modes

- Resubmit public transportation, aviation, bicycle, and pedestrian projects that were not funded previously, which will require a local funding match. (*Previously submitted projects will be cleared*)
- Submit up to a total of 20 bicycle and pedestrian projects.
- Submit up to 5 new rail projects.
- The number of transit capital project submittals is not restricted, but requires local match.
- The number of aviation capital project submittals is not restricted, but requires local match.

RPO staff will begin identification of projects for evaluation, by compiling a list of candidate projects from previous submissions and recent planning efforts. Staff will coordinate with potential implementing sponsor agencies (including member governments, airport authorities, transit providers and other stakeholders).

RPO staff will then screen the candidate project list to narrow it to not exceed the maximum number of new project submittals. The RPO staff will also consult the County TIP committee, consisting of TAC and TCC members from each County. The TAC will review and take action on the recommended list of new project submittals at the December, 2013 meeting. NCDOT intends to return the RPO's scored projects in early *May 2014*. The screening process will consider a range of factors including:

- Eligibility requirements (e.g.; safety, in an adopted plan, etc.);
- Relative need;
- Competitiveness based on the NCDOT ranking process and criteria;
- Realistic potential for funding and implementation between FY 2016-2020.

Once the scores are returned in May, the RPO will be able to apply local points according to criteria outlined in Part II – Local Points Assignment. The results of the RPO ranking methodology will be compared to the results of the NCDOT's scoring of project need. Other factors like project readiness, available funding, and RPO priorities will also be discussed. A final decision on how to allocate RPO priority points will then be made. RPO scores for all modes are due to SPOT by July 31, 2014.

Proposed Methodology: Identification of Projects for Evaluation

Demonstration of project need is key to a project's competitiveness under NCDOT's project selection process. The selection criteria material is provided in the following order: highway projects, public transportation, bicycle and pedestrian projects, aviation and rail.

Highway Projects

Project Types

Roadway Mobility (*Prioritized*)

Roadway mobility projects increase roadway capacity to meet traffic demand and move traffic more efficiently. Such projects should be identified in a Comprehensive Transportation Plan (CTP) to be eligible. Examples include:

- Widen roadway;
- Construction of a new roadway (including relocation of existing roadway sections);
- Intersection improvements;
- Interchange construction or reconstruction; and
- Access management improvements.

Modernization Projects (*Prioritized*)

Roadway modernization project types are focused on upgrading roadways without adding substantial capacity. Examples of modernization projects include:

- Widen roadway lane and/or shoulder width;
- Adding turn lanes;
- Upgrading to current design standards (including interstate standards); and

Project Eligibility Requirements

Roadway Projects

For consideration on the List of New Project Submittals, the project should meet as many of the following criteria as possible:

- Part of locally adopted Comprehensive Transportation Plan, another adopted plan or a local resolution of support
- Exhibit high crash rates
- Support access to existing employment centers
- Address road capacity issues or congestion
- Include facilities for bicycles, pedestrian and/or transit (except Interstate facilities)
- Involve collaboration between jurisdictions (where applicable)

Submission and Scoring Methodology

For the PTRPO only 13 **new highway** projects may be submitted to NCDOT. In addition, 5 existing projects in the system may be replaced with 5 new projects. Therefore, a total of 18 new projects can be submitted to NCDOT. If the number of requested projects exceeds the number allowed to be submitted, staff will provide detailed information by project on the factors described in the Project Eligibility Requirements to the County TIP Committee and the PTRPO TAC/TCC. Staff may suggest removal of projects that do not meet as many Project Eligibility Requirements as other projects. The County TIP Committee will rank highway projects for consideration by the PTRPO TAC/TCC for scoring in May 2014, or as soon as data driven scores are available for all the highway projects in the SPOT database.

