

DRAFT

PRIORITIZATION 5.0

PROJECT RANKING

METHODOLOGY



GREENSBORO

OAK RIDGE

PLEASANT GARDEN

SEDALIA

STOKESDALE

SUMMERFIELD

GUILFORD COUNTY



How to Make Comments

Instructions for making comments on the Project Ranking Methodology:

Please submit any written comments on the documents that you may have by Thursday, September 14th.

E-mail: guampo@greensboro-nc.gov

Mail: Attention: Lydia McIntyre
Greensboro Department of Transportation
P.O. Box 3136
Greensboro, NC 27402-3136

For additional information, please call Lydia McIntyre at: (336) 373-3117 or visit the MPO's website at: (<http://www.guampo.org>).

DRAFT



MPO Project Ranking Methodology

For NCDOT's Strategic Prioritization Process

Background

The Strategic Prioritization Process is the methodology NCDOT uses to rank and identify projects for the Transportation Improvement Program (TIP). The TIP includes a listing of transportation projects, their funding sources, and schedule for implementation. The Strategic Prioritization Process is a multi-modal process, in which highway, public transportation, bicycle and pedestrian, rail, and aviation project needs are evaluated. It is primarily performance-based and includes an evaluation of all modes as well as local input through the Greensboro Metropolitan Planning Organization (MPO) and NCDOT Division 7. The process was initiated in 2009 with Executive Order No.2 under NCDOT's Transportation Reform.

The first version of the Strategic Prioritization Process (Prioritization 1.0) was used to support development of the Fiscal Years 2012-2018 TIP. The second version (Prioritization 2.0), initiated in June 2011, supported development of the Fiscal Years 2014-2020 TIP. However, due to previous federal legislation (MAP-21) approval and a change in administration at the state level, the Fiscal Years 2014-2020 TIP was delayed and not approved by the Board of Transportation.

During 2012 and 2013, NCDOT worked with internal and external stakeholders to revamp the process, driven by House Bill 817, known as Strategic Transportation Investments (STI). The bill established funding tiers (statewide, regional, and division) and made allocations across all modes. State Highway Trust Fund and federal sources will be allocated between fiscal years 2020 and 2029 across the three tiers. Funds are intended for capital-related projects for all modes. Small scale operation and maintenance-related projects will not be evaluated under this process and will generally be funded through the State Highway Fund.

Prioritization 5.0 will be a primary input for the Fiscal Years 2020-2029 TIP. Prioritization is a multi-modal process, in which Highway, Public Transportation, Bicycle and Pedestrian, Rail, and Aviation project needs will be evaluated. The process will cover newly submitted project needs as well as projects that had been submitted under Prioritization 4.0, but which were funded or unfunded in FY 2023 or later.

In addition, Senate Bill 890 requires NCDOT to develop a process for approving local methodologies used by the MPOs and Rural Planning Organization (RPOs). Therefore all MPOs and RPOs must develop a local performance based process based on criteria outlined in House Bill 817 (STI). Public involvement is an important component to the development of the local methodologies used and providing local input through the Greensboro MPO and NCDOT Division 7. You may view more information on the Strategic Transportation Investments (STI) at <http://www.ncdot.gov/strategictransportationinvestments/default.html>.

Purpose

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

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

NCDOT will rank projects primarily based on quantitative data (i.e., congestion, safety, ridership, accessibility, but also consider qualitative data also known as local input. The local input, shown below for each tier, is evenly split between the MPO and the NCDOT Division 7 Office. The statewide tier projects are only scored quantitatively, therefore local input is only provided for projects included in the regional and division tiers.

