

NCDOT Division One Project Solicitation and Ranking Process Prioritization 3.0



Introduction

The NCDOT Division Engineers are required by STI legislation to develop a local input methodology for all transportation projects (highway, bike and pedestrian, public transportation, aviation, rail and ferry) within their respective areas that may compete for state funding. In conjunction with our continuous, cooperative and comprehensive planning relationship with local Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs), NCDOT Division One has developed the following project solicitation process and local input methodology. The following process applies to all projects in the Regional Impact and Division Needs categories throughout Division One which includes the counties of Bertie, Camden, Chowan, Currituck, Gates, Hertford, Hyde, Martin, Northampton, Pasquotank, Perquimans, Washington, and Tyrrell.

Applicability

The project solicitation process will apply to all projects submitted by the Division Engineer, and the local input methodology will apply to all projects (regional impact and division needs) to be ranked by the Division Engineer within their geographic boundaries (and adjacent boundaries if a given project spans more than one Division).

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Schedule Details

Project Solicitation:

Each transportation Division will solicit candidate projects for 30 days prior to the project submittal deadline. **The results of this process will be reviewed with each of the MPOs and RPOs in the Division, appropriate NCDOT Transit Division (all modes) staff, and local aviation, rail and public transit operators prior to submitting new candidate projects.** Project suggestions received will be shared and coordinated with the respective MPO and/or RPO in each Division and with appropriate NCDOT transit division staff to avoid duplication and ensure maximum number of project submittals per Division is not exceeded. The Division will then submit the selected project list using NCDOT's SPOT Online tool (web based system) for quantitative scoring no later than the project submittal deadline.

Project Ranking:

The Division One Engineer will evaluate the full list of new and previously evaluated projects for the Division between June and August 2014 using this methodology and assigning local input points in consultation with the MPOs and RPOs in the division, and appropriate NCDOT Transit Division (all modes) staff for submission to the Strategic Prioritization Office of Transportation (SPOT) by August 29th, 2014.

Public Input Process

Project Solicitation:

The Division will announce a 30 day project solicitation period to all governments, MPOs, RPOs, NCDOT staff, local airport, rail and transit operators, and interested persons in Division One's geographic boundaries using methods approved by the NCDOT Communications Office. In addition, Division One will host a public hearing at a central location within the Division during the 30 day project solicitation period. Information regarding the public hearing, and specific methods for providing input (email, phone, mail, etc.), will be advertised to stakeholders using methods approved by the NCDOT Communications Office. Comments received via public hearings and other methods approved by the NCDOT Communications Office will be posted to the NCDOT website. **The results of the 30 day project solicitation period and the public input received will be reviewed by the Division Engineer in consultation with the MPOs and RPOs in the Division, appropriate NCDOT transit division staff, and local aviation, rail and transit operators.** Through this collaboration, the Division Engineer will determine the list of candidate projects to submit for technical evaluation, while avoiding duplicate project submissions and ensuring the maximum number of project submittals is not exceeded. The Division Engineer will be able to submit new transportation projects (across all modes) based upon the P3.0 Workgroup and Department's agreed upon allowances.

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Project Ranking:

The Division Engineer will receive the quantitative scores for the projects eligible for local input points in May of 2014. The Division Engineer will be responsible for assigning local input points to regional impact and division needs projects for their area (statewide mobility projects will be evaluated based solely on their technical scores). The Division Engineer will publish his/her local input methodology which will be used as the basis to assign preliminary points to all regional impact and division needs projects within their division and/or adjacent divisions using methods approved by the NCDOT Communications Office. Each Division Engineer's office will then announce a 30 day comment period to solicit input on this information and provide specific methods for providing input (email, phone, mail, etc.) as approved by the NCDOT Communications Office. The 30 day comment period will vary by Division, and will take place during the 90 day window (June 2nd – August 29th, 2014)) for assigning local input points. During this period, each Division will host public drop-in/workshop sessions at a central location within each Division prior to the final assignment of local input points by August 29, 2014. Advertisement soliciting input during the 30 day comment period, and for the drop-in/workshop sessions, will be made to the public, and to MPOs, RPOs, NCDOT staff, local airport, rail and transit operators, and interested persons in the Division's geographic boundaries using methods approved by the NCDOT Communications Office.

