



**PIEDMONT TRIAD**  
RURAL PLANNING ORGANIZATION

**Prioritization 4.0: Identification and Scoring of Projects for Prioritization Policy**

**Background**

The following policy is guided by the Strategic Transportation Investments (STI) law passed in 2013 (HB817 Session Law 2013-183). General information about STI is available here:

<http://www.ncdot.gov/strategictransportationinvestments/default.html>.

**About this Policy**

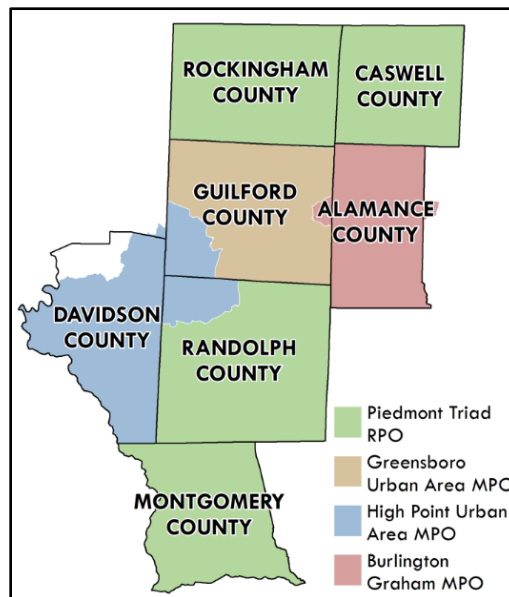
The policy is made up of two parts:

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

**Piedmont Triad RPO**

- Caswell County
- Montgomery County
- Randolph County
- Rockingham County



# Part 1 – Identification of Projects

## How are Projects Submitted and Scored at the State Level?

The Statewide Mobility category is 100% data driven. 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 is the **identification of projects** (Part 1) for evaluation and data driven scoring by NCDOT's Strategic Planning Office of Transportation (SPOT). The project submittal is guided by the following constraints:

### Aviation, Bike/Ped, Highway, Rail and Transit

- Submit up to 13 new projects **for each mode** not in the SPOT Database (*previously scored projects will already be in the database*)

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 before submittal window opens. NCDOT intends to return the RPO's scored projects according to the schedule released by the SPOT Office. 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 for the STIP out years.

Once the scores are returned, 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 before the Local Input Point window closes for points assignment.

### 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, 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.
- 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. The County TIP Committee will rank highway projects for consideration by the PTRPO TAC/TCC for scoring, 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   |
|---------------------------|---|
| <b>Statewide Mobility</b> | <p><b>Congestion = 30%</b></p> <ul style="list-style-type: none"> <li>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.)</li> </ul> <p><b>[Travel Time] Benefit/Cost = 25%</b></p> <ul style="list-style-type: none"> <li>Travel time savings the project is expected to provide over 30 years divided by the cost of the project to NCDOT</li> </ul> <p><b>Safety = 15%</b></p> <ul style="list-style-type: none"> <li>Evaluation of the number, severity, and frequency of crashes along the roadway</li> </ul> <p><b>Freight = 15%</b></p> <ul style="list-style-type: none"> <li>Measure of existing congestion along key military and truck routes, and routes that provide connections to transportation terminals</li> </ul> <p><b>Economic Competitiveness = 10%</b></p> <ul style="list-style-type: none"> <li>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</li> </ul> <p><b>Multimodal = 5%</b></p> <p><b>Total = 100% (0% Local Input)</b></p> |
| <b>Regional Impact</b>    | <p><b>Congestion = 20%</b></p> <ul style="list-style-type: none"> <li>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.)</li> </ul> <p><b>[Travel Time] Benefit/Cost = 20%</b></p> <ul style="list-style-type: none"> <li>Travel time savings the project is expected to provide over 30 years divided by the cost of the project to NCDOT</li> </ul> <p><b>Safety = 10%</b></p> <ul style="list-style-type: none"> <li>Evaluation of the number, severity, and frequency of crashes along the roadway</li> </ul> <p><b>Accessibility/Connectivity = 10%</b></p> <ul style="list-style-type: none"> <li>Three component formula using commute times by census tracts, upgrade of travel function of roadway, and Department of Commerce County Tier designations</li> </ul> <p><b>Freight = 10%</b></p> <p><b>Total = 70% (15% Division Rank + 15% RPO Rank)</b></p>  |
| <b>Division Needs</b>     | <p><b>Congestion = 15%</b></p> <ul style="list-style-type: none"> <li>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)</li> </ul> <p><b>[Travel Time] Benefit/Cost = 15%</b></p> <ul style="list-style-type: none"> <li>Travel time savings the project is expected to provide over 30 years divided by the cost of the project to NCDOT</li> </ul> <p><b>Safety = 10%</b></p> <ul style="list-style-type: none"> <li>Evaluation of the number, severity, and frequency of crashes along the roadway</li> </ul> <p><b>Accessibility/Connectivity = 5%</b></p> <p><b>Freight = 5%</b></p> <p><b>Total = 50% (25% Division Rank + 25% RPO Rank)</b></p>  |