NCDOT Highway Data Driven Criteria Summary

Funding Category	Quantitative Data
Statewide Mobility	<p>[Travel Time] Benefit/Cost = 30%</p> <ul style="list-style-type: none"> Travel time savings the project is expected to provide over 30 years divided by the cost of the project to NCDOT <p>Congestion = 30%</p> <ul style="list-style-type: none"> Comparison of the existing traffic volume to the existing capacity of the roadway (Depending on data availability, congestion may be measured by comparing congested travel speeds to uncongested speeds.) <p>Economic Competitiveness = 10%</p> <ul style="list-style-type: none"> Estimate the number of long-term jobs and the percent change in economic activity within the NCDOT Division the project is expected to provide over 30 years <p>Safety = 10%</p> <ul style="list-style-type: none"> Evaluation of the number, severity, and frequency of crashes along the roadway <p>Multimodal [& Freight + Military] = 20%</p> <ul style="list-style-type: none"> Measure of existing congestion along key military and truck routes, and routes that provide connections to transportation terminals <p>Total = 100% (0% Local Input)</p>
Regional Impact	<p>[Travel Time] Benefit/Cost = 25%</p> <ul style="list-style-type: none"> Travel time savings the project is expected to provide over 30 years divided by the cost of the project to NCDOT <p>Congestion = 25%</p> <ul style="list-style-type: none"> Comparison of the existing traffic volume to the existing capacity of the roadway (Depending on data availability, congestion may be measured by comparing congested travel speeds to uncongested speeds.) <p>Safety = 10%</p> <ul style="list-style-type: none"> Evaluation of the number, severity, and frequency of crashes along the roadway <p>Accessibility/Connectivity = 10%</p> <ul style="list-style-type: none"> Three component formula using commute times by census tracts, upgrade of travel function of roadway, and Department of Commerce County Tier designations <p>Total = 70% (30% Local Input)</p>
Division Needs	<p>[Travel Time] Benefit/Cost = 20%</p> <ul style="list-style-type: none"> Travel time savings the project is expected to provide over 30 years divided by the cost of the project to NCDOT <p>Congestion = 20%</p> <ul style="list-style-type: none"> Comparison of the existing traffic volume to the existing capacity of the roadway (depending on data availability, Congestion may be measured by comparing congested travel speeds to uncongested speeds) <p>Safety = 10%</p> <ul style="list-style-type: none"> Evaluation of the number, severity, and frequency of crashes along the roadway <p>Total = 50% (50% Local Input)</p>

Public Transportation Projects

Project Types

General Information

Only Major Capital projects that can be accomplished in Fiscal Years 2015 and 2016-2020 should be submitted. Any phase, start-up or continuation of a capital project, can be submitted as long as a portion can be accomplished by 2020. Projects submitted for FY 2015 will not be prioritized. NCDOT requires only submitting projects in which a local funding source has been identified.

Expansion Vehicles

These project types are focused on increasing efficiency. Example projects include:

- New bus routes and/or services (demand response, headway reductions)
- Purchase of new buses or vans

Facilities

These project types are focused on replacing, improving, or constructing new transit-related facilities. Examples of projects include:

- Transit-related facilities
- Park and Ride Lots
- Bus Shelters

Project Eligibility Requirements

Public Transportation Projects

Only Capital (expansion and facilities) projects will be scored and ranked. **However, NCDOT is requiring all projects submitted must have a designated local funding source for FY 2015-2020.**

Submission and Scoring Methodology

Each County public transit provider will submit Project Requests to NCDOT. Fiscal year 2015 projects are due November 15, 2013 while fiscal year 2016-2020 projects are due November 29, 2013. Project Requests that are scored by NCDOT and have secured a local funding commitment, will be considered for scoring in May 2014. The County TIP Committee may rank public transportation projects for scoring by the PTRPO TAC/TCC. In absence of a County TIP Committee rank, the PTRPO TAC/TCC may use the data driven criteria to determine what projects rank highest in each County and assign points in May 2014.

