



**Jacksonville Urban Area**  
Metropolitan Planning Organization

## **Jacksonville Urban Area MPO**

### **P4.0 Local Prioritization Input Methodology**

The State Transportation Improvement Program (STIP) and the Metropolitan Transportation Improvement Program (TIP) are federally required programming documents that depict phases (preliminary engineering, right-of-way acquisition, construction) of transportation projects by fiscal year and funding source. The project selection process is governed by the North Carolina Strategic Transportation Investments bill which was signed into law on June 26, 2013. The law provides a new way to fund and prioritize transportation projects to ensure the maximum benefit to our state. The FY 18-27 STIP/TIP prioritization process, known as P4.0, is driven by data and local input, with all modes competing for funding. The formula breaks projects into three categories: Statewide Mobility (Interstate, National Highway System, Strategic Highway Network, Major Airports), Regional Impact (All other US and NC Routes, Regional Airports) and Division Needs (All other state roadways, General Aviation Airports, Bicycle & Pedestrian, Transit). Highway projects not funded in their primary category are eligible to cascade to a lower level to compete for funding. Additional information on Strategic Transportation Investments is available at [www.ncdot.gov/strategictransportationinvestments/](http://www.ncdot.gov/strategictransportationinvestments/).

State Law 2012-84 requires the North Carolina Department of Transportation (NCDOT) approval of MPO local prioritization input methodologies. Session Law 2013-183 requires these methodologies to include both qualitative and quantitative measures. Guidance from NCDOT dictates that no one measure shall determine more than 50% or less than 10% of the local prioritization input score. The MPO will use the same criteria for assigning local prioritization input points for all modes.

As part of the P4.0 transportation prioritization process, local prioritization input points at the Regional Impact and Division Needs levels are split evenly between the MPO and the Division Engineer. The Jacksonville Urban Area MPO (JUMPO) will assign local points for Regional (15% of total score) and Division (25% of total score) project categories once the final data-driven P4.0 quantitative scores are generated. The MPO has 1,300 points to assign to projects within each respective category (Regional Impact and Division Needs) and will use the following methodology and the merits of the projects to assign points. The points assigned in each category cover all modes: aviation, bicycle & pedestrian, highway, transit. A maximum of 100 points may be assigned to any one project.

The JUMPO P4.0 Local Prioritization Input Methodology is based upon guidance from NCDOT and dialogue with the MPO's Technical Coordinating Committee (TCC) Prioritization Subcommittee. Public comment will be solicited on this methodology in accordance with the adopted JUMPO Public Participation Plan prior to adoption by the MPO Transportation Advisory Committee (TAC) in March 2016.

All final project rankings, points assigned per project and any rationale/justification for point adjustments which deviate from this methodology will be available on the MPO website in May 2016 for the Regional Impact category and in September 2016 for the Division Needs category. NCDOT final project scores will be released in fall 2016 and the draft FY 2018-2027 STIP will be available for public review and comment prior to end of 2016.

## **Local Prioritization Input Methodology**

### **Criteria**

#### **Community Importance Assessment – 40 points maximum**

This criterion allows local discretion, based upon public comment and TAC concurrence, to determine the relative importance of proposed projects to the community and categorize them accordingly. Local knowledge of the merits of proposed projects has been deemed to carry considerable weight in the distribution of preliminary points.

- In accordance with the metropolitan planning process, input on proposed transportation projects will be solicited by following outreach strategies contained within the adopted JUMPO Public Participation Plan. These include the use of the MPO website ([www.jump-onc.gov](http://www.jump-onc.gov)), social media, newspaper advertising and a public forum.
  - Project listings of all modes will be published in spring (potentially April-May) 2016 on the MPO website, along with a survey to allow the public to comment on and categorize submitted projects
    - The survey will ask respondents to rate projects on a 1 to 5 scale based on their level of support
    - Final survey compilation will provide a score from 1 to 5 for each project
  - Comments may also be received from the public by writing, telephone, social media, or in person, either at the public forum or in the MPO office
- All modes will be combined and project scores will be stratified into quintiles. Points will be awarded as follows:
  - Fifth quintile - 40 points
  - Fourth quintile - 30 points
  - Third quintile - 20 points
  - Second quintile - 10 points
  - First quintile - 0 points
- Feedback from the public, including the public prioritization categorizations, will be provided to the TCC and TAC for consideration.

