

GOLDSBORO MPO

2017-2027 STIP Project Solicitation and Ranking Process

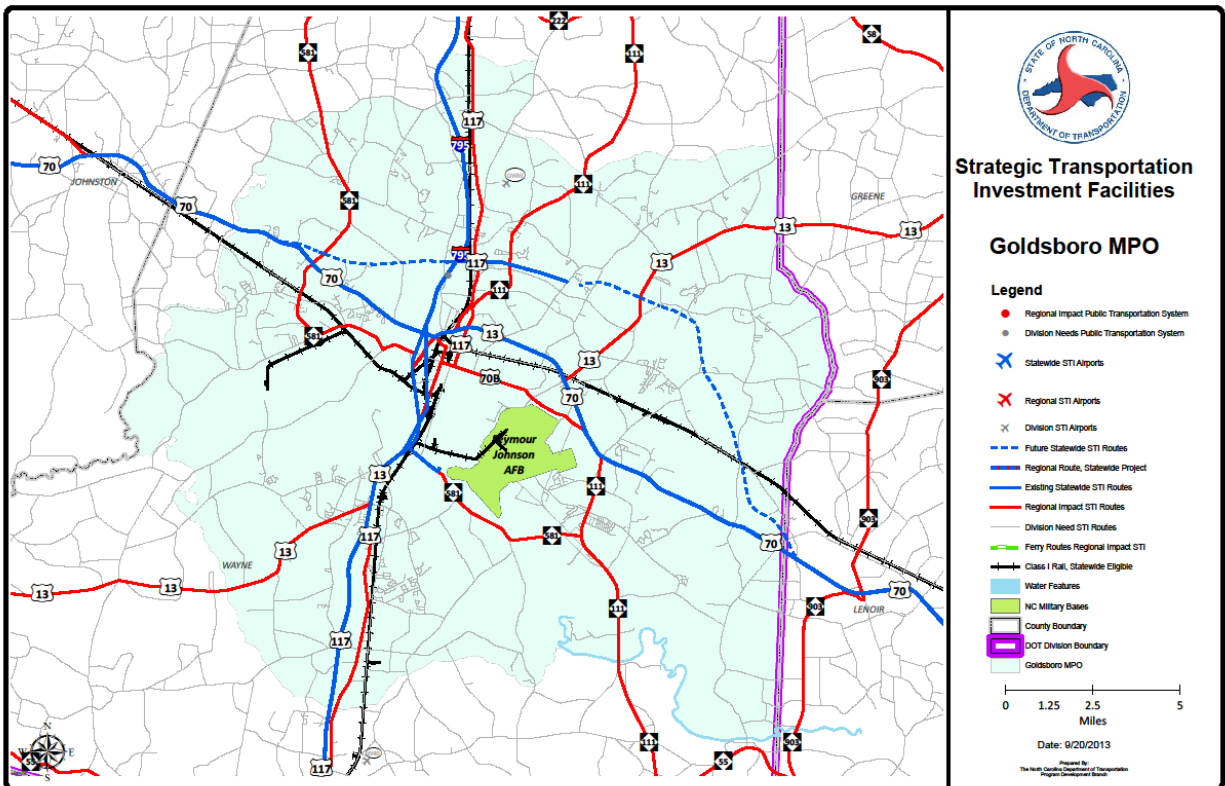
Adoption Date: _____

Introduction: The NCDOT and North Carolina legislature have required that all metropolitan and rural planning organizations develop a project solicitation and ranking process to evaluate all eligible project categories (highway, non-motorized, public transportation, aviation, rail and ferry). This process has been approved by the NCDOT to ensure compliance with the legislative intent of the mandate.

NC General Assembly Session Law 2012-84 requires MPO to adopt a local project ranking process for all modes of transportation. This ranking process is the local methodology of the MPO used to evaluate and determine an assignment of input points towards priority projects to submit to NCDOT. NCDOT has provided guidance for the MPO to identify quantitative and qualitative criteria in its scoring process that is shared and understood by the public and outlined in such a way that the public can ultimately follow how resulting points are assigned to projects across modes of transportation. This document represents the MPO's efforts to follow the guidance and fulfill the law.

