

PRIORITIZATION 5.0 SCORING FOR ALL MODES (WITH CRITERIA DEFINITIONS)

APPROVED BY THE BOARD OF TRANSPORTATION JUNE 29, 2017

Objective: The Board of Transportation approves the following P5.0 Workgroup recommendations in accordance with the Strategic Transportation Investments law.

Highway Scoring

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
Statewide Mobility	<p>Congestion = 30%</p> <ul style="list-style-type: none"> 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. <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, and the amount of other/local funds compared to the total project cost. <p>Freight = 25%</p> <ul style="list-style-type: none"> 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). <p>Safety = 10%</p> <ul style="list-style-type: none"> 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. <p>Economic Competitiveness = 10%</p> <ul style="list-style-type: none"> 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. <p>Total = 100%</p>	--	--
Regional Impact	<p>Congestion = 20%</p> <ul style="list-style-type: none"> 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. <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, and the amount of other/local funds compared to the total project cost. <p>Safety = 10%</p> <ul style="list-style-type: none"> 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. <p>Accessibility/Connectivity = 10%</p> <ul style="list-style-type: none"> 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. <p>Freight = 10%</p> <ul style="list-style-type: none"> 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). <p>Total = 70%</p>	15%	15%

Division Needs	<p>Congestion = 15%</p> <ul style="list-style-type: none"> • Measurement of the traffic volume (accounting for seasonal traffic) on the roadway compared to the existing capacity of the roadway. <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, and the amount of other/local funds compared to the total project cost. <p>Safety = 10%</p> <ul style="list-style-type: none"> • 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. <p>Accessibility/Connectivity = 5 %</p> <ul style="list-style-type: none"> • 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. <p>Freight = 5%</p> <ul style="list-style-type: none"> • 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). <p>Total = 50%</p>	<p>25%</p>	<p>25%</p>
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Note: Regions and/or Divisions may approve different criteria and weights for their respective areas.

Aviation Scoring

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"> 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.. <p>Non-State Contribution Index = 30%</p> <ul style="list-style-type: none"> Measurement of the project's federal, local, or private funding contributions compared to the requested state funds. <p>Benefit/Cost = 20%</p> <ul style="list-style-type: none"> Measurement of the project's total economic contribution compared to the cost of the project to NCDOT. <p>FAA ACIP Rating = 10%</p> <ul style="list-style-type: none"> 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). <p>Total = 100%</p>	--	--
Regional Impact	<p>NCDOA Project Rating = 30%</p> <ul style="list-style-type: none"> 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. <p>Non-State Contribution Index = 20%</p> <ul style="list-style-type: none"> Measurement of the project's federal, local, or private funding contributions compared to the requested state funds. <p>Benefit/Cost = 15%</p> <ul style="list-style-type: none"> Measurement of the project's total economic contribution compared to the cost of the project to NCDOT. <p>FAA ACIP Rating = 5%</p> <ul style="list-style-type: none"> 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). <p>Total = 70%</p>	15%	15%
Division Needs	<p>NCDOA Project Rating = 25%</p> <ul style="list-style-type: none"> 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. <p>Benefit/Cost = 10%</p> <ul style="list-style-type: none"> Measurement of the project's total economic contribution compared to the cost of the project to NCDOT. <p>FAA ACIP Rating = 10%</p> <ul style="list-style-type: none"> 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). <p>Non-State Contribution Index = 5%</p> <ul style="list-style-type: none"> Measurement of the project's federal, local, or private funding contributions compared to the requested state funds. <p>Total = 50%</p>	25%	25%

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 the number of bicycle and pedestrian crashes, speed limit of the roadway, severity of the crashes, and safety benefit the project is expected to provide. <p>Access = 10%</p> <ul style="list-style-type: none"> Measurement of the quantity and significance of destinations near the project as well as the distance to the primary destination. <p>Demand/Density = 10%</p> <ul style="list-style-type: none"> Measurement of the population and employment density within a walkable or bikeable distance of the project. <p>Connectivity = 10%</p> <ul style="list-style-type: none"> Measurement of the degree of separation between the project and the roadway, connectivity to a similar or better project type, and whether the project includes or connects to a national, state, or regional bicycle route. <p>Cost Effectiveness = 5%</p> <ul style="list-style-type: none"> Measurement of total Safety, Access, Demand/Density, and Connectivity criteria scores compared to the cost of the project to NCDOT. <p>Total = 50%</p>	25%	25%