TIER	Statewide	Regional	Division
QUANTITATIVE SCORING %	100	70	50
LOCAL INPUT SCORING %	N/A	30	50

***Note:** Projects in the statewide tier which are not awarded funding are also eligible to compete at the regional tier. This is also the case for regional tiered projects which may compete at the division tier if not funded. (Aviation projects will be the only exception to this rule.)*

MPO Project Ranking Process

The process proposed for use by the Greensboro Urban Area MPO for Prioritization 4.0 includes 6 key steps:

- 1) Identification of candidate projects
- 2) Evaluation of candidate projects
- 3) Submittal of local projects to NCDOT
- 4) Assignment of Local Points
- 5) Public Involvement
- 6) Submittal of local input to NCDOT

Step One: Identification of Candidate Projects

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

- Eligibility requirements;
- Relative need;
- Realistic potential for funding and implementation between FY 2020-2029.

The TCC and TAC will be requested to endorse the candidate project list before step two, the evaluation of candidate projects

Step Two: Evaluation of Candidate Projects

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

The Appendix, at the end of this document, includes the eligibility requirements set by the NCDOT, FHWA, and the MPO staff and NCDOT's scoring criteria is provided in the following order:

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

Step Three: Submittal of Local Projects to NCDOT

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

- **Roadway**- A total of 23 projects may be submitted. This total includes 14 new projects and 1 substitution for an existing project.
- **Public Transportation**- A total of 23 new public transportation projects can be submitted.
- **Bicycle and Pedestrian** – A total of 23 bicycle and pedestrian projects can be submitted.
- **Rail**- A total of 23 projects can be submitted.
- **Aviation** – A total of 23 new aviation projects can be submitted.

Staff will narrow down, if necessary, the project list for each mode based on the results of step two. This list will represent the *Recommended Project List* to be submitted to NCDOT by September 29th.

Step Four: Assignment of Local Points

The assignment of local points will be based on the results of NCDOT's quantitative scoring of the MPO's projects along with other factors like project readiness (i.e., completed feasibility study, implementable within first five years of the TIP), cost, available funding, relevant funding restrictions, & MPO priorities.

The MPO has 1800 points that can be allocated to projects across all modes by tier. Up to 100 points can be allocated to a single project. 1800 points each will be available for use at the Regional and Division Tiers.

The MPO is allowed local input or assignment of points at the Regional and Division Tiers. The MPO will use a 'Step Down One' approach for *unfunded* projects from the Statewide and Regional Tiers. This approach would allow unfunded Statewide projects to step down to the Regional Tier and unfunded Regional projects to step down to the Division Tier. *Aviation projects will be the only exception to this rule.*

This would result in the MPO assigning points to Statewide and Regional projects under the Regional Tier. Under the Division Tier, the MPO will be assigning points to Regional and Division Projects.

Assignment of local points will be based on a combination of quantitative and qualitative factors. *The factors have been weighted to reflect their relative importance.* Factors include:

Factor	Description	Weighted Percentage
Relative performance in NCDOT's quantitative scoring process	Projects ranked from highest to lowest into three tiers based on NCDOT's quantitative scoring.	40
Projects that support multi-modalism (<i>bicycle, pedestrian, transit, or freight</i>)	Projects on roadways with bicycle, pedestrian, and/ or transit accommodations in approved plan or design. Or projects on roadways with Interstate, US, or NC shields.	10
Identified on the MPO Priority List	TAC approved MPO Priority List includes Greensboro Urban Area priority projects for obtaining funding by mode.	15
Feasibility of obtaining funding and construction of project during fiscal years 2020-2029	Readiness of the project determined by the scope of the project and phases required and completed in the project development process.	15
Impact to local budget	Degree that local bond project will free up local bond dollars if funded by NCDOT.	10
Impact to economic development	Projects that support economic development.	10

The MPO will use a matrix to evaluate each project based on these factors. A color scheme *with assigned points* will be used to assess the projects relative performance under each factor. The color scheme will be defined as follows:

