
PRIORITIZATION 7.0: CALL FOR PROJECTS GUIDELINES

Background

The original Transportation Reform was initiated under Executive Order No. 2 in 2009. It mandates a professional approval process for project selection. In response, NCDOT created the Strategic Prioritization Process. The first version of the Strategic Prioritization Process (Prioritization 1.0) was used to support development of the FY 2012-2018 Transportation Improvement Program (TIP). The second version (Prioritization 2.0), initiated in June 2011, supported development of the FY 2014-2020 Transportation Improvement Program. However, due to new federal legislation approval and a change in administration at the State level, the FY 2014-2020 was delayed and not approved by the Board of Transportation. Prioritization 3.0 was the primary input for the FY 2016-2025 TIP. Significant changes have been made to the process and were driven by House Bill 817 also known as Strategic Transportation Investments (STI). The bill established funding tiers (Statewide, Regional, and Division) and allocations across all modes. The most recent Prioritization cycle, Prioritization 6.0, was halted due to rising costs of transportation projects and there being little to no funding projected to be available for projects prioritized in P 6.0. The Prioritization 7.0 cycle represents a return to previous prioritization activities. You may view more information on Prioritization and Strategic Transportation Investments (STI) at:

<https://connect.ncdot.gov/projects/planning/pages/prioritizationresources.aspx>.

NCDOT's Data Driven Quantitative Scoring of Project Need

Prioritization 7.0 involves three pieces of information: 1) a data driven, quantitatively scored estimate of project need, 2) MPO priority score, and 3) NCDOT Division priority score. The first step of Prioritization 7.0 is the identification of projects for evaluation and scoring by NCDOT's Strategic Planning Office of Transportation (SPOT).

Existing Projects Submission

Attached is a list of projects from Prioritization 6.0. Please review these projects for accuracy, paying close attention to the description and the cost estimate. Due to the limited number of submissions please also determine whether or not these projects are still of interest to your area. Should you choose to remove or revise any of your projects please submit that request via email to Matthew Burczyk (mattbk@cityofws.org) by **Friday, March 31, 2023**.

New Project Submission

Please use our Prioritization 7.0 Project Submission Tool, hosted on Winston-Salem Urban Area Metropolitan Planning Organization's Public Comment Center, to submit project applications.

<https://arcg.is/10b89K>

Please use this tool **ONLY to submit new projects**. If resubmitting projects, please indicate via e-mail through the process outlined above under "Existing Projects Submission." All applications must be received by March 31, 2023. Demonstration of project need is key to a project's competitiveness

under NCDOT's project selection process. Selecting a competitive set of projects is the current focus. The rest of this memo explains the eligibility requirements set by the NCDOT, FHWA, and the MPO. **It is important to note that the guidelines discussed in this document are subject to change as there have not been any official guidelines from the state concerning P7.0 at this point. This document contains information gathered mostly from P5.0 and the discontinued P6.0 processes.**

Identifying Candidate Projects

Note that the Winston-Salem Urban Area Metropolitan Organization (WSUAMPO) is only accepting projects from member jurisdictions of the MPO and authorized agencies. This includes: Bethania, Bermuda Run, Clemmons, Davidson County, Davie County, Forsyth County, Kernersville, King, Lewisville, Rural Hall, Stokes County, Tobaccoville, Walkertown, Wallburg, Midway, Winston-Salem, NC Board of Transportation, Smith Reynolds Airport, Winston-Salem Transit Authority and Piedmont Authority for Regional Transportation.

Key aspects include:

- The MPO can submit up to **23** roadway, public transportation, bicycle/pedestrian, aviation, or rail projects. *(i.e., 23 roadway, 23 public transportation, etc.)*
- Existing projects when re-submitted **DO** count as new submittals.
- Carryover projects **DO NOT** count as new submittals. These are projects that are programmed in the Developmental or Unfunded section of the Final 2020-2029 STIP, Sibling projects, or projects whose NEPA documents were completed within the last ten (10) years or for which the NEPA documents were actively being worked on.
- The number of roadway safety and infrastructure health project submittals is not restricted. *However no MPO rankings or priority points can be assigned to these projects. These projects will be evaluated in a separate process focused strictly on need and available resources.*

Upon reception of all applications, MPO staff will then evaluate and rank the candidate project list to narrow it to not exceed the maximum number of new project submittals. The screening process will consider a range of factors including:

- Eligibility requirements;
- NCDOT Division 9 coordination
- Relative need;
- Competitiveness based on the MPO's ranking process and criteria;
- Realistic potential for funding and implementation between FY 2022-2031.

