

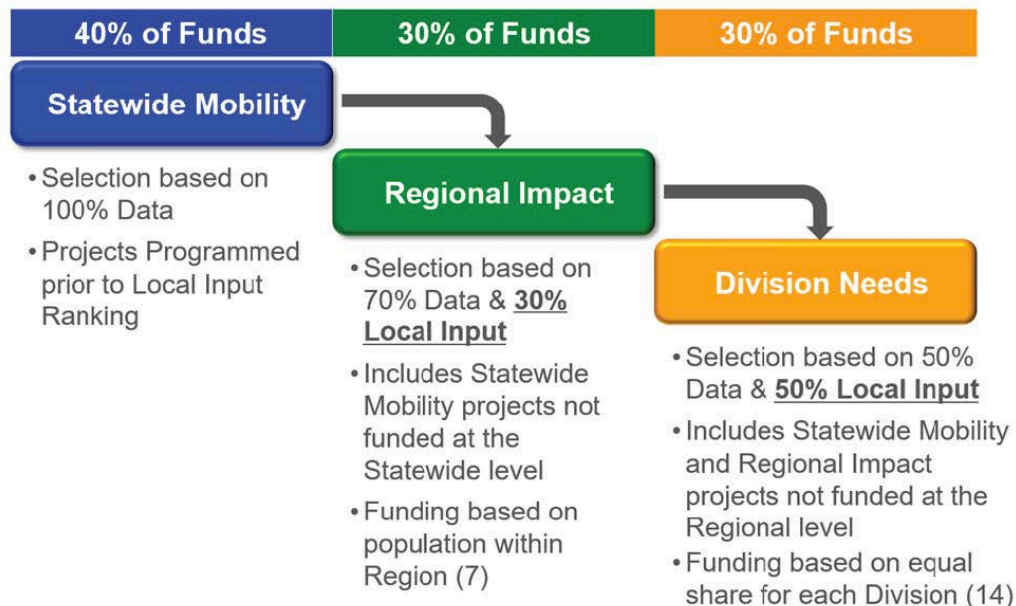


P7.0 Local Input Point Methodology

Adopted March 14, 2024

Introduction

The State Transportation Improvement Program (STIP) and the 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. In North Carolina, the project selection process is governed by the Strategic Transportation Investments Act (STI) which was signed into law on June 26, 2013. The law provides a method to fund and prioritize transportation projects to ensure the maximum benefit to our state. The FY 2026-2035 STIP/TIP prioritization process, known as P7.0, 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, Class I Railroads), Regional Impact (all other US and NC Routes, Regional Airports, Railroad, Ferry, Regional Transit) and Division Needs (all other state roadways, General Aviation Airports, Bicycle & Pedestrian, Railroad, Ferry, Transit, Federally Funded Municipal Roadways). Projects not funded in their primary category are eligible to cascade to a lower level to compete for funding. Additional information on the STI Initiative can be found online [here](#).



NCGS 136-18 requires MPO's to develop methodologies to assign local input points to projects and North Carolina Department of Transportation (NCDOT) approval of the methodologies. JUMPO will not use modal specific criteria. The same criteria will be used to assign local input points to all modes.

As part of the P7.0 transportation prioritization process, local input points at the Regional Impact and Division Needs levels are split evenly between the MPO and the Division Engineer. JUMPO will assign local points for Regional Impact (30% of total score) once the final data driven P7.0 quantitative scores are generated, and the draft Statewide Mobility projects have been identified. The Division Needs (50% of total score) local points will be assigned after the draft Regional Impact projects have been identified. The MPO has 1,400 points to assign to projects within each respective category (Regional Impact and Division Needs) and will use the methodology described in this document to determine the merits of the projects for assignment of points. The points assigned in each category cover all modes: aviation, bicycle & pedestrian, highway, and transit. A maximum of 100 points may be assigned to any one project.

The MPO has the option to apply the Local Input Point Flexing Policy. This means that up to 500 Local Input Points can be transferred from one category to the other. If the MPO chooses to flex Local Input Points, the MPO will provide written documentation to the SPOT Office prior to assigning Regional Impact Local Input Points. The JUMPO P7.0 Local 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 Transportation Advisory Committee (TAC) in March 2024.

Description of Criteria and Weights

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 projects will be solicited by following outreach strategies contained within the JUMPO [Public Participation Plan](#). These may include the use of the MPO website www.jumpo-nc.org, social media, newspaper advertising and other public forums.

Project listings of all modes will be published, once available, on the MPO website, along with a survey to allow the public the opportunity to provide feedback on the 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 email, telephone, or in person, either at the public forum or in the MPO office. All modes will be combined and ranked from highest score to lowest. The scores will be divided into five equal groupings. Points will be awarded as follows:

- Top group - 40 points
- Second highest group - 30 points
- Middle group - 20 points
- Second lowest group - 10 points
- Lowest group - 0 points

Feedback from the public, including the public prioritization comments, will be provided to the TCC and TAC for consideration.

Project Readiness – 25 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 and what phase of the process the project is at the time of evaluation as reported by the project manager.

Projects are assigned points based upon status within the project development process. The phase of project development that has been started will determine the points awarded.

- Feasibility Study – 5 points
- Project Scoping – 10 points
- Environmental – 15 points
- Design – 20 points
- Right-of-way – 25 points

Transportation Performance Management National Goals – 20 points maximum

Transportation Performance Management is a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. The national Federal highway program performance goals as established by Congress are:

1. **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
3. **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System
4. **System Reliability** - To improve the efficiency of the surface transportation system
5. **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

This criterion will award 5 points for each goal that is being furthered by the project, with a maximum of 20 total points available. Data sources for this criterion include, but are not limited to: P7.0 quantitative data items, the 2045 Metropolitan Transportation Plan (MTP) or other applicable plan, project studies, purpose and need statements. The source(s) and goal(s) will be listed for each project.