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

Factor	Color Scheme & Point Assignments
Relative performance in NCDOT's quantitative scoring process	Green will be assigned to projects in top tier; Yellow to those in second tier; and Red to those in bottom tier.
Projects that support multi-modalism (<i>bicycle, pedestrian, transit, or freight</i>)	Any project following into the above categories will receive a Green assignment all other projects will receive a Red assignment.
Identified on the MPO Priority List	Green will be assigned to projects identified on the list and all others will receive a Red assignment.
Feasibility of obtaining funding and construction of project during fiscal years 2018-2027	Green will be assigned to projects with designs completed or that will only require a Categorical Exclusion environmental document. Yellow will be assigned to projects with designs or environmental documents currently underway or have completed feasibility study. Red will be assigned to all other projects.
Impact to local budget	Green will be assigned to all projects currently on a member jurisdiction's Bond or Capital Improvement Project list. Yellow will be assigned to local roads currently not on a list. Red will be assigned to all other projects.
Impact to economic development	Green will be assigned to projects that support economic development plans in an adopted plan. Yellow will be assigned to projects that will support current economic development activity. Red will be assigned to all other projects.

Below is a sample of the project matrix:

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

The MPO will assign local input points based on the ranking and additional points needed to make it competitive in the Regional and Division Tiers based on the final rankings reflected in the matrix.

Step Five: Public Involvement

The Greensboro Urban Area MPO will follow its Public Participation Plan (PPP, available at www.guampo.org). The PPP was developed in consultation with community stakeholders and is a flexible framework for encouraging public participation on all MPO plans and studies. The projects being considered for funding in the FY 2020-2029 have a large geographic reach or impact. Therefore, this process will be conducted in accordance with Tier 2 of the PPP. In addition to the Tier 2 requirements, Tier 1 requirements must also be followed. The method of outreach under Tiers 1 and 2 include:

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

NCDOT will release a listing of projects funded for each tier over a series of months. As a result the MPO will be submitting local points twice during a five month period. The MPO will solicit public review and comments on the MPO Project Ranking Methodology and assignment of local points 1-5 months prior to final submittal to NCDOT in June 2017 (regional tier) and October 2017 (division tier). Comments will be summarized in a brief report and presented to the TCC and TAC for review. If necessary, the MPO will also document responses to the comments in the report.

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

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

MPO staff will submit the project assignment of Regional Local points to NCDOT as approved by the TAC by June 30, 2017, and Division Needs Points by October 31, 2017 . The final *Listings of Project Assignment of Local Points* will be available online at www.guampo.org. MPO staff will notify the public by email.

Draft listing of projects to be funded by NCDOT will be in the Draft MPO FY 2020-2029 Metropolitan Transportation Improvement Program (MTIP).

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

MPO Project Ranking Process Timeline

PHASE I: Identify Candidate Projects¹

- Jurisdiction’s Project Submittals due February-July 2017
- **MPO Evaluation of Candidate Projects²** **March- August 2017**
- **Public Review (Project List and MPO Methodology)⁵** **August- September 2017**
- TAC Approval of Recommended Project List/ MPO Methodology September 20, 2017
- **Submit New Projects to NCDOT³** **September 29, 2017**

PHASE II: Assign Local Points & Final Rankings

- **NCDOT Releases Scores & Draft Statewide Funded Projects** **March 31, 2018**
- **Draft Assignment of Local Points⁴** **April-June 2018**
- Develop Priority Project List May 2018
- **Public Meeting (MPO Assignment of Local Points)⁵** **May- June 2018**
- TAC Approval of Project Assignment of Local Points June 2018
- **Submit Regional Project Assigned Local Points to NCDOT⁶** **June 30, 2018**
- **NCDOT Releases Draft List of Funded Regional Projects** **August 31, 2018**
- **Submit Division Project Assigned Local Points to NCDOT⁶** **October 31, 2018**
- NCDOT Releases Draft FY 2020-2029 STIP January 2019

Note: Numbers 1-6 represent the key steps in the Process.

APPENDIX

MPO Ranking Methodology and Scoring Criteria

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

Roadway Projects

Project Types

Roadway Mobility

Roadway mobility projects increase roadway capacity to meet traffic demand and move traffic more efficiently. The MPO can submit a total of 23 new highway projects. Such projects must be identified in the 2040 Metropolitan Transportation Plan (MTP) to be eligible (though small intersection improvements are sometimes exempt). Examples include:

- Widen roadway;
- Construction of a new roadway (including relocation of existing roadway sections);
- Intersection improvements (*may need to be in the 2040 MTP; will be determine on a project by project basis*);
- Interchange construction or reconstruction; and
- Access management improvements.