For information on other Goldsboro MPO transportation plans and news of STI and Prioritization visit the MPO website at www.goldsboronc.gov and NCDOT at www.ncdot.gov/strategictransportationinvestments/.

Applicability: This process would apply to all projects ranked by the MPO in the City of Goldsboro and Wayne County that fall in the “regional” and “division” levels, as defined in the 2013 Strategic Highway Investments (STI) legislation and depicted in the map below.



Schedule

Project Solicitation: The MPO will solicit candidate projects for 30 days in September 2015. The results of this process will be presented to the TAC at its October meeting, where the TAC will be asked to endorse the project list for submittal to NCDOT. In the event that the number of new projects exceeds the maximum possible the TAC will choose projects to submit based on Division 4 and MPO staff recommendations. MPO staff will subsequently submit the TAC endorsed projects into NCDOT's SPOT Online tool (web based system) for project evaluation and quantitative scoring.

Project Ranking: The TCC and TAC of the MPO will evaluate the full list of new and previously-evaluated projects for the Goldsboro Urbanized Area between April and June 2016, with local points assigned and submitted to the SPOT office by July 2016.

Classification of Transportation Projects

Transportation projects in the Prioritization process fall into one of three categories, *Statewide*, *Regional*, or *Division*. The projects are also classified by mode of transportation (i.e. Highway, Aviation, Bike/Pedestrian, Public Transportation, Rail, and Ferry). The Strategic Transportation Investments law specifies the percentage of funding allocated to each geographical category:

Statewide (Mobility)	40%
Regional (Impact)	30%
Division (Needs)	30%

Highway projects associated with I-795/US 117 or US 70 in the Goldsboro MPO are classified as Statewide projects. Such projects are evaluated and prioritized by NCDOT solely on quantitative data provided by the MPO and NCDOT. No local input ranking is applied to Statewide projects (Note: The MPO does have the option to assign local input points to Statewide Mobility projects that cascade down into the Regional and Division Needs categories).

The Goldsboro MPO lies within Region A which is comprised of NCDOT Highway Divisions One and Four. Region A is generally the northeastern part of the state of NC (Dare, Currituck, Camden, Pasquotank, Perquimans, Chowan, Gates, Northampton, Hertford, Bertie, Martin, Washington, Tyrrell, Hyde, Halifax, Nash, Edgecombe, Wilson, Johnston and Wayne counties). The state is divided into seven regions each having two highway divisions. Regional funds are distributed by population. With about 8% of the state's population, Region A will receive the smallest funding amount in the state for Regional category projects. (Region C, NCDOT Divisions 5 & 6 will receive the largest amount – about 22%)

Goldsboro MPO Regional highway projects are associated with US 13 (Berkeley Boulevard), US 70 Business (Ash Street), US 117A and NC 581. All Regional projects (i.e. all modes) will receive a quantitative evaluation by NCDOT. In addition to this quantitative score local input will be added to the project evaluation. For Regional projects, the NCDOT quantitative value will be 70% and the local input will be 30% of the project evaluation.

The Goldsboro MPO is included in NCDOT Highway Division Four, which includes the counties of Halifax, Nash, Edgecombe, Wilson, Johnston and Wayne. The 14 Highway Divisions of the state will receive equal funding amounts for Division category projects. Highway projects associated with NC Secondary Routes (i.e. SR#'s) will fall into the Division category. The NCDOT quantitative score for Division projects will comprise of 50% of the project evaluation. The local input value for Division projects will be 50% of the project evaluation.

The local input for Goldsboro MPO Regional and Division projects will come from the MPO and the NCDOT Division Four (i.e. the TAC and Division Four Engineer). In each case (i.e. Regional and Division projects) the local input will be equally divided between the MPO and Division Engineer.

