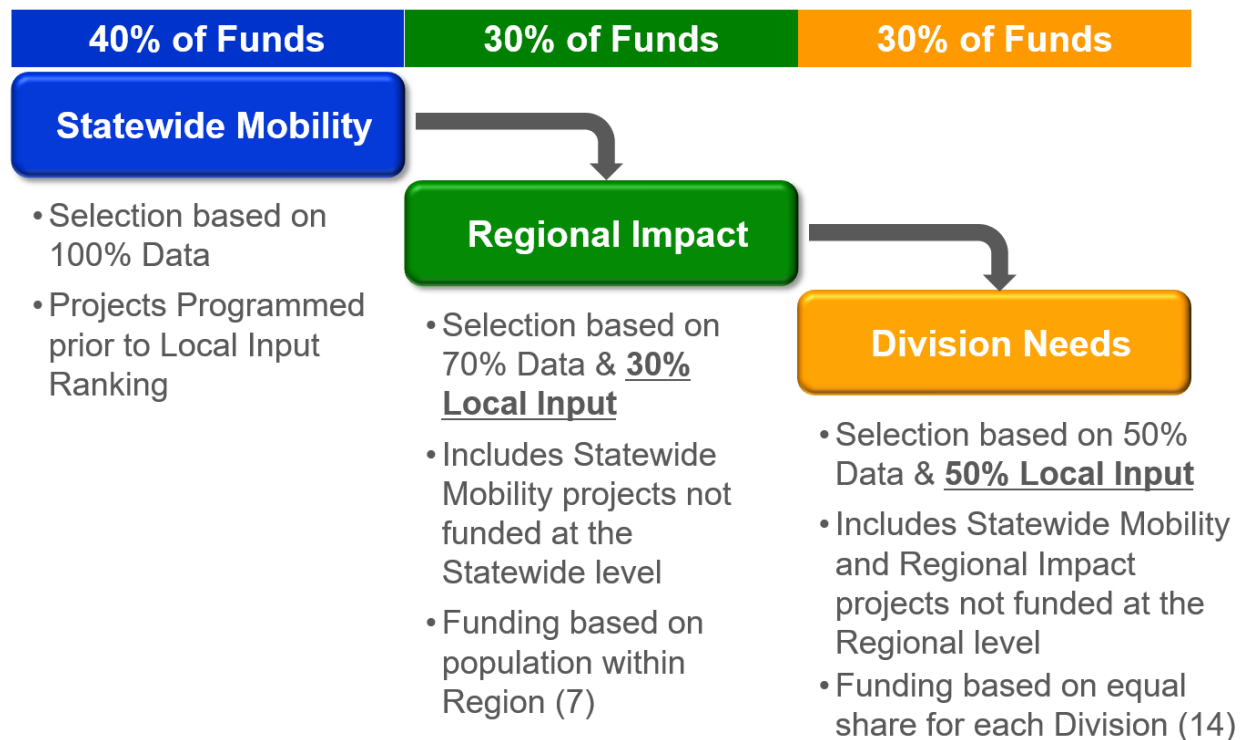


## Introduction

The Strategic Transportation Investments (STI) law (GS 136-189.10 and .11), enacted in 2013, directs NCDOT to select and fund major capital improvement projects using a data-driven prioritization process in combination with local input. Under STI, all major capital mobility/expansion and modernization projects across all six modes of transportation compete for funding. Each project is classified into one of three funding categories – Statewide Mobility, Regional Impact, or Division Needs – where it competes for funds with other eligible projects.

Statewide Mobility eligible projects compete against all other projects in this category across the state, and project selection is based 100% on the data-driven quantitative score. Regional Impact projects compete against all other projects in this category within the same funding region (consisting of two NCDOT Transportation Divisions), and selection is based 70% on the quantitative score and 30% on local input (15% MPO/RPO priority and 15% NCDOT Division Engineer priority). Division Needs projects compete against all other projects within the same NCDOT Transportation Division, and selection is based 50% on quantitative score and 50% on local input (25% MPO/RPO priority and 25% NCDOT Division Engineer priority).