Projects for implementation in **Fiscal Years 2019-2029** should be submitted.

Modernization Projects (*Not 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 (*may need to be in the 2040 MTP; will be determine on a project by project basis*);
- Upgrading to current design standards (including interstate standards); and

Roadway Infrastructure Health Projects (*Not Prioritized*)

Infrastructure health projects include maintenance, rehabilitation, bridge replacement, and related projects.

Roadway Safety Projects (*May No Prioritized, depends on project location*)

Roadway safety projects include a wide range of treatments in response to documented safety issues.

Project Eligibility Requirements

Roadway Projects

Required to be Considered for List of New Project Submittals

- Must be included in the 2040 MTP (Mobility projects only)
- Must be Functionally Classified route (Most Thoroughfare Plan routes are functionally classified)
- Preliminary Evaluation /Study Completed
 - ✓ Documents the problem or need, recommends an improvement, identifies constraints to implementation (optional), and documents public input (optional).
 - ✓ Helps define minimum problem statement required by NCDOT for all projects.

Required before a Project can Receive an MPO Rank for Submittal

- Local Support
 - ✓ Why → Proof of local support through:
 - Inclusion in adopted plan and/ or bond referendum
 - Or Council / Board Resolution of Support

The criteria below are exactly the same as NCDOT's criteria.

Scoring Criteria

Roadway

Tier	Criteria	MPO Local Input	Division Local Input
Statewide	<p>Benefit/Cost = 25%</p> <ul style="list-style-type: none"> Measurement of travel time savings and safety benefits the project is expected to provide over 10 years compared to the cost of the project to NCDOT. <p>Congestion = 30%</p> <ul style="list-style-type: none"> Measurement of the Peak ADT traffic volume on the roadway compared to the existing capacity of the roadway, weighted by the total traffic volume along the roadway. <p>Safety = 10%</p> <ul style="list-style-type: none"> Measurement of the number, severity, and frequency of crashes along the roadway. <p>Freight = 25%</p> <ul style="list-style-type: none"> Measurement of congestion along routes that provide connections to freight intermodal terminals and routes that have high truck volumes. <p>Economic Competitiveness = 10%</p> <p>Total = 100%</p>	--	--
Regional Impact	<p>Benefit/Cost = 20%</p> <ul style="list-style-type: none"> Measurement of travel time savings and safety benefits the project is expected to provide over 10 years compared to the cost of the project to NCDOT. <p>Congestion = 20%</p> <ul style="list-style-type: none"> Measurement of the Peak ADT traffic volume on the roadway compared to the existing capacity of the roadway, weighted by the total traffic volume along the roadway. <p>Safety = 10%</p> <ul style="list-style-type: none"> Measurement of the number, severity, and frequency of crashes along the roadway. <p>Accessibility/Connectivity = 10%</p> <ul style="list-style-type: none"> Measurement of county economic distress indicators and whether the project upgrades how the roadway functions. Goal of improving access to opportunity in rural and less-affluent areas and improving interconnectivity of the transportation network. <p>Freight = 10%</p> <ul style="list-style-type: none"> Measurement of congestion along routes that provide connections to freight intermodal terminals and routes that have high truck volumes. <p>Total = 70%</p>	15%	15%