The Division Engineer will review comments received in accordance with his/her local input methodology and in consultation with the MPOs and RPOs in the Division, appropriate NCDOT Transit Division (all modes) staff, and local aviation, rail and transit operators. **Through this evaluation and collaboration, the Division Engineer will determine the final local input point assignments per eligible regional impact and division needs project within their division and/or to projects in adjacent divisions to submit for final evaluation.** All final point assignments will be published using methods approved by the NCDOT Communications Office.

Ranking Process

Introduction:

The criteria outlined below will be used to create a ranking of projects in the regional impact and division needs categories that will be used by the Division Engineer in determining preliminary and final local input point assignments for projects within their division and/or to projects in adjacent divisions. **The Department's quantitative scores for projects and this ranking process will act as a guide and first step in determining a preliminary rank-ordered list of projects.**

The second step is to apply the Division Methodology to all projects in the preliminary rank-ordered list of projects. This application may reorder the ranking of the projects. The third step is to apply qualitative points to specific projects according to the methodology outlined later.

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Below is the standardized list of criteria used in developing a set of ranking criteria for Division X. The combination of criteria selected for the regional impact and division needs ranking processes is most reflective of the needs and priorities for Division One. For each criterion selected, a detailed description is provided (including any pertinent information regarding data sets to be used). In developing the list of criteria for Division One, a minimum of four criteria were chosen from the standardized list and the weight for each criteria is such that the total possible points for a given project is equal to 100. Each Division Engineer will publish their specific set of criteria using methods approved by the NCDOT Communications Office prior to/in conjunction with posting preliminary point assignments for projects within their division and/or to projects in adjacent divisions.

Standard Criteria – Descriptions:

- **Safety Score:** a calculation based on the crash frequency and severity along sections of a particular roadway. The safety score is the score generated in the quantitative scoring process and is calculated in accordance with the SPOT calculation detailed in appendix 1 of this document.
- **Cost Effectiveness:** a calculation of the cost per vehicle to improve a road one mile. This calculation allows different types of roads to be compared based on how much it costs to improve the road per individual vehicle.
- **Freight Volume:** the number of trucks or equivalent vehicles that utilize the facility on a daily basis. Percentage of truck volume of average daily traffic converted to a number of trucks or equivalent.
- **Transportation Plan Consistency:** a yes or no question to determine if the proposed project is found in an existing adopted transportation plan for the area.
- **Corridor Continuity:** a measure of the project completing or continuing improvements on a defined transportation corridor.
- **Project Feasibility:** a qualitative measure of ROW, environmental justice and/or environmental problems on the project based on Transportation Planning Branch data or completed feasibility study.
- **Multimodal Accommodations:** a yes or no measure of the incorporation of pedestrian, bicycle or transit elements into a project.
- **Public Support:** Strong public support for the project as documented through feedback received through public outreach efforts.
- **Airport Safety:** a yes or no measure of the project improving safety at an airport.
- **Transit Expansion:** a yes or no measure of the project expanding passenger service on existing routes or opening new routes for increased service.

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Regional Impact Ranking:

Certain highway, ferry, and transit projects are scored at the regional impact level in Division One, as well as any projects that cascade into the regional impact category from the statewide mobility category. Division One will use the criteria and weighting below to generate a score for each project and a ranking of all projects in the regional impact category. The resulting scores and rank order will be used by the Division Engineer in developing preliminary and final local input point assignments for projects within their division and/or to projects in adjacent divisions. The Department's quantitative scores for projects and this ranking process will act as a guide and first step in determining a preliminary rank-ordered list of projects. The Division Engineer will use the preliminary rank-ordered list of projects along with local knowledge as well as information gathered through collaboration and consultation with MPOs, RPOs, local airport, rail and transit operators and input from other interested stakeholders to determine the actual assignment of qualitative points.

Regional Impact Standard Ranking – Criteria and Weights					
<i>(Note: Choose minimum of four criteria and determine percent weights; total points for any given project cannot exceed 100)</i>					
Criteria	0 Points	5 Points	10 Points	15 Points	20 Points
Safety Score 15 (% weight)	SPOT safety points less than 30	SPOT safety points between 31-50	SPOT safety points between 51-65	SPOT safety points greater than 66	
Cost Effectiveness 15 (% weight)	Cost per Veh./equivalent greater than \$1500 per mile	Cost per Veh./equivalent between \$1000-\$1500 per mile	Cost per Veh./equivalent between \$500-\$999 per mile	Cost per Veh./equivalent less than \$499 per mile	
Freight Volume 10 (% weight)	Less than 500 trucks/equivalent per day	Between 500 - 1000 trucks/equivalent per day	More than 1000 trucks/equivalent per day		
Transportation Plan Consistency 20 (% weight)	Project is not in CTP of TP				Project is in CTP or TP
Corridor Continuity 20 (% weight)	Project does not complete of continue corridor improvement				Project does continue corridor improvement
Public Support 20% (weight)	Minimal public support				Strong public support