P7.0 Quantitative Score – 15 points maximum

This criterion encourages local prioritization scores that work with, not against, P7.0 quantitative results. The P7.0 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 P7.0 quantitative results could be counterproductive for funding projects.

The P7.0 data driven score will determine the number of points assigned in each tier. All modes will be combined, and projects will be listed in descending order of P7.0 scores. Projects will be divided into four equal groups with the following point assignment:

- Top group - 15 points
- Second highest group - 10 points
- Second lowest group - 5 points
- Lowest group - 0 points

Total Score and Project Ranking Approach

Preliminary Local Input Points

From P6.0 to P7.0 the total allotment number of projects for JUMPO grew from 14 to 17. For highway projects, the four criteria scores will be added together and become the basis for the TAC to assign the local input points to the top projects. For bicycle & pedestrian projects, the Community Importance Assessment points and quantitative scores will be added together and become the basis for the TAC to assign local input points to the top projects.

The top scoring projects for each mode will receive 100 local input points (or the maximum allowable percentage of points within the MPO for shared projects). The prioritized listing with preliminary local input point assignment (including raw scores) will be publicized using the JUMPO Public Participation Plan to obtain public comment.

- Regional Impact category in June – July 2024
- Division Needs category in October – November 2024

Recommendations for less than the maximum point assignment may be made depending on overall analysis of projects within Region B and/or Division 3. The P7.0 scores and Division Engineer assigned local prioritization input points will also be available to the public at the same time for their review through NCDOT's websites.

Schedule and Public Outreach

The following schedule for prioritization of projects to be included in the FY 2026-2035 TIP is subject to change at the discretion of NCDOT/JUMPO. Specific dates and any changes to this schedule will be posted on the JUMPO website. In addition to a public forum (this could be an in-person forum or a virtual forum), the public is welcome to address their concerns during the public comment portions of the TCC or TAC meetings. All materials will be available on the JUMPO website, www.jumpo-nc.org.

- May 2024 – P7.0 Quantitative Scores are released by NCDOT
- End of May 2024 – Draft list of programmed Statewide Mobility projects released
- May-June 2024 – Survey available on JUMPO website for public comment and input on Regional Impact project prioritization
- July-August 2024 – Public Comment period for draft assignment of Regional Impact local input points
- July 2024 – TCC will consider draft assignment of Regional Impact local input points
- August 2024 – TAC will assign Regional Impact local input points and submission to NCDOT
- End of September 2024 – Draft list of programmed Regional Impact projects released
- September-October 2024 – Survey available on JUMPO website for public comment and input on Division Needs project prioritization
- October-November 2024 – Public Comment period for draft assignment of Division Needs local input points
- November 2024 – Public open house for review of draft assignment of Division Needs local input points
- November 2024 – TCC will review draft assignment of Division Needs local input points
- December 2024 – TAC will assign Division Needs local input points and submission to NCDOT
- March 2025 – NCDOT will release draft FY 2026-2035 STIP
- September 2025 – Final BOT approval of 2026-2035 STIP

Point Assignment Process

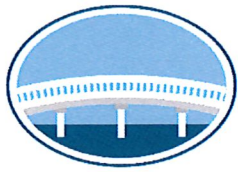
All final project rankings, points assigned per project and any rationale/justification for point adjustments which deviate from this methodology will be available on the MPO website for both the Regional Impact category and the Division Needs category. NCDOT final project scores will be released in 2024 and the draft FY 2026-2035 STIP will be available for public review and comment in 2025.

Final Local Prioritization Input Points

The draft local input points for each project will be finalized after public comments have been received and coordination with the Division Engineer is complete. The TCC and TAC will direct the final award of local input points into the P7.0 prioritization process and may, at the board's discretion, award less than 100 points on a project in order to increase the number of priority projects receiving local input points. The board may also award points to a project that was not shown in the draft listing or remove points from a project that was shown in the listing. The board reserves the right to make adjustments they believe are in the best interest of the metropolitan planning area.

A total of 1,400 points to projects in the Regional Impact category will be submitted as directed by NCDOT. A total of 1,400 points to projects in the Division Needs category will be submitted as directed by NCDOT.

Spreadsheets with project information and final point assignment will be available on the JUMPO website, www.jumpo-nc.org, immediately after TAC meetings for both the Regional Impact and the Division Needs categories. The spreadsheets will be updated to show which projects are moving forward once NCDOT has completed selection of the projects that will be included in the draft FY 2026-2035 STIP.



JACKSONVILLE URBAN AREA
JUMPO
METROPOLITAN PLANNING ORGANIZATION

RESOLUTION ADOPTING THE JACKSONVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION PRIORITIZATION 7.0 LOCAL INPUT POINTS METHODOLOGY

A motion was made by Paul Buchanan and seconded by Royce Bennett 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 7.0 (also known as P7.0) 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 Urban Area MPO; and

WHEREAS, the Jacksonville Urban Area MPO developed a P7.0 Local Input Points Methodology, which complies with state law and NCDOT guidance; and

WHEREAS, the preliminary P7.0 Local Input Points Methodology for all projects was published for public comment on January 24, 2024; and

WHEREAS, all public comments were duly considered; and

WHEREAS, the P7.0 Local Input Points Methodology 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 Transportation Advisory Committee hereby adopts the P7.0 Local Input Points Methodology, on this on this 14th day of March, 2024.

Stephanie Kutz, TAC Secretary

Robert Warden, Chairman