

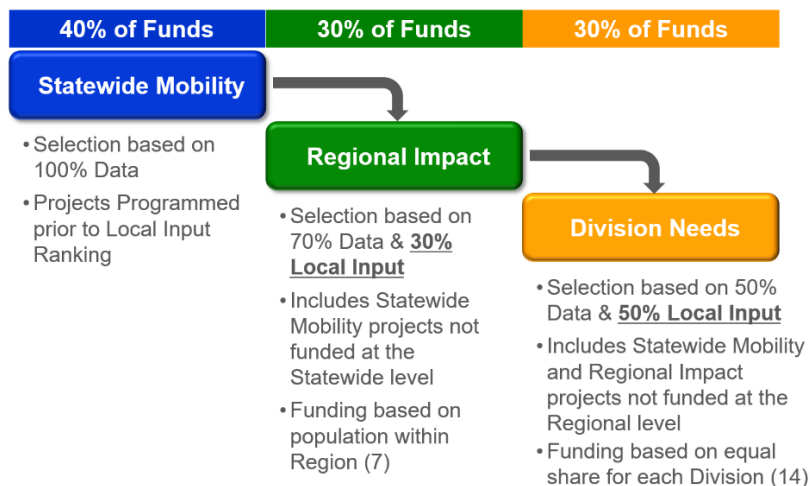
GOLDSBORO MPO
2020-2029 STIP Project Solicitation and Ranking Process
Adoption Date: March 15, 2018

Background: NCDOT was charged with developing “a process for standardizing or approving local methodology used in Metropolitan Planning Organization and Rural Transportation Planning Organization prioritization” under GS 136-18.42. NCDOT issued guidance and specific standards in October 2013 to implement this statute. The guidance included creation of a review process to ensure each planning organization complied with the standards. The guidance requested that each planning organization and Division develop and implement a local input point methodology that maintains criteria transparency, material availability, and process documentation and maximizes the opportunity for public review and input.

Introduction: The Strategic Transportation Investments (STI) law (GS 136-189.10 and .11), enacted in 2013, directs NCDOT to select and fund major capital improvement projects using a data-driven prioritization process in combination with local input. Under STI, all major capital mobility/expansion and modernization projects across all six modes of transportation compete for funding. Each project is classified into one of three funding categories – Statewide Mobility, Regional Impact, or Division Needs – where it competes for funds with other eligible projects.

Statewide Mobility eligible projects compete against all other projects in this category across the state, and project selection is based 100% on the data-driven quantitative score. Regional Impact projects compete against all other projects in this category within the same funding region (consisting of two NCDOT Highway Divisions), and selection is based 70% on the quantitative score and 30% on local input (15% MPO/RPO priority and 15% NCDOT Division Engineer priority). Division Needs projects compete against all other projects within the same NCDOT Transportation Division, and selection is based 50% on quantitative score and 50% on local input (25% MPO/RPO priority and 25% NCDOT Division Engineer priority).

The STI law includes an innovative component known as cascading, where projects not funded in the Statewide Mobility category are eligible for funding in the Regional Impact category. Similarly, projects not funded in the Regional Impact category are eligible for Division Needs funds. Projects that cascade down are then subject to the scoring criteria and local input for the respective funding category.



Project eligibility for each STI category, as defined in law, is shown below.

STI Project Eligibility			
Mode	Statewide Mobility	Regional Impact	Division Needs
Highway	<ul style="list-style-type: none"> • Interstates (existing & future) • NHS routes (as of July 1, 2012) • STRAHNET Routes • ADHS Routes • Uncompleted Intrastate projects • Designated Toll Facilities 	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

MPOs/RPOs and Divisions indicate priority by applying local input points to projects. Each organization receives a baseline of 1,000 local input points, with additional points (up to 2,500) based on population. **Goldsboro MPO** has a total of **1200** points to apply to projects in the Regional Impact category and a total of **1200** points to apply to projects in the Division Needs category. State law requires NCDOT to approve how each organization will assign points to projects (maximum number of 100 points assigned to any one project), in a document known as their Local Input Point Methodology.

Classification of Transportation Projects: 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 (1) and Four (4). 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.

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 (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 (4), 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 make up 50% of the project evaluation. The local input value for Division projects (all modes) 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 (4) (i.e. the TAC and Division Four (4) Engineer). In each case (i.e. Regional and Division projects) the local input will be equally divided between the MPO and Division Engineer.

The Strategic Prioritization Office of Transportation accepted new projects from July – September 2017 from the MPO and evaluated within the Prioritization 5.0 process. The list of new projects submitted for Prioritization 5.0 are 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 15
- New Aviation Projects 15
- New Bike/Pedestrian Projects 15
- New Public Transportation Projects 15
- New Rail Projects 15

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, Regional and Division categories.

Description of Criteria and Weights

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 5.0 process must be evaluated using a minimum of

two criteria. Once criteria must be a qualitative criterion and a second criterion may be qualitative or quantitative.

NCDOT will calculate a quantitative score (based on criteria and weights developed by the P5.0 Workgroup) for all projects submitted to the Prioritization 5.0 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 2018.

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 will 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 5.0 process (i.e. 50% each).

The local input quantitative criteria will be the quantitative value calculated by NCDOT and provided in March 2018. Project Viability will be the local qualitative criteria used by the Goldsboro MPO in the Prioritization 5.0 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	Regional Score (range)	Division Score (range)
Transportation Plan Consistency	0 to 20	0 to 20
Access and Connections	0 to 20	0 to 10
Amount of R-O-W Needed	0 to 20	0 to 10
Project Feasibility	0 to 5	0 to 5
Multimodal Accommodations	0 to 5	0 to 5
Viability Score (Total)	0 to 70	0 to 50

The MPO will use the following guidelines to establish the project viability score. .

