

CAMPO LAPP SCORING CRITERIA

Appendix VI

12-Aug-16

Criteria	Max Points	How it's scored																																																								
Highway Effectiveness <div style="border: 1px solid black; padding: 5px; width: fit-content;"> Project Phase Multiplier CON = 100% of Score ROW = 50% of Score PE/NEPA = 10% of Score </div>	50	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 5%; text-align: center;">10</td> <td style="width: 70%;">current volume/capacity on the existing facility, or for new location projects, the v/c on parallel facilities being improved (at the discretion of the LAPP Committee)</td> <td style="width: 25%; text-align: right;"> -V/C < .2 0 points -V/C < .4 2 points -V/C < .6 6 points -V/C < .8 8 points -V/C > .8 10 points </td> </tr> <tr> <td style="text-align: center;">20</td> <td>Benefit/Cost Travel Time Savings / LAPP Cost</td> <td style="text-align: right;">Scale to be created based on projects received</td> </tr> <tr> <td style="text-align: center;">10</td> <td>FHWA crash reduction factor associated with project,</td> <td style="text-align: right;"> -CRF < 10% 0 points -CRF > 10% 2 points -CRF > 20% 4 points -CRF > 30% 6 points -CRF > 40% 8 points -CRF > 50% 10 points </td> </tr> <tr> <td style="text-align: center;">10</td> <td>EPDO Score from TEAAS Report</td> <td style="text-align: right;">Scale to be created based on projects received</td> </tr> </table>	10	current volume/capacity on the existing facility, or for new location projects, the v/c on parallel facilities being improved (at the discretion of the LAPP Committee)	-V/C < .2 0 points -V/C < .4 2 points -V/C < .6 6 points -V/C < .8 8 points -V/C > .8 10 points	20	Benefit/Cost Travel Time Savings / LAPP Cost	Scale to be created based on projects received	10	FHWA crash reduction factor associated with project,	-CRF < 10% 0 points -CRF > 10% 2 points -CRF > 20% 4 points -CRF > 30% 6 points -CRF > 40% 8 points -CRF > 50% 10 points	10	EPDO Score from TEAAS Report	Scale to be created based on projects received																																												
10	current volume/capacity on the existing facility, or for new location projects, the v/c on parallel facilities being improved (at the discretion of the LAPP Committee)	-V/C < .2 0 points -V/C < .4 2 points -V/C < .6 6 points -V/C < .8 8 points -V/C > .8 10 points																																																								
20	Benefit/Cost Travel Time Savings / LAPP Cost	Scale to be created based on projects received																																																								
10	FHWA crash reduction factor associated with project,	-CRF < 10% 0 points -CRF > 10% 2 points -CRF > 20% 4 points -CRF > 30% 6 points -CRF > 40% 8 points -CRF > 50% 10 points																																																								
10	EPDO Score from TEAAS Report	Scale to be created based on projects received																																																								
Bike/Ped Effectiveness <div style="border: 1px solid black; padding: 5px; width: fit-content;"> Project Phase Multiplier CON = 100% of Score ROW = 50% of Score PE/NEPA = 10% of Score </div>	50	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 5%; text-align: center;">10</td> <td style="width: 70%;">Missing Link: Project must connect on both sides to an existing bike/ped facility to qualify for these points.</td> <td style="width: 25%; text-align: right;"> Length of Facility as completed via project: < .5 mi 1 point .5 mi to 2 mi 5 points >2 mi 10 points </td> </tr> <tr> <td style="text-align: center;">5</td> <td>Major Obstacle: Project must overcome a railroad, river, or limited access roadway 4+ Lane Roadway Link must be CREATED, NOT IMPROVE AN EXISTING</td> <td style="text-align: right;">5 points 3 points</td> </tr> <tr> <td style="text-align: center;">5</td> <td>Safety Concern: Project is in an area with documented bicycle or pedestrian crash history related to facility design deficiency (TEAAS Report, Local Safety Data, Safety Audit)</td> <td></td> </tr> <tr> <td style="text-align: center;">5</td> <td>Improve Commuter Pattern The project is within 1/4 mile of a transit service, or addresses an obvious pedestrian footpath on a residential collector or higher</td> <td></td> </tr> <tr> <td style="text-align: center;">15</td> <td>Connections: Project must be within 1/4 mile of activity centers, high-density residential, or government facilities</td> <td></td> </tr> <tr> <td style="text-align: center;">10</td> <td>Benefit/Cost Effectiveness Score / LAPP Cost</td> <td style="text-align: right;">Scale to be created based on projects received</td> </tr> </table>	10	Missing Link: Project must connect on both sides to an existing bike/ped facility to qualify for these points.	