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# PRIORITIZATION 6.0

## Project Ranking Methodology



# How to Make Comments

Instructions for making comments on the Project Ranking Methodology:

*Please submit all comments by April 9<sup>th</sup>. You may submit comments three ways:*

## 1. Online Survey

<https://www.surveymonkey.com/r/TransportationFundingProcess>

## 2. By Email

E-mail: [guampo@greensboro-nc.gov](mailto:guampo@greensboro-nc.gov)

## 3. By Mail

**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>).





# MPO Project Ranking Methodology

*For NCDOT's Strategic Prioritization Process*

## Introduction

### *Background*

NCDOT uses the Strategic Prioritization Process to rank and select projects for the Transportation Improvement Program (TIP). The TIP lists all state and federally funded transportation projects, and includes funding sources, and implementation schedules. The Strategic Prioritization Process is multi-modal, with highway, public transportation, bicycle and pedestrian, rail, and aviation project needs competing for funding. It is primarily performance-based and includes an evaluation of all modes as well as local input points assigned by the Greensboro Metropolitan Planning Organization (MPO) and NCDOT Division 7 and their counterparts across the state (including the other thirteen Divisions and MPOs and Rural Planning Organizations).

The Strategic Prioritization Process has its roots in 2009 with Executive Order No.2. The first version of the Strategic Prioritization Process (Prioritization 1.0) was used to support development of the FY 2012-2018 TIP. The second version (Prioritization 2.0), initiated in June 2011, supported development of the FY 2014-2020 TIP. However, due to the timing of federal surface transportation reauthorization (MAP-21) and per the direction of the new Governor, the FY 2014-2020 TIP was scrapped and was never approved by the Board of Transportation. Instead, the NCDOT kept the FY 2012-2018 in effect for a four year period as allowed under federal law.

In 2012, House Bill 817, the Strategic Transportation Investments (STI) Act, codified the prioritization process into state law and made a series of far reaching changes in the use of the State Highway Trust fund. This legislation consolidated most federal-aid and State Highway Trust Funds under the STI prioritization process and established funding categories (statewide, regional, and division) each with a set share of the overall STI budget. STI specified which roadways, railways, airports, and other modal facilities reside in which category, and also provided for projects not funded at their native category to cascade down for consideration in the lower category funding competitions. The STI also established what types of projects are eligible for STI funding and which are handled "off STI". STI funds are generally restricted to capital projects for all modes. Smaller scale operations, safety and most maintenance-related projects including bridge replacements and interstate resurfacings are evaluated and funded off-STI and are funded through the State Highway Fund and other sources.

The STI formalized and codified a Prioritization Work Group responsible for determining which criteria to use, how to measure them, and what the default weighting will be across the state at the Statewide, Regional, and Division Categories. NCDOT worked the Prioritization Work Group in establishing the criteria used under Prioritization 3.0 (FY 2016-2025 TIP), Prioritization 4.0 (FY 2018-2027 TIP) and Prioritization 5.0 (FY 2020-2029 TIP) and Prioritization 6.0.

Prioritization 6.0 will be a primary input for the FY 2023-2032 TIP. As in previous rounds, Prioritization 6.0 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 were submitted but not funded under Prioritization 5.0, or submitted and funded in FY 2026 or later.

A follow-up legislation to the STI, Senate Bill 890 requires NCDOT to develop a process for approving local methodologies used by the MPOs and Rural Planning Organization (RPOs). Therefore all MPOs and RPOs must develop a local performance-based process based on criteria outlined in House Bill 817 (STI). Public involvement is an important component to the development of the local methodologies used and providing local input through the Greensboro MPO and NCDOT Division 7. This document will fulfill those requirements. Public involvement will be held from March 9 to April 9, 2020. Comments are summarized in the Appendix B. MPO Transportation Advisory Committee approval is scheduled for the April 15, 2020 TAC meeting. NCDOT review and approval will be the last step. You may view more information on the Strategic Transportation Investments (STI) at <https://www.ncdot.gov/initiatives-policies/Transportation/stip/Pages/strategic-transportation-investments.aspx>.

### *Purpose*

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

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

After MPOs, RPOs, and Divisions across the state complete the project submittal process, NCDOT will evaluate and rank projects based on quantitative data (i.e., congestion, safety, ridership, accessibility). This will produce a rank ordered list based strictly on quantitative needs based scores. These ratings are expected to be released in February 2021 along with the draft Statewide Category project funding results.