# Public Transportation Projects

## Project Types

### General Information

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.

### **Submission and Scoring Methodology**

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.

## NCDOT Public Transportation Data Driven Criteria Summary

| Funding Category   | <u>Public Transit Scoring (Expansion)</u> Quantitative Data   |
|--|---|
| <p><b>Regional Impact Total = 70%</b><br/><br/>(30% Local Input)</p> | <p><b>Cost Effectiveness = 20%</b></p> <ul style="list-style-type: none"> <li>Assesses the projected ridership for the life of the expansion vehicle relative to the cost of the vehicle to the state.</li> </ul> <p><b>Access = 10%</b></p> <ul style="list-style-type: none"> <li>Considers the availability of the vehicle fleet for passenger service.</li> </ul> <p><b>Impact = 20%</b></p> <ul style="list-style-type: none"> <li>Considers the relative impact of the proposed service measured by the total of expected trips divided by existing trips.</li> </ul> <p><b>System Safety = 5%</b></p> <ul style="list-style-type: none"> <li>Compares system safety statistics to the national average.</li> </ul> <p><b>Market Share = 15%</b></p> <ul style="list-style-type: none"> <li>Effectiveness of the transit system with the proposed new trips.</li> </ul>                             |
| <p><b>Division Needs Total = 50%</b><br/><br/>(50% Local Input)</p>  | <p><b>Cost Effectiveness = 15%</b></p> <ul style="list-style-type: none"> <li>Assesses the projected ridership for the life of the expansion vehicle relative to the cost of the vehicle to the state.</li> </ul> <p><b>Access = 5%</b></p> <ul style="list-style-type: none"> <li>Considers the availability of the vehicle fleet for passenger service.</li> </ul> <p><b>System Safety = 5%</b></p> <ul style="list-style-type: none"> <li>Compares system safety statistics to the national average.</li> </ul> <p><b>Impact = 15%</b></p> <ul style="list-style-type: none"> <li>Considers the relative impact of the proposed service measured by the total of expected trips divided by existing trips.</li> </ul> <p><b>Market Share = 10%</b></p> <ul style="list-style-type: none"> <li>Effectiveness of the transit system with the proposed new trips.</li> </ul>                              |
| Funding Category   | <u>Public Transit Scoring (Facility – Passenger)</u> Quantitative Data  |
| <p><b>Regional Impact Total = 70%</b><br/><br/>(30% Local Input)</p> | <p><b>Impact = 20% (split with Age)</b></p> <ul style="list-style-type: none"> <li>Relative impact of the proposed expansion or new facility compared to the existing facilities. Measures improvement to current system performance.</li> </ul> <p><b>Age (Non-expansion projects) = 20% (split with Impact)</b></p> <ul style="list-style-type: none"> <li>Compares the age of facility to the useful life based on definitions provided by Ernst &amp; Young and FTA.</li> </ul> <p><b>Cost Effectiveness = 20%</b></p> <ul style="list-style-type: none"> <li>Effectiveness of state dollar output.</li> </ul> <p><b>Market Share = 15%</b></p> <ul style="list-style-type: none"> <li>Effectiveness of the transit system with the proposed new trips.</li> </ul> <p><b>Ridership Growth = 15%</b></p> <ul style="list-style-type: none"> <li>Examines a transit system's need to expand.</li> </ul> |
| <p><b>Division Needs Total = 50%</b><br/><br/>(50% Local Input)</p>  | <p><b>Impact = 15% (split with Age)</b></p> <ul style="list-style-type: none"> <li>Relative impact of the proposed expansion or new facility compared to the existing facilities. Measures improvement to current system performance.</li> </ul> <p><b>Age (Non-expansion projects) = 15% (split with Impact)</b></p> <ul style="list-style-type: none"> <li>Compares the age of facility to the useful life based on definitions provided by Ernst &amp; Young and FTA.</li> </ul> <p><b>Cost Effectiveness = 15%</b></p> <ul style="list-style-type: none"> <li>Effectiveness of state dollar output.</li> </ul> <p><b>Market Share = 10%</b></p> <ul style="list-style-type: none"> <li>Effectiveness of the transit system with the proposed new trips.</li> </ul> <p><b>Ridership Growth = 10%</b></p> <ul style="list-style-type: none"> <li>Examines a transit system's need to expand.</li> </ul> |