Ferry Scoring

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
Regional Impact	<p>Capacity/Congestion = 20%</p> <ul style="list-style-type: none"> Measurement of the number of vehicles left behind at each departure compared to the total number of vehicles loaded and carried by the route. <p>Asset Condition = 15%</p> <ul style="list-style-type: none"> Measurement of the asset condition rating by the NCDOT Ferry Division. <p>Asset Efficiency = 15%</p> <ul style="list-style-type: none"> Measurement of the cost effectiveness of continued maintenance of the asset compared to replacement of the asset. <p>Benefits = 10%</p> <ul style="list-style-type: none"> Measurement of the monetized value of the number of hours saved by utilizing the ferry route instead of taking the shortest alternative roadway route. <p>Accessibility/Connectivity = 10%</p> <ul style="list-style-type: none"> Measurement of the number of jobs, services, and other points of interest near the project. <p>Total = 70%</p>	15%	15%
Division Needs	<p>Asset Condition = 15%</p> <ul style="list-style-type: none"> Measurement of the asset condition rating by the NCDOT Ferry Division. <p>Asset Efficiency = 15%</p> <ul style="list-style-type: none"> Measurement of the cost effectiveness of continued maintenance of the asset compared to replacement of the asset. <p>Benefits = 10%</p> <ul style="list-style-type: none"> Measurement of the monetized value of the number of hours saved by utilizing the ferry route instead of taking the shortest alternative roadway route. <p>Accessibility/Connectivity = 10%</p> <ul style="list-style-type: none"> Measurement of the number of jobs, services, and other points of interest near the project. <p>Total = 50%</p>	25%	25%

Public Transportation Scoring (Mobility / Route-Specific)

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
Regional Impact	<p>Cost Effectiveness = 25%</p> <ul style="list-style-type: none"> 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). <p>Demand/Density = 20%</p> <ul style="list-style-type: none"> Measurement of the total trips along the project route in 10 years compared to the service area population for the project route. <p>Impact = 15%</p> <ul style="list-style-type: none"> Measurement of the trips generated and relieved by the project in 10 years. <p>Efficiency = 10%</p> <ul style="list-style-type: none"> 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. <p>Total = 70%</p>	15%	15%
Division Needs	<p>Cost Effectiveness = 20%</p> <ul style="list-style-type: none"> 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). <p>Impact = 10%</p> <ul style="list-style-type: none"> Measurement of the trips generated and relieved by the project in 10 years. <p>Demand/Density = 10%</p> <ul style="list-style-type: none"> Measurement of the total trips along the project route in 10 years compared to the service area population for the project route. <p>Efficiency = 10%</p> <ul style="list-style-type: none"> 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. <p>Total = 50%</p>	25%	25%

Public Transportation Scoring (Demand-Response)

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
Regional Impact	<p>Cost Effectiveness = 25%</p> <ul style="list-style-type: none"> 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). <p>Demand/Density = 20%</p> <ul style="list-style-type: none"> Measurement of the total operating hours of the system in 10 years compared to the service area population for the system. <p>Efficiency = 15%</p> <ul style="list-style-type: none"> Measurement of the number of vehicles in maximum service by the system compared to the total number of vehicles in the fleet (utilization ratio). <p>Impact = 10%</p> <ul style="list-style-type: none"> Measurement of the trips generated by the project in 10 years. <p>Total = 70%</p>	15%	15%
Division Needs	<p>Cost Effectiveness = 15%</p> <ul style="list-style-type: none"> 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). <p>Demand/Density = 15%</p> <ul style="list-style-type: none"> Measurement of the total operating hours of the system in 10 years compared to the service area population for the system. <p>Efficiency = 10%</p> <ul style="list-style-type: none"> Measurement of the number of vehicles in maximum service by the system compared to the total number of vehicles in the fleet (utilization ratio). <p>Impact = 10%</p> <ul style="list-style-type: none"> Measurement of the trips generated by the project in 10 years. <p>Total = 50%</p>	25%	25%

Public Transportation Scoring (Facility)