The STI law includes an innovative component known as cascading, where projects not funded in the Statewide Mobility category are eligible for funding in the Regional Impact category. Similarly, projects not funded in the Regional Impact category are eligible for Division Needs funds. Projects that cascade down are then subject to the scoring criteria and local input for the respective funding category.



# HPMPO Prioritization 5.0 Process and Local Input Points Methodology

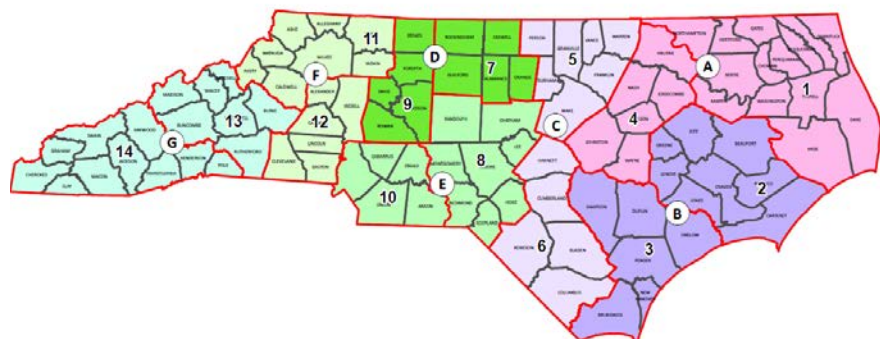
Project eligibility for each STI category, as defined in law, is shown below.

STI Project Eligibility			
Mode	Statewide Mobility	Regional Impact	Division Needs
Highway	<ul style="list-style-type: none"> <li>Interstates (existing &amp; future)</li> <li>NHS routes (as of July 1, 2012)</li> <li>STRAHNET Routes</li> <li>ADHS Routes</li> <li>Uncompleted Intrastate projects</li> <li>Designated Toll Facilities</li> </ul>	Other US and NC Routes	All County (SR) Routes
Aviation	Large Commercial Service Airports (\$500K cap)	Other Commercial Service Airports not in Statewide (\$300K cap)	All Airports without Commercial Service (\$18.5M cap)
Bicycle-Pedestrian	N/A	N/A	All projects (\$0 state funds)
Public Transportation	N/A	Service spanning two or more counties (10% cap)	All other service, including terminals, stations, and facilities
Ferry	N/A	Ferry expansion	Replacement vessels
Rail	Freight Capacity Service on Class I Railroad Corridors	Rail service spanning two or more counties not Statewide	Rail service not included on Statewide or Regional

MPOs/RPOs and Divisions indicate priority by applying local input points to projects. Each organization receives a baseline of 1,000 local input points, with additional points (up to 2,500) based on population. The HPMPO has a total of 1600 points to apply to projects in the Regional Impact category and a total of 1600 points to apply to projects in the Division Needs category. State law requires NCDOT to approve how each organization will assign points to projects, in a document known as their Local Input Point Methodology.

## Regional Impact

Projects of regional significance will receive 30% of the available revenue. Projects on this level compete within specific regions made up of two NCDOT Transportation Divisions. The map to the right shows the funding regions and divisions. For example, Region D consists of Divisions 7 and 9, and Region E consists of Divisions 8 and 10.



# HPMPO Prioritization 5.0 Process and Local Input Points Methodology

NCDOT will select applicable projects for funding using two weighted factors. Data is the first weighted factor and will comprise 70% of the decision-making process. Local rankings by area planning organizations and the NCDOT Highway Divisions is the second weighted factor and will round out the remaining 30% at this level.