| <b>Funding Category</b>  | <b>Public Transit Scoring (Facility – Administrative/Maintenance/Operations) Quantitative Data</b>  |
|--|---|
| <b>Regional Impact Total = 70%</b><br><br><b>(30% Local Input)</b> | <b>Impact = 20% (split with Age)</b> <ul style="list-style-type: none"> <li>Relative impact of the proposed expansion or new facility compared to the existing facilities.</li> </ul> <b>Age (Non-expansion projects) = 20% (split with Impact)</b> <ul style="list-style-type: none"> <li>Compares the age of facility to the useful life based on definitions provided by Ernst &amp;Young and FTA.</li> </ul> <b>Cost Effectiveness = 20%</b> <ul style="list-style-type: none"> <li>Effectiveness of state dollar output.</li> </ul> <b>Market Share = 15%</b> <ul style="list-style-type: none"> <li>Effectiveness of the transit system with the proposed new trips.</li> </ul> <b>Ridership Growth = 15%</b> <ul style="list-style-type: none"> <li>Examines a transit system's need to expand.</li> </ul> |
| <b>Division Needs Total = 50%</b><br><br><b>(50% Local Input)</b>  | <b>Impact = 20% (split with Age)</b> <ul style="list-style-type: none"> <li>Relative impact of the proposed expansion or new facility compared to the existing facilities.</li> </ul> <b>Age (Non-expansion projects) = 20% (split with Impact)</b> <ul style="list-style-type: none"> <li>Compares the age of facility to the useful life based on definitions provided by Ernst &amp;Young and FTA.</li> </ul> <b>Cost Effectiveness = 15%</b> <ul style="list-style-type: none"> <li>Effectiveness of state dollar output.</li> </ul> <b>Market Share = 10%</b> <ul style="list-style-type: none"> <li>Effectiveness of the transit system with the proposed new trips.</li> </ul> <b>Ridership Growth = 10%</b> <ul style="list-style-type: none"> <li>Examines a transit system's need to expand.</li> </ul> |

## 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 13 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

Proof of local support is needed if submitted to NCDOT with local input points. 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**

| <b>Funding Category</b> | <b>Quantitative Data</b>  |
|-------------------------|---|
| <b>Division Needs</b>   | <p><b>Access = 10%</b></p> <ul style="list-style-type: none"><li>• 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.</li></ul> <p><b>Safety = 15%</b></p> <ul style="list-style-type: none"><li>• This criterion uses bicycle and pedestrian crash data and speed limit information along project corridors to determine the existing safety need.</li></ul> <p><b>Demand = 10%</b></p> <ul style="list-style-type: none"><li>• 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.</li></ul> <p><b>Connectivity = 10%</b></p> <ul style="list-style-type: none"><li>• Score per each SIT, based on degree of bike/ped separation from roadway, ADA compliance, and connectivity to a similar or better project type.</li></ul> <p><b>Cost Effectiveness = 5%</b></p> <ul style="list-style-type: none"><li>• This criterion adds the Safety, Access, Demand, and Connectivity scores together to create a combined benefit score, and then the benefit is divided into the cost of the project to NCDOT.</li></ul> <p><b>Total = 50%</b></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