Length of Facility as completed via project: < .5 mi 1 point .5 mi to 2 mi 5 points >2 mi 10 points	5	Major Obstacle: Project must overcome a railroad, river, or limited access roadway 4+ Lane Roadway Link must be CREATED, NOT IMPROVE AN EXISTING	5 points 3 points	5	Safety Concern: Project is in an area with documented bicycle or pedestrian crash history related to facility design deficiency (TEAAS Report, Local Safety Data, Safety Audit)		5	Improve Commuter Pattern The project is within 1/4 mile of a transit service, or addresses an obvious pedestrian footpath on a residential collector or higher		15	Connections: Project must be within 1/4 mile of activity centers, high-density residential, or government facilities		10	Benefit/Cost Effectiveness Score / LAPP Cost	Scale to be created based on projects received																																						
10	Missing Link: Project must connect on both sides to an existing bike/ped facility to qualify for these points.	Length of Facility as completed via project: < .5 mi 1 point .5 mi to 2 mi 5 points >2 mi 10 points																																																								
5	Major Obstacle: Project must overcome a railroad, river, or limited access roadway 4+ Lane Roadway Link must be CREATED, NOT IMPROVE AN EXISTING	5 points 3 points																																																								
5	Safety Concern: Project is in an area with documented bicycle or pedestrian crash history related to facility design deficiency (TEAAS Report, Local Safety Data, Safety Audit)																																																									
5	Improve Commuter Pattern The project is within 1/4 mile of a transit service, or addresses an obvious pedestrian footpath on a residential collector or higher																																																									
15	Connections: Project must be within 1/4 mile of activity centers, high-density residential, or government facilities																																																									
10	Benefit/Cost Effectiveness Score / LAPP Cost	Scale to be created based on projects received																																																								
Transit Effectiveness <div style="border: 1px solid black; padding: 5px; width: fit-content;"> Project Phase Multiplier CON = 100% of Score ROW = 50% of Score PE/NEPA = 10% of Score </div>	50	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 5%; text-align: center;">5</td> <td style="width: 70%;">Safety & Security The proposed project must address a documented safety or security concern or policy.</td> <td style="width: 25%;"></td> </tr> <tr> <td style="text-align: center;">5</td> <td>Rider Experience The proposed project must improve or enhance the rider experience.</td> <td></td> </tr> <tr> <td style="text-align: center;">10</td> <td>Connectivity Directly connects the transit user with other modes, routes, systems, or destinations.</td> <td></td> </tr> <tr> <td style="text-align: center;">10</td> <td>Improves Facilities # average daily ridership anticipated in 12 months after improvement</td> <td style="text-align: right;">Scale to be created based on projects received</td> </tr> <tr> <td style="text-align: center;">10</td> <td>Reliability Improvements (travel time after improvement – travel time before improvement) x # average daily ridership anticipated in 12 months after improvement</td> <td style="text-align: right;">Scale to be created based on projects received</td> </tr> <tr> <td style="text-align: center;">10</td> <td>Benefit/Cost Effectiveness Score / LAPP Cost</td> <td style="text-align: right;">Scale to be created based on projects received</td> </tr> </table>	5	Safety & Security The proposed project must address a documented safety or security concern or policy.		5	Rider Experience The proposed project must improve or enhance the rider experience.		10	Connectivity Directly connects the transit user with other modes, routes, systems, or destinations.		10	Improves Facilities # average daily ridership anticipated in 12 months after improvement	Scale to be created based on projects received	10	Reliability Improvements (travel time after improvement – travel time before improvement) x # average daily ridership anticipated in 12 months after improvement	Scale to be created based on projects received	10	Benefit/Cost Effectiveness Score / LAPP Cost	Scale to be created based on projects received																																						
5	Safety & Security The proposed project must address a documented safety or security concern or policy.																																																									