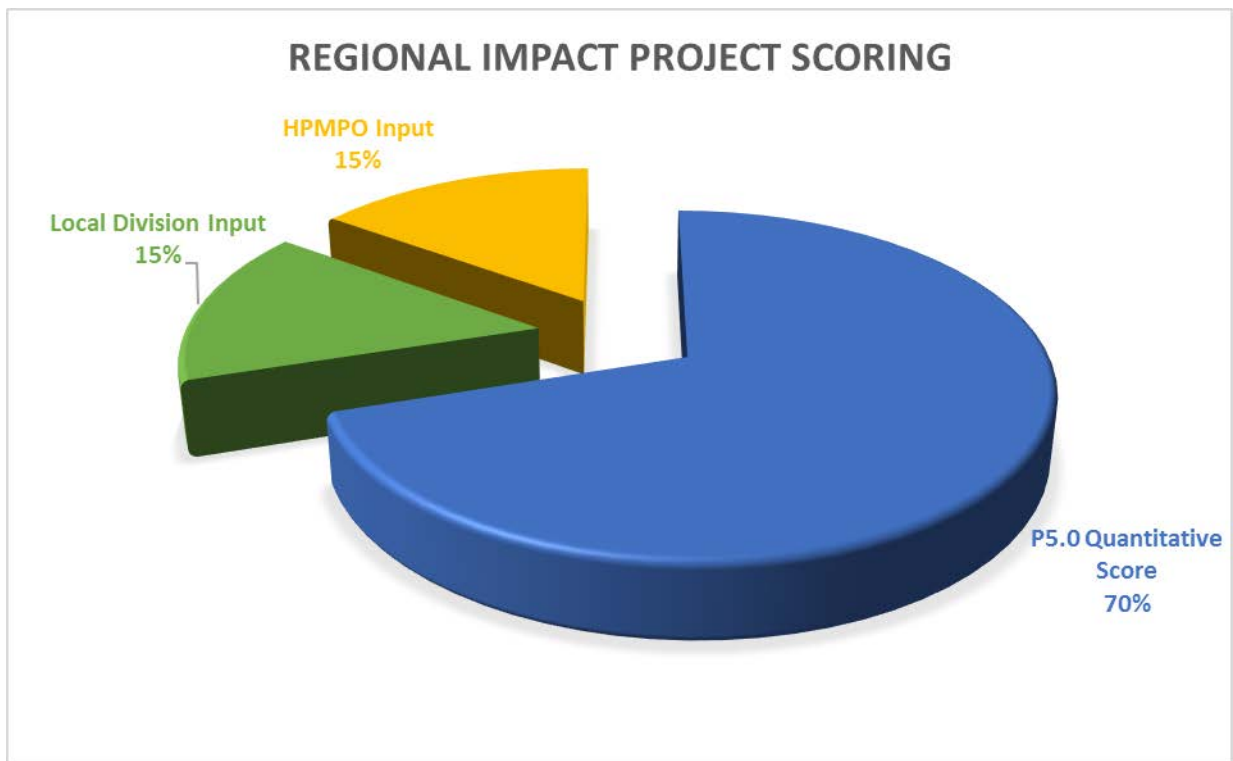
## Division Impact

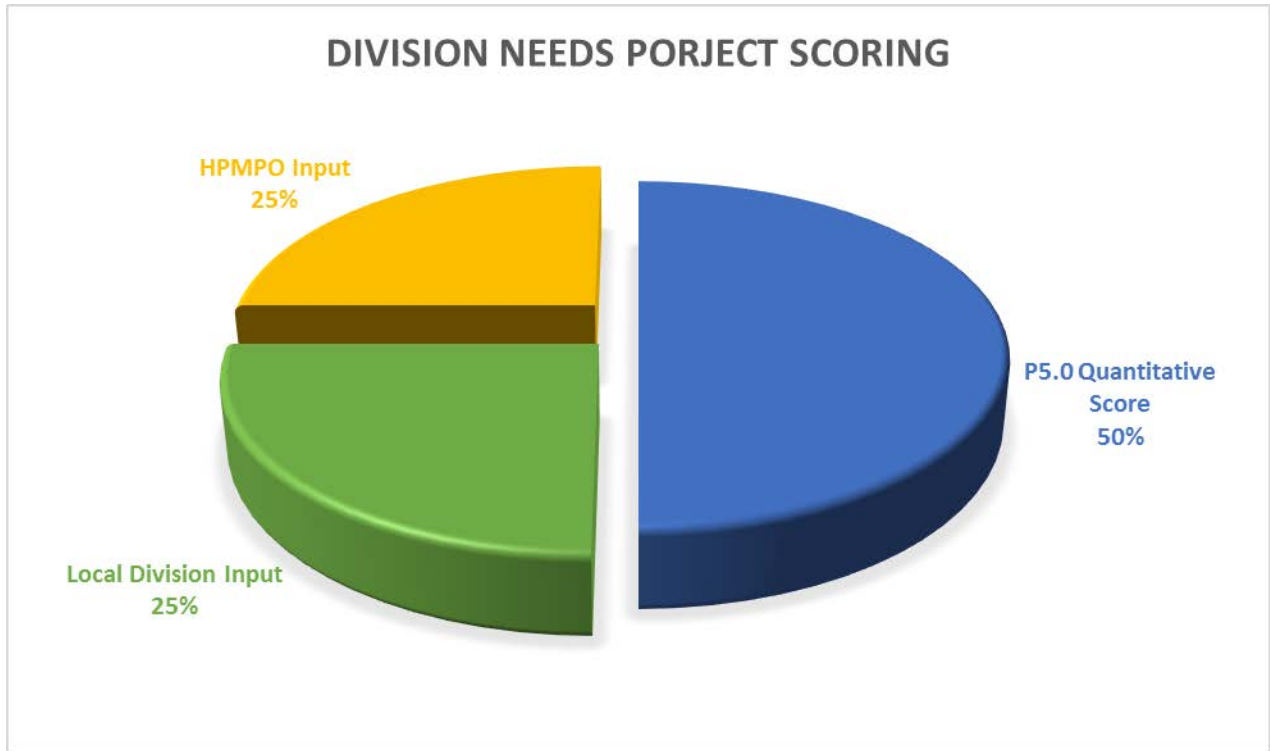
Projects in this category will receive 30% of the available revenue, shared equally over NCDOT's 14 Transportation Divisions, shown above. The department will program projects based 50% on data and 50% on local rankings.

## Description of Criteria and Weights

NCDOT requires that each MPO rank all modes of transportation including highway, bike, pedestrian, public transportation, ferry, rail, and aviation.

As mentioned earlier, project scoring is determined by two weighted factors. First, projects are scored by a data driven quantitative process which counts as 70 percent of the overall project score for Regional Impact projects and 50 percent of the overall project score for Division Needs projects. Second, Local Input Points will make up the remaining 30 percent of the Regional Impact project scores (15% from the HPMPO and 15% from the local Division) and 50 percent of the Division Needs project scores (25% from the HPMPO and 25% from the local Division) as shown in the two pie charts below.





In determining HPMPO local input scores for Regional Impact projects and Division Needs projects (the portions shaded in orange in the two charts above), the HPMPO will use two qualitative criteria. The two qualitative criteria used to achieve the HPMPO local input score are Local/Regional Plan Consistency and a Transportation Advisory Committee (TAC) dot voting exercise. The TAC is the decision-making body for the HPMPO. The maximum total score for these two criteria will be 100.

**Local/Regional Plan Consistency**

The first qualitative criteria for the HPMPO local input score is Local/Regional Plan Consistency. A project can receive up to 50 points depending on plan consistency as shown in the table below. Plan consistency is achieved if the project is included in a local or regional plan. Examples of a local plan would be a pedestrian or bike plan adopted by a municipality or a locally coordinated transit plan. The available points will be the same for Regional Impact projects and Division Needs Projects.