NCDOT Public Transportation Data Driven Criteria Summary

Funding Category	<u>Public Transit Scoring (Expansion)</u> Quantitative Data
Regional Impact Total = 70% (30% Local Input)	Benefit/Cost = 45% <ul style="list-style-type: none"> Assesses the projected ridership for the life of the expansion vehicle relative to the cost of the vehicle to the state Vehicle Utilization Data = 5% <ul style="list-style-type: none"> Examines how systems are maximizing current fleet System Safety = 5% <ul style="list-style-type: none"> Compares system safety statistics to the national average Connectivity = 5% <ul style="list-style-type: none"> Measures the connectivity of the proposed expansion of service to destinations (education, medical, employment, retail, other transfers) System Operational Efficiency = 10% <ul style="list-style-type: none"> Compares the number of trips to revenue hours reported
Division Needs Total = 50% (50% Local Input)	Benefit/Cost = 25% <ul style="list-style-type: none"> Assesses the projected ridership for the life of the expansion vehicle relative to the cost of the vehicle to the state Vehicle Utilization Data = 5% <ul style="list-style-type: none"> Examines how systems are maximizing current fleet System Safety = 5% <ul style="list-style-type: none"> Compares system safety statistics to the national average Connectivity = 5% <ul style="list-style-type: none"> Measures the connectivity of the proposed expansion of service to vital destinations System Operational Efficiency = 10% <ul style="list-style-type: none"> Compares the number of trips to revenue hours reported
Funding Category	<u>Public Transit Scoring (Facilities)</u> Quantitative Data
Regional Impact Total = 70% (30% Local Input)	Age of Facility, Facility Demand, Park & Ride, Bus Shelter = 40% <ul style="list-style-type: none"> Age: examines the age of the facility compared to the useful life of the facility Facility Demand: measures the demand for new or expanded maintenance and operations facilities Park & Ride: compares utilization to cost to state to construct Bus Shelter: examines current demand (boardings and alightings) at the shelter location Benefit-Cost = 5% <ul style="list-style-type: none"> Examines the benefit (trips) relative to the cost of the project to the state. System Operational Efficiency = 5% <ul style="list-style-type: none"> Compares the number of trips to revenue hours reported Facility Capacity = 20% <ul style="list-style-type: none"> Identifies the need for additional capacity by comparing proposed capacity, current usage, and current capacity
Division Needs Total = 50% (50% Local Input)	Age of Facility, Facility Demand, Park & Ride, Bus Shelter = 30% <ul style="list-style-type: none"> Age: examines the age of the facility compared to the useful life of the facility Facility Demand: measures the demand for new or expanded maintenance and operations facilities Park & Ride: compares utilization to cost to state to construct Bus Shelter: examines current demand (boardings and alightings) at the proposed shelter location Benefit-Cost = 5% <ul style="list-style-type: none"> Examines the benefit (trips) relative to the cost of the project to the state. System Operational Efficiency = 5% <ul style="list-style-type: none"> Compares the number of trips to revenue hours reported Facility Capacity = 10% <ul style="list-style-type: none"> Identifies the need for additional capacity by comparing proposed capacity, current usage, and current capacity

Data for the criteria will be obtained from NTD, OPSTATS, and local transit systems and will include the following:

Expansion Vehicles Category

- Current Annual Average Trips per Vehicle
- Life Expectancy of Vehicle or Facility
- Projected Ridership
- Total Cost (must determine State Match)
- Maximum Number of Vehicles during Peak Hour
- Total Fleet Size
- System Reported Incidents, injuries, fatalities
- Vital Destinations (medical, employment, retail, education, and other transportation modes)
- Annual Ridership
- Revenue Hours

Facilities

- Facility Age (*excludes Park & Ride, Bus Shelters*)
- -Number of Peak Service Vehicles
- -Number of Facility Bus Bays
- Number of Park & Ride spaces
- Park & Ride Expected Utilization
- Bus Stop Boardings and Alightings (*Bus Shelters*)
- Annual Trips Provided by Facility
- Annual Ridership
- Revenue Hours
- Facilities Capacity (*All*)

Bicycle and Pedestrian Projects

Project Types

Bicycle Projects *(stand alone projects for design and/ or construction)*

Bicycle projects include on-road bike facilities (shoulders, bike lanes, wide outside lanes, sidepaths) and shared-use paths (greenways). NCDOT requires submitting bicycle projects with a minimum cost of \$100,000 and recommends not exceeding \$500,000. The PTRPO can submit a total of 20 new bicycle and pedestrian projects to NCDOT.

Pedestrian Projects *(stand alone projects for design and/ or construction)*

These projects may include sidewalks and intersection improvements. Examples may include curb ramps and pedestrian bridges. NCDOT requires submitting pedestrian projects with a minimum cost of \$100,000 and recommends not exceeding \$500,000. The PTRPO can submit a total of 20 new pedestrian and bicycle projects to NCDOT.