### NCDOT Aviation Data Driven Criteria Summary

| Funding Category      | Quantitative Data   |
|-----------------------|---|
| <b>Division Needs</b> | <p><b>NCDOA Project Rating = 25%</b><br/>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> <p><b>FAA Airport Capital Improvement Plan = 10%</b><br/>Federal Aviation Administration Airport Capital Improvement Plan (ACIP) Rating</p> <p><b>Non=State Contribution Index = 5%</b><br/>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> <p><b>Benefit Cost = 10%</b><br/>Measures total economic contribution</p> <p><b>Total = 50%</b></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

### NCDOT Rail (Track and Structures) Data Driven Criteria Summary

| Funding Category   | Quantitative Data  |
|--|--|
| <b>Statewide<br/>(Freight<br/>Only)</b>                  | <p><b>Cost Effectiveness = 35%</b></p> <ul style="list-style-type: none"> <li>Takes into account return on investment (ROI) and long-term job creation for project scoring, and incorporates the P3.0 Benefit-Cost and Economic Competitiveness criteria.</li> </ul> <p><b>System Health = 35%</b></p> <ul style="list-style-type: none"> <li>Incorporates P3.0 Capacity/Congestion, Accessibility, and Connectivity criteria, and reflects Cambridge global and rail recommendations.</li> </ul> <p><b>Safety and Suitability = 20%</b></p> <ul style="list-style-type: none"> <li>Represents the P3.0 Safety criterion, and is based on the Rail Division's FHWA-approved Investigative Index that measures crash potential at-grade crossings.</li> </ul> <p><b>Project Support = 10%</b></p> <ul style="list-style-type: none"> <li>Leverages projects with alternative funding sources, and could include nonmonetary measures of local support as metrics are established.</li> </ul> <p><b>Total = 100%</b></p> |
| <b>Regional<br/>Impact<br/>(Freight /<br/>Passenger)</b> | <p><b>Cost Effectiveness = 25%</b></p> <ul style="list-style-type: none"> <li>Takes into account return on investment (ROI) and long-term job creation for project scoring, and incorporates the P3.0 Benefit-Cost and Economic Competitiveness criteria.</li> </ul> <p><b>System Health = 20%</b></p> <ul style="list-style-type: none"> <li>Incorporates P3.0 Capacity/Congestion, Accessibility, and Connectivity criteria, and reflects Cambridge global and rail recommendations.</li> </ul> <p><b>Safety and Suitability = 15%</b></p> <ul style="list-style-type: none"> <li>Represents the P3.0 Safety criterion, and is based on the Rail Division's FHWA-approved Investigative Index that measures crash potential at-grade crossings.</li> </ul> <p><b>Project Support = 10%</b></p> <ul style="list-style-type: none"> <li>Leverages projects with alternative funding sources, and could include nonmonetary measures of local support as metrics are established.</li> </ul> <p><b>Total = 70%</b></p>  |
| <b>Division<br/>Needs<br/>(Freight /<br/>Passenger)</b>  | <p><b>Cost Effectiveness = 20%</b></p> <ul style="list-style-type: none"> <li>Takes into account return on investment (ROI) and long-term job creation for project scoring, and incorporates the P3.0 Benefit-Cost and Economic Competitiveness criteria.</li> </ul> <p><b>System Health = 10%</b></p> <ul style="list-style-type: none"> <li>Incorporates P3.0 Capacity/Congestion, Accessibility, and Connectivity criteria, and reflects Cambridge global and rail recommendations.</li> </ul> <p><b>Safety and Suitability = 10%</b></p> <ul style="list-style-type: none"> <li>Represents the P3.0 Safety criterion, and is based on the Rail Division's FHWA-approved Investigative Index that measures crash potential at-grade crossings.</li> </ul> <p><b>Project Support = 10%</b></p> <ul style="list-style-type: none"> <li>Leverages projects with alternative funding sources, and could include nonmonetary measures of local support as metrics are established.</li> </ul> <p><b>Total = 50%</b></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 Regional Level 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 scoring Division Level transit project will receive 100 points.
- 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 400 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

A project will receive points with higher volume to capacity ratio.