The recommended list will be up for review and consideration by the TAC on May 18, 2023 and will be an action item at the **July 20, 2023 TAC Meeting**.

Identification of Projects for Evaluation

Demonstration of project need is key to a project's competitiveness under NCDOT's project selection process. Below are the eligibility requirements set by the North Carolina Department of Transportation (NCDOT).

Highway Projects

Project Types

Roadway Mobility

Roadway mobility projects increase roadway capacity to meet traffic demand and move traffic more efficiently. The MPO can submit a total of 23 new highway projects. Examples include:

- Widen roadway;
- Construction of a new roadway (including relocation of existing roadway sections);
- Intersection improvements
- Interchange construction or reconstruction; and
- Access management improvements.

Projects for implementation **in Fiscal Years 2026-2035** should be submitted.

Modernization Projects


Roadway modernization project types are focused on upgrading roadways without adding substantial capacity. Examples of modernization projects include:

- Widen roadway lane and/or shoulder width;
- Adding turn lanes
- Upgrading to current design standards (including interstate standards)

Roadway Infrastructure Health Projects

Infrastructure health projects include maintenance, rehabilitation, bridge replacement, and related projects.

Roadway Safety Projects



Roadway safety projects include a wide range of treatments in response to documented safety issues.

Project Eligibility Requirements

Required to be considered for List of New Project Submittals

- Must be Functionally Classified route (Most Thoroughfare Plan routes are functionally classified)
- Preliminary Evaluation /Study Completed
 - Documents the problem or need, recommends an improvement, identifies constraints to implementation (optional), and documents public input (optional).
 - Helps define minimum problem statement required by NCDOT for all projects

Public Transportation Projects

Project Types

Expansion Vehicles

These project types are focused on increasing the efficiency of public transportation through the addition of vehicles resulting in a new route or improvements to frequency/capacity of an existing route.

- Fleet Vehicle Bus
- Fleet Vehicle Van
- Fleet Vehicle Light Transit
- Fixed Guideway Vehicle

Facilities

These project types are focused on replacing, improving, or constructing new transit related facilities.

- Administrative/ Operations Facility
- Bus Shelter
- Park and Ride
- Transfer Facility
- Maintenance Facility
- Passenger Facility

Fixed Guideway

These project types are focused on transit service in which vehicles run along an established path at preset times.

- Commuter Rail
- Light Rail
- Street Car
- Bus on Shoulder
- Bus Rapid Transit
- Track Improvement/Extension

NCDOT Requirements: Must provide map of new routes/ routes with headway reduction, provide methodology for ridership data, map of bus shelters, feasibility studies for facility projects. Minimum Cost of \$40,000 total project cost. Bus shelters must be bundled along route corridors. No phasing of project submittals. All phasing of projects will be handled by the Program Development Branch. A 10% match is required for any public transportation project

Project Eligibility Requirements

Submittal Requirements were not developed for the Public Transportation projects as the available federal funds are designated only for WSTA, PART, and Forsyth County except for the submission a local match letter by the agency. Only Capital projects will be scored and ranked. However, NCDOT is requiring all projects submitted must have a designated local funding source for SFY 2026-2030.

Bicycle and Pedestrian Projects

Project Types

Bicycle Projects (Division)

Bicycle projects include on-road bike facilities (shoulders, bike lanes, wide outside lanes, sidepaths) and multi-use paths/greenways. NCDOT requires submitting bicycle projects with a minimum cost of \$100,000.

Pedestrian Projects (Division)

These projects may include sidewalks and intersection improvements. Examples may include curb ramps and pedestrian bridges. NCDOT requires submitting pedestrian projects with a minimum cost of \$100,000.

All future bicycle and pedestrian projects, independent of roadway projects will require a local match. **Federal funding typically requires 20% match** and State law prohibits using state funds as the local match. Local project sponsors are responsible for providing the 20% match locally and for managing all aspects of the project if awarded.