Quantitative and Qualitative Criteria

The State of North Carolina, NCDOT and the MPO will implement transportation projects which fulfill the requirements of the STI law. To ensure the projects of the STIP are beneficial to the community and support the public good, projects in the Prioritization 4.0 process must be evaluated using both quantitative and qualitative criteria.

NCDOT will calculate a quantitative score for all projects submitted to the Prioritization 4.0 process. This number is developed by NCDOT using the project description and supporting project facts provided by the MPO. NCDOT will supply to the MPO this quantitative score in March 2016.

The MPO will have the opportunity to add a local input score to transportation projects in the Regional and Division categories. The local input score must be based on quantitative and qualitative evaluations of the project. The Goldsboro MPO proposes that the quantitative and qualitative criteria for local input weigh equally in the Prioritization 4.0 process (i.e. 50% each).

The local input quantitative criteria will be the quantitative value calculated by NCDOT and provided in March 2016. Project Viability will be the local qualitative criteria used by the Goldsboro MPO in the Prioritization 4.0 process. Project viability is a qualitative assessment of the practicality and reasonableness of a project.

Although values of quality cannot be measured specifically like tangible quantities, the MPO will assess the viability of a project. The table below identifies the attributes used to describe the viability of a project. Both Regional and Division projects of all modes will be evaluated for viability. The combination of the SPOT score plus the output of the viability score will be added together and assigned as the preliminary input points for the Goldsboro MPO projects.

Viability	Score (range)
Transportation Plan Consistency	0 to 20 (20)*
Access and Connections	0 to 20 (10)
Amount of R-O-W Needed	0 to 20 (10)
Project Feasibility	0 to 5 (5)
Multimodal Accommodations	0 to 5 (5)
Viability Score (Total)	0 to 70 (50)
	*Score in () represents max for Division projects

The MPO will use the following guidelines to establish the project viability score. The point score shown in () is for Division category projects.

Transportation Plan Consistency: Projects in the MTP (Metropolitan Transportation Plan), STIP or other locally adopted plan will receive points as follows:

3 or more plans	20 points (20)
2 plans	10 points (10)
1 plan	5 points (5)

Access and Connections: Project gets more points the more of the following it connects to: Health care, Military facilities, Interstate, Tourist destinations, Education facilities, or Job centers.

4 or more connections	20 points (10)
2 or more connections	10 points (5)
1 connection	5 points (2)

Amount of Right-of-Way Needed: Project receives points based on amount of right-of-way expected to be needed as follows:

R-O-W needs established	5 points (2)
R-O-W purchase has started	10 points (5)
R-O-W needs are in hand	20 points (10)

Project Feasibility: Project gets more points the further along it is in project development at time of point assignment and will receive points as follows:

Planning/NEPA and Design has started	1 points (1)
Planning/NEPA and Design is preliminary	3 points (3)
Planning/NEPA and Design is complete	5 points (5)

Multimodal Accommodations: Projects with multi-modal attributes will receive points as follows:

Projects which impact two modes of transportation	2 points (2)
Projects which impact more than two modes	5 points (5)

The MPO and NCDOT are the sources for these qualitative measurements to calculate viability. The MPO and NCDOT's Transportation Planning Branch will use the Metropolitan Transportation Plan (MTP), State Transportation Improvement Program (STIP) and project databases to establish the viability evaluation.

All Goldsboro MPO projects in the Prioritization 4.0 process will be given a Priority Ranking, which is a number based on the quantitative and qualitative criteria of each project. The Priority Ranking is a number equal to the NCDOT quantitative score plus the project viability total score.

For example the following numbers represent the possible maximum Priority Ranking for Regional and Division category projects:

	<u>Regional</u>	<u>Division</u>
NCDOT Quantitative	70	50
Viability Total	70	50
Priority Ranking #	140	100

Similarly, the Priority Ranking for each transportation project in the Prioritization 4.0 process will be calculated. By sorting the Priority Ranking numbers in descending order of value, a prioritized order of MPO transportation projects in the Prioritization 4.0 process is established. The Transportation Advisory Committee (TAC) will approve the Priority Ranking numbers of all projects in the Prioritization 4.0 process.