Project Eligibility Requirements

Bicycle & Pedestrian Projects

For consideration on the List of New Project Submittals:

- In an adopted CTP, Bicycle, Pedestrian or Greenway Plan or another locally adopted plan
- Preliminary Evaluation/Study Completed (statement of need, public input and constraints)
- Projects should address as many of the following criteria to be considered for submittals:
 - Evidence of bicycle/pedestrian crashes on adjacent road facilities or nearby intersections
 - On or directly adjacent to High AADT roads (>3000 AADT)
 - Connect to existing bicycle and pedestrian facilities
 - Within ½ mile of schools or parks
 - Connects to shopping center or high employment center
 - In an adopted bicycle, pedestrian, greenway or CTP
 - Right of way in process, owned publicly or demonstrated support by private landowners
 - Involves collaboration between two or more jurisdictions

Submission and Scoring Methodology

A total of **20 new** projects may be submitted to NCDOT by *March 3, 2014*. Each County TIP committee may submit new bicycle or pedestrian projects for scoring by NCDOT. In the event that there are more than 5 projects submitted by each County TIP committee or some combination totaling more than 20 projects to the PTRPO TAC/TCC, the PTRPO staff will evaluate projects using the above criteria and recommend projects not meeting criteria be removed from the system. Proof of local support is needed if submitted to NCDOT as a ranked project in May 2014. This local support will need to be demonstrated through a commitment to provide local match funding for the project if awarded by NCDOT.

NCDOT Bicycle and Pedestrian Data Driven Criteria Summary

Funding Category	Quantitative Data
Division Needs	<p>Access = 10%</p> <ul style="list-style-type: none"> This criterion measures community benefit as a result of constructing the proposed project, and is measured by the quantity and significance of destinations associated with the proposed project. Access benefit is also measured by the proximity of the proposed project to the most important end destination. <p>Constructability = 5%</p> <ul style="list-style-type: none"> This criterion measures the readiness of a project to be constructed in the near term. Factors such as secured right-of-way, environmental impact, and completed preliminary engineering work are used to calculate this score. <p>Safety = 15%</p> <ul style="list-style-type: none"> This criterion uses bicycle and pedestrian crash data and speed limit information along project corridors to determine the existing safety need. <p>Demand Density = 10%</p> <ul style="list-style-type: none"> This criterion measures user benefit as a result of constructing the proposed project, and it is measured by the density of population and employment within a walkable or bike-able distance of the proposed project. <p>Benefit/Cost = 10%</p> <ul style="list-style-type: none"> This criterion adds the Access and Demand scores together to create a combined benefit score, and then the benefit is divided into the cost of the project to NCDOT. <p>Total = 50%</p>

Aviation Projects

Project Types

Aviation projects include capital improvements such as **Pavement Expansions that increases capacity** – i.e. a runway extension, a new taxiway, an aircraft parking apron expansion, **Pavement Strengthening, Land Acquisition, Terminal Building Expansions, New Buildings** – i.e. New Terminal buildings, hangars, **New Navigational Aid Equipment** – i.e. Glideslope, Localizer, and other equipment to improve capacity, and **New Lighting Systems** – i.e. Runway and Taxiway edge lighting.

Typically the improvements are included in an Airport Land Plan or in a capital improvement program.

Project Eligibility Requirements

Aviation Projects

For consideration on the List of New Project Submittals:

- In an adopted Airport Land Plan or similar plan adopted and submitted by the airport authority.

Submission and Scoring Methodology

There are no limits to project submittals. Each airport authority submitted projects to NCDOT by *November 1, 2013*. Following the delivery of project eligibility and scores by NCDOT to the PTRPO, County TIP Committees may rank airport improvement projects for consideration by the PTRPO TAC/TCC. Proof of local funding support is requested if submitted to NCDOT as a ranked and scored project by the PTRPO.

NCDOT Aviation Data Driven Criteria Summary

Funding Category	Quantitative Data
Division Needs	<p>NCDOA Project Rating = 30%</p> <ul style="list-style-type: none"> • Projects prioritized and classified within NC Division of Aviation (NCDOA) established project categories. Assigns point values based on <u>priority</u> of the project and <u>need</u> of the project. <p>FAA Airport Capital Improvement Plan = 10%</p> <ul style="list-style-type: none"> • Federal Aviation Administration Airport Capital Improvement Plan (ACIP) Rating <p>Local Investment Index = 5%</p> <ul style="list-style-type: none"> • A measurement of the project's local funds compared to state funds and provides greater points for projects that have a higher percent of local funding sources (i.e. local or public-private funds) <p>Volume/Demand Index = 5%</p> <ul style="list-style-type: none"> • Index representing traffic (aircraft operations) plus employment density (jobs near the airport). Identifies projects where there is more traffic and in areas with more user demand. <p>Total = 50%</p>

Rail Projects

Project Types

Track, structures, intermodal facility and stations improvements can be funded to support freight or passenger service. **Passenger rail service** spanning two or more counties is eligible for project selection in the Regional Impact category and other passenger rail service inside a County can be funded through the Division Needs category.

