

Local Input Point Methodology

Proposed Adoption December 11, 2025

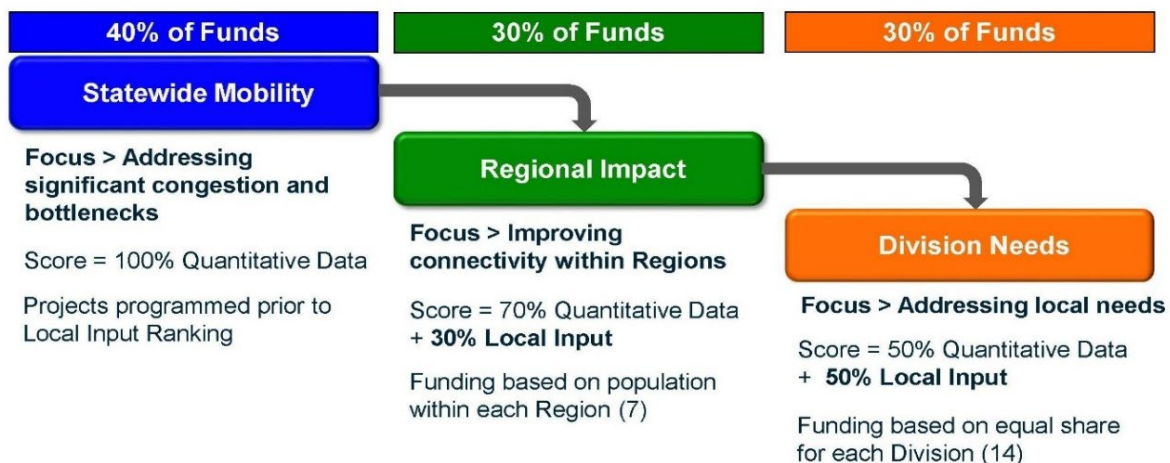
Introduction

The State Transportation Improvement Program (STIP) and the Transportation Improvement Program (TIP) are federally required programming documents that identify and schedule transportation project phases (preliminary engineering, right-of-way acquisition, and construction) by fiscal year and funding source. In North Carolina, the project selection and Prioritization Process is governed by the Strategic Transportation Investments Act (STI), which was signed into law on June 26, 2013. The STI framework establishes a data-driven, transparent approach for the North Carolina Department of Transportation (NCDOT), in partnership with local governments, to evaluate and fund transportation projects statewide in the upcoming STIP and TIP.

Under STI, project funding is determined through the Prioritization Process (P8) that scores projects based on quantitative data (benefit-cost, congestion, safety, etc.) and local input. This structure ensures that limited transportation funds are allocated fairly and transparently across North Carolina's diverse transportation needs. The STI framework balances funding of transportation projects into three categories of investment:

- **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
- **Division Needs:** All other state roadways, General Aviation Airports, Bicycle & Pedestrian facilities, Railroad, Ferry, Transit, Federally Funded Municipal Roadways

How STI Works



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](#).

Under North Carolina General Statute (NCGS 136-18) Metropolitan Planning Organizations (MPOs) must develop NCDOT-approved methodologies for assigning local input points to transportation projects. This approach aims to satisfy the quantitative, data-driven requirements of the STI law while preserving the discretion of local government by incorporating subjective, local input wherever possible. The Jacksonville Urban Area Metropolitan Planning Organization (JUMPO) will apply a consistent set of criteria to assign local input points across all transportation modes rather than using a modal-specific criteria.

As part of P8, local input points at both the Regional Impact and Division Needs levels are divided evenly between the MPO and the Division Engineer, making coordinated project selection essential to ensure effective and strategic contributions. Points in either category may be distributed among the transportation modes that the projects fall into. Based on the MPO population, JUMPO receives **1,400** points to distribute among its projects in the Regional Impact category (highway and aviation projects) and **1,400** points to distribute among its projects in the Division Needs category (highway, bicycle & pedestrian, and aviation projects). The maximum number of points that may be assigned to a single project is 100 points.

MPOs have the option to apply the Local Input Point Flexing Policy, which allows up to 500 points to be transferred from one category to the other. If the MPO chooses to flex points, written documentation must be provided to NCDOT prior to assigning local input points. The Local Input Methodology is developed based on guidance from NCDOT and dialogue with the Technical Coordinating Committee (TCC) Prioritization Subcommittee. Public comments on this methodology will be solicited in accordance with the adopted JUMPO [Public Participation Plan](#) (PPP) prior to formal approval by the Transportation Advisory Committee (TAC).

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 carries 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 PPP. These may include the public notices on the MPO website, www.jumpo-nc.org/get-involved/, social media outlets, newspaper advertising and other public forums.

