

BOARD OF TRANSPORTATION RECOMMENDATIONS - PRIORITIZATION 3.0

SCORING CRITERIA, WEIGHTS, AND NORMALIZATION FOR ALL MODES

August 7, 2013

Objective: The Board of Transportation recommends to the Joint Legislative Transportation Oversight Committee the following recommendations resulting from the Strategic Transportation Investments Law signed by Governor McCrory on June 26, 2013.

Highway Scoring

Funding Category	Quantitative Data	Local Input	
		Division Rank	MPO/RPO Rank
Statewide Mobility	[Travel Time] Benefit/Cost = 30% Congestion = 30% Economic Competitiveness = 10% Safety = 10% <u>Multimodal [& Freight + Military] = 20%</u> Total = 100%	--	--
Regional Impact	[Travel Time] Benefit/Cost = 30% Congestion = 30% Safety = 10% Total = 70%	15%	15%
Division Needs	[Travel Time] Benefit/Cost = 20% Congestion = 20% Safety = 10% Total = 50%	25%	25%

Note: Divisions 1, 2, 3, 4 have approved different criteria and weights for their respective areas

Aviation Scoring

Funding Category	Quantitative Data	Local Input	
		Division Rank	MPO/RPO Rank
Statewide Mobility	NCDOA Project Rating = 40% FAA Airport Capital Improvement Plan = 40% Local Investment Index = 10% <u>Federal Investment Index = 10%</u> Total = 100%	--	--
Regional Impact	NCDOA Project Rating = 40% FAA Airport Capital Improvement Plan = 20% Local Investment Index = 5% <u>Federal Investment Index = 5%</u> Total = 70%	15%	15%
Division Needs	NCDOA Project Rating = 30% FAA Airport Capital Improvement Plan = 10% Local Investment Index = 5% <u>Volume/Demand Index = 5%</u> Total = 50%	25%	25%

Bicycle & Pedestrian Scoring

Funding Category	Quantitative Data	Local Input	
		Division Rank	MPO/RPO Rank
Division Needs	Access = 10% Constructability = 5% Safety = 15% Demand Density = 10% <u>Benefit/Cost = 10%</u> Total = 50%	25%	25%

Ferry Scoring

Funding Category	Quantitative Data	Local Input	
		Division Rank	MPO/RPO Rank
Regional Impact <i>(Note: all vessels are excluded from this category)</i>	Safety [Route Health Index] = 15% Benefit/Cost [Travel Time] = 15% Accessibility/Connectivity = 10% Asset Efficiency = 10% <u>Capacity/Congestion = 20%</u> Total = 70%	15%	15%
Division Needs	Safety [Route Health Index] = 15% Benefit/Cost [Travel Time] = 15% Accessibility/Connectivity = 10% <u>Asset Efficiency = 10%</u> Total = 50%	25%	25%

Public Transit Scoring (Expansion)

Funding Category	Quantitative Data	Local Input	
		Division Rank	MPO/RPO Rank
Regional Impact	Benefit/Cost = 45% Vehicle Utilization Data = 5% System Safety = 5% Connectivity = 5% <u>System Operational Efficiency = 10%</u> Total = 70%	15%	15%
Division Needs	Benefit/Cost = 25% Vehicle Utilization Data = 5% System Safety = 5% Connectivity = 5% <u>System Operational Efficiency = 10%</u> Total = 50%	25%	25%

Public Transit Scoring (Facilities)

Funding Category	Quantitative Data	Local Input	
		Division Rank	MPO/RPO Rank
Regional Impact	Age of Facility, Facility Demand, Park & Ride, Bus Shelter = 40% Benefit-Cost = 5% System Operational Efficiency = 5% <u>Facility Capacity = 20%</u> Total = 70%	15%	15%
Division Needs	Age of Facility, Facility Demand, Park & Ride, Bus Shelter = 30% Benefit-Cost = 5% System Operational Efficiency = 5% <u>Facility Capacity = 10%</u> Total = 50%	25%	25%

Public Transit Scoring (Fixed Guideway)

Funding Category	Quantitative Data	Local Input	
		Division Rank	MPO/RPO Rank
Regional Impact	Mobility = 20% Cost Effectiveness = 15% Economic Development = 20% <u>Congestion Relief = 15%</u> Total = 70%	15%	15%
Division Needs	Mobility = 15% Cost Effectiveness = 15% Economic Development = 10% <u>Congestion Relief = 10%</u> Total = 50%	25%	25%

Rail Scoring (Track and Structures)

Funding Category	Quantitative Data			Local Input	
		Freight	Passenger	Division Rank	MPO/RPO Rank
Statewide Mobility (Class I Freight Only)	Benefit/Cost = Econ. Comp. = Capacity/Congestion = Safety = Accessibility = Connectivity = Mobility = Total = 100%	20% 10% 15% 15% 10% 10% <u>20%</u>	--	--	--
Regional Impact (Freight & Passenger)	Benefit/Cost = Capacity/Congestion = Safety = Accessibility = Connectivity = Mobility = Total = 70%	10% 15% 15% 10% 5% <u>15%</u>	10% 25% 15% -- -- <u>20%</u> Total = 70%	15%	15%
Division Needs (Freight & Passenger)	Benefit/Cost = Capacity/Congestion = Safety = Accessibility = Connectivity = Mobility = Total = 50%	10% 10% 10% 5% 5% <u>10%</u>	10% 15% 10% -- -- <u>15%</u> Total = 50%	25%	25%

Rail Scoring (Freight Intermodal Facilities / Intercity Passenger Service & Stations)

Funding Category	Quantitative Data			Local Input	
		Freight	Passenger	Division Rank	MPO/RPO Rank
Regional Impact (Intercity Passenger Service Only)	Benefit/Cost = Capacity/Congestion = Connectivity = Mobility =	-- -- -- --	15% 25% 10% <u>20%</u> Total = 70%	15%	15%
Division Needs (Facilities/ Intercity Passenger Service & Stations)	Benefit/Cost = Capacity/Congestion = Connectivity = Mobility = Total = 50%	10% 15% 10% <u>15%</u>	10% 15% 10% <u>15%</u> Total = 50%	25%	25%

Normalization – BOT Recommendation

For Prioritization 3.0 Only (Initial Implementation of Strategic Transportation Investments)

- 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	Board of Transportation Recommendation	Historical Budgeted	Historical Expenditures
Highway	90% (minimum)	93%	96%
Non-Highway	4% (minimum)	7%	4%

*Note: Continue research with national experts
Conduct a statistical analysis of scores by an outside agency after all quantitative scores are completed in 2014. Request other normalization recommendations.
Incorporate research and analysis findings into Prioritization 4.0*