5	Rider Experience The proposed project must improve or enhance the rider experience.																																																									
10	Connectivity Directly connects the transit user with other modes, routes, systems, or destinations.																																																									
10	Improves Facilities # average daily ridership anticipated in 12 months after improvement	Scale to be created based on projects received																																																								
10	Reliability Improvements (travel time after improvement – travel time before improvement) x # average daily ridership anticipated in 12 months after improvement	Scale to be created based on projects received																																																								
10	Benefit/Cost Effectiveness Score / LAPP Cost	Scale to be created based on projects received																																																								
Local Priority	10	Local agencies are given 15 points to distribute amongst projects submitted. No project can receive less than 1 point; no project can receive more than 10 points.																																																								
Planning Consistency Roadway	10	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">1st horizon year MTP</td> <td style="width: 50%;">= 10 points</td> </tr> <tr> <td>2nd horizon year MTP</td> <td>= 5 points</td> </tr> </table>	1st horizon year MTP	= 10 points	2nd horizon year MTP	= 5 points																																																				
1st horizon year MTP	= 10 points																																																									
2nd horizon year MTP	= 5 points																																																									
Planning Consistency Bike/Ped	10	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">On-Road / Off Road</td> <td style="width: 20%;">Statewide</td> <td style="width: 50%;">= 10 points</td> </tr> <tr> <td>Bicycle</td> <td>Regional</td> <td>= 5 points</td> </tr> <tr> <td></td> <td>Local</td> <td>= 3 points</td> </tr> <tr> <td>Sidewalk</td> <td>In Local Plan</td> <td>= 5 points</td> </tr> </table>	On-Road / Off Road	Statewide	= 10 points	Bicycle	Regional	= 5 points		Local	= 3 points	Sidewalk	In Local Plan	= 5 points																																												
On-Road / Off Road	Statewide	= 10 points																																																								
Bicycle	Regional	= 5 points																																																								
	Local	= 3 points																																																								
Sidewalk	In Local Plan	= 5 points																																																								
Planning Consistency Transit	10	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;">1st horizon year MTP / 1st ten years of Wake Transit Work Plan</td> <td style="width: 40%;">= 10 points</td> </tr> <tr> <td>2nd horizon year MTP</td> <td>= 5 points</td> </tr> </table>	1st horizon year MTP / 1st ten years of Wake Transit Work Plan	= 10 points	2nd horizon year MTP	= 5 points																																																				
1st horizon year MTP / 1st ten years of Wake Transit Work Plan	= 10 points																																																									
2nd horizon year MTP	= 5 points																																																									
Prior Agency Funding	10	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 45%;">Funding = \$0 = 10 points</td> <td style="width: 50%;">NCDOT Div projects will be awarded points based on project location</td> </tr> <tr> <td>Funding < \$50 = 8 points</td> <td>NCDOT Div projects will be included in prior funding for local govt where project is located</td> </tr> <tr> <td>Funding < \$100 = 6 points</td> <td>Regionally significant projects (interchanges, ITS, Safety projects) completed by NCDOT will not count against prior funding for local government where project is located</td> </tr> <tr> <td>Funding < \$150 = 4 points</td> <td>Population estimates will be the certified estimates used to determine dues paid to MPO by local governments</td> </tr> <tr> <td>Funding < \$200 = 2 points</td> <td></td> </tr> <tr> <td>Funding ≥ \$200 = 0 points</td> <td></td> </tr> </table>	Funding = \$0 = 10 points	NCDOT Div projects will be awarded points based on project location	Funding < \$50 = 8 points	NCDOT Div projects will be included in prior funding for local govt where project is located	Funding < \$100 = 6 points	Regionally significant projects (interchanges, ITS, Safety projects) completed by NCDOT will not count against prior funding for local government where project is located	Funding < \$150 = 4 points	Population estimates will be the certified estimates used to determine dues paid to MPO by local governments	Funding < \$200 = 2 points		Funding ≥ \$200 = 0 points																																													