The next step will be for the MPO and Division Engineer, and their counterparts across the state, to apply local input points at the Regional Category. NCDOT will then prepare a rank ordered list taking into account both the quantitative scores and the results of local input point assignments. NCDOT expects to release this list along with the draft Regional Category Project Funding results in July 2021.

Once the results of the Regional Category competition are announced, the MPO and Division will apply their local input points at the Division Category. NCDOT will then prepare a rank ordered list taking into account both the quantitative scores and the results of local input point assignments. The draft 2023-2032 STIP including the statewide, regional and division projects will be released in February 2022.

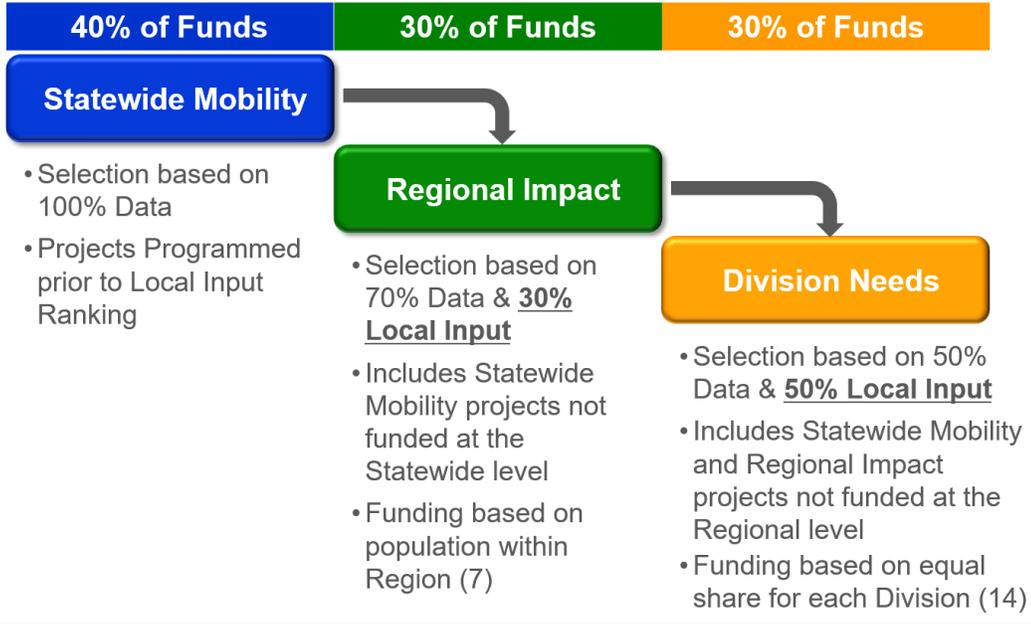
The local input, shown below for each category, is evenly split between the MPO and the NCDOT Division 7 Engineer. As noted above, the statewide category projects are only scored quantitatively, therefore local input is only provided for projects included in the regional and division categories.

<b>FUNDING CATEGORY</b>	Statewide	Regional	Division
<b>QUANTITATIVE SCORING %</b>	100	70	50
<b>LOCAL INPUT SCORING %</b>	N/A	30	50
<b>TOTAL NUMBER OF MPO POINTS</b>	N/A	1800	1800

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

<b>STI Eligibility Definitions</b>			
<b>Mode</b>	<b>Statewide Mobility</b>	<b>Regional Impact</b>	<b>Division Needs</b>
Highway	<ul style="list-style-type: none"> <li>• Interstates (existing &amp; future)</li> <li>• NHS routes (July 1, 2012)</li> <li>• STRAHNET</li> <li>• ADHS Routes</li> <li>• Uncompleted Intrastate projects</li> <li>• Designated Toll Facilities</li> </ul>	Other US and NC Routes	All County (SR) Routes
Aviation	Large Commercial Service Airports (\$500K cap)	Other Commercial Service Airports not in Statewide (\$300K cap)	All Airports without Commercial Service (\$18.5M cap)
Bicycle-Pedestrian	N/A	N/A	All projects (\$0 state funds)
Public Transportation	N/A	Service spanning two or more counties (10% cap)	All other service, including terminals, stations and facilities
Ferry	N/A	Ferry expansion	Replacement vessels
Rail	Freight Capacity Service on Class I Railroad Corridors	Rail service spanning two or more counties not Statewide	Rail service not included on Statewide or Regional

Projects in the statewide category which are not awarded funding are also eligible to compete at the regional category. This is also the case for regional category projects which may compete at the division category if not funded. Aviation projects will be the only exception to this rule. The MPO's policy board (Transportation Advisory Committee) approved this decision under P 3.0. Aviation projects can cascade down to all categories under NCDOT's process.