<p>Division Needs</p>	<p>Benefit/Cost = 15%</p> <ul style="list-style-type: none"> • Measurement of travel time savings and safety benefits the project is expected to provide over 10 years compared to the cost of the project to NCDOT. <p>Congestion = 15%</p> <ul style="list-style-type: none"> • Measurement of the Peak ADT traffic volume on the roadway compared to the existing capacity of the roadway. <p>Safety = 10%</p> <ul style="list-style-type: none"> • Measurement of the number, severity, and frequency of crashes along the roadway. <p>Freight [+ Military] = 5%</p> <ul style="list-style-type: none"> • Measurement of congestion along routes that provide connections to freight intermodal terminals and routes that have high truck volumes. <p>Accessibility/Connectivity = 5%</p> <ul style="list-style-type: none"> • Measurement of county economic distress indicators and whether the project upgrades how the roadway functions. Goal of improving access to opportunity in rural and less-affluent areas and improving interconnectivity of the transportation network. <p>Total = 50%</p>	<p>25%</p>	<p>25%</p>
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Public Transportation Projects

Project Types

General Information

Only Major Capital projects that can be accomplished in **Fiscal Years 2019-2029** should be submitted. The MPO can submit a total of 23 new transit projects. Projects must have minimum cost of \$40,000. NCDOT requires only submitting projects that a local funding source has been identified.

Expansion Vehicles

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

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

Facilities

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

- Transit related facilities
- Park and Ride Lots
- Bus Shelters (*must be bundled along route corridors cost of \$40,00 or more and provide map of locations*)

Fixed Guideway

These project types are focused on transit service in which vehicles run along an established path at preset times.
Not Applicable at this time.

NCDOT Requirements: Must provide map of new routes/ routes with headway reduction, provide methodology for ridership data, map of bus shelters, feasibility studies for facility projects.

Project Eligibility Requirements

Public Transportation Projects

Submittal Requirements were not developed for the Public Transportation projects as the available federal funds are designated only for GTA, PART, and Guilford County. Only Capital projects will be scored and ranked.

However, NCDOT is requiring all projects submitted must have a designated local funding source for SFY 2019-2029.

The criteria below are exactly the same as NCDOT's criteria.

Scoring Criteria

Public Transit Scoring (Mobility/Vehicle)

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
Regional Impact	<p>Impact = 15%</p> <ul style="list-style-type: none"> Measurement of the number of existing and projected annual passenger trips compared to the number of existing passenger trips. <p>Demand/ Density = 20%</p> <ul style="list-style-type: none"> Measurement of the total existing trips and new trips divided by the service population. <p>Efficiency = 10%</p> <ul style="list-style-type: none"> Measurement of total existing and new trips divided total existing and new revenue hours per existing and new seats. <p>Cost Effectiveness = 25%</p> <ul style="list-style-type: none"> Measurement of additional trips divided by cost and lifespan of the project. <p>Total = 70%</p>	15%	15%
Division Needs	<p>Impact = 10%</p> <ul style="list-style-type: none"> Measurement of the number of existing and projected annual passenger trips compared to the number of existing passenger trips. <p>Demand/ Density = 10%</p> <ul style="list-style-type: none"> Measurement of the total existing trips and new trips divided by the service population. <p>Efficiency = 10%</p> <ul style="list-style-type: none"> Measurement of total existing and new trips divided total existing and new revenue hours per existing and new seats. <p>Cost Effectiveness = 20%</p> <ul style="list-style-type: none"> Measurement of additional trips divided by cost and lifespan of the project. <p>Total = 50%</p>	25%	25%

Public Transit Scoring (Passenger Facility, Bus Stops/ Shelters, Park and Ride Lots, Admin/ Maint.)

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
Regional Impact	<p>Impact = 20%</p> <ul style="list-style-type: none"> Measurement of the number of projected annual passenger trips compared to the number of existing passenger trips. <p>Demand/ Density = 10%</p> <ul style="list-style-type: none"> Measurement of the ridership growth trend for the previous 5 years (system). <p>Efficiency = 15%</p> <ul style="list-style-type: none"> Lookup table based on of total trips at the facility, square footage per employee, or number of vehicles per bay. <p>Cost Effectiveness = 25%</p> <ul style="list-style-type: none"> Measurement of additional trips divided by cost and lifespan of the project. <p>Total = 70%</p>	15%	15%
Division Needs	<p>Impact = 15%</p> <ul style="list-style-type: none"> Measurement of the number of projected annual passenger trips compared to the number of existing passenger trips. <p>Demand/ Density = 10%</p> <ul style="list-style-type: none"> Measurement of the ridership growth trend for the previous 5 years (system). <p>Efficiency = 10%</p> <ul style="list-style-type: none"> Lookup table based on of total trips at the facility, square footage per employee, or number of vehicles per bay. <p>Cost Effectiveness = 15%</p> <ul style="list-style-type: none"> Measurement of additional trips divided by cost and lifespan of the project. <p>Total = 50%</p>	25%	25%