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Division Needs Ranking:

Certain highway, aviation, bicycle and pedestrian, ferry, transit, and rail projects are scored at the division needs level in Division One, as well as any projects that cascade into the division needs category from the regional impact category. Division One will use the criteria and weighting below to generate a score for each project and a ranking of all projects in the division needs category. Division One will use the criteria and weighting below to generate a score for each project and a ranking of all projects in the regional impact category. The resulting scores and rank order will be used by the Division Engineer in developing preliminary and final local input point assignments for projects within their division and/or to projects in adjacent divisions. The Department's quantitative scores for projects and this ranking process will act as a guide and first step in determining a preliminary rank-ordered list of projects. The Division Engineer will use the preliminary rank-ordered list of projects along with local knowledge as well as information gathered through collaboration and consultation with MPOs, RPOs, local airport, rail and transit operators and input from other interested stakeholders to determine the actual assignment of qualitative points.

Division Needs Standard Ranking – Criteria and Weights					
<i>(Note: Choose minimum of four criteria and determine percent weights; total</i>					
Criteria	0 Points	5 Points	10 Points	15 Points	20 Points
Safety Score 20 (% weight)	Spot safety points less than 30	Spot safety points between 31 and 50	Spot safety points between 51 and 65	Spot safety points between 66 and 80	Spot safety points greater than 80
Cost- Effectiveness 20 (% weight)	Cost per daily user greater than \$4,000 per user per unit per mile	Cost per daily user between \$2,000-\$4,000 per user per unit per mile	Cost per daily user between \$1,500-\$1,999 per user per unit per mile	Cost per daily user between \$1,000-\$1,499 per user per unit per mile	Cost per daily user less than \$999 per user per unit per mile
Transportation Plan Consistency 15 (% weight)	Project is not in adopted land use, transportation, transit or other plan			Project is in an adopted land use, transportation, transit or other plan	

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Criteria	0 Points	5 Points	10 Points	15 Points	20 Points
Multimodal Accommodations 10 (% weight)	Project does not include bike/ped/transit facilities		Project includes bike/ped/transit facilities		
Project Feasibility 15 (% weight)	Significant ROW, EJ or environmental concerns			Minimal ROW, EJ or environmental concerns	
Public Support 10 (% weight)	Minimal Public Support		Strong Public Support		
Airport Safety 5 (% weight)	Does not improve airport safety	Does improve airport safety			
Transit Expansion 5% (weight)	No service expansion	Expands service			

Division One Point Assignment:

Once all projects have been scored using the previous indicated ranking process, along with RPOs scoring, and the quantitative scoring established by the STI Law, the NCDOT Division One Engineer will have 1500 points to rank the Regional projects and 1,500 to rank Division Needs throughout the Division. The ranked list will be used to develop the recommended point assignments that are presented to the public for comment.

The Division will assign its 1,500 Regional points among modes and project types according to the following target allocation:

- 1,000 points to Highway
- 100 points to Transit – Expansion and Facilities
- 400 points could be assigned to any mode and project type

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The Division will assign its 1,500 Division points among modes and project types according to the following target allocation:

- 800 points to Highway
- 100 points to Bicycle and Pedestrian
- 100 points to Transit – Expansion and Facilities
- 100 points to Ferry Projects
- 100 points to Airport Projects
- 300 points could be assigned to any mode and project type

Note: Should a project not exist in a particular mode where points are designated above, the points will then be assigned to any other mode and project type deemed by the Division.

The Division will assign points within each mode and project type in order of the rankings from above. However exceptions may be made if the project costs more than the funding available in that category, or if the project will not be competitive within the specific category even with the application of qualitative points, or if the project will remain competitive in the absence of assigning qualitative points. Since funding in the Regional & Division category is limited, Statewide or Regional projects that cascade down to the Regional & Division level may not be considered for Division qualitative points if the project cost is excessive or does not meet the overall needs of the Division.

Distribution for the unassigned points in the Regional and Division categories will be determined by:

- the number of eligible projects within each level and mode;
- the likelihood of receiving funding through STI considering the amount of funding available within each Division and/or Region;
- limitations set by the STI legislation; and
- geographic and jurisdictional balance.