<b>Local / Regional Plan Consistency Criteria (50 pts max)</b>			
<b>No Plan Consistency</b>	<b>Local Plan Consistency</b>	<b>Regional Plan Consistency</b>	
		<b>Comprehensive Transportation Plan (CTP)</b>	<b>Metropolitan Transportation Plan (MTP)</b>
<b>0</b>	<b>10</b>	<b>30</b>	<b>50</b>

# HPMPO Prioritization 5.0 Process and Local Input Points Methodology

## HPMPO qualitative dot-voting procedure

The second qualitative criteria for the HPMPO local input score is the TAC dot-voting process. Before the dot-voting process begins staff will give each voting TAC member a dot-voting worksheet. The TAC member will identify which projects they intend to vote for and the number of votes for each project. Once all TAC members vote, the worksheets will be turned in and kept as a record of that TAC members vote.

Each transportation mode will be voted on separately. Each voting member will be given 10 dots for each mode. Each member may vote for as many projects as they wish, however, they shall only place a maximum of five dots on any one project. Once the dot voting process is complete, staff will calculate the number of dots assigned to each project and develop a ranked project list by number of dots on each project. The table to the right demonstrates how the voting process points will be assigned. The project with the highest number of dots and therefore the highest-ranking project will receive a score of 50. The project with the next highest number of dots will receive a score of 48. This will continue for each subsequent project until there are no additional points to be awarded. If there is a tie in the number of dots allocated to multiple projects then the project with the highest ranking from NCDOT 's quantitative score will get the higher amount of points. Part two of the ranking process will count 50 percent of the HPMPO local score.

TAC Dot Voting Rank	Score on a 50 Point Scale
1	50
2	48
3	46
4	44
5	42
6	40
7	38
8	36
9	34
10	32
11	30
12	28
13	26
14	24
15	22
16	20
17	18
18	16
19	14
20	12
21	10
22	8
23	6
24	4
25	2
26 and lower	0

## Point Assignment Process

The maximum number of points that can be allocated to any one project is 100. HPMPO will allocate the maximum (100) points to 16 projects for the Regional Impact and Division Needs. Once scoring for the HPMPO qualitative criteria is complete, staff will add the score from Local/Regional Plan Consistency and the score from the TAC dot-voting procedure to get the HPMPO score for each project. HPMPO staff will then add the HPMPO project score to the P5.0 quantitative score to get a total project score. The HPMPO will allocate the maximum points (100) to the highest-ranking project in the modes of highway, bike and pedestrian, rail, and aviation. HPMPO staff and the TCC will then allocate the remaining points to projects based on the total project score regardless of mode.

Any justification/rationale for point assignments made by the TAC which deviate from this local methodology will be placed on the MPO website.

## HPMPO Prioritization 5.0 Process and Local Input Points Methodology

The HPMPO is in a portion of four counties and three NCDOT Divisions, as well as adjacent to three MPOs, and two RPOs. It is essential that coordination meetings between the HPMPO, Divisions 7, 8, 9, the Winston-Salem MPO, the Greensboro MPO, the Cabarrus Rowan MPO, the Piedmont Triad RPO, and the NW Piedmont RPO take place to ensure projects receive the maximum amount of local input points possible.

### Total Score and Project Ranking Approach

The table below illustrates how a general highway project in the High Point MPO is scored and local input points allocated. For this example, the project is also located in Highway Division 7. As you can see below, NCDOT uses the P5.0 quantitative scoring to produce a score of 51.28 for the project which counts as 70% of the total project score highlighted in blue in the table. Next, NCDOT Division 7 allocates 100 of their local input points to this project. Because Division input at the Regional Impact tier counts as 15%, the 100 local input points is calculated to 15 points highlighted in green in the table. The HPMPO then scores the project using the two qualitative criteria described earlier in this document, highlighted in light orange in the table. The HPMPO score for the project is 96 and for this example is the highest ranked highway project. The HPMPO then allocates 100 local input points to the project. The HPMPO local input also counts as 15% of the total project score at the Regional Impact tier and the 100 HPMPO local input points is calculated to 15 points as highlighted in the darker orange in the table. These three scores, 51.28, 15, and 15 are then combined for a total project score for this highway project of 81.28.