#### **Project Readiness – 30 points maximum**

This criterion encourages local preference scoring based on the ability to construct or implement the project in a timely fashion. All modes are evaluated using the same criteria. In order to compare the different processes, the basis for point distribution will be on the project's readiness for construction or implementation.

- Projects are assigned points based upon status within the project development process
  - A project's readiness for construction/implementation will be reflected in the points it will receive (completion of design, environmental reviews, right-of-way, etc.)
  - The project sponsor will provide current status, project timeline, and an anticipated implementation date
    - If unavailable, planning level dates from the current TIP or LRTP will be used
  - Projects that are conceptual will not receive points

- Projects will be listed in descending order by date of readiness
  - Projects within 8 years of construction/implementation - 30 points
  - Projects within 9-12 years of construction/implementation - 15 points
  - Projects beyond 12 years of construction/implementation - 0 points

P4.0 Quantitative Score – 30 points maximum

This criterion encourages local prioritization scores that work with, not against, P4.0 quantitative results. The P4.0 quantitative score accounts for 70% of Regional Impact and 50% of Division Needs project scores and represents a significant portion of the prioritization process. Local prioritization scores that do not align with P4.0 quantitative results could be counterproductive for funding projects.

- The P4.0 data driven score will determine the number of points assigned
- All modes will be combined and projects will be listed in descending order of P4.0 scores
- Points will be assigned proportionally
  - Fourth quartile - 30 points
  - Third quartile - 20 points
  - Second quartile - 10 points
  - First quartile - 0 points

**Point Assignment Process**

Preliminary Local Prioritization Input Points

The criteria scores will be calculated for each project and become the basis for the TAC to assign the local prioritization input points to the top projects. These top scoring projects will each receive 100 local prioritization input points.

- The prioritized listing with preliminary local prioritization input point assignment (including raw scores) will be publicized using the JUMPO Public Participation Plan to obtain public comment
  - Regional Impact category in April - May 2016
  - Division Needs category in August - September 2016
- The P4.0 scores and Division Engineer assigned local prioritization input points will also be available to the public at the same times for their review through NCDOT's websites.

Final Local Prioritization Input Points

The local prioritization input points for each project will be finalized after public comments have been received and coordination with the Division Engineer. The TAC will direct the final award of local prioritization input points into the P4.0 prioritization process and may, at the board's discretion, award less than 100 points on a project in order to increase the number of projects receiving local prioritization input points. A total of 1,300 points to projects in the Regional Impact category will be submitted no later than the end of May 2016 or as directed by NCDOT. A total of 1,300 points to projects in the Division Needs category will be submitted no later than the end of September 2016 or as directed by NCDOT.



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**RESOLUTION ADOPTING THE JACKSONVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION PRIORITIZATION 4.0 LOCAL INPUT POINT ASSIGNMENT**

A motion was made by TAC Member Bob Warden and seconded by TAC Member Sandra Fountain for adoption of the following resolution, and upon being put to a vote was duly adopted.

**WHEREAS**, a new method of funding and prioritizing transportation projects to ensure maximum benefit to our state was enacted when the Strategic Transportation Investments program was signed into law on June 26, 2013; and

**WHEREAS**, prioritization (also known as Prioritization 4.0, or P4.0) is primarily a data-driven process, involving local assignment of points for projects in the Regional Impact and Division Needs funding categories by the Jacksonville MPO; and

**WHEREAS**, the Jacksonville MPO developed a P4.0 Local Prioritization Input Methodology, which complies with state law and NCDOT guidance; and

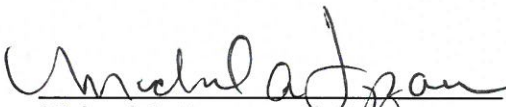
**WHEREAS**, the preliminary P4.0 Local Input Points for all projects were published for public comment on January 29, 2016; and

**WHEREAS**, all public comments were duly considered and prioritization was coordinated with Division 3; and

**WHEREAS**, the final assignment of P4.0 Local Input Points (Exhibit A) has been made to enhance the greatest likelihood of future funding in the State Transportation Improvement Program for projects that improve the mobility of our region.

**NOW, THEREFORE, BE IT RESOLVED** by the Jacksonville Urban Area Transportation Advisory Committee that the final assignment of Local Input Points is compliant with the Jacksonville MPO Local Prioritization Input Methodology and hereby adopted, this the 24<sup>th</sup> day of March, 2016.

  
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Anthony Prinz, TAC Secretary

  
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Michael A. Lazzara, Chairman