Public Transit Scoring (Demand Response)

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
Regional Impact	<p>Impact = 15%</p> <ul style="list-style-type: none"> Measurement of the number of projected annual passenger trips compared to the number of existing passenger trips. <p>Demand/ Density = 10%</p> <ul style="list-style-type: none"> Measurement of total existing hours and additional hours divided by service population. <p>Efficiency = 10%</p> <ul style="list-style-type: none"> Utilization Ratio- number of vehicles in maximum service divided by number of vehicles in total fleet. <p>Cost Effectiveness = 15%</p> <ul style="list-style-type: none"> Measurement of additional trips divided by cost and lifespan of the project. <p>Total = 70%</p>	15%	15%
Division Needs	<p>Impact = 10%</p> <ul style="list-style-type: none"> Measurement of the number of projected annual passenger trips compared to the number of existing passenger trips. <p>Demand/ Density = 15%</p> <ul style="list-style-type: none"> Measurement of total existing hours and additional hours divided by service population. <p>Efficiency = 10%</p> <ul style="list-style-type: none"> Utilization Ratio- number of vehicles in maximum service divided by number of vehicles in total fleet. <p>Cost Effectiveness = 15%</p> <ul style="list-style-type: none"> Measurement of additional trips divided by cost and lifespan of the project. <p>Total = 50%</p>	25%	25%

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.

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.

The MPO can submit a total of 23 new pedestrian and bicycle projects to NCDOT.

Project Eligibility Requirements

Bicycle & Pedestrian Projects

Required to be considered for List of New Project Submittals

- Must be included in the 2040 MTP, CTP, 2015 BiPed, or a locally adopted plan
- Minimum Cost \$100,000
- Local Government Provide Local Match 20%
- Can receive reimbursement for ROW, preliminary engineering, and construction
- Do not have to have ROW when submit, but secured before receiving construction funding
- Preliminary Evaluation /Study Completed
 - ✓ Documents the problem or need, recommends an improvement, identifies constraints to implementation (optional), and documents public input (optional).
 - ✓ Helps define minimum problem statement required by NCDOT for all projects.

Required before a Project can Receive MPO Local Points for Submittal to NCDOT

- Local Support (only required if submitted to NCDOT as a ranked project)
 - ✓ Why → Proof of local support through:
 - Inclusion in adopted plan and/ or bond referendum
 - Or Council / Board Resolution of Support

The criteria below are exactly the same as NCDOT's criteria.

Bicycle and Pedestrian

Scoring Criteria

Bicycle & Pedestrian Scoring

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
Division Needs	<p>Safety = 15%</p> <ul style="list-style-type: none"> • Measurement of number of bicycle and/or pedestrian crashes, speed limit, crash severity and safety benefits to determine adequacy of safety for users of the project. <p>Access = 10%</p> <ul style="list-style-type: none"> • Measurement of the quantity and significance of destinations associated with the project as well as the distance to the primary destination. Measures benefit to the community as a result of constructing the project. <p>Demand = 10%</p> <ul style="list-style-type: none"> • Measurement of the density of population and employment within a walkable or bike-able distance of the project. Measures user benefit as a result of constructing the project. <p>Connectivity = 10%</p> <ul style="list-style-type: none"> • Measurement of the degree of bike/ped separation from the roadway, ADA compliance, and connectivity to a similar or better project type. <p>Cost Effectiveness = 5%</p> <ul style="list-style-type: none"> • Measurement of combined user benefits of Safety, Access, Demand, and Connectivity criteria compared to the cost of the project to NCDOT. <p>Total = 50%</p>	25%	25%

Rail Projects

Project Types

Track and Structure Projects *(Only rail lines crossing a county line are eligible)*

These projects include constructing sidings, double-tracks, grade separations, and curve realignments.