Funding = \$0 = 10 points	NCDOT Div projects will be awarded points based on project location																																																									
Funding < \$50 = 8 points	NCDOT Div projects will be included in prior funding for local govt where project is located																																																									
Funding < \$100 = 6 points	Regionally significant projects (interchanges, ITS, Safety projects) completed by NCDOT will not count against prior funding for local government where project is located																																																									
Funding < \$150 = 4 points	Population estimates will be the certified estimates used to determine dues paid to MPO by local governments																																																									
Funding < \$200 = 2 points																																																										
Funding ≥ \$200 = 0 points																																																										
TOTALS																																																										
	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th>Hwy Max Points</th> <th>% of Total Hwy</th> <th>Bike/Ped Max Points</th> <th>% of Total Bike/Ped</th> <th>Transit Max Points</th> <th>% of Total Transit</th> </tr> </thead> <tbody> <tr> <td>Highway Effectiveness</td> <td style="text-align: center;">50</td> <td style="text-align: center;">62.50%</td> <td></td> <td style="text-align: center;">0.00%</td> <td></td> <td style="text-align: center;">0.00%</td> </tr> <tr> <td>Bike/Ped Effectiveness</td> <td></td> <td style="text-align: center;">0.00%</td> <td style="text-align: center;">50</td> <td style="text-align: center;">62.50%</td> <td></td> <td style="text-align: center;">0.00%</td> </tr> <tr> <td>Transit Effectiveness</td> <td></td> <td style="text-align: center;">0.00%</td> <td></td> <td style="text-align: center;">0.00%</td> <td style="text-align: center;">50</td> <td style="text-align: center;">62.50%</td> </tr> <tr> <td>Local Priority</td> <td style="text-align: center;">10</td> <td style="text-align: center;">12.50%</td> <td style="text-align: center;">10</td> <td style="text-align: center;">12.50%</td> <td style="text-align: center;">10</td> <td style="text-align: center;">12.50%</td> </tr> <tr> <td>Planning Consistency</td> <td style="text-align: center;">10</td> <td style="text-align: center;">12.50%</td> <td style="text-align: center;">10</td> <td style="text-align: center;">12.50%</td> <td style="text-align: center;">10</td> <td style="text-align: center;">12.50%</td> </tr> <tr> <td>Prior Agency Funding</td> <td style="text-align: center;">10</td> <td style="text-align: center;">12.50%</td> <td style="text-align: center;">10</td> <td style="text-align: center;">12.50%</td> <td style="text-align: center;">10</td> <td style="text-align: center;">12.50%</td> </tr> <tr> <td style="text-align: right;">Total:</td> <td style="text-align: center;">80</td> <td style="text-align: center;">100%</td> <td style="text-align: center;">80</td> <td style="text-align: center;">100%</td> <td style="text-align: center;">80</td> <td style="text-align: center;">100%</td> </tr> </tbody> </table>		Hwy Max Points	% of Total Hwy	Bike/Ped Max Points	% of Total Bike/Ped	Transit Max Points	% of Total Transit	Highway Effectiveness	50	62.50%		0.00%		0.00%	Bike/Ped Effectiveness		0.00%	50	62.50%		0.00%	Transit Effectiveness		0.00%		0.00%	50	62.50%	Local Priority	10	12.50%	10	12.50%	10	12.50%	Planning Consistency	10	12.50%	10	12.50%	10	12.50%	Prior Agency Funding	10	12.50%	10	12.50%	10	12.50%	Total:	80	100%	80	100%	80	100%	
	Hwy Max Points	% of Total Hwy	Bike/Ped Max Points	% of Total Bike/Ped	Transit Max Points	% of Total Transit																																																				
Highway Effectiveness	50	62.50%		0.00%		0.00%																																																				
Bike/Ped Effectiveness		0.00%	50	62.50%		0.00%																																																				
Transit Effectiveness		0.00%		0.00%	50	62.50%																																																				
Local Priority	10	12.50%	10	12.50%	10	12.50%																																																				
Planning Consistency	10	12.50%	10	12.50%	10	12.50%																																																				
Prior Agency Funding	10	12.50%	10	12.50%	10	12.50%																																																				
Total:	80	100%	80	100%	80	100%																																																				