HPMPO PROJECT SCORING EXAMPLE FOR A REGIONAL IMPACT PROJECT				
		Local Input Points	Percent of Total Score	Score
<b>NCDOT</b> Regional P5.0 Quantitative Score		-	70%	51.28
<b>NCDOT Division</b> (Local Division Input Points) (Project is allocated 100 local input points by the Division)		100	15%	100*.15= 15
<b>HPMPO</b>				
Local/Regional Plan Consistency - Maximum 50 points (Project is in the MTP)	50			
TAC Local Priority Points - Maximum 50 points (Project is second in the dot-voting exercise)	48			
HPMPO Project Score		98		
HPMPO Local Input Points (100 local input points because a score of 96 is the highest scoring highway project)		100	15%	100*.15= 15
<b>TOTAL PROJECT SCORE</b>				<b>81.28</b>

## **Material Sharing**

All information related to the NCDOT and the HPMPO Prioritization Process can be found on the HPMPO website at

<https://www.highpointnc.gov/300/Project-Prioritization-Process-SPOT>

## **Schedule and Public Outreach**

The HPMPO will conduct a 30-day public review and comment period on the Local Input Point Assignment for projects in the Regional Impact and Division Needs categories. The public review and comment period will be advertised in all local newspapers as well as local access public television. Any comments received during this period will be presented to the TAC for their consideration before approving the final Local Input Points for Regional Impact and Division Needs projects. There will also be one public meeting held during the public review and comment period. After the public review and comment period, prior to the TAC acting on the Local Input Point Assignments, a public hearing will be scheduled and advertised.

Local input points will be assigned to the priority projects list according to this approved point assignment process. Any comments received during the public review and comment period will be considered before the TAC approves the final Local Input Point Assignments. Any changes to the schedule will be posted on the MPO website. Below are key dates in the prioritization process.

## HPMPO Prioritization 5.0 Process and Local Input Points Methodology

Schedule – Dates may change

TASK	2018												2019	
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	
NCDOT <span style="background-color: #ccccff; border: 1px solid black; padding: 2px;"> </span> HPMPO <span style="background-color: #ffcc00; border: 1px solid black; padding: 2px;"> </span>														
NCDOT review and calculation of Quantitative Scores for all projects														
TAC review of HPMPO Draft Methodology - <b>February 27th</b>														
TAC approval of HPMPO Methodology - <b>March 27th</b>														
NCDOT releases Quantitative Scores for all projects - <b>March 31st</b>														
MPOs, RPOs, and Divisions assign Regional Impact Local Input Points - <b>April 1st - June 30th</b>														
TAC dot voting exercise - <b>April 24th</b>														
Public Comment Period for Local Input Point Assignment for Regional Impact and Division Needs projects - <b>May 1st - May 31st</b>														
Public Meeting - <b>May 10th</b>														
TAC review of HPMPO Local Input Point Assignment - <b>May 22nd TAC Meeting</b>														
TAC approval of Local Input Point Assignment for Regional Impact and Division Needs projects - <b>June 26th</b>														
NCDOT TIP Unit scores and programs Regional Impact Projects by <b>August 31</b>														
MPOs, RPOs, and Divisions assign Division Needs Local Input Points - <b>September 1 - October 31</b>														
NCDOT TIP Unit scores and programs Division Needs Projects by <b>December 31</b>														
NCDOT releases DRAFT 2019-2029 State Transportation Improvement Program (STIP)														