**Total Score and Project Ranking Approach**

***MPO Project Ranking Process***

The process proposed for use by the Greensboro Urban Area MPO for Prioritization 6.0 includes 6 key steps:

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

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

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

- Eligibility requirements;
- Relative need;
- Realistic potential for funding and implementation between FY 2023-2032.

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.

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

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

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

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

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

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

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

The MPO has 1800 points to allocate to projects across all modes for both the Regional and Division categories. Up to 100 points can be allocated to a single project. The MPO will base its assignment of local points on the results of NCDOT's quantitative scoring of the MPO's projects along with other factors described below 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 assigns points at both the Regional and Division Categories. The MPO will use a '*Project Cascading*' approach for *unfunded* projects from the Statewide and Regional Categories. This means that at the Regional Category, step down Statewide projects are eligible to compete and receive local input points. At the Division Category, step down Regional projects are eligible to compete and receive local input points. Statewide projects are not considered for local input points during the division needs competition per MPO policy. *Aviation projects do not step down, which will be the only exception to this rule.*

## Description of Criteria and Weights

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

Criteria	Description	Color Scheme & Point Assignments	Weighted Percentage
Relative performance in NCDOT's quantitative scoring process	Projects ranked from highest to lowest into three tiers based on NCDOT's quantitative scoring.	<b>Green</b> will be assigned to projects in top scoring tier; <b>Yellow</b> to those in second scoring tier; and <b>Red</b> to those in bottom scoring tier.	40
Projects that support multi-modalism ( <i>bicycle, pedestrian, transit, or freight</i> )	Projects on roadways with bicycle, pedestrian, and/ or transit accommodations in approved plan or design. Or projects on roadways with Interstate, US, or NC shields.	Any project following into the above categories will receive a <b>Green</b> assignment all other projects will receive a <b>Red</b> assignment.	10
Identified on the MPO Priority List	TAC approved MPO Priority List includes Greensboro Urban Area priority projects for obtaining funding by mode.	<b>Green</b> will be assigned to projects identified on the list and all others will receive a <b>Red</b> assignment.	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.	<b>Green</b> will be assigned to projects with designs completed or that will only require a Categorical Exclusion environmental document. <b>Yellow</b> will be assigned to projects with designs or environmental documents currently underway or have completed feasibility study. <b>Red</b> will be assigned to all other projects.	15
Impact to local budget	Degree that a project will free up local bond dollars if funded by NCDOT.	<b>Green</b> will be assigned to all projects currently on a member jurisdiction's Bond or Capital Improvement Project list. <b>Yellow</b> will be assigned to local projects currently not on a funding list. <b>Red</b> will be assigned to all other projects.	10
Impact to economic development	Projects that have a significant benefit supporting economic development.	<b>Green</b> will be assigned to projects that support adopted economic development plan (i.e., Comprehensive Plan, Chamber of Commerce, etc.). <b>Yellow</b> will be assigned to projects that will support current economic development activity. <b>Red</b> will be assigned to all other projects. Economic development is considered any projects that creates industrial, technology, warehousing, freight and logistics, aerospace, pharmaceutical, health care, and/or research oriented jobs.	10
<b>Total</b>			100

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

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

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

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

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

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

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

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

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

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

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

**Step Five: Schedule and Public Outreach**

The Greensboro Urban Area MPO will follow its Public Participation Plan (PPP, available at <http://www.greensboro-nc.gov/index.aspx?page=3569>). 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 2023-2032 period have a large geographic reach or impact. Therefore, this process will be conducted in accordance with Tier 2 of the PPP. In addition to the Tier 2 requirements, Tier 1 requirements must also be followed. The method of outreach under Tiers 1 and 2 include:

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

NCDOT will release a listing of projects funded for each category over a series of months. As a result, the MPO will submit local points twice during a five month period. The MPO will solicit public review and comments via survey (online and/or on-site), email and public meetings on the MPO Project Ranking Methodology and assignment of local points 1-5 months prior to final submittal to NCDOT in April 2021 (regional category) and September 2021 (division category). Comments will be summarized in a brief report and presented to the TCC and TAC for review. If necessary, the MPO will also document responses to the comments in the report.