Freight Intermodal/ Intercity Passenger Service & Stations *(Only rail lines crossing a county line are eligible)* These projects include constructing or expanding intermodal, transload facilities, or intercity passenger stations. New or expanded intercity passenger service is also included.

The MPO can submit a total of 23 rail projects to NCDOT.

Project Eligibility Requirements

Rail Projects

Required to be considered for List of New Project Submittals

- Must be included in the 2040 MTP, CTP, **and** Traffic Separation Study or Feasibility Study
- Preliminary Evaluation /Study Completed
 - ✓ Documents the problem or need, recommends an improvement, identifies constraints to implementation (optional), and documents public input (optional).
 - ✓ Helps define minimum problem statement required by NCDOT for all projects.

Required before a Project can Receive MPO Local Points for Submittal to NCDOT

- Local Support (only required if submitted to NCDOT as a ranked project)
 - ✓ Why → Proof of local support through:
 - Inclusion in adopted plan and/ or bond referendum
 - Or Council / Board Resolution of Support

The criteria below are exactly the same as NCDOT's criteria.

Scoring Criteria

Rail Scoring (Track and Structures)

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
Statewide Mobility (Class I Freight On)	Benefit- Cost = 35% <ul style="list-style-type: none"> Measurement of monetized benefits compared to the project cost to NCDOT, and the jobs created for the region. System Opportunities = 15% <ul style="list-style-type: none"> Measurement of accessibility and connectivity provided by the project via vicinity to points of interest, improvements to statewide rail networks, or employment density and connections to other modes. Safety = 30% <ul style="list-style-type: none"> Measurement of potentially hazardous rail crossings. Capacity and Diversion = 10% <ul style="list-style-type: none"> Measurement of volume to capacity ratio and highway diversion. Economic Competitiveness= 10% <ul style="list-style-type: none"> Measurement of economic impact from project. Total = 100%	--	--
Regional Impact	Benefit- Cost = 25% <ul style="list-style-type: none"> Measurement of monetized benefits compared to the project cost to NCDOT, and the jobs created for the region. System Opportunities = 10% <ul style="list-style-type: none"> Measurement of accessibility and connectivity provided by the project via vicinity to points of interest, improvements to statewide rail networks Safety = 15% <ul style="list-style-type: none"> Measurement of potentially hazardous rail crossings. Capacity and Diversion = 10% <ul style="list-style-type: none"> Measurement of volume to capacity ratio and highway diversion. Economic Competitiveness= 10% <ul style="list-style-type: none"> Measurement of economic impact from project. Total = 70%	15%	15%
Division Needs	Benefit-Cost = 10% <ul style="list-style-type: none"> Measurement of monetized benefits compared to the project cost to NCDOT, and the jobs created for the region. System Opportunities = 15% <ul style="list-style-type: none"> Measurement of accessibility and connectivity provided by the project via vicinity to points of interest, improvements to statewide rail networks Safety = 10% <ul style="list-style-type: none"> Measurement of potentially hazardous rail crossings. Capacity and Diversion = 10% <ul style="list-style-type: none"> Measurement of volume to capacity ratio and highway diversion. Economic Competitiveness= 5% <ul style="list-style-type: none"> Measurement of economic impact from project. Total = 50%	25%	25%

Note: Passenger Rail only eligible for Regional Impact and Division Needs.

Aviation Projects

Project Types

Commercial Service Airports (*Statewide*)

Large airports with international service or 375,000 enplanements. \$500,000 per airport per project per year. Projects may include, but are not limited to, runway rehabilitation, new equipment, taxiway extension, and land acquisition.