Project Eligibility Requirements

Rail Projects

For consideration on the List of New Project Submittals:

- Identified projects will be shared with the NCDOT Rail Division and approved based on inclusion into Statewide or Regional rail plans or other adopted transportation plans.

Submission and Scoring Methodology

Up to five new projects were able to be submitted through the RPO. The NCDOT Rail division held a Statewide meeting on November 12th to develop a first draft of project submissions into SPOT 3.0.

NCDOT Rail (Track and Structures) Data Driven Criteria Summary

Funding Category	Quantitative Data
Statewide (Freight Only)	<p>Benefit/Cost = 20%</p> <ul style="list-style-type: none"> Benefits associated with emissions savings, fuel savings, travel time savings divided by the project cost to the state <p>Economic Competitiveness = 10%</p> <ul style="list-style-type: none"> High-level relative measure of the anticipated statewide benefits of project improvements in numbers of jobs <p>Capacity/Congestion = 15%</p> <ul style="list-style-type: none"> Percentage that the existing track segment is over-capacity <p>Safety = 15%</p> <ul style="list-style-type: none"> Crash potential for railroad/highway at-grade crossings <p>Accessibility = 10%</p> <ul style="list-style-type: none"> Measures the potential for new or improved accessibility to rail service for industries by a freight rail project <p>Connectivity = 10%</p> <ul style="list-style-type: none"> Values projects on strategic corridors, military, ports, intermodal and transload traffic <p>Mobility = 20%</p> <ul style="list-style-type: none"> Measures either the change in percentage of available capacity or travel time savings provided by project <p>Total = 100%</p>
Regional Impact (Freight / Passenger)	<p>Benefit/Cost = 10% (freight/passenger)</p> <ul style="list-style-type: none"> Benefits associated with emissions savings, fuel savings, travel time savings divided by the project cost to the state <p>Capacity/Congestion = 15% (freight) / 25% (passenger)</p> <ul style="list-style-type: none"> Percentage that the existing track segment is over-capacity <p>Safety = 15% (freight/passenger)</p> <ul style="list-style-type: none"> Crash potential for railroad/highway at-grade crossings <p>Accessibility = 10% (freight only)</p> <ul style="list-style-type: none"> Measures the potential for new or improved accessibility to rail service for industries by a freight rail project <p>Connectivity = 5 % (freight only)</p> <ul style="list-style-type: none"> Values projects on strategic corridors, carrying military, ports, intermodal and transload traffic <p>Mobility = 15% (freight) / 20% (passenger)</p> <ul style="list-style-type: none"> Measures either the change in percentage of available capacity or travel time savings provided by project <p>Total = 70%%</p>
Division Needs	<p>Same data as Regional Impact, but a total of 50%</p>

PART II -Local Points Assignment

The PTRPO has a pool of points to award to 1) Regional and 2) Division level projects; 1500 points are available in each category of projects. 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 RPO intends to assign the maximum allowed points (100) in Regional and Division levels based on rankings described below.

Local Input Point Assignment Procedures

1. Calculating Rankings

Piedmont Triad RPO staff will score all Projects according to the RPO approved criteria.

2. Rankings List Preparation and Distribution

Once all projects in each mode have been scored according to the qualitative and quantitative criteria for that mode, PTRPO staff will develop a ranked list of projects as a whole based on the outcome of the scoring. This ranked list of all projects in all modes will be used to develop the recommended point assignments.