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

**MPO Project Ranking Process Timeline**

<b>April 17, 2019</b>	MPO initiates project submittal process <sup>1</sup>
<b>July 2019</b>	BOT approves P 6.0 Criteria/ Weights
<b>November 27, 2019</b>	All Projects must be submitted to the MPO (including Aviation)
<b>December 20, 2019</b>	Existing Project Deletions and Modifications due to NCDOT

<b>December 2019 - February 2020</b>	MPO analysis and identify projects for submittal <sup>2</sup>
<b>March- April 2020</b>	Public Review <sup>5</sup>
<b>February 2020</b>	TAC and TCC review of <i>Draft List of Project Submittals</i>
<b>March 25, 2020</b>	MPO approval of <i>Draft List of Project Submittals</i> <sup>3</sup>
<b>October 2019-May 1, 2020</b>	SPOT Online available for Entering Projects
<b>February 2021</b>	Quantitative Scores and Draft list of Programmed Statewide Mobility Projects released
<b>March-May 28, 2021</b>	Regional Impact Local Input Point window opens for 3 months
<b>March May 2021</b>	MPO analysis and recommended local point assignment <sup>4</sup>
<b>March 2021</b>	Develop MPO Priority Project List
<b>April 2021</b>	Public Review (draft MPO Assignment of Local Points) <sup>5</sup>
<b>May 2021</b>	TAC Approval of Recommended Local Points
<b>May 28, 2021</b>	Submit Regional Project Assigned Local Points to NCDOT <sup>6</sup>
<b>July 2021</b>	Draft list of Programmed Regional Impact Projects released
<b>August-October 2021</b>	Division Needs Local Input Point window opens for 2 Months
<b>October 29, 2021</b>	Submit Division Project Assigned Local Points to NCDOT <sup>6</sup>
<b>February 2022</b>	2023-2032 Draft STIP released

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

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

MPO staff will submit the project assignment of Regional Local points to NCDOT as approved by the TAC in May 2021, and Division Needs Points by October, 2021. The final *Listings of Project Assignment of Local Points* will be available online at [www.guampo.org](http://www.guampo.org). MPO staff will notify the public by email.

A comprehensive Draft listing of projects to be funded by NCDOT will be in the Draft FY 2023-2032 State Transportation Improvement Program (STIP) expected to be released in February 2022. The MPO will then develop the Draft FY 2023-2032 Metropolitan Transportation Improvement Program (MTIP) for additional public review and comment.

**Materials Sharing**

Materials relevant to the P6.0 local input point assignment process will be available online at [www.guampo.org](http://www.guampo.org) and include:

- Link to the NCDOT STI Prioritization Resources website
- Adopted local input methodology document
- Highlights of schedule milestones, as well as specific public comment and public meeting schedules when available
- Preliminary and final local input point assignment sheet(s) (including record of deviations, as applicable)



# **APPENDIX A**

## **MPO Ranking Methodology and Scoring Criteria**

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

This section outlines the criteria, weights, and scoring process recommendations in accordance with the Strategic Transportation Investments law. Each mode is displayed with criteria and associated weights for the Statewide Mobility, Regional Impact, and Division Needs categories. Following the criteria and weights is a list of definitions for each criteria, specific to each mode.

Below is an example of how criteria (in any mode) are weighted to calculate a quantitative score, and how that score later combines with the Local Input to create a project's total score.

### Quantitative Score vs. Local Input

Funding Category	QUANTITATIVE		LOCAL INPUT	
	Data		Division	MPO/RPO
Statewide Mobility	Criteria 1 = 30% Criteria 2 = 25% Criteria 3 = 15% Criteria 4 = 10% Criteria 5 = 15% Criteria 6 = 5%	100%	--	--
Regional Impact	Criteria 1 = 20% Criteria 2 = 20% Criteria 3 = 10% Criteria 4 = 10% Criteria 5 = 10%	70%	15%	15%
Division Needs	Criteria 1 = 15% Criteria 2 = 15% Criteria 3 = 10% Criteria 4 = 5% Criteria 5 = 5%	50%	25%	25%

## 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 2045 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 2045 MTP; will be determine on a project by project basis*);
- Interchange construction or reconstruction; and
- Access management improvements.