The MPO can submit a total of 23 new pedestrian and bicycle projects to NCDOT.

Project Eligibility Requirements

Required to be considered for List of New Project Submittals:

- 20% match letter from local government
- The project **MUST** be part of an adopted plan
- Preliminary Evaluation /Study Completed
 - ✓ Documents the problem or need, recommends an improvement, identifies constraints to implementation (optional), and documents public input (optional).
 - ✓ Helps define minimum problem statement required by NCDOT for all projects.

Aviation Projects

Project Types

Commercial Service Airports (Statewide)

Large airports with international service or 375,000 enplanements. \$500,000 per airport per project per year. Projects may include, but are not limited to, runway rehabilitation, new equipment, taxiway extension, and land acquisition.

Commercial Service Airports (Regional)

Other airports with commercial or regional service and/or less than 375,000 enplanements. \$300,000 per airport per project per year. Projects may include, but are not limited to, runway rehabilitation, new equipment, taxiway extension, and land acquisition.

General Aviation Airports (Division)

Airports that do not provide services as defined above are included in this category. Projects may include, but are not limited to, runway rehabilitation, new equipment, taxiway extension, and land acquisition.

The MPO can submit 23 aviation projects to NCDOT.

Project Eligibility Requirements

Submittal Requirements were not developed for the Aviation projects. The MPO area has one airport, Smith Reynolds Airport, which is eligible to compete. It will compete under the Division

Tier.

- Project must be on an FAA approved Airport Layout Plan in order to be considered
- Minimum of 10% match is required Airports are Federally Obligated to follow FAA guidelines

- P6.0 will consider only projects that exceed the system objectives or regulatory requirements for the airport's infrastructure
- And aviation projects must be submitted to the MPO to be entered in NCDOT's SPOT Online system. No projects are to be submitted to NCDOT's Aviation Branch for Prioritization 7.0.

Rail Projects

Project Types

Freight Rail (Statewide, Regional, and Division)

Class I Freight Capacity and Safety Improvements

Passenger Rail

Passenger Infrastructure Improvements (**Regional**)

Passenger Infrastructure Improvements (including multimodal terminals and stations) (**Division**)

The MPO can submit a total of 23 rail projects to NCDOT.

Project Eligibility Requirements

Rail Projects

Required to be considered for List of New Project Submittals

- Preliminary Evaluation /Study Completed
 - ✓ Documents the problem or need, recommends an improvement, identifies constraints to implementation (optional), and documents public input (optional).
 - ✓ Helps define minimum problem statement required by NCDOT for all projects.



P7.0 Draft Schedule of Key Dates

Schedule is based on the latest information provided by the P7 Workgroup where possible (Figure “P7 Schedule, updated 10/11/2022”). Otherwise, defaults from the P6 call for projects guidelines were shifted to their approximate 2023/2024 equivalent dates.

Date	Activity
February 10, 2023 – March 31, 2023	Call for projects and/or updated cost estimates and description: - Unfunded Projects that are going to be submitted for P 7.0 may need an updated description and will require an updated estimate - New projects can be submitted at this time
May 1, 2023	Letters of support are due. Bicycle and pedestrian projects require a 20% local match and public transportation projects require a 10% local match. Letters of support must also acknowledge the 20% or 10% local match requirement.
March 31, 2023 – April 19, 2023	Winston-Salem Urban Area MPO Project Evaluation Period
May 18, 2023	Winston-Salem Urban Area MPO P7 Project List Review by TAC
July 20, 2023	Winston-Salem Urban Area MPO P7 Project List Consideration by TAC
June 2023	BOT Approves P7 Methodology (Criteria and Weights)
July 2023	SPOT Online opens for testing, entering, and submitting projects (submittal window continues through September 2023)
Friday, September 29, 2023	SPOT Online closing date
End of April 2024	Quantitative scores for all projects released Draft list of Programmed Statewide Mobility projects released
Friday, May 1, 2024	Regional Impact Local Input Point window opens for 3 months (May-July 2024) Deadline for Approval of Local Input Point Assignment Methodologies
End of August 2024	Draft list of Programmed Regional Impact Projects released
Tuesday, September 1, 2024	Division Needs Local Input Point window opens for 2 months (Sep-Nov 2024)
February 2025	2026-2035 Draft STIP released