3. Preliminary Distribution of SPOT Points Allowance

Regional Level (1500 Points Total)

- Highway: Top 14 Scoring Highway Projects will receive 100 points each
- Transit: Top Scoring Transit Project will receive 100 points
- If there are no transit or rail projects to score, the next ranking highway project will receive 100 points

Division Level (1500 Points Total)

- Highway: Top 5 Scoring projects will receive 100 points each
- Transit: Top 2 Scoring projects will receive 100 points each
- Aviation: Top Scoring Projects for each of the 3 airports will receive 100 points each
- Bike/Ped: Two of the top 5 Scoring Projects will receive 100 points each with at least one in NCDOT Division 7 and 8 respectively
- Flex Points: The remaining 300 points are designated as Flex Points to recognize projects that demonstrate significant need, yet did not receive local input points in other categories. Flex Points assignment varies according to need and circumstances. Rationale associated with point adjustments using Flex Points will be placed on the RPO website. The following list describes some of the circumstances in which Flex Points may be utilized:
 - Inter-jurisdictional projects that require coordination and negotiation with adjacent MPOs, RPOs, and NCDOT Divisions;
 - Projects which rank outside of the limits described for Highway, Bicycle & Pedestrian, and Aviation projects, yet demonstrate significant need and remain high priorities for local jurisdictions;
 - Projects which are determined feasible through discussions with local jurisdictions and NCDOT Division, yet their project feasibility is not easily quantified in the scoring process.

4. Final Points Assignment

The final point assignments will be made by the Piedmont Triad Transportation Advisory Committee (TAC) after review and recommendation by the Piedmont Triad RPO Technical Coordinating Committee (TCC) and after a public comment period and public hearing as per the PTRPO Public Participation Plan. *Any rationale for point assignments made by the TAC or via public input which deviate from this local methodology will be placed on the RPO website.*

Highway Quantitative Points

The following has been determined to be important in the selection of highway projects for prioritization within the RPO: Congestion, Accessibility, Freight, Economic Development, Environmental Justice, Safety and Local Qualitative Score.

Congestion - 10 Points Maximum

- Volume to capacity less than 0.5 – 0 Points;
- Volume to capacity btw 0.51 and 0.7 – 5 Points;
- Volume to capacity btw 0.71 and 1.0 – 10 Points

Accessibility - 10 Points Maximum

- Project doesn't provide access to or accommodate various modes of travel. Project doesn't Provide transit stops with sidewalks within ½ mile radius – 0 Points
- 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 – 10 Points

Freight - 10 Points Maximum

- Doesn't Improve access to airports, freight distribution facilities, or major commercial/industrial districts OR access and/or enhances freight movement to regional and national economic centers - 0 Points
- Improves access to airports, freight distribution facilities, or major commercial/industrial districts OR Improves access and/or enhances freight movement to regional and national economic centers – 5 Points
- Improves access to airports, freight distribution facilities, or major commercial/industrial districts AND Improves access and/or enhances freight movement to regional and national economic centers. -10 Points

Economic Development - 15 Points Maximum

- Doesn't improve access to existing employment centers or opens access to land zoned, or identified in development guides, for future employment – 0 Points
- Improves access to existing employment centers or opens access to land zoned, or identified in development guides, for future employment – 15 Points

Environmental Justice - 10 Points Maximum

- Project is not a benefit to Minority and Low-Income (MLI) populations or has impacts on existing homes and businesses. – 0 Points
- Project is a benefit to Minority and Low-Income (MLI) populations and has little or no impact to existing homes and businesses – 5 Points
- Project is a significant benefit to Minority and Low-Income (MLI) populations and has no impact to existing homes and businesses – 10 Points

Safety -15 Points Maximum

The SPOT online tool has created a safety score based on crash rates, severity and density.

- SPOT safety points less than 30 – 0 Points
- SPOT safety points btw 31-50 – 5 Points
- SPOT safety points btw 51-65 – 10 Points

- SPOT safety points btw 66-80+ - 15 Points

Highway Qualitative Points

Local Priority - 30 Points Maximum

Each local jurisdiction may recommend assigning 30 points to the RPO TAC. This can be assigned by TAC representatives or letter(s) from the lead administrative official from all jurisdictions involved in the project.

Piedmont Triad RPO Qualitative and Quantitative Criteria - Highway

Points*	0 points	5 points	10 points	15 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 1.0	
Accessibility (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.	
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 regional and national economic centers.	Improves access to airports, freight distribution facilities, or major commercial/industrial districts OR Improves access and/or enhances freight movement to regional and national economic centers.	Improves access to airports, freight distribution facilities, or major commercial/industrial districts AND Improves access and/or enhances freight movement to regional and national economic centers.	
Economic Development (15 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 or has impacts on 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 (15 Max)	SPOT safety points less than 30	SPOT safety points btw 31-50	SPOT safety points btw 51-65	SPOT safety points btw 66-80+
Local Priority (30 Max)	Five highway projects from each County are eligible to receive 30 points each based upon their overall priority to local jurisdictions. The factors for project selection include perceived safety, congestion, connectivity, economic development, and community impact. The points are assigned as a lump sum of 40 points to each project.			