### Project Time in STIP

A project will receive points if unfunded in previous STIP.

### Freight

A project will receive points if it improves access to airports, freight distribution facilities, or major commercial/industrial districts OR access and/or enhances freight movement to regional and national economic centers.

### Economic Development

A project will receive points if it improves access to existing employment centers or opens access to land zoned, or identified in development guides, for future employment.

### Environmental Justice

A project will receive points if it benefits Minority and Low-Income (MLI) populations.

### Safety

A project with a higher SPOT safety points will receive higher local points. The SPOT online tool has creates the safety score based on crash rates, severity and density.

### Project Costs (Division Needs)

A project will receive higher points if it cost lower than \$10 million.

## **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  
(Regional Impact)**

| <b>Points*</b>                             | <b>0 points</b>   | <b>5 points</b>   | <b>10 points</b>   | <b>15 points</b>                                | <b>20 points</b>              |
|--|---|---|--|---|-------------------------------|
| <b>Congestion<br/>(15 Max)</b>             | 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 or greater |                               |
| <b>Project Time in STIP<br/>(5 Max)</b>    | New submission for SPOT consideration   | Project in a previous STIP as unfunded  |  |   |                               |
| <b>Freight*<br/>(10 Max)</b>               | 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. |   |                               |
| <b>Economic Development*<br/>(10 Max)</b>  | 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.  |   |                               |
| <b>Environmental Justice*<br/>(10 Max)</b> | 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.  |   |                               |
| <b>Safety<br/>(20 Max)</b>                 | SPOT safety points less than 30   |   | SPOT safety points btw 31-50   | SPOT safety points btw 51-65                    | SPOT safety points btw 66-80+ |
| <b>Local Priority<br/>(30 Max)</b>         | 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 30 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. Bottom third of Regional Impact NCDOT Quantitative Scores will not be considered for local scoring, since the initial quantitative score is so low and not competitive with other projects for funding.

\* Freight – determined using existing freight rail lines and existing truck network; Economic Development – determined using employment center files created during Piedmont Together and GIS file of land zoned for industrial development; Environmental Justice – determined using Piedmont Triad Environmental Justice report for census tracts above County average for minority or poverty levels using ACS 2006-2010 census tract data.

## Piedmont Triad RPO Qualitative and Quantitative Criteria – Highway (Division Needs)

| Points*   | 0 points  | 5 points  | 10 points  | 15 points                                       |
|---|---|---|--|---|
| <b>Congestion<br/>(15 Max)</b>                  | 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 or greater |
| <b>Project Time<br/>in STIP (5<br/>Max)</b>     | New submission for SPOT consideration   | Project in a previous STIP as unfunded  |  |   |
| <b>Freight*<br/>(10 Max)</b>                    | 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. |   |
| <b>Economic<br/>Development*<br/>(10 Max)</b>   | 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.  |   |
| <b>Environment<br/>al Justice*<br/>(10 Max)</b> | 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.  |   |
| <b>Safety<br/>(20 Max)</b>                      | SPOT safety points less than 30   | SPOT safety points btw 31-50  | SPOT safety points btw 51-65   | SPOT safety points btw 66-80+                   |
| <b>Project Cost<br/>(10 Max)</b>                | Cost is over \$10M  | Cost is between \$5M and 10M  | Cost is less than \$5M   |   |
| <b>Local Priority<br/>(20 Max)</b>              | Five highway projects from each County are eligible to receive 20 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 20 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. Bottom 20% of Division Needs NCDOT Quantitative Scores will not be considered for local scoring, since the initial quantitative score is so low and not competitive with other projects for funding.