Projects for implementation in **Fiscal Years 2023-2032** should be submitted.

#### Modernization Projects

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 2045 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 2045 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

## Roadway Criteria & Weights

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

### Mobility Projects (Roadway Widening, Intersection/Interchange Improvements, Access Management):

Statewide Mobility		Regional Impact		Division Needs	
30%	Congestion	20%	Benefit-Cost	15%	Benefit-Cost
25%	Benefit-Cost	20%	Congestion	15%	Congestion
25%	Freight	10%	Accessibility/Connectivity	15%	Safety
10%	Economic Competitiveness	10%	Freight	5%	Accessibility/Connectivity
10%	Safety	10%	Safety	0%	Freight
<b>Note:</b> The MPO approved using alternative criteria weights in coordination with Division 7 for roadway projects at the Division Category for Prioritization on September 20 <sup>th</sup> 2017.					

### Modernization Projects (Modernize Roadway, Upgrade Freeway to Interstate):

Statewide Mobility		Regional Impact		Division Needs	
25%	Freight	25%	Safety	20%	Safety
25%	Safety	10%	Freight	10%	Pavement Condition
20%	Paved Shoulder Width	10%	Lane Width	10%	Paved Shoulder Width
10%	Congestion	10%	Pavement Condition	5%	Freight
10%	Lane Width	10%	Paved Shoulder Width	5%	Lane Width
10%	Pavement Condition	5%	Congestion		

**Congestion:** Measurement of the traffic volume (accounting for seasonal traffic) on the roadway compared to the existing capacity of the roadway, weighted by the traffic volume (accounting for seasonal traffic) along the roadway.

**Benefit/Cost:** 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, and the amount of other/local funds compared to the total project cost.

**Freight:** Measurement of truck volume and truck percentage of total traffic on the roadway, and the degree the project is helping to complete a future interstate corridor (if applicable).

**Safety:** Measurement of the existing severity, frequency, and rate of crashes along the roadway and the safety benefits the project is expected to provide over 10 years.

**Economic Competitiveness:** Measurement of the estimated percent change in economic activity within the county and the percent change in the number of long term jobs that the project is expected to provide over 10 years.

**Accessibility/Connectivity:** Measurement of county economic distress indicators and the degree the project upgrades mobility of the roadway, with the goal of improving access to opportunity in rural and less-affluent areas and improving interconnectivity of the transportation network.

**Lane Width:** Measurement of lane width deficiencies compared to the NCDOT standard for each roadway facility type.

**Paved Shoulder Width:** Measurement of paved shoulder width deficiencies compared to the NCDOT standard for each roadway facility type.

**Pavement Condition:** Measurement of overall pavement condition using the NCDOT's pavement condition rating (PCR).

## Public Transportation Projects

### Project Types

#### General Information

Only Major Capital projects that can be accomplished in **Fiscal Years 2023-2032** 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 \$40,000 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 2023-2032.

## Public Transportation Criteria & Weights

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

### Mobility Projects

Statewide Mobility	Regional Impact		Division Needs	
(not eligible)	25%	Cost Effectiveness	20%	Cost Effectiveness
	20%	Demand/Density	10%	Demand/Density
	15%	Impact	10%	Efficiency
	10%	Efficiency	10%	Impact

**Impact:** Measurement of the trips generated and relieved by the project in 10 years.

**Demand/Density:** Measurement of the total trips along the project route in 10 years compared to the service area population for the project route.

**Efficiency:** Measurement of the total trips along the project route in 10 years compared to the total revenue seat hours of the project route in 10 years.

**Cost Effectiveness:** Measurement of the trips generated by the project in 10 years compared to the cost of the project to NCDOT (annualized by the lifespan of the project).

### Demand Response Projects

Statewide Mobility	Regional Impact		Division Needs	
(not eligible)	25%	Cost Effectiveness	15%	Cost Effectiveness
	20%	Demand/Density	15%	Demand/Density
	15%	Efficiency	10%	Efficiency
	10%	Impact	10%	Impact

**Impact:** Measurement of the trips generated by the project in 10 years.

**Demand/Density:** Measurement of the total operating hours of the system in 10 years compared to the service area population for the system.