Project listings for all modes will be published on the MPO website, along with a survey to allow the public the opportunity to provide feedback on the projects. The survey will ask to rate projects on a 1-to-5 scale based on their level of support. Final survey results will provide an average score from 1 to 5 for each project. Public comments may also be submitted by email, telephone, or in person at the public forum or in the MPO office. Feedback from the public, including prioritization comments, will be provided to the TCC and TAC for consideration. All project modes will be combined and ranked from highest to lowest score. The scores will then be divided into five equal groupings, and 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

Project Readiness – 25 points maximum

This criterion encourages local preference scoring based on the ability to construct or implement the project in a timely manner. All modes are evaluated using the same criteria. To ensure comparability across different processes, the basis for point distribution is the project's readiness for construction or implementation and the phase of project development 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 (TPM) is a strategic approach that uses system information to guide investment and policy decisions aimed at achieving national performance goals. The Federal Highway program performance goals, as established by Congress, are as follows:

1. **Safety** - Achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. **Infrastructure Condition** - Maintain the highway infrastructure asset system in a state of good repair.
3. **Congestion Reduction** - Achieve a significant reduction in congestion on the National Highway System.
4. **System Reliability** - Improve the efficiency of the surface transportation system.
5. **Freight Movement and Economic Vitality** - 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** - Enhance the performance of the transportation system while protecting and improving the natural environment.
7. **Reduced Project Delivery Delays** - Reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in project development and delivery, reducing regulatory burdens, and improving agency work practices.

This criterion awards 5 points for each national goal that is advanced by the project, with a maximum of 20 total points available. Data sources for this criterion include, but are not limited to, quantitative data items, the Metropolitan Transportation Plan (MTP) or other applicable plan,

project studies, purpose and need statements. The applicable sources and goals will be identified for each project.

P8 Quantitative Score – 15 points maximum

This criterion supports local prioritization scores that align with, rather than against, P8 quantitative results. The P8 quantitative score accounts for 70% of Regional Impact and 50% of Division Needs project scores, representing a significant portion of the prioritization process. Local prioritization scores that do not align with quantitative results could be counterproductive for securing project funding.

The P8 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 their scores. Projects will be divided into four equal groups, with points awarded as follows:

- 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

For P8, JUMPO may submit a total of 13 projects across all modes. 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. For aviation projects, the directives and initiatives of the regional airport will be considered as the basis for the TAC to assign local input points. This approach ensures that each project type is assessed according to criteria that reflect its unique role and importance within the region.

The top ranked projects will receive maximum points (100 points) to the top 13 projects in the Regional and Division categories based on the ranking described in the methodology. A prioritized listing with the draft local input point assignments and the P8 raw scores will be posted for public comment on the JUMPO website during the following periods:

- Regional Impact (14-day comment period): June – July 2026
- Division Needs (14-day comment period): October – November 2026

In some cases, recommendations for assigning less than the maximum point assignment may be made based on the overall analysis of projects within Region B and/or Division 3. The Division Engineer-assigned local input points will also be made available to the public for review through NCDOT's websites during the same periods.

Schedule and Public Outreach

The following schedule for prioritization of projects to be included in the FY 2028-2037 STIP is subject to change at the discretion of NCDOT and JUMPO. Any updates or changes to the schedule will be posted on the JUMPO website at www.jumpo-nc.org/plans/. In addition to a public forum, which may be held in person or virtually, the public is encouraged to share their feedback during

the public comment portions of the TCC or TAC meetings. All related materials and updates will be available on the JUMPO website.

2028-2037 STIP Project Prioritization Schedule

- May 2026 – Review & approval of Local Input Point Methodology by NCDOT
- End of May 2026 – NCDOT releases P8 Quantitative scores & Statewide Mobility programmed projects
- May - June 2026 – Public survey on JUMPO website for input on Regional Impact project prioritization
- June 2026 – Subcommittee drafts Regional Impact local input points assignment
- July 2026 – TCC reviews Regional Impact local input points assignment
- August 2026 – TAC adopts Regional Impact local input points and submits to NCDOT
- End of September 2026 – NCDOT releases Regional Impact programmed projects
- September - October 2026 – Public survey on JUMPO website for input on Division Needs project prioritization
- October 2026 – Subcommittee drafts Division Needs local input points assignment
- November 2026 – TCC reviews Division Needs local input point assignment
- December 2026 – TAC adopts Division Needs local input points and submits to NCDOT
- Winter/Spring 2027 – NCDOT releases draft FY 2028-2037 STIP
- Summer 2027 – Final approval of FY 2028-2037 STIP by Board of Transportation (BOT)

Point Assignment Process

The Local Input Methodology will serve as a guide to assign local input points to the top scoring projects in the JUMPO's planning area. All Regional Impact and Division Needs final project rankings, local input points assigned to each project, and rationale or justification for adjustments that deviate from this methodology will be made available during a TCC or TAC meeting and posted on the JUMPO website. At the conclusion of P8, the final project scores from NCDOT and the draft FY 2028-2037 STIP will be available for public review and comment in 2027.

Final Local Input Points

The draft local input points will be assigned following public comments periods and coordination with the Division Engineer. The TCC and TAC will oversee the final assignment of local input points, and may, at the board's discretion, assign less than 100 points on a project to allow a greater number of priority projects to receive points. The board may also choose to assign points to a project not included in the draft listing or remove points from a project that was included.

In all cases, the TCC and TAC reserves the authority to deviate from this process when assigning local input points, if it is determined that the established methodology does not adequately reflect the best interest of the metropolitan planning area or to ensure that points are appropriately assigned within the relevant project category. Any adjustments in point assignment from the preliminary scores must have justifications documented in meeting minutes and posted on the JUMPO website. Justifications may include factors such as project cost estimates, limited project availability, project continuity, and public input.

Lists containing project information and final local input point assignments for Regional Impact and Division Needs categories will be made available on the JUMPO website following TAC approval. The lists will be updated to reflect which projects may advance based on NCDOT's selection of projects that will be included in the draft FY 2028-2037 STIP.