\* Freight – determined using existing freight rail lines and existing truck network; Economic Development – determined using employment center files created during Piedmont Together and GIS file of land zoned for industrial development; Environmental Justice – determined using Piedmont Triad Environmental Justice report for census tracts above County average for minority or poverty levels using ACS 2006-2010 census tract data.

## **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

### Project Viability – 25 points maximum

- More than 50% of the ROW is publicly owned or available for the project and no major environmental constraints – 15 points
- More than 25% of the ROW is publicly owned or available for the project and no major environmental constraints – 10 points
- None of the ROW is publicly owned and has many environmental constraints – 0 points

### Project Costs – 15 points maximum

- Project costing between \$150,000 and \$250,000 – 15 points
- Project costing between \$250,001 and \$500,000 – 10 points
- Project more than \$500,000 or less than \$150,000 – 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  |
|--|--|--|--|--|
| <b>Safety/Crash Exposure (25 Max)</b><br>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   |  |
| <b>Connectivity (25 Max)</b>                                 | 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 |
| <b>Project Viability (15 Max)</b>                            | None of the ROW is publicly owned and has many environmental constraints | More than 25% of the ROW is publicly owned or available for the project and no major environmental constraints | More than 50% of the ROW is publicly owned or available for the project and no major environmental constraints   |  |
| <b>Project Cost (10 Max)</b>                                 | Greater than \$500,000 - or - less than \$150,000                        | \$250,001 to \$500,000   | \$150,000 to \$250,000   |  |
| <b>Jurisdictional Collaboration (25 Max)</b>                 | 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 - 20 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 – 15 points\*
- Creates capacity for larger aircraft and or creates employment – 20 points\*

\* Capacity and employment are usually gained through runway lengthening, runway strengthening, or hanger and/or terminal projects.

### Safety - 20 points maximum

- No safety improvements – 0 points
- Improves safety requirements outside of the runway and taxiway areas - 10 points
- Improves taxiway/taxilane safety area grades and obstacle free zones – 15 points
- Improves required runway safety area grades and runway approach obstruction clearing – 20 points

### Cost of Project - 15 points maximum

- Total Project Costs is greater than \$7 Million – 0 points
- Total Project Costs is less than 7 Million – 15 points

### Local Support - 5 points maximum

- Local Community supports the project impacts and construction costs (local match exceeding minimum by at least 25% of total project cost) – 5 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  | 20 points   |
|--------------------------------------|--|---|---|--|---|
| <b>Economic Development (20 Max)</b> | 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.                       |
| <b>Safety (20 Max)</b>               | 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. |
| <b>Cost of Project (15 Max)</b>      | Total Project Costs is greater than \$7 Million  |   |   | Total Project Costs is less than \$7 Million   |   |
| <b>Local Support (5 Max)</b>         |  | Local match exceeds the minimum requirement by at least 25% of project cost |   |  |   |
| <b>Local Priority Score (40 Max)</b> | 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 4.0 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: 2015-2016

#### Part I: Identify Candidate Projects

|  |                              |
|--|------------------------------|
| TCC Consideration of Project Submittal   | October 7, 2015              |
| TAC Approval of Project Submittal List   | October 21, 2015             |
| Submit All Outstanding Projects to NCDOT | October 19-November 25, 2015 |

#### Part II: Assign Points & Final Rankings

|  |                  |
|--|------------------|
| TAC Considers draft ranking and scoring process    | Feb 2016         |
| PTRPO Public Input Meetings for Project Ranking    | March-April 2016 |
| NCDOT Scores Released, Statewide Projects Selected | March 31 2016    |
| Regional Impact Points Assignment                  | April-May 2016   |
| Regional Impact Projects Selected                  | June-July 2016   |
| Division Needs Points Assigned                     | Aug-Sept. 2016   |
| Final P4.0 Scores Released                         | October 2016     |
| 2017-2027 Draft STIP Released                      | December 2016    |

Adopted \_\_\_\_\_, 2016

\_\_\_\_\_  
James Blake, TAC Chair

\_\_\_\_\_  
Date

\_\_\_\_\_  
Jesse Day, Secretary

\_\_\_\_\_  
Date