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

- 3 or more plans 20 points for Regional or Division Projects
- 2 plans 10 points for Regional or Division Projects
- 1 plan 5 points for Regional or Division Projects

Access and Connections: Project gets more points for having direct access/connection to one or more of the following facilities/destinations: Health care, Military facilities, Interstate, Tourist destinations, Education facilities, or Job centers.

- 4 or more connections 20 points for Regional, 10 points for Division
- 2 or 3 connections 10 points for Regional, 5 points for Division
- 1 connection 5 points for Regional, 2 points for Division

Righty-of-Way Status: Project receives points based on right-of-way status as follows:

- R-O-W needs established 5 points for Regional, 2 points for Division

R-O-W purchase has started 10 points for Regional, 5 points for Division
 R-O-W needs are in hand 20 points for Regional, 10 points for Division

Project Feasibility: Project gets more points the further along it is in the NEPA (National Environmental Policy Act) process at time of point assignment and will receive points as follows:

Project has started NEPA (Scoping Meeting has occurred with NCDOT Division)
 2 points for Regional or Division projects

Final environmental document complete (CATEX, EA/FONSI or EIS)
 5 points for Regional or Division projects

Multimodal Accommodations: Projects with multi-modal attributes (incorporation of pedestrian, bicycle or transit elements into the project) will receive points as follows:

Projects which impact two modes of transportation 2 points for Regional and Division projects
 Projects which impact more than two modes 5 points for Regional and Division projects

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

Total Score and Project Ranking Approach

All Goldsboro MPO projects in the Prioritization 5.0 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
<u>Viability Total</u>	<u>70</u>	<u>50</u>
Priority Ranking #	140	100

Similarly, the Priority Ranking for each transportation project in the Prioritization 5.0 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 5.0 process is established. The Transportation Advisory Committee (TAC) will approve the Priority Ranking numbers of all projects in the Prioritization 5.0 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 2018 for Regional Projects and October 2018 for Division Projects.

Point Assignment Process

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 Regional/Division Scoring Project within the Goldsboro MPO.

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 recommends assigning 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.

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.

Schedule and Public Outreach

Project/Public Solicitation: The MPO solicited candidate projects for 30 days in July 2017. The MPO issued press release in newspapers of general circulation in Wayne County soliciting candidate projects. The MPO held a public input session in July 2017 and the public input session was also advertised through the MPO website. The results of the input sessions and all submitted projects was presented to the TAC at their August meeting, where the TAC was asked to endorse the project list for submittal to NCDOT. MPO staff subsequently submitted 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 2018, with local points assigned and

submitted to the SPOT office by July 2018. Using the methodology described above the MPO will present the recommended local point assignments for regional projects to the TCC at their April 2018 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 2018 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 August 2018 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 September 2018 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 October 2018 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.

Timeline for MPO Local Methodology & Implementation:

July 2017

10th – 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 5.0 projects via mail, email, telephone, visitation and MPO website.

August 2017

10th –TAC Meeting – Approved new project list for submittal to NCDOT

January 2018

17th – Submit Local Methodology for conditional approval to NCDOT

February 2018

13th – TAC Meeting – Discussion of methodology for assigning local input points and release Local Methodology for public comment.

February – March 2018

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

March 2018

1st – Legal notice for March 15th Public Hearing on local methodology for assigning local input points

15th – Public Hearing/TAC Meeting – Public Hearing for local methodology and adopt local methodology for SPOT local points.

End of March 2018 – Receive Quantitative scores for Prioritization 5.0 projects and draft list of programmed Statewide Mobility Projects from NCDOT

April 2018

1st – Regional Impact Local Input Point window opens for 3 months.

1st – Deadline for Approval of Local Input Point Assignment Methodologies
12th - TAC Meeting – Recommend the assignment of local input points to Prioritization 5.0 regional projects. Release and post on the MPO website the proposed point assignments for public comment.

May 2018

31st – Legal notice for June 14th Public Hearing on the scoring of Prioritization 5.0 Regional Projects

June 2018

14th – Public Hearing/TAC Meeting – Adopt final assignment of local input points to Prioritization 5.0 regional projects.

15th – Send regional projects to NCDOT with local points assigned by entering into SPOT Online. Post Prioritization 5.0 regional project rankings on the MPO website.

August 2018

End of August 2018 – Receive draft list of programmed Regional Impact Projects from NCDOT

September 2018

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

11th – TAC Meeting – Recommend the assignment of local input points to Prioritization 5.0 division projects. Release and post on the MPO website the proposed point assignment for public comments.

27th – Legal notice for October 11th Public Hearing on the scoring of Prioritization 5.0 Division Projects

October 2018

11th – Public Hearing/TAC Meeting – Adopt final assignment of local input points to Prioritization 5.0 division projects.

12th – Send division projects to NCDOT with local points assigned by entering into SPOT Online. Post Prioritization 5.0 division project rankings on the MPO website.

December 2018

Final Prioritization 5.0 Scores released by NCDOT

January 2019

2020-2029 Draft STIP released by NCDOT

Material Sharing

For information on the Goldsboro MPO Local Methodology (as described above), MPO transportation plans and news of STI and Prioritization visit the MPO website at www.goldsboronc.gov and NCDOT at www.ncdot.gov/strategictransportationinvestments/.