Commercial Service Airports (*Regional*)

Other airports with commercial or regional service and/or less than 375,000 enplanements. \$300,000 per airport per project per year. Projects may include, but are not limited to, runway rehabilitation, new equipment, taxiway extension, and land acquisition.

General Aviation Airports (*Division*)

Airports that do not provide services as defined above are included in this category. Projects may include, but are not limited to, runway rehabilitation, new equipment, taxiway extension, and land acquisition.

The MPO can submit 23 aviation projects to NCDOT.

Project Eligibility Requirements

Aviations Projects

Submittal Requirements were not developed for the Aviation projects. The MPO area has one airport, Piedmont Triad International Airport (PTIA), which is eligible to compete. It will compete under the Statewide Tier. Projects in the Statewide Tier are a 100% quantitatively scored.

Note: Only projects that exceed the system objectives or regulatory requirements for the airport's infrastructure should be submitted. And aviation projects must be submitted to the MPO to be entered in NCDOT's SPOT Online system. No projects are to be submitted to NCDOT's Aviation Branch for Prioritization 5.0.

The criteria below are exactly the same as NCDOT's criteria.

Aviation Projects

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
Statewide Mobility	<p>NCDOA Project Rating = 40%</p> <ul style="list-style-type: none"> Assigns point values based on priority and need of the project. Projects are prioritized and classified within NC Division of Aviation (NCDOA) established project categories from the NC Airports System Plan. <p>FAA ACIP Rating = 10%</p> <ul style="list-style-type: none"> Federal Aviation Administration (FAA) Airport Capital Improvement Plan (ACIP) Rating. Ratings based on critical airport development and capital needs within National Airspace System (NAS). <p>Non-State Contribution Index = 30%</p> <ul style="list-style-type: none"> Measurement of the project's Highway Trust funds compared to all other sources of project funding. Provides greater points for projects with a higher % of non-Highway Trust funding sources (i.e. local, federal, other state grants, or public-private funds). <p>Benefit/Cost = 20%</p> <ul style="list-style-type: none"> Measurement of the project's total economic contribution to 	--	--
Regional Impact	<p>NCDOA Project Rating = 30%</p> <ul style="list-style-type: none"> Assigns point values based on priority and need of the project. Projects are prioritized and classified within NC Division of Aviation (NCDOA) established project categories from the NC Airports System Plan. <p>FAA ACIP Rating = 5%</p> <ul style="list-style-type: none"> Federal Aviation Administration (FAA) Airport Capital Improvement Plan (ACIP) Rating. Ratings based on critical airport development and capital needs within National Airspace System (NAS). <p>Non-State Contribution Index = 20%</p> <ul style="list-style-type: none"> Measurement of the project's Highway Trust funds compared to all other sources of project funding. Provides greater points for projects with a higher % of non-Highway Trust funding sources (i.e. local, federal, other state grants, or public-private funds). <p>Benefit/Cost = 15%</p> <ul style="list-style-type: none"> Measurement of the project's total economic contribution to 	15%	15%

<p>Division Needs</p>	<p>NCDOA Project Rating = 25%</p> <ul style="list-style-type: none"> • Assigns point values based on priority and need of the project. Projects are prioritized and classified within NC Division of Aviation (NCDOA) established project categories from the NC Airports System Plan. <p>FAA ACIP Rating = 10%</p> <ul style="list-style-type: none"> • Federal Aviation Administration (FAA) Airport Capital Improvement Plan (ACIP) Rating. Ratings based on critical airport development and capital needs within National Airspace System (NAS). <p>Non-State Contribution Index = 5%</p> <ul style="list-style-type: none"> • Measurement of the project's Highway Trust funds compared to all other sources of project funding. Provides greater points for projects with a higher % of non-Highway Trust funding sources (i.e. local, federal, other state grants, or public-private funds). <p>Benefit/Cost = 10%</p> <ul style="list-style-type: none"> • Measurement of the project's total economic contribution to the 	<p>25%</p>	<p>25%</p>
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