The Priority Ranking number is used to assign local input points, but it is not the value for the MPO transportation projects, which will be reported back to NCDOT in June 2016 for Regional Projects and September 2016 for Division Projects.

MPO Transportation Projects

The Strategic Prioritization Office of Transportation will accept new projects from October – November 20, 2015 from the MPO to be evaluated in the Prioritization 4.0 process. The list of new projects to be submitted for Prioritization 4.0 will be approved by the MPO's Transportation Advisory Committee in an announced public meeting.

Under the Strategic Transportation Investments law, limitations on new project submittals have been established by NCDOT. The Goldsboro MPO is allowed to submit the following number of new projects:

- New Highway Projects 11
- New Aviation Projects 11
- New Bike/Pedestrian Projects 11
- New Public Transportation Projects 11
- New Rail Projects 11

The MPO will evaluate highway projects included in the Metropolitan Transportation Plan (MTP) for submittal in all three geographical categories (Statewide, Regional and Division).

Projects for the Wayne Executive Airport fall into the Division category.

Bike/Pedestrian projects are in the Division category.

Goldsboro MPO public transportation projects in the Regional and Division categories are coordinated with the Goldsboro-Wayne Transportation Authority (GWTA).

The MPO will collaborate with NCDOT and the CSX RR and NCRR for rail projects in the Statewide and Division categories.

Local Input Points

As previously described, projects in the Prioritization 4.0 process will be evaluated with an NCDOT quantitative score and local input scores from the MPO and the Division Engineer. From this evaluation ranking order of projects is determined. The MPO is permitted to add local input points to these ranked projects.

Based on population, the Goldsboro MPO will have 1200 points to allocate to its Regional Level projects and 1200 points to its Division Level projects. (The state's largest MPO has 2500 points in each category). NCDOT guidelines set a maximum number of 100 points that may be assigned to any one project. There is no requirement to assign local input points to projects.

The Goldsboro MPO will allocate its points based upon transportation mode as follows:

REGIONAL PROJECTS		DIVISION PROJECTS	
MODE	Points Allocated	MODE	Points Allocated
Highway	1200 points (12 projects)	Highway	800-1000 points (8-10 projects)
Transit	No projects applicable	Transit	No projects applicable
Aviation	No projects applicable	Aviation	100 points (1 project)
Rail	No projects applicable	Rail	No project applicable
Bike/Ped	No projects applicable	Bike/Ped	100-300 points (1-3 projects)

Note: All projects receiving points will receive the maximum 100 points allowed per project or maximum number of points allowed if projects are shared by both MPO and RPO.

Note: In order for the project to be given the maximum 100 points it must receive a SPOT score of 50% minimum of the Highest Scoring Project.

Note: Any points not allocated to non-highway modes will transfer to the next highest Priority Ranking Highway project or another MPO or RPO assuming both organizations agree to point sharing. If points are contributed to another MPO or RPO by the Goldsboro MPO a written agreement will be provided to NCDOT.

The methodology of the Goldsboro MPO will be to assign the maximum number of local input points (100) to the highest ranking projects (i.e. highest Priority Ranking number previously described) to the classifications listed above.

If a MPO member assigns local input points to a lower ranked project (i.e. a project with a lower Priority Ranking number) than a higher ranked project without local input points, a written justification must be provided to the TAC. Any such justifications that alter the final points assigned to a particular project will also be shared on the MPO's website.

Public Input Process

Public Solicitation: The MPO will announce the 30-day project solicitation period to all member governments and interested persons. The MPO will also issue press release in newspapers of general circulation in Wayne County soliciting candidate projects. The MPO will also hold a public input session in September 2015. Information regarding the public input session and this solicitation period will also be advertised through the MPO website. The results of the input sessions and all submitted projects will be presented to the TAC for their review (October 2015 meeting), who will use the input in determining which projects to submit for technical evaluation by the NCDOT's Strategic Prioritization Office for Transportation (SPOT), who develops the technical scores for candidate projects.