Total possible points are 100. If two projects are tied with local PTRPO scores, then the following considerations will be made to break the tie. The 'cost of the project' (lower cost is better) the first additional consideration and 'comprehensive (or related) transportation plan consistency' is the second additional consideration.

Bicycle and Pedestrian Quantitative Points

The following has been determined to be important in the selection of bicycle and pedestrian projects for prioritization within the RPO: safety, connectivity, plan consistency, and jurisdictional collaboration. These criteria are described in more detail below.

Safety/Crash Exposure – 25 points maximum

- Pedestrian project (sidewalks, crosswalks) on a roadway with a reported pedestrian-related crash in the last five years – 25 points OR
- Pedestrian corridor project on a road that does not currently have any sidewalks and high vehicle AADT on roadway (0-2,500 AADT no points, 2501-5,000 AADT 10 points, 5,001-10,000 AADT 15 points or 10,000+ AADT 25 points) OR
- Project adds crossing improvements on a road – and high vehicle AADT on roadway (0-2,500 AADT no points, 2501-5,000 AADT 10 points, 5,001-10,000 AADT 15 points or 10,000+ AADT 25 points)
- On-road bicycle project (bike lanes, wide outside lanes, paved shoulders, shared lane markings) on a roadway with a reported bicycle-related crash in the last five years – 25 points
- Project adds on-road bicycle facility – and high vehicle AADT on roadway (0-2,500 AADT no points, 2501-5,000 AADT 10 points, 5,001-10,000 AADT 15 points or 10,000+ AADT 25 points) OR
- Off-road greenway project that is accessible to pedestrians and/or bicyclists and is physically separated from a roadway – 25 points

Connectivity – 25 points maximum

- Projects that connect two previously disconnected (or inconveniently connected) sections of bicycle or pedestrian infrastructure (missing links) – 25 points
- Projects that connect neighborhoods with schools and/or colleges – 25 points
- Projects that are located in or provide a connection to a central business district, shopping center, park, hospital, or major employment center – 15 points
- All other projects – 0 points

Plan Consistency – 25 points maximum

- Project is identified in an adopted bicycle, pedestrian or greenway plan, or in a CTP – 25 points
- Project is identified in some other type of local plan or document (e.g. capital improvement plan – 10 points)
- Project is not identified in a plan – 0 points

Jurisdictional Collaboration – 25 points maximum

- Project involves funding participation from two or more local jurisdictions – 25 points
- Project involves planning or administrative cooperation between two or more local jurisdictions – 15 points
- Project involves planning or administrative cooperation with a foundation, other grant sources or organizations – 15 points
- All other projects – 0 points

Piedmont Triad RPO Qualitative and Quantitative Criteria - Bicycle and Pedestrian

Points*	0 points	10 points	15 points	25 points
Safety/Crash Exposure (25 Max) Choose Only One Row	No pedestrian or bike related crashes			Pedestrian or bike related crash in the last 5 years on roadway or parallel roadway
	Adds a project on a Roadway with 0-2,500 AADT	Roadway with 2501-5,000 AADT	Roadway with 5,001-10,000 AADT	Roadway with 10,000+ AADT 25 points
		Off-road greenway sidepath	Off-road greenway physically separated from roadway with no parallel roadway	
Connectivity (25 Max)	All other projects		Projects that are located in or provide a connection to a central business district, shopping center, park, hospital, or major employment center	Projects that connect two previously disconnected (or inconveniently connected) sections of bicycle or pedestrian infrastructure (missing links) OR Projects that connect neighborhoods with schools and/or colleges
Plan Consistency (25 Max)	Project is not identified in a plan	Project is identified in some other type of local plan or document (e.g. capital improvement plan)		Project is identified in an adopted bicycle, pedestrian or greenway plan, or in a CTP
Jurisdictional Collaboration (25 Max)	All other projects		Project involves planning or administrative cooperation between two or more local jurisdictions – OR with a foundation, other grant sources or organizations	Project involves funding from two or more local jurisdictions

Total possible points are 100. If two projects are tied with local PTRPO scores, the SPOT Bicycle and Pedestrian Score will be used to break the tie as necessary in the distribution of Local Points Assignment.