**Efficiency:** Measurement of the number of vehicles in maximum service by the system compared to the total number of vehicles in the fleet (utilization ratio).

**Cost Effectiveness:** Measurement of the trips generated by the project in 10 years compared to the cost of the project to NCDOT (annualized by the lifespan of the project).

**Facility Projects**

Statewide Mobility	Regional Impact	Division Needs	
(not eligible)	(not eligible)	15%	Cost Effectiveness
		15%	Impact
		10%	Demand/Density
		10%	Efficiency

**Impact:** Measurement of the trips generated by the project in 10 years.

**Demand/Density:** Growth trend of ridership for the system over the previous 5 years.

**Efficiency:** Measurement of the total trips at the facility with the project in place (passenger facilities), the square footage per employee (administrative facilities), or the number of vehicles per bay (maintenance facilities).

**Cost Effectiveness:** Measurement of the trips generated by the project in 10 years compared to the cost of the project to NCDOT (annualized by the lifespan of the project).

## 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 2045 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

## Bicycle/Pedestrian Criteria & Weights

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

Statewide Mobility	Regional Impact	Division Needs	
(not eligible)	(not eligible)	20%	Safety
		15%	Accessibility/Connectivity
		10%	Demand/Density
		5%	Cost Effectiveness

**Safety:** Measurement of the number of bicycle and pedestrian crashes, severity of the crashes, crash risk based on existing surroundings, and safety benefit the project is expected to provide.

**Accessibility/Connectivity:** Measurement of the quantity of destinations near the project, the quantity of connections to existing or planned bicycle/pedestrian facilities, and whether the project improves or connects to a designated bicycle route.

**Demand/Density:** Measurement of the population and employment density within a walkable or bikeable distance of the project.

**Cost Effectiveness:** Measurement of total Safety, Accessibility/Connectivity, and Demand/Density criteria scores compared to the cost of the project to NCDOT.

## 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 2045 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

## Rail Criteria & Weights

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

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

Statewide Mobility		Regional Impact		Division Needs	
35%	Benefit-Cost	25%	Benefit-Cost	15%	System Opportunities
30%	Safety	15%	Safety	10%	Benefit-Cost
15%	System Opportunities	10%	Capacity and Diversion	10%	Capacity and Diversion
10%	Capacity and Diversion	10%	Economic Competitiveness	10%	Safety
10%	Economic Competitiveness	10%	System Opportunities	5%	Economic Competitiveness

**Benefit-Cost:** Measurement of monetized benefits compared to the cost of the project to NCDOT, and the amount of other/local funds compared to the total project cost.

**Safety:** Measurement of crash potential at highway/rail crossings, based on the NCDOT Rail Division's Investigative Index.

**System Opportunities:** Measurement of the project's degree of access to industrial/commercial development or nearby points of interest, and the degree of interaction between Rail and other modes.

**Capacity and Diversion:** Measurement of train volume compared to track capacity, and the amount of freight and/or passenger volumes diverted off highways by the project.

**Economic Competitiveness:** Measurement of the estimated number of full time jobs created in 20 years.

## 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

#### **Aviation 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 Category. Projects in the Statewide Category 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.

## Aviation Criteria & Weights

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

Statewide Mobility		Regional Impact		Division Needs	
40%	NCDOA Project Rating	30%	NCDOA Project Rating	25%	NCDOA Project Rating
30%	FAA ACIP Rating	15%	Benefit/Cost	10%	Benefit/Cost
20%	Benefit/Cost	15%	FAA ACIP Rating	10%	FAA ACIP Rating
10%	Constructability Index	10%	Constructability Index	5%	Constructability Index

**NCDOA Project Rating:** Scores projects based on project categories within the NC Airports System Plan, developed by the NCDOT Division of Aviation (DOA). Points are assigned based on priority and need of the project.

**FAA ACIP Rating:** Scores projects based on ratings within the Federal Aviation Administration (FAA) Airport Capital Improvement Plan (ACIP). Ratings are based on critical airport development and capital needs for the National Airspace System (NAS).

**Constructability Index:** Scores projects based on various measures of a project's readiness for construction.

**Benefit/Cost:** Measurement of a project's total economic contribution compared to the cost of the project to NCDOT, and the amount of other/local funds compared to the total project cost.