The specific reasoning behind the allocation of qualitative points will be documented by Division One and posted to NCDOT's website.

During the period that the draft point assignment is released for public comment, Division One may make further adjustments to the qualitative point assignment recommendation based on the above factors as well as:

- coordination with Albemarle RPO, Mid-East RPO, and Peanut Belt RPO on the assignment of points; and
- public input and support as evident through public comments submitted to NCDOT, Division One's public workshop, public involvement efforts of local governments, and local referenda.

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Approval of Ranking Points:

Division One will release the draft Project Priority Ranking and application of qualitative points for public comments and hold a public hearing within the 90 day public comment period between June and August 2014. After review and public comment, Division One will finalize the application of qualitative points based upon:

- the number of eligible projects within the Division within each funding mode /project type/category;
- the likelihood of receiving funding through STI considering the amount of funding available within each Division or Region, historical funding levels for the mode, and the normalization limitations that have been adopted;
- the effect that receiving funding for a project may have on the likelihood of other projects being funded in the Division or Region considering the limitations set by the STI legislation;
- geographic and jurisdictional balance;
- coordination with Albemarle RPO, Peanut Belt RPO, and Mid-East RPO on the assignment of points;
- public input and support as evidenced through public comments submitted to NCDOT, Division One's public hearing, public involvement efforts of local governments, and local referenda; and
- Division Engineer's knowledge of the transportation needs of their Division.

If the Division varies from the recommended allocation of qualitative points, we will document the rationale and will post on NCDOT's website.

STI will allow us to use our existing resources more efficiently and effectively and help us move forward with important projects that will enhance mobility and revitalize communities throughout the state. The new process encourages us to think from a statewide and regional perspective while also providing flexibility to address local needs.

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With this in mind, it is important now more than ever to coordinate with all of the key stakeholders in Division One. The following is a list of the Key Stakeholders:

Rural Planning Organizations (RPO):

Albemarle RPO: Camden, Chowan, Currituck, Dare, Gates, Hyde, Pasquotank, Perquimans, Tyrrell, & Washington Counties.

Peanut Belt RPO: Bertie, Halifax, Hertford, & Northampton Counties

Mid-East RPO: Beaufort, Martin, & Pitt Counties

(Note: Underlined Counties NOT located in Division One)

Public Transit:

Inter-County Public Transportation Authority: Camden, Chowan, Currituck, Pasquotank, and Perquimans Counties.

Dare County Transportation

System Hyde County Transit

Gates County Inter-Regional Transportation System

Choanoke Public Transportation Authority: Bertie, Halifax, Hertford and Northampton Counties

Martin County Transit

Riverlight Transit: Washington County

Tyrrell County Senior and Disabled Transportation System

(Note: Underlined Counties NOT located in Division One)

Airports:

Currituck County Airport

First Flight Airport

Elizabeth City CGAS/Regional Airport

Dare County Regional

Airport Northeastern Regional Airport

Hyde County Airport

Tri-County Airport

Plymouth Municipal

Airport Billy Mitchell

Airport Ocracoke Island

Airport

County Government:

Bertie County

Hyde County

Camden County

Martin County

Chowan County

Northampton County

Currituck County

Pasquotank County

Dare County

Perquimans County

Gates County

Tyrrell County

Hertford County

Washington County

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Municipalities:

Ahoske	Kelford	Winton
Askewville	Kill Devil Hills	Woodland
Aulander	Kitty Hawk	
Bear Grass	Lasker	
Cofield	Lewiston/Woodville	
Colerain	Manteo	
Columbia	Murfreesboro	
Conway	Nags Head	
Creswell	Oak City	
Duck	Parmele	
Edenton	Plymouth	
Elizabeth City	Powellsville	
Everetts	Rich Square	
Garysburg	Robersonville	
Gaston	Roper	
Gatesville	Roxobel	
Hamilton	Seaboard	
Harrellsville	Severn	
Hassell	Southern Shores	
Hertford	Williamston	
Jackson	Windsor	
Jamesville	Winfall	

NCDOT Divisions

NCDOT Bike & Pedestrian
NCDOT Rail Division
NCDOT Ferry Division
NCDOT Division of Public
Transportation NCDOT Division of
Aviation
NCDOT Transportation Planning Branch
NCDOT Division Two, Three, & Four