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
Regional Impact	<p>Cost Effectiveness = 25%</p> <ul style="list-style-type: none"> 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). <p>Impact = 20%</p> <ul style="list-style-type: none"> Measurement of the trips generated by the project in 10 years. <p>Efficiency = 15%</p> <ul style="list-style-type: none"> 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). <p>Demand/Density = 10%</p> <ul style="list-style-type: none"> Growth trend of ridership for the system over the previous 5 years. <p>Total = 70%</p>	15%	15%
Division Needs	<p>Cost Effectiveness = 15%</p> <ul style="list-style-type: none"> 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). <p>Impact = 15%</p> <ul style="list-style-type: none"> Measurement of the trips generated by the project in 10 years. <p>Efficiency = 10%</p> <ul style="list-style-type: none"> 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). <p>Demand/Density = 10%</p> <ul style="list-style-type: none"> Growth trend of ridership for the system over the previous 5 years. <p>Total = 50%</p>	25%	25%

Rail Scoring

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
Statewide Mobility (Class I Freight Only)	<p>Benefit-Cost = 35%</p> <ul style="list-style-type: none"> 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. <p>Safety = 30%</p> <ul style="list-style-type: none"> Measurement of crash potential at highway/rail crossings, based on the NCDOT Rail Division's Investigative Index. <p>System Opportunities = 15%</p> <ul style="list-style-type: none"> 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. <p>Capacity and Diversion = 10%</p> <ul style="list-style-type: none"> Measurement of train volume compared to track capacity and the amount of freight and/or passenger volumes diverted off highways by the project. <p>Economic Competitiveness = 10%</p> <ul style="list-style-type: none"> Measurement of the estimated number of full time jobs created in 20 years. <p>Total = 100%</p>	--	--
Regional Impact	<p>Benefit-Cost = 25%</p> <ul style="list-style-type: none"> 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. <p>Safety = 15%</p> <ul style="list-style-type: none"> Measurement of crash potential at highway/rail crossings, based on the NCDOT Rail Division's Investigative Index. <p>System Opportunities = 10%</p> <ul style="list-style-type: none"> 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. <p>Capacity and Diversion = 10%</p> <ul style="list-style-type: none"> Measurement of train volume compared to track capacity and the amount of freight and/or passenger volumes diverted off highways by the project. <p>Economic Competitiveness = 10%</p> <ul style="list-style-type: none"> Measurement of the estimated number of full time jobs created in 20 years. <p>Total = 70%</p>	15%	15%
Division Needs	<p>System Opportunities = 15%</p> <ul style="list-style-type: none"> 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. <p>Benefit-Cost = 10%</p> <ul style="list-style-type: none"> 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. <p>Safety = 10%</p> <ul style="list-style-type: none"> Measurement of crash potential at highway/rail crossings, based on the NCDOT Rail Division's Investigative Index. <p>Capacity and Diversion = 10%</p> <ul style="list-style-type: none"> Measurement of train volume compared to track capacity and the amount of freight and/or passenger volumes diverted off highways by the project. <p>Economic Competitiveness = 5%</p> <ul style="list-style-type: none"> Measurement of the estimated number of full time jobs created in 20 years. <p>Total = 50%</p>	25%	25%

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

Normalization in P5.0

- Statewide Mobility (only) – No normalization, scores are stand-alone for comparison (Highway, Aviation, Freight Rail).
- Regional Impact & Division Needs – Allocate funds to Highway and Non-Highway modes based on minimum floor or %s.

Mode	Regional Impact	Division Needs
Highway	90% (minimum) (Region competition)	90% (minimum) (Division competition)
Non-Highway	4% (minimum) (Statewide competition)	4% (minimum) (2% Statewide competition, 2% Division competition)
Flex (All Modes)	6% (Region competition)	6% (Division competition)

Committed Projects – Not subject to re-evaluation in P5.0

Right-of-Way OR Construction date in 2018-2022 based on Final STIP (first 5 years of STIP)

Carryover Projects – Automatically carry over from P4.0 for evaluation in P5.0

- Programmed in the Final 2018-2027 STIP, but not considered a Committed Project
- Sibling of a programmed project
- Project has a NEPA document completed within the last 10 years or the NEPA document is actively being worked on

of Project Submittals for Each Mode

MPOs and RPOs

- Base of 12 submittals, plus:
 - One additional submittal for every 50,000 in population
 - One additional submittal for every 500 centerline miles

Divisions

- 14 submittals each

All submittals must be coordinated with associated MPOs, RPOs, and Divisions

of Local Input Points for Regional Impact and Division Needs Categories

- # of Points per Area = Base of 1,000 points + 100 additional points for every 50,000 in population
- Maximum 2,500 points per area
- Same allocation of points for Regional Impact and Division Needs categories
- 100 point max per project per category