Aviation Quantitative Points

The following has been determined to be important in the selection of aviation projects for prioritization within the RPO: economic development, safety, cost of project and local support. These criteria are described in more detail below.

Economic Development - 15 points maximum

- Does not improve aircraft size capacity or space availability for based aircraft – 0 points
- Increases capacity for heavier aircraft and or increases space available for new based aircraft – 10 points
- Creates capacity for larger aircraft and or creates employment – 15 points

Safety - 15 points maximum

- No safety improvements – 0 points
- Improves safety requirements outside of the runway and taxiway areas - 5 points
- Improves taxiway/taxilane safety area grades and obstacle free zones – 10 points
- Improves required runway safety area grades and runway approach obstruction clearing – 15 points

Cost of Project - 15 points maximum

- Total Project Costs > 7 Million – 5 points
- Total Project Costs < 7 Million and > 3 Million – 10 points
- Total Project Costs < 3 Million – 15 points

Local Support - 15 points maximum

- Local Community supports the project impacts and construction costs (local match exceeding minimum by at least 25% of total project cost) – 15 points

Aviation Qualitative Points

RPO Qualitative Score --40 Points Maximum

Each local jurisdiction may recommend assigning 40 points to the RPO TAC. This can be assigned by TAC representatives or a letter from the lead administrative official from each jurisdiction.

Piedmont Triad RPO Qualitative and Quantitative Criteria - Aviation

Points	0 points	5 points	10 points	15 points
Economic Development (15 Max)	Does not improve aircraft size capacity or space availability for based aircraft.		Increases capacity for heavier aircraft and or increases space available for new based aircraft.	Creates capacity for larger aircraft and or creates employment.
Safety (15 Max)	No safety improvements	Improves safety requirements outside of the runway and taxiway areas.	Improves taxiway/taxilane safety area grades and obstacle free zones.	Improves required runway safety area grades and runway approach obstruction clearing.
Cost of Project (15 Max)	Total Project Costs > 7 Million		Total Project Costs < 7 Million and > 3 Million	Total Project Costs < 3 Million
Local Support (15 Max)				Local match exceeds the minimum requirement by at least 25% of project cost
Local Priority Score (40 Max)	Five aviation projects from each County are eligible to receive 40 points each based upon their overall priority to local jurisdictions. The factors for project selection include perceived safety, connectivity, economic development, and community impact. The points are assigned as a lump sum of 40 points to each project.			

Total possible points are 100. If two projects are tied with local PTRPO scores, the SPOT Online score will be used to break the tie as necessary in the distribution of Local Points Assignment.

Transit and Rail Quantitative Points

The SPOT 3.0 scores will be used to determine top projects for Transit and Rail. Please refer to the Local Points Assignment for how maximum local points will be assigned and distributed.

Piedmont Triad RPO Prioritization Policy Public Review

Upon approval by the TAC, the RPO will release the adopted prioritization policy for public review. The review opportunity will be sent by press release to local newspapers and listed on the RPO's website in accordance with the *Public Participation Plan*. Any public comments will be documented and shared with the TAC and Strategic Prioritization Office of Transportation.

Prioritization Process Timeline: 2013-2014

Part I: Identify Candidate Projects

- | | |
|---|-----------------------|
| • TAC Considers Policy on Identification of Projects for Evaluation by NCDOT | October 16 |
| • Conduct RPO Public Input Meetings (Round 1) | October 29-November 6 |
| • Aviation Projects Due to NCDOT | November 1 |
| • Transit FY 15 Projects Due to NCDOT | November 15 |
| • Transit FY 16-20 Project Due to NCDOT | November 29 |
| • TAC Approval of Project Submittal List | December 2013 |
| • Submit All Outstanding Projects to NCDOT | Jan. 21-Mar. 3, 2014 |

Part II: Assign Points & Final Rankings

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|--|-----------------------|
| • TAC Considers draft ranking and scoring process | April 2014 |
| • NCDOT Scores Released | May, 2014 |
| • Conduct RPO Public Input Meetings (Round 2) | May 2014 |
| • TAC Approval of priority rankings and scoring | June 2014 |
| • Ranked List out for Public Comment | June/July 2014 |
| • Submit Scored Projects to NCDOT | July 31, 2014 |

Adopted _____, 2014

Talmadge Baker, TAC Chair

Date

Jesse Day, Secretary

Date