Project Ranking: Using the methodology described above the MPO will present the recommended local point assignments for regional projects to the TCC at their May 2016 meeting. Upon the approval of the TAC, the MPO will release the recommended projects, point assignments, and the methodology used to assign the points for a 30 day public comment period. 30-day period will also be advertised on the MPO website. The results of the public comment period will be presented to the TCC and TAC at their June 2016 meetings. At that time the TAC will be asked to approve a project list with final point assignment for regional projects and after approval the project list with assigned points will be available on the MPO website.

At the end of July 2016 NCDOT will release a draft list of programmed regional impact projects and the MPO will begin to evaluate local input point assignment to division needs projects. Using the methodology described above the MPO will present the recommended local point assignments for division projects to the TCC at their August 2016 meeting. Upon the approval of the TAC, The MPO will release the recommended projects, point assignments, and the methodology used to assign the points for a 30 day public comment period. 30-day period will also be advertised on the MPO website. The results of the public comment period will be presented to the TCC and TAC at their September 2016 meetings. At that time the TAC will be asked to approve the project list with final point assignment for division projects and after approval the project list with assigned points will be available on the MPO website.

Use of Public Input and Comments in Final Rankings: The TCC and TAC will review all input received through the public input process to confirm the individual candidate project descriptions and details. The TCC and TAC may choose to remove or modify projects before ultimately approving the points assignments, but no new projects will be added after the NCDOT deadline for submitting candidate projects for evaluation through the SPOT process. Any modifications and rationale for point adjustment will be available for public consumption on the MPO website when final points per project are posted.

Timeline for MPO Local Methodology & Implementation

September 2015

11th – Legal Notice of Call for Projects (Available for 30-Day Review and Comment) posted on Goldsboro MPO website, www.goldsboronc.gov and published in the local newspaper. Receive public comment for Prioritization 4.0 projects via mail, email, telephone, visitation and MPO website.

October 2015

22nd –TAC Meeting – Approved new project list for submittal to NCDOT

January 2016

21st – TAC Meeting – Discussion of methodology for assigning local input points and submit to NCDOT for conditional approval. Release Local Methodology for public comment.

January – February 2016

Receive public comment for Methodology of assigning local input points. MPO staff will receive comments via mail, email, telephone, visitation and MPO website.

March 2016

3rd – Public Hearing/TAC Meeting – Public Hearing for local methodology and adopt local methodology for SPOT local points.

End of March 2016 – Receive Quantitative scores for Prioritization 4.0 projects and draft list of programmed Statewide Mobility Projects from NCDOT

April 2016

1st – Regional Impact Local Input Point window opens for 2 months.

1st – Deadline for Approval of Local Input Point Assignment Methodologies

May 2016

5th – TAC Meeting – Recommend the assignment of local input points to Prioritization 4.0 regional projects. Release and post on the MPO website the proposed point assignments for public comment.

26th – Legal notice for June 9th Public Hearing on the scoring of Prioritization 4.0 Regional Projects

June 2016

9th – Public Hearing/TAC Meeting – Adopt final assignment of local input points to Prioritization 4.0 regional projects.

10th – Send regional projects to NCDOT with local points assigned. Post Prioritization 4.0 regional project rankings on the MPO website.

July 2016

End of July 2016 – Receive draft list of programmed Regional Impact Projects from NCDOT

August 2016

1st – Division Needs Local Input Point window opens for 2 months.

11th – TAC Meeting – Recommend the assignment of local input points to Prioritization 4.0 division projects. Release and post on the MPO website the proposed point assignment for public comments.

September 2016

1st – Legal notice for September 15th Public Hearing on the scoring of Prioritization 4.0 Division Projects

15th – Public Hearing/TAC Meeting – Adopt final assignment of local input points to Prioritization 4.0 division projects.

16th – Send division projects to NCDOT with local points assigned. Post Prioritization 4.0 division project rankings on the MPO website.

October 2016

Final Prioritization 4.0 Scores released by NCDOT

December 2016

2017-2027 